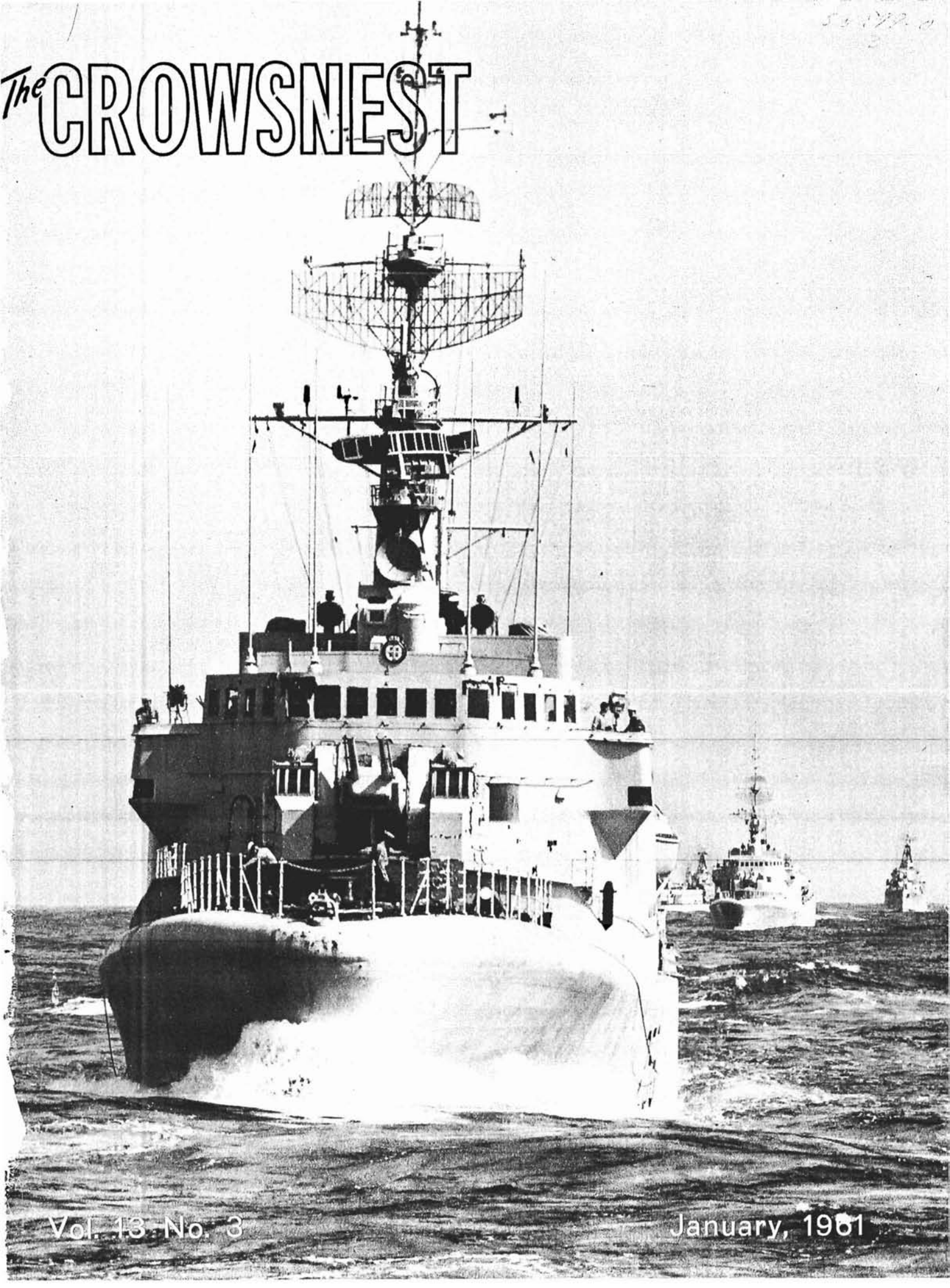
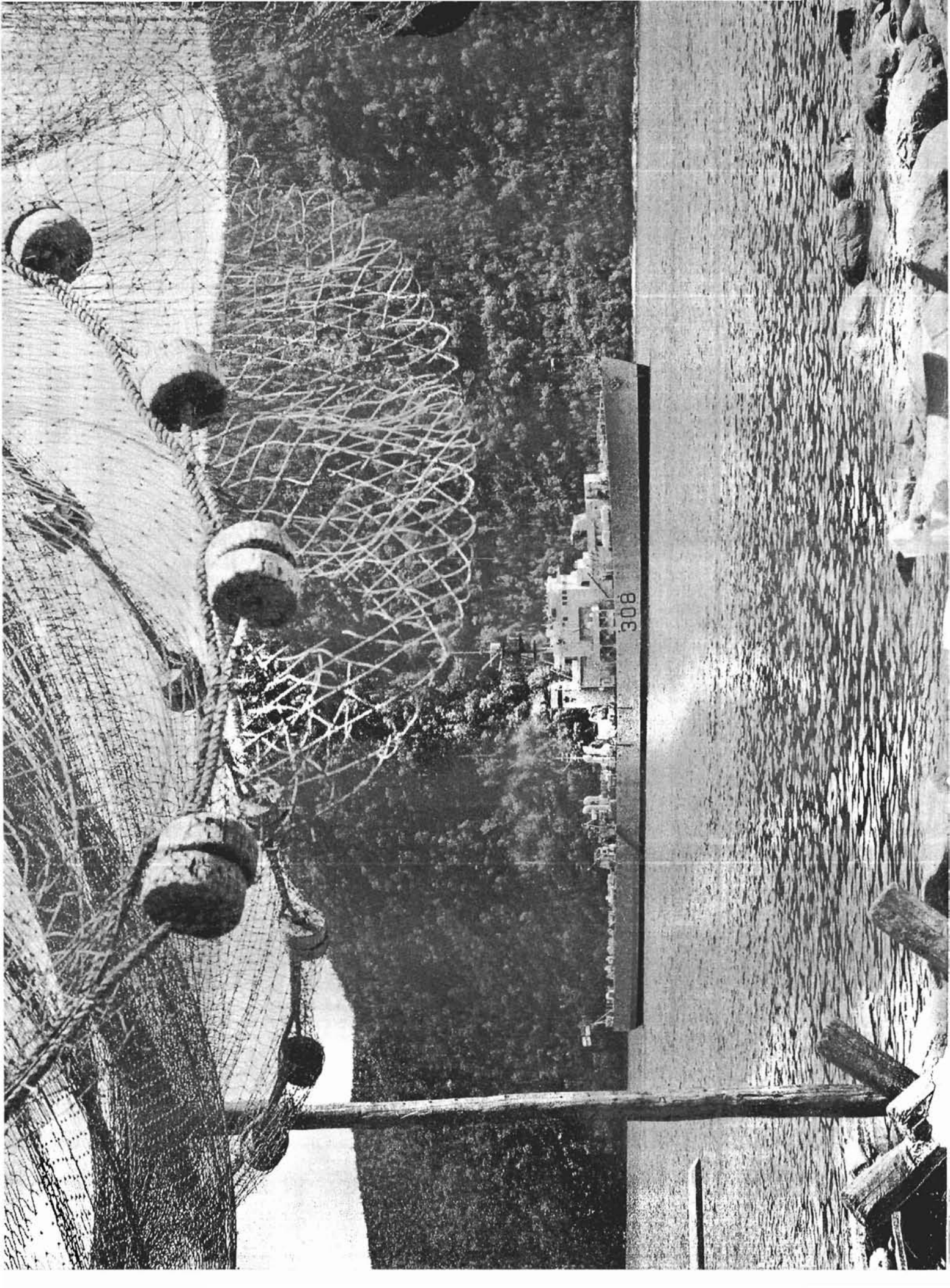


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The CROWSNEST





The CROWSNEST

Vol. 13 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY 1961

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The Cover—Burying her bows into a long Atlantic swell so that she looks almost as ponderous as a battleship, the destroyer escort *Terra Nova* proceeds home to Halifax from Bermuda in company with other ships of the Atlantic Command. (CS-0524)

LADY OF THE MONTH

There are many spots of scenic loveliness along Canada's thousands of miles of coastline rarely seen by any but the local inhabitants. When quiet, isolated fjords are mentioned, the rugged British Columbia coast may come to mind, but the shores of Newfoundland and Labrador have similar seldom-seen delights.

Visual evidence of this can be seen on the opposite page. The ship is the frigate *Inch Arran* and the photograph was taken at Harbour Deep, Newfoundland, last August by Ldg. Sea. A. C. Estensen. Harbour Deep is on the east coast of the "panhandle" of Newfoundland to the south of Labrador.

The *Inch Arran*, one of the last of the modernized frigates to join the fleet, was commissioned at Sydney, Nova Scotia, on November 25, 1959. (NFD-5454)

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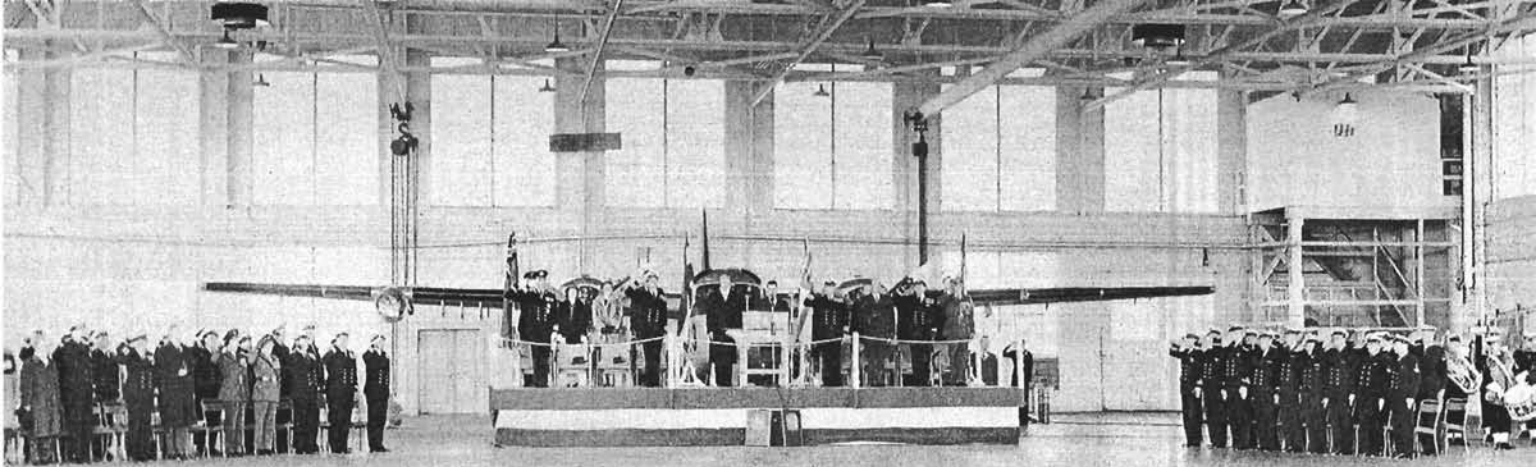
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RCN NEWS REVIEW

Overall view of the December 5 ceremony at which five of 17 CS2F-1 Tracker anti-submarine aircraft of the Royal Canadian Navy were transferred to the Royal Netherlands Navy at the RCN Air Station, Shearwater, under the NATO mutual aid program. (DNS-26642)

Looking Back at The Jubilee Year

HISTORICALLY, the year 1960 will be remembered as the year in which the Royal Canadian Navy celebrated its 50th anniversary and was rewarded with evidences of widespread interest and support from the people of Canada.

On the operational side, 1960 saw long years of experiments and trials bear fruit in the development of a practical variable depth sonar and its introduction into the fleet.

During 1960 the RCN looked back over its first 50 years, recalled events in its past on ceremonial occasions and held "open house" for the Canadian public. It was noted that the history of the first half-century had been far from a record of continuous progress, that on occasion the Royal Canadian Navy had come close to extinction and that only with the coming of the Second World War did it assume important stature in Canada's defence organization.

The year found the Royal Canadian Navy operating at its highest peace-time strength, with 62 warships in commission and at its ceiling strength of 20,000 in manpower, with half its personnel serving afloat.

Some of the events of the year were symbolic of the changing defence picture. The RCN's last two cruisers, the *Ontario* and *Quebec*, were towed away for scrap, no longer of value to a Navy which was girding itself to meet one of the most dangerous weapons the world has known, the modern submarine. The RCN was in process of acquiring from the United States a submarine for the

training of West Coast ships and aircraft. The trend toward increasing the mobility and endurance of the fleet was evidenced in the commencement of construction of a 22,000 ton tanker supply ship. Already at the service of the fleet were two large mobile repair ships. Manufacture was begun of variable depth sonar, a big step forward in the development of anti-submarine capabilities.

7 Ships Building

To augment the 62 ships in commission, seven more including the new tanker, are building. Six "repeat Restigouche" class destroyer escorts are under construction in Canadian shipyards, and all will incorporate variable depth sonar. One of the new ships was laid down in 1958, two others in 1959, and three in 1960.

The RCN on December 1 had a strength of 2,581 officers, 17,187 men, 165 Wrens, 413 officer cadets and 252 technical apprentices. To make the most of this manpower the Navy intensified application of its newly adopted system of on-the-job training, designed to maintain the seagoing strength of the service at its present high level of 49 per cent of the RCN total.

Management training continued at HMCS *Hochelaga*, Montreal, with courses offered to both junior and senior officers and men of the Navy and to civil servants.

In HMCS *D'Iberville*, Quebec City, French-speaking recruits were being taught English by the latest methods in 17 weeks while taking basic naval training at the same time.

Revision of the trade structures of the Navy continued and a new trade structure for the air trades was introduced to the fleet.

A new promotion system emphasizing merit and designed to equalize opportunity for all ranks was introduced.

An electronic tactical trainer was completed for the Navy and housed in the Joint Maritime Warfare School at Halifax. Its use promises to be of immeasurable value in the training of commanding officers and their staffs in tactical problems associated with ships, submarines and aircraft. The device can simulate circumstances at sea involving up to 16 ships, of which six may be submarines, and an aircraft carrier with up to 12 aircraft, along with a convoy of any size. The commanding officers and their staffs are thus able to engage in many complicated exercises that could be encountered at sea, while the instructor can introduce numerous variables.

Flight Simulator

Another type of trainer, this one a flight simulator, was installed at HMCS *Shearwater*, RCN Air Station, near Dartmouth, N.S. to assist in the training of pilots in Tracker anti-submarine aircraft.

During the year 24 men from the lower deck were promoted to commissioned rank and an additional 16 were promoted to officer cadet and appointed to one of the Canadian Services Colleges or a Canadian University for academic training.

The Suggestion Award Board of the Public Service of Canada made 18 cash

awards to naval personnel for suggestions, of which the largest was for \$1,500. Thirteen cash awards were made to civil service personnel. In addition three Navy and eight civil servants received merchandise prizes for their suggestions.

In keeping with the 50th anniversary, the RCN's Jubilee was noted by Parliament, and "Happy Birthday" wishes came from as far afield as Italy, France and Australia. Closer to home the United States Chief of Naval Operations, Admiral Arleigh Burke, sent best wishes, as did the Royal Navy.

Two thousand sailors and ex-sailors gathered at Cobourg, Ontario, in June, to observe the anniversary and for their annual re-union.

At most events throughout the year the theme was the Jubilee year, and this was represented in Navy Days and open houses on the coasts and at naval divisions, as well as in many displays and in the exhibits at the Pacific National Exhibition in Vancouver,

Canadian National Exhibition in Toronto, and the Quebec Provincial Exhibition in Quebec City.

As the Jubilee year drew to a close Trafalgar Day observance was combined with 50th anniversary celebrations at Naval Headquarters, naval establishments at the coasts and at naval divisions across Canada.

Sailpast at Halifax

The Jubilee year was opened in May in Halifax with a sailpast of 48 warships and a flypast of 50 naval aircraft. Ships were manned and cheered, saluting guns ashore fired a salute and Vice-Admiral H. G. DeWolf, then Chief of the Naval Staff, took the salute.

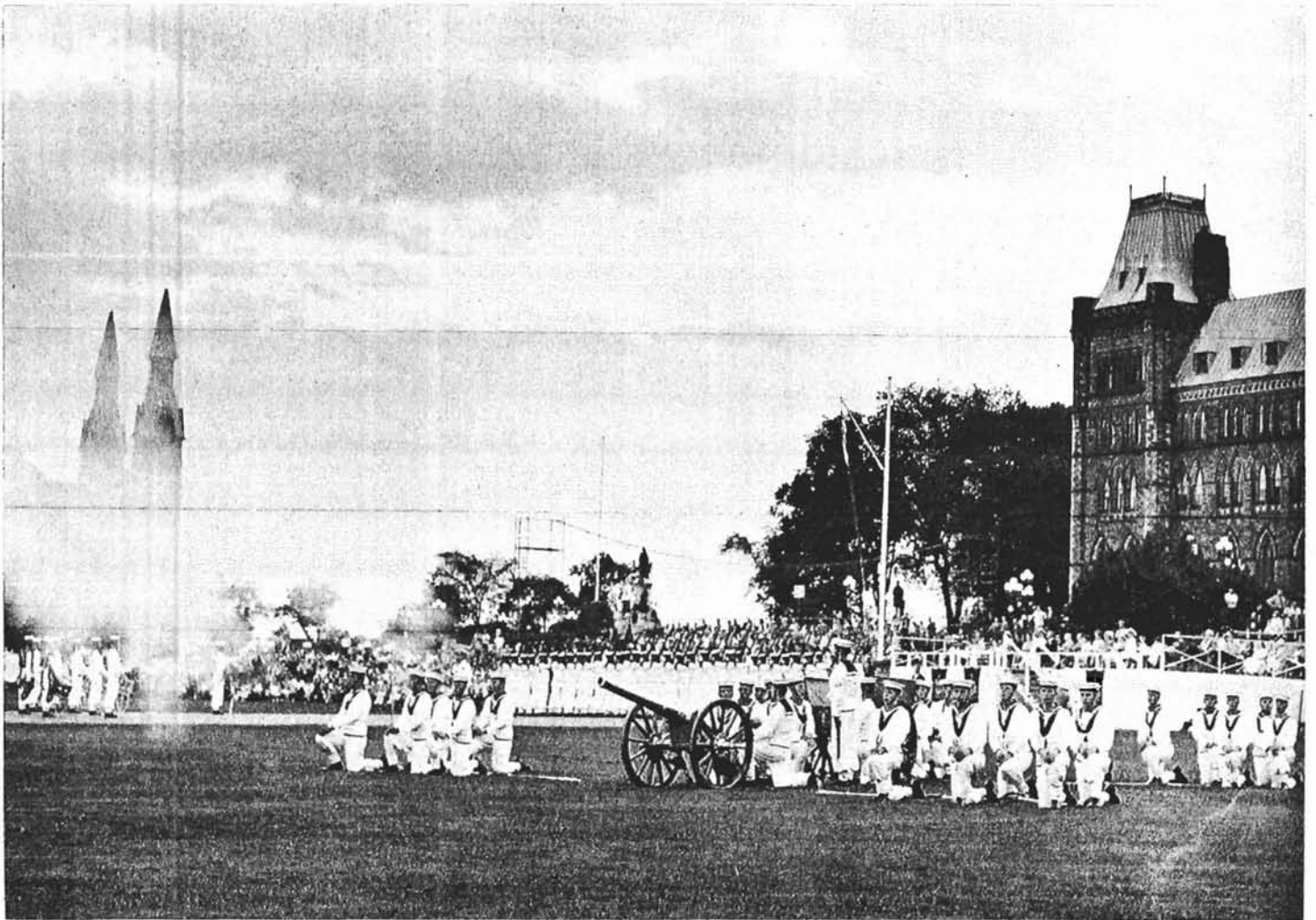
On the West Coast, on May 16, His Excellency, Governor General Georges Vanier travelled from Vancouver to Victoria in the destroyer escort *Fraser* and took the salute from the *Fraser* while 14 other RCN warships carried out a sailpast and manned and cheered ship.

Operationally the Navy ranged far and wide in its anniversary year, and assisted in the celebration of anniversaries and notable occasions in foreign lands.

In January, four frigates of the Fourth Escort Squadron embarked *Venture* cadets and carried out a 15-week training cruise to South America. Training for the cadets included navigation, pilotage, anti-submarine operations, gunnery and bridge and engine-room watch-keeping. At the same time everyone gained experience in fleet and tactical exercises.

Also at this time three destroyer escorts of the Second Escort Squadron left Esquimalt for a two-and-a-half month cruise to Japan. The ships were the *St. Laurent*, *Ottawa* and *Saguenay*.

The mobile repair ship HMCS *Cape Scott* completed its first year of commission in the Atlantic Command while her sister ship, the *Cape Breton*, began service on the West Coast in her new role of supporting the fleet at sea.



THE RCN IN 1960—Communities far inland joined in the celebration of the RCN's jubilee year as citizens turned out in thousands to watch the Cornwallis guard and band present the moving Sunset Ceremony in Ottawa, Toronto, Montreal and Quebec City. The scene here is the lawn of the Parliament Buildings in Ottawa. (0-13007)



THE RCN IN 1960—Governor-General Vanier presented the George Medal at an investiture in Government House, Halifax, during His Excellency's Maritime tour last summer. Left to right are AB Jacques P. G. Bouchard, Madame Vanier, His Excellency and AB Angus K. MacLean. The sailors rescued the pilot of a crashed and burning aircraft at the RCN Air Station, Shearwater, on August 20, 1959. (HS-61676)



THE RCN IN 1960—PO Joseph Whitby looked a little ecstatic as he explained the workings of a sonobuoy to TV star Joyce Davidson. PO Whitby assisted with the anti-submarine display at the Armed Forces exhibit at the CNE last summer. (COND-5964)

Variable depth sonar, a significant break-through in anti-submarine warfare, was being manufactured for RCN ships. The system permits sonar to penetrate below the upper thermal and turbulent layers of the ocean in search of submarines. Development of VDS was primarily one by Defence Research Board scientists and RCN anti-submarine specialists in close co-operation with United Kingdom and United States scientists.

Ships in Great Lakes

Two frigates, the *Outremont* and the *Lanark*, moved into the Great Lakes for the Reserve summer training program, and two destroyer escorts the *Columbia* and the *Chaudiere*, carried out a training and operational cruise to the Lakes.

Four frigates of the Atlantic Command proceeded on cadet training cruises to Newfoundland and Greenland.

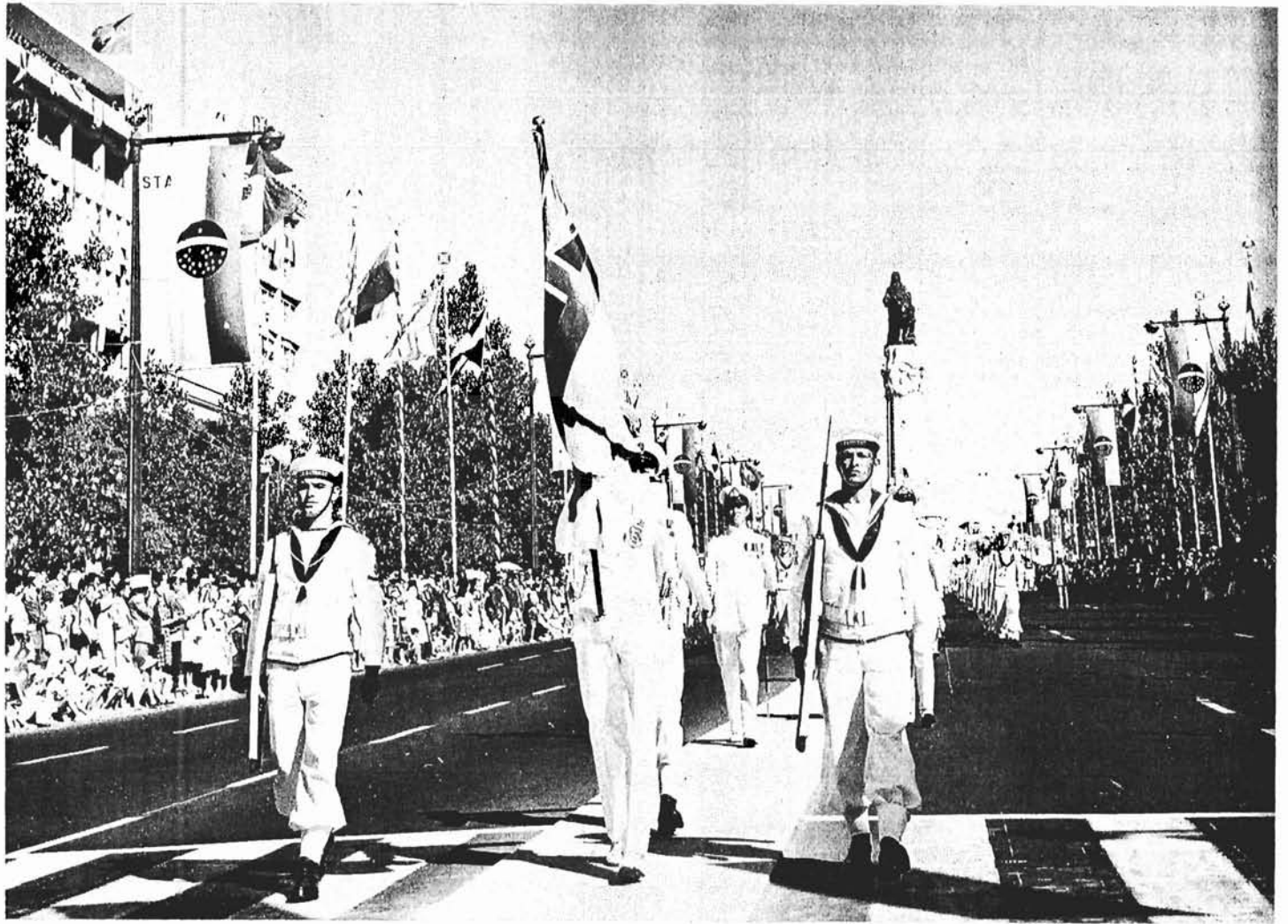
In August four destroyer escorts, the *Gatineau*, *Terra Nova*, *Kootenay* and *St. Croix*, represented Canada at the naval review and official ceremonies at Lisbon and Sagres, Portugal, in honour of the 500th anniversary of the death of Prince Henry the Navigator. En route the ships visited Portsmouth, England, for the presentation of a totem pole to the Royal Navy Gunnery School at Whale Island, in recognition of the service given by that institution in training RCN gunnery personnel over the years—a relationship that has now drawn to a close.

Seven frigates of the Fourth Escort Squadron sailed in mid-summer on a six-week officer cadet training cruise to Japan via Alaska.

The Royal Canadian Navy, it was announced, would get the submarine *USS Burrfish* on loan for five years. To be renamed *HMCS Grilse*, she will be ready early in the new year and will be manned by RCN personnel.

HMCS Columbia saved two flyers from the ocean in August. In September she sailed for Nigeria, where she represented the Canadian Armed Forces at the Nigerian Independence Day celebrations. She also visited Ghana and other African countries.

Throughout the year there was heavy emphasis on training and ships spent a tremendous amount of time at sea. Among the many exercises in which the ships and squadrons took part were *Wintex 60*, a large scale series of fleet exercises involving most ships of the Atlantic Command. Mostly in the Bermuda area, it included the use of the *Cape Scott* and RCN anti-submarine *Tracker* aircraft.



THE RCN IN 1960—Canadian sailors march through Lisbon, Portugal, during international commemoration of the 500th anniversary of the death of Prince Henry the Navigator. (CCC-5-340)

'Sweeper Exercise

Sweep Clear V involved Canadian and United States minesweepers, nine destroyer escorts, *Cape Scott* and six frigates. It was a minesweeping exercise in the Shelburne, Nova Scotia, area. Other operational exercises included Hukex, a hunter-killer exercise; Short-stop I, an anti-guided missile submarine exercise; Fallex 60, a series of NATO exercises in the eastern Atlantic and U.K. waters, and Pipe Down II, involving ships returning from Fallex. In the west, several exercises involved RCN ships and RCAF aircraft in Hawaiian waters and along the Pacific coast with United States warships. One giant exercise was Edpex 60 which involved the recall of all naval personnel and deployment of all ships in the Pacific Command.

The fleet ranged far afield. Visits were made to England, Scotland and Ireland; Lisbon and Bay Lagos, Portugal; Accra, Ghana; Nigeria; Ponta Delgada, Azores; Gronnedal, Greenland; Bermuda; Char-

leston, South Carolina; San Juan, Puerto Rico; Fort Lauderdale, Florida, and other ports on the eastern seaboard. In the West there were visits to ports in Washington State; San Francisco, San Diego, Stockton and Long Beach, California; Callao and Talara, Peru; Valparaiso, Chile; Balboa, Canal Zone; Galapagos Islands, Magdalena Bay, Mexico; Okinawa; Hong Kong; Kobe, and Yokahama, Japan; Adak, Alaska; Pearl Harbour, Hawaii, and ports on the coast of British Columbia. On the Great Lakes there were calls to Toronto, Hamilton, Cobourg, Detroit, Buffalo, Milwaukee, Duluth and Port Arthur, among other places, and calls to Montreal, Trois Rivieres and Quebec along the St. Lawrence, as well as to many ports in the Atlantic provinces.

Personnel made headlines, too. Commodore O. C. S. Robertson, Naval Member Canadian Joint Staff Washington, sailing in the nuclear submarine USS *Seadragon* as technical adviser to the United States Navy, became the first

Canadian: to traverse the most direct route through the Arctic's Northwest passage; to witness a ball game at the North Pole, and to see the ice over the pole from below.

Lt. E. Y. Porter went to Chile in late May with medical aid from Canada and assisted in setting up medical centres in the earthquake stricken area. The Fourth Escort Squadron, having visited Chile earlier in the year, sent along a cheque for \$750 raised by the ship's companies of the squadron.

Medals for Bravery

Able Seamen Pierre Bouchard and August Kenneth MacLean were presented with the George Medal for their bravery in rescuing a pilot from a burning aircraft. His Excellency the Governor General made the investiture.

Vice-Admiral Harry George DeWolf, Chief of the Naval Staff, retired on August 1, and in a farewell message to the fleet expressed pride in the accom-

plishments of the Royal Canadian Navy in which he had served for 42 years.

The new Chief of the Naval Staff, Vice-Admiral Herbert Sharples Rayner, formerly Flag Officer Pacific Coast, took over his duties.

An officer who had become almost a legend, Rear-Admiral Hugh Francis Pullen, Flag Officer Atlantic Coast, retired. He and Admiral DeWolf were among the last remaining few to have served in the old Royal Naval College of Canada, open from 1911 to 1922.

In Ottawa, Rear-Admiral Patrick David Budge, who began his naval career as a boy seaman, was appointed Chief of Naval Personnel. At Esquimalt, Rear-Admiral E. W. Finch-Noyes became Flag Officer Pacific Coast and at Halifax Rear-Admiral Kenneth Lloyd Dyer was appointed Flag Officer Atlantic Coast.

The Navy continued to be active in community service. HMCS *Cornwallis*, for example, donated \$1,700 to the World Refugee Year and generous support was

forthcoming from other ships and establishments; community charities benefited from fund campaigns among naval personnel.

More adoptions by ships and personnel under the Foster Parents Plan and Save the Children Fund were made and sponsorship of previous adoptions continued. One little boy in France was visited by two seamen from his sponsoring ship and a Korean boy received money and presents from the wrens of *Naden*, who had "adopted" him.

Blood donors from ships and establishments helped to keep Red Cross blood banks up to safe levels. Paraplegics on the West Coast were given continued use of the pool at HMCS *Naden* and were assisted by naval swimmers.

Forest Fires Fought

Nearly 2,000 sailors assisted in fighting serious forest fires in the Atlantic provinces. Operating as a number of self-contained units, they were sup-

ported by naval helicopters and motor transport.

Naval divers assisted in recovering the bodies of six victims of drowning.

The Royal Canadian Navy (Reserve) came under new command with the appointment on August 22 of Commodore Paul D. Taylor as Commanding Officer Naval Divisions, with headquarters HMCS *Patriot*, in Hamilton. Under his supervision are 21 naval divisions in cities from coast to coast, where officers and men are trained in modern naval skills.

HMCS *Nonsuch*, Edmonton naval division, won the Naval Divisions Efficiency Trophy and also was selected as the division showing most improvement. HMCS *Malahat*, Victoria naval division, was runner-up, followed by HMCS *Scotian*, Halifax division. The University of British Columbia's Naval Training Division was selected as the top UNTD for 1960. HMCS *Malahat's* air squadron, VC-922, for the second year in a row, won the safe flying award.



THE RCN IN 1960—This picture may be taken as a punning comment on the kind of life led by minesweepers or simply as a memento of the NATO exercises held off Shelburne, Nova Scotia, last fall. Nestled on either side of the mobile repair ship Cape Scott are the coastal minesweepers Chalour (164), Fundy (159), Chignecto (160) and Quinte (149). (CS-0553)

More than 2,500 naval reservists from cities across the nation underwent annual training in naval ships and establishments during 1960.

Exchanging civilian clothes for periods of from two weeks to six weeks during the year were 570 officers, 469 cadets of the University Naval Training Divisions, 1,301 men and 183 wrens. During the training season, 115 senior UNTD cadets were promoted to commissioned rank, having obtained the necessary university and naval qualifications.

Training areas included the Atlantic Coast, Pacific Coast and Great Lakes. The Great Lakes Training Centre in Hamilton supervised the training of more than 600 men, most of them new entries, ashore and afloat. Sea training for personnel at GLTC was carried out on the Great Lakes in the *Lanark* and *Outremont*.

New entries received more training last year than in previous years through the introduction of a six-week training scheme in place of the former two-week training period.

Ships and establishments in RCN coastal commands trained a large part of the balance of the reservists. Nearly 75 reservists took training at HMCS *Hochelaga*, the naval supply school near Montreal.

A/S Training Unit

Another active training program was carried out by the Mobile Anti-Submarine Training Unit operating out of Hamilton to inland divisions across Canada. This unit, housed in two trailers, gave anti-submarine training to more than 500 reservists far from the sea. In addition, more than 3,500 naval personnel and civilians received indoctrination and familiarization demonstrations in the unit. Counting visits to the Canadian National Exhibition at Toronto and the Western Fair at London, the unit amassed a grand total of nearly 23,000 personnel trained and visitors. To achieve this, it travelled more than 7,500 miles and spent 200 days of the year away from home base.

The Commanding Officer Naval Divisions exercised operational control over four warships on the Great Lakes during a part of the year. Two were the Atlantic coast frigates which served under COND for two and one-half months each. The others were the destroyer escorts *Columbia* and *Chaudiere*, which visited the Great Lakes in late spring to carry out a series of cruises with university personnel, high school principals, guidance counsellors and selected students from Central Ontario.

Although the Reserve in its present form dates only from 1946, its traditions are one with those of the regular force and naval divisions joined wholeheartedly in the observance of the RCN's Jubilee.

The 50th anniversary celebrations are over. They were of value in drawing to the attention of the whole of Canada the Navy's function and high state of readiness and in instilling within the ranks of the RCN itself a renewed sense of pride and purpose.



Netherlands and Canadian naval pilots shake hands during the December 5 ceremony in which five of 17 CS2F-1 Tracker anti-submarine aircraft were turned over to Holland at Shearwater, under the NATO mutual aid program. Left to right are Lt. Frans Kopp, RNethN; Lt. Henk Couprie, RNethN; Lt. Robert Rogers, RCN, and Lt. Donald Perrault, RCN. (DNS-26643)



Netherlands Ambassador to Canada, A. H. J. Lovink signs for five of 17 CS2F-1 Tracker aircraft being transferred from the RCN to the Royal Netherlands Navy under NATO mutual aid terms. Canadian Fisheries Minister J. Angus MacLean is in the centre and Captain T. C. Pullen, commanding officer of the RCN Air Station, Shearwater, is on the right. The ceremony at Shearwater took place December 5. (DNS-26641)

Trackers Given To Netherlands

Five CS2F-1 Tracker aircraft were turned over to the Royal Netherlands Navy by the Royal Canadian Navy at a ceremony at the RCN Air Station, *Shearwater*, on December 5. They were the first of 17 Trackers to go to the Netherlands under NATO Mutual Aids.

His Excellency A. H. L. Lovink, Ambassador of the Netherlands to Canada, formally accepted the aircraft from Hon. A. Angus MacLean, Minister of Fisheries, representing the Government of Canada.

Also present for the ceremony were Vice-Admiral L. Brouwer, Chief of Staff of the Royal Netherlands Navy; Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, other senior officers and civilian dignitaries.

A 19-gun salute was fired and a guard and band were paraded in honour of the ambassador.

Netherlands naval air crews trained at *Shearwater* for several months in the operation and maintenance of the aircraft. Two days after the ceremony,

the planes were flown to their new base at Curacao in the Netherlands West Indies.

Mr. MacLean, a Second World War bomber pilot, who bailed out of his damaged bomber over Dutch soil and made his way to Gibraltar via the "underground railway", said:

"The world situation is most difficult and uneasy, but if it had not been for NATO the situation today would have been much worse."

Ambassador Lovink thanked the RCN for the warm reception he had received and praised NATO for making possible assistance, such as the transfer of the aircraft, to the smaller countries.

Admiral Dyer said the ceremony was one which "illustrates once again the close ties and the strong spirit of goodwill and co-operation which exists between our two countries, and it demonstrates a mutual dedication to a common cause."

He recalled that the two navies had worked closely together during the Second World War and that this friendship had continued through the Korean war and the NATO exercises of recent years.

Admiral Dyer described the Trackers as "among the finest carrier-borne anti-submarine aircraft in use today."

The transfer ceremony at *Shearwater* occurred about five weeks after another ceremony—this one at the de Havilland Aircraft of Canada, Limited, at Downsview, Ontario, near Toronto, on October 28. The ceremony on this occasion marked the completion of the CS2F production contract, in the course of which de Havilland constructed 100 Trackers for the RCN. Of this number 43 were CS2F-1s and 57 were CS2F-2s.

The last Tracker of the series, "NAVY 1600", was accepted by Lt. I. R. Ferguson and Sub-Lt. A. J. Holmes from the company. Captain T. C. Pullen, commanding officer of *Shearwater*, was guest of honour at a reception after the ceremony.

"NAVY 1600" was flown to *Shearwater* by Cdr. W. H. Fearon, Air Operations Officer, *Shearwater*, and Lt.-Cdr. B. W. Mead, commanding officer of Experimental Squadron 10.

Wartime Deputy Minister Dead

Deputy Minister of National Defence for Naval Services during the Second World War, W. Gordon Mills died December 17 in a Toronto hospital at the age of 74.

During the First World War Mr. Mills served with the aviation branch of the



W GORDON MILLS, CMG

Imperial Munitions Board and, on the outbreak of the Second World War, he was recalled for similar duties with what later became a part of the Inspection Board of the United Kingdom and Canada.

He was appointed Assistant Deputy Minister of National Defence for Naval Services in February 1941. Eight months later he was made Deputy Minister.

Mr. Mills' services during the war years were recognized in the King's Birthday Honours List of 1943 when he was made a Companion of the Order of St. Michael and St. George.

A prominent businessman, Mr. Mills was interested in both art and music. He was associated with the direction of the Toronto Art Gallery, the Toronto Conservatory of Music and the Margaret Eaton School. He was organist of the First Church of Christ Scientist in Toronto for many years.

Frigates to Call At Ten Ports

Three frigates of the Fourth Canadian Escort Squadron en route to Australia and New Zealand will visit ten ports during their three-and-a-half month training cruise.

The *Sussexvale*, *Beacon Hill* and *New Glasgow*, with 40 Venture cadets embarked, were to sail on January 9. They were to call at Pearl Harbour, January 17-19; Suva, Fiji Islands, January 29-31; Waitangi, Bay of Islands, New Zealand, February 5-7; Auckland, N.Z., February 8-10; Port Taranki, N.Z., (*Beacon Hill* only) February 12-15;

Lyttleton, N.Z., (*Sussexvale* only) February 13-16; Dunedin, N.Z., (*New Glasgow* only) February 14-17; Wellington, N.Z., February 27-March 5; Sydney, Australia, March 13-20; Pago Pago, Samoa, March 31-April 2 and Pearl Harbour, April 11-13.

The ships are due to return to Esquimalt on April 21.

Warships Busy Over Holidays

Ships of the Royal Canadian Navy and Maritime aircraft of the Royal Canadian Air Force carried out normal operational patrols during the Christmas and New Year holiday period.

Destroyer escorts were at sea over Christmas and were relieved for the New Year period by sister ships from the Halifax-based Fifth Canadian escort squadron. The Air Force operated Argus four-engined aircraft from RCAF Station Greenwood.

The Navy patrols on Christmas day were the scene of the traditional turkey dinner and the inflight meals of the RCAF Argus aircrews were equally festive for the occasion.

Commodore Goes On Retirement

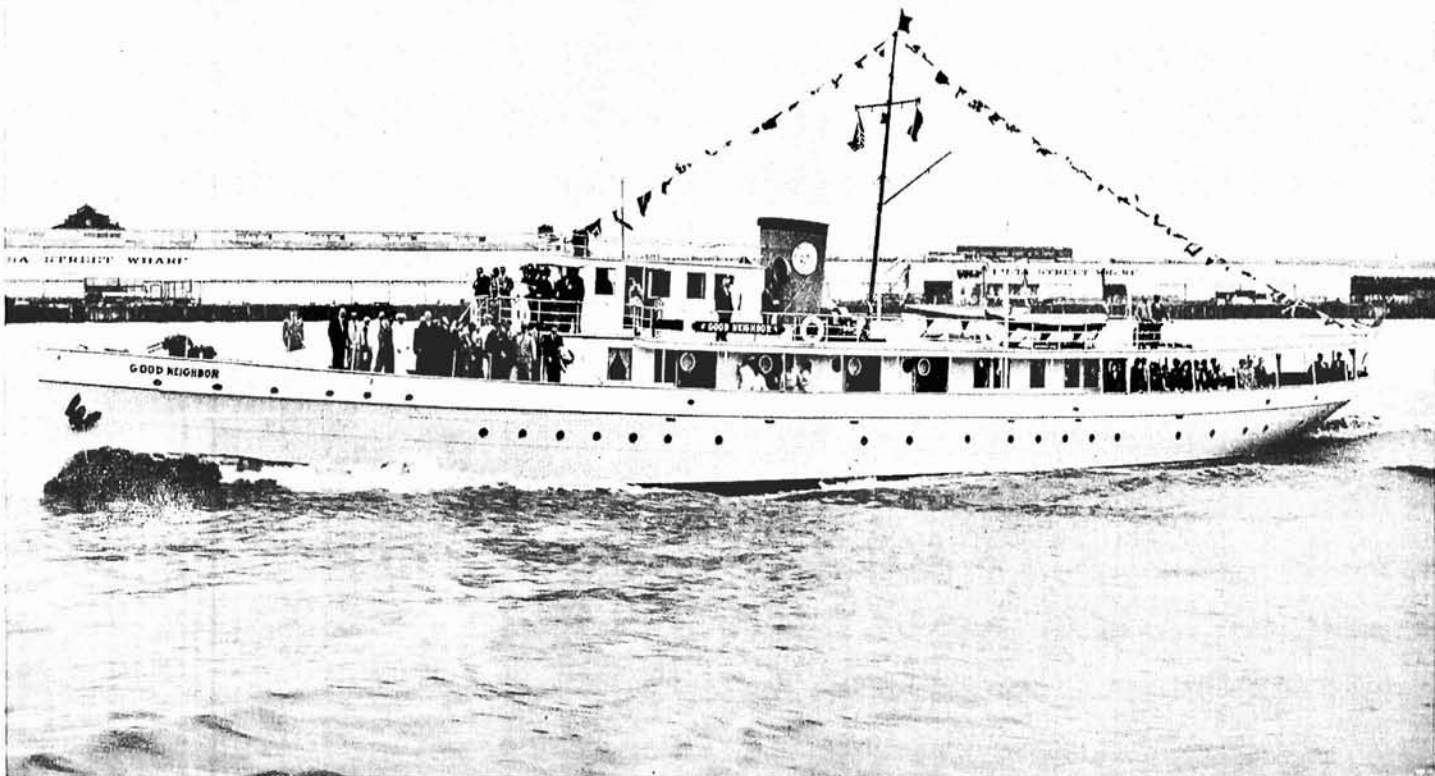
Commodore John MacGillivray, formerly Deputy Chief of Naval Technical Services, proceeded on retirement leave on November 15. He was succeeded in the appointment by Commodore John B. Caldwell.

Commodore MacGillivray, a marine engineer in civil life, had served in the former RCNR and the regular force since 1936. During the Second World War he was engineer officer in both ships of the RCN and Royal Navy, including HMS *Black Prince*. Since 1947 he has held senior administrative engineering appointment on both coasts and at Naval Headquarters. He became Deputy Chief of Naval Technical Services in October 1958.

Commodore Caldwell entered the RCN as a cadet in 1933 and took his early training with the Royal Navy.

During the Second World War he held engineering appointments in RCN destroyers and RN and Canadian cruisers.

Following the war he became a naval aviation engineering specialist and later held a number of appointments in this field, including Assistant Chief of Naval Technical Services (Air). Since 1951 he has held senior engineering administrative appointments including ACNTS (Ships), Commodore Superintendent Pacific Coast and Commodore Superintendent HMC Dockyard, Esquimalt, and Engineer-in-Chief at Naval Headquarters.



Once she sailed the North Atlantic and Caribbean as HMCS Husky, armed yacht. Now she peacefully plies the waters of New Orleans harbour and the lower Mississippi as the Good Neighbour, inspection yacht of the Port Authority of New Orleans. President Charles de Gaulle of France was on board when the picture was taken. (Courtesy New Orleans Port Record)

SOUTHERN BELLE

ALTHOUGH she was obviously a southern belle, there was something familiar about her lines that caught the eye of the Canadian visitor to New Orleans. She had a sleekness and well-kept air and a certain gentility that weren't there in former days, but undoubtedly she was an old friend from Canada.

Last March, Charles Hurst, of Ottawa, who is with the Harbours and Rivers Engineering Branch, was on a fact-finding tour for the Department of Public Works. His journey took him to various United States ports, including the Port of New Orleans. In the course of the inspection of harbour facilities there, he went on a tour of the harbour and a section of the Mississippi River in the port authority's inspection yacht, the *Good Neighbor*.

"The lines of the vessel and certain other aspects of her seemed to be familiar, so I inquired into the background of the ship," Mr. Hurst related. "I was talking casually to the captain, saying what a nice vessel she was and he told me that she had been purchased by the Port Authority from the Canadian government and that she had been used by the Canadian Navy during the war.

"Of course, I then recognized that she must have been one of the armed yachts. On further questioning, I found that she had been the *Wild Duck*, which had been commissioned as HMCS *Husky*. You can imagine, however, that there were considerable changes in the vessel in that she is now much more luxuriously fitted out than prior to her purchase by the Port of New Orleans."

The discovery had more than passing interest for the Canadian visitor, whose name appears in the Navy List as Lt-Cdr. C. K. Hurst, RCN(R) (Ret.). He had, in fact, served on board the *Husky* during the Second World War.

The New Orleans port officials were, in turn, interested to find in their midst a visitor who had known their trim yacht as a vessel of war. Ed Kimbrough, associate editor of the New Orleans *Port Record*, monthly magazine of the port's Board of Commissioners, got enough information from Lt-Cdr. Hurst to run three pages of pictures and text on the history of the little ship. Mr. Kimbrough began his article with the quotation: "Ah, that was a gallant lady . . ."

The story continued:

"Readers who recall Michael Arlen's famed novel and drama of the 1920s,

'The Green Hat', may remember that 'gallant lady' was a phrase ardently invoked by the author in praise of his heroine, Iris March.

"The Port of New Orleans—it's Southern, suh!—naturally is populated with 'gallant ladies' of the *homo sapiens* variety, as any Dixie gallant of the opposite sex will gladly testify.

"Apart from human ladies, however, the Port of New Orleans' most gallant inhabitants of the feminine gender have been ships—from such famed paddleboats as the *Robert E. Lee* and the *Natchez* to such sleek cruise ships as today's *Stella Polaris*.

"But none of these can ever seem to New Orleanians quite as gallant a lady as the port's own harbour inspection yacht, the *Good Neighbor*.

"The thousands of natives and visitors who have seen the *Good Neighbor*, with graceful blue hull and white housing, its brass gleaming and pennants and flags bright in the breeze, have little reason to think of her as 'gallant', unless her constant trying of the roiling Mississippi be considered bravery. She is swift and graceful, the ornament of the river front but, in spite of the fact that her mission for the Port of New Orleans is commercial—the lady is a salesman for a busy port—she gives the appearance of a ship conceived in luxury and for luxury.

"And, indeed, she was so conceived. But it was not destined that she spend her life in such peaceful blue waters as

bathe Monaco, Acapulco or Boca Raton, where the wealthy pamper themselves and their yachts.

"For, the truth is that once upon a wartime the lady heard shots fired in anger and she herself was the nautical equivalent of a pistol-packing mama, dressed in drab navy grey and bearing the most unladylike name of 'HMCS *Husky*'.

"This was a fate undoubtedly inconceivable to her original owner, Charles Fisher (of Fisher Body fame), who in 1930 commissioned the Defore Boat Company of Bay City, Michigan, to build her to his most precise specifications. The series of private owners of the yacht who followed Fisher must have basked on her deck many a lazy day in the decade of the '30s unaware that one day tense salts would maintain long tedious watches there.

"But so it happened—and so did the *Good Neighbor* earn her title of gallant lady".

The rest of Mr. Kimbrough's story tells in interesting detail of the war-time history of the *Husky*, as she became on joining the Navy.

Actually, although she had once been known as the *Wild Duck*, her name at the time she was requisitioned for the Royal Canadian Navy in June 1940 was *Xania II*. She belonged to George Herriek Duggan, a Montreal civil engineer, who sold her for the sum of "one dollar and other valuable consideration". A vessel of 245.36 registered tons, she originally cost \$210,934.31.

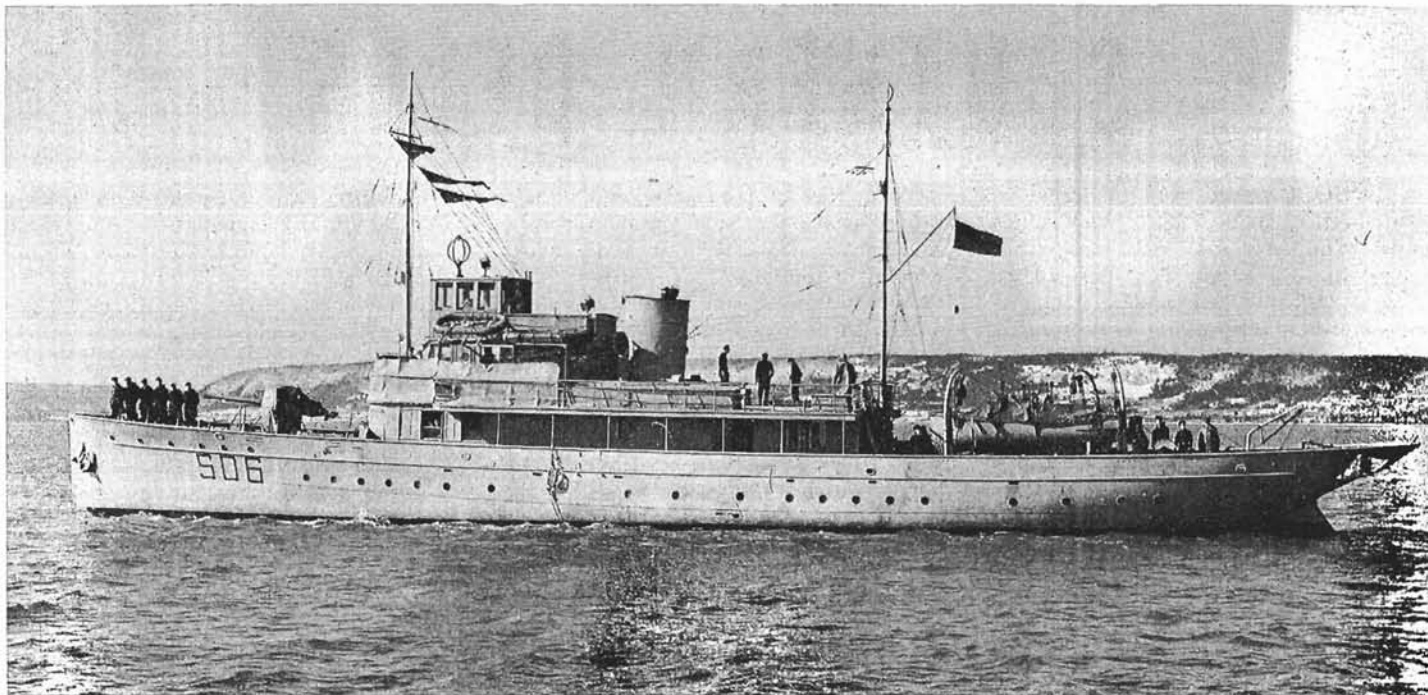
Outfitted with a four-inch gun, a machine gun, sonar and eight depth charges, she began her duties as a coastal anti-submarine vessel early in August 1940 from Sydney, Nova Scotia, under the command of Lt. Harry Free-land, RCNR.

The following January she sailed to the Caribbean under the command of Lt. A. H. Rankin, RCNR, who, as a Commander, RCN, now commands the repair ship *Cape Scott*. While she was in sunny, southern waters, her crew boarded two neutral tankers, whose homeland had been overrun by the Nazis. The two ships henceforth sailed under the British flag.

The *Husky* returned to Halifax in November 1941, where she was fitted as an examination vessel and was employed in miscellaneous duties. From March 1943 to the end of the war she was employed as a training vessel, attached to HMCS *Cornwallis*.

Declared surplus on June 7, 1945, the *Husky* was sailed to Sydney for de-storing. Soon after she was sold, along with HMC Ships *Reindeer* and *Caribou*, which were also converted yachts, to the Margaree Steamships Company, to which they were delivered on November 30, 1945.

As far as the Navy was concerned, the *Husky* appeared to have dropped from sight for ever. Thus it was like meeting an old friend when Lt-Cdr. Hurst came upon her in New Orleans and found that she was in the pink of condition and doing very well for herself, thank you.



This is the armed yacht HMCS *Husky* as she appeared during the Second World War. (DB-0142-1)

OFFICERS AND MEN

Five Receive Cash Awards

Five cash awards from the Suggestion Award Board of the Public Service of Canada were made in November and December.

Lt. Colin D. diCenzo, on the staff of the Electrical Engineer-in-Chief at Naval Headquarters, suggested two modifications to sonar equipment.

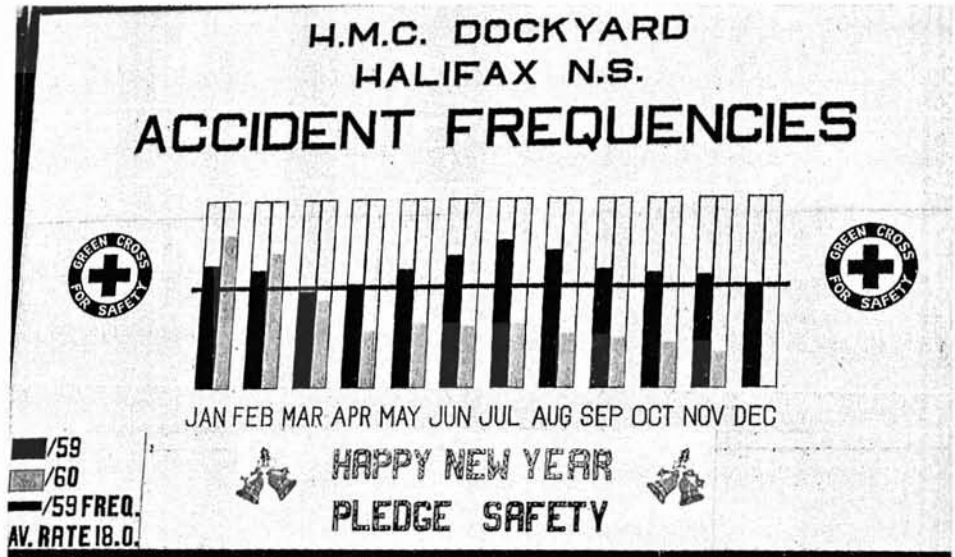
PO Harold R. Howard, HMCS *Star*, suggested three modifications of procedure dealing with pay records of RCN(R) personnel.

PO Gordon J. Coldham, HMCS *Shearwater*, suggested a modification to the electrical equipment in the Banshee aircraft.

PO Norman Engram, HMCS *Haida*, suggested a sheer-line gauge to determine the contours of hulls under repair.

Joseph C. Tanner, head clerk on the staff of the Manager Supply Depot, HMC Dockyard, Halifax, suggested changes in the procedure of handling worn and unserviceable naval clothing which is to be declared surplus.

In each case the suggestions were forwarded to the Suggestion Award Board for assessment and trial by specialists, and the ideas have been adopted for use in the Navy.



Dockyard Sets Safety Record

Because of an active safety program, HMC Dockyard in Halifax achieved in 1960 the lowest accident frequency rate ever recorded in its history.

In 1959, 149 lost-time accidents resulted in a loss of 8,183 working man-days. In 1960, the total number of lost-

time accidents had dropped to 128 and the working time lost was 860 man-days.

The marked decline in the accident frequency rate is attributable largely to the Dockyard's safety program, put in hand at the beginning of the year. Credit is also given to the co-operation received from management, supervisors and the employees themselves.

Greetings from the Ministers

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

From Hon. Douglas S. Harkness, Minister of National Defence:

"May I in my first Christmas greeting as Minister of National Defence, express my warmest wishes for a very merry Christmas and a happy New Year to all members of the Armed Forces, to the personnel of the Defence Research Board and to the civilian employees of the Department of National Defence.

"I wish to extend a special Yuletide greeting to those members of the department who are serving away from home with our NATO forces in Europe and with the contingents of the United Nations stationed throughout the world.

"Since I have become minister of National Defence, I have had the oppor-

tunity of visiting a number of our units in Canada and in Europe. I feel that these visits have already brought me closer to the life of our service and have helped to give me an understanding of their needs.

"The local service rendered by our defence forces in the cause of peace is greatly appreciated by all Canadians and I am sure that the excellent spirit of co-operation which has been shown in past years will continue.

"May 1961 be a happy, prosperous and peaceful year for all of you."

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

"I wish to extend my warmest greetings for a joyous Christmas to the members of Canada's Armed Services, to the staff of the Defence Research Board and to the civilian personnel of this department.

"All Canadians recognize the importance of the work which you are doing in helping to maintain the peace of the world. There is no better time than the Christmas season to give thanks for what we have already achieved and to offer our prayers for a continued peace on earth and for a lessening of world tensions.

"As the Holy Season of Christmas approaches, I am very much aware that many of you are serving abroad or in remote parts of Canada. To those of you who are away from your families at this time of the year I would like to send a special message of good cheer.

"May I express to everyone in the department and to their families my best wishes for a very merry Christmas and a happy New Year."

The Dockyard safety program provides for guards on machinery, the supply of safety clothing and helmets, the promulgation of safety regulations, instruction in safety techniques and a general education program on safety matters. In 1960, for instance, there was not a single loss of time due to head injuries, thanks to the use of helmets. Safety meetings are held each month by shops, departments and management.

The Atlantic Command Safety Engineer is Reginald Giovannetti, formerly of St. John's, Newfoundland, who as manager, Plant Engineering Department, is responsible for the program's implementation. The safety engineer in the Dockyard is William B. Power and the yard safety inspector, L. D. Kehoe.

Lauzon Commanded By Lt.-Cdr. Speight

Lt.-Cdr. Lenn Speight took command of the frigate *Lauzon* on December 22. The *Lauzon* is a unit of the Ninth Canadian Escort Squadron at Halifax.

Lt.-Cdr. Speight entered the RCN in 1935 as a boy seaman. He specialized in sonar and in August 1943 was mentioned-in-despatches "for good service and devotion to duty in action with an enemy submarine" while serving in the *Assiniboine*. He was promoted to warrant rank the same month and has held appointments on both coasts.

Since October 1959 he has served in the *Bonaventure* and the *Cape Scott*.

Ex-Chiefs Begin Divisional Course

Two former chief petty officers were promoted to the rank of acting commissioned officer and appointed to an officers' divisional course at *Cornwallis* before taking up appointments with the fleet.

They are Cd. Off. Willard Yorga and Laughlan Carruthers Laurie.

'Bonnie' Presents Trees to Boston

When it was learned by the RCN that a hurricane this fall had destroyed a number of trees at the entrance to the Admiral's quarters in the Boston Naval Shipyard, it was decided that it would be a fitting gesture for the aircraft carrier *Bonaventure* to present two Canadian maple trees as replacement.

The trees were obtained in Kentville, Nova Scotia, and spent two weeks at sea in the "*Bonnie*" during flying operations, thereby qualifying them as a fitting presentation, not only from



The aircraft carrier *Bonaventure* presented two Canadian maple trees from Kentville, Nova Scotia, to replace hurricane-destroyed trees in front of the Admiral's quarters in the Boston Naval Shipyard. Left to right at the planting ceremony are Captain William A. Brockett, USN, commander of the shipyard, Captain J. O. O'Brien, RCN, commanding officer of the *Bonaventure*; Rear-Admiral Carl F. Espe, USN, Commandant, First Naval District, and Stuart D. Hemsley, Canadian Consul-General. (Official U.S. Navy Photo)

Canada, but from the RCN, on the subsequent call at Boston.

Canadian Consul General Stuart D. Hemsley and Rear-Admiral Carl F. Espe, USN, Commandant, First Naval District, broke the ground in front of the Admiral's quarters. Other guests at the ceremony included Captain William A. Brockett, USN, Commander of the Shipyard; Mrs. Espe; Mrs. Hemsley, Captain J. C. O'Brien, commanding officer of the *Bonaventure*; Miss Laura Beattie, Canadian Consul in Boston; Captain Charles M. Keyes, USN, Chief of Staff, First Naval District, and Mrs. Keyes.

The Boston naval base band provided music for the occasion.

Certificates For Blood Donors

Major-General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, late last year presented pins and scrolls to ten officers and men for 20, 30 and, in one case, 40 donations of blood to the Red Cross. The presentations were made in the Red Chamber at Government House in Halifax.

ME Ivor Cupples, HMS *Ambrose*, received a pin and scroll for making his

40th donation to the Red Cross Blood Bank.

Those presented with pins and scrolls for 30 donations were: CPO Peter Kanis, *Lauzon*; PO Bernard Paddon, *Bonaventure*; PO E. J. Carriere, *Stadacona*; PO D. C. Williams, *Cornwallis*; and Ldg. Sea. M. A. Blacklock, *Outremont*.

For 20 donations scrolls were presented to, Sub-Lt. F. J. Devlin, *Shearwater*; PO James H. Turner, *Gatineau*; PO W. M. Tait, *Cape Scott*, and PO R. O. Pattison, *Stadacona*.

Senior Pilot Now Commands HU-21

Lt.-Cdr. Wallace E. James took command of HU-21 naval air squadron on January 3. HU-21 is a helicopter utility squadron at *Shearwater*.

Lt.-Cdr. James was born in Springwater on August 26, 1919, and entered the RCN in November, 1946 as a PO air mechanic. He had previously served for three years with the RCAF.

In February 1952 he was commissioned as a naval pilot in the rank of lieutenant. He holds the OBE for "courage and skill" displayed in a helicopter rescue mission in October, 1954.

Lt.-Cdr. James served in the *Magnificent* and has been with HU-21 squadron since August 1960 as senior pilot.

Promotion Time Extended 3 Months

Men and women entering the Royal Canadian Navy after January 1, 1961, will be required to serve a minimum of 18 months before they are eligible for promotion to able seamen or able wrens.

Ordinary seaman and ordinary wrens, who entered before January 1, 1961, will continue to serve a minimum of 15 months before promotion.

The change was announced in a Naval Headquarters general message, which said the Manual of Advancement of Promotion would be amended accordingly.

Museum Sponsors Model Contest

A model-making competition open to all active and former Royal Canadian Sea Cadets in Ontario is being sponsored by the Marine Museum of Central Canada in Toronto. It will be an annual competition.

The competition is designed to spur the building of models at any period in history bearing directly on the Great Lakes or other waterways of Central Canada. The models may be of anything which actually existed or exists and

must be built accurately to scale. They may be canoes, sailing craft, boats, power craft, aids to navigation, canals, log rafts, the St. Lawrence Seaway or many other things.

The models, which must be in before July 31, of the year of entry, will be displayed in the Marine Museum during the CNE. Those of high standard will be retained for display in the Museum, others will be returned.

Prizes in the first category, for serving RCSC, will be \$50, \$25 and \$10. In the second category for ex-RCSC there will be one prize of \$50.

Information on the competition may be obtained from The Director, The Marine Museum of Central Canada, Stanley Barracks, Toronto 2B, Ontario.

Roll Lists Dead Of Merchant Navy

A copy of the Roll of Honour of the Merchant Navy and Fishing Fleet was presented by the High Commissioner for the United Kingdom in Canada, Sir Saville Garner, to Hon. Howard Green, Secretary of State for External Affairs, at a private ceremony in Ottawa on November 18.

The Honour Roll, printed in three handsomely-bound volumes, was compiled by the U.K. Ministry of Transport. It contains the names of United Kingdom and Commonwealth seamen who were killed during the Second World War while serving in ships of United Kingdom registry or under U.K. charter. The names of a considerable number of Canadians are to be found on its pages.

Present plans are to display the Honour Roll at a suitable place in Ottawa where it may be viewed by interested members of the public.

Bridgewater Corps Honoured

Niobe Sea Cadet Corps of Bridgewater has been presented with the General Efficiency Award of the Navy League of Canada.

The presentation was made in November by Rear-Admiral R. E. S. Bidwell, RCN, (Ret), to Chief Petty Officer Arnold Powers on behalf of the corps.

This is the second year in succession that Niobe Corps has ranked top among corps of less than 100 cadets across Canada.

Victor Gillis, Corps Commanding Officer, was presented with an officer's sword by Lt.-Cdr. Channing Gillis, area officer Sea Cadets.

A bosun's call was presented to Wayne Jefferson, judged the most outstanding cadet among 2,500 who attended training camp HMCS Acadia at Sydney last summer.

Leading Cadets Wayne Barr and Richard Wallace were promoted to petty officers second class and Able Cadets Wayne Jefferson, Robert Dorey, John Taylor and Douglas Berrigan were promoted to leading cadets.

The awards were made at a banquet honouring the corps by No. 24 Branch Canadian Legion.

Hamilton Veterans Choose Executive

The Hamilton branch of the Canadian Naval Association elected and installed its slate of officers for 1961 at the annual meeting in mid-December.

Guiding the branch's activities during the year will be: Sidney Piner, president; William Shade, vice-president; Clifford Black, secretary; Robert Fraser, treasurer; William Wright, master-at-arms; William Irvine, entertainment chairman; Russell Woodward, publicity chairman, and members of the executive committee James Senior, Philip Fox and Hugh McMurrich. The vice-president, Mr. Shade, was also appointed delegate to the Canadian Naval Association.

West Germans Shanghaied

West German sailors, visiting London on Trafalgar Day, found that the press gang still exists—nowadays in skirts. The unhappy encounter of the sailors is recorded in a report on the visit of the Third German FPB Squadron to Chatham, in the *Admiralty News Summary*. This is the sad story:

"The Senior Officer had ordered that each First Lieutenant should take his crew to London on an organized sight-seeing tour, dismissing the men when they had seen all that they were instructed to see; this scheme worked well for all except one crew.

"This First Lieutenant took a little longer than his fellows to cover the ground and arrived at Trafalgar Square just as the Trafalgar Day ceremony was about to start. A zealous lady (unknown, but possibly belonging to the Navy League) spotted the German sailors and before the First Lieutenant could escape, organized them into the ceremony, falling them in on the front rank of the parade. There the crew was stuck for the hour and a half of the ceremony and service, doing their best to follow the movements of the others, off caps, salute, stand at ease, et cetera.

"The First Lieutenant later said that he had never been so nervous and out of his depth but that he and the sailors had been very impressed with the ceremony. The crew was televised and reported as being part of the parade. It is understood that they acquitted themselves very well."

The annual report showed that the branch had made substantial progress in its various fields of activity during the year. The outgoing executive was, in particular, commended for the successful autumn ball held in recognition of the RCN's 50th anniversary.

Chief and POs Commissioned

Twelve former chief petty officers and petty officers were promoted to the rank of acting commissioned officers during the latter part of 1960. All have completed officer's divisional courses and have taken up appointments with the fleet.

They are A/Cd. Off. John Charles Jessop, Robert McGahan, Donald P. Raven, Harold J. Achtzener, James Walter Williamson, John Campbell Wilson, William G. Gray, James H. Gower, Kenneth B. Leadley, Herbert E. Warman, Henry D. B. Cutler and Eric Albert Stevens.

School Officials Taken on Cruise

Seventy high school supervisors, principals, guidance counsellors and selected students from schools in Corner Brook, Newfoundland, were taken on a cruise in HMCS *Outremont* in early December. It was part of the program during which school authorities across Canada were made acquainted with the Navy.

During the cruise in the *Outremont* the visitors were given demonstrations in seamanship, gunnery and anti-submarine warfare, followed by a tour of the ship.

Dockyard Visit By Westerners

A. G. Francis, C. L. Madill, C. F. Little and W. H. Gittens, senior dockyard supervisors of HMC Dockyard, Esquimalt, were recent visitors to the Halifax dockyard with a view to exchanging information on repair techniques and problems.

A presentation to Mr. Francis for the Dockyard Officers' Club of Esquimalt was made by J. J. Breen, Assistant Superintendent (Administration), Halifax, on behalf of the 14 civilian officers of the Halifax dockyard who visited the Esquimalt dockyard during the week of September 11, 1960.

U.S. Submarines Call at Halifax

Two United States Navy submarines, USS *Cavalla* and USS *Hardhead*, were in Halifax in early December for a two-day courtesy visit. Twenty officers and 170 men were in the boats.

Six Thousand Tons of Chicken

In 1959 Her Majesty officially opened the St. Lawrence Seaway. While its construction was generally acknowledged as a tremendous achievement, it is probable that few present and future commanding officers appreciated that this project removed one of the greatest ulcer factories of recent years. The following is a description of ship handling manoeuvres which vanished when the Old St. Lawrence Canal System was supplemented by the Seaway.

While the width of the water surface of one of the old St. Lawrence Canals was some 130 feet, its unseen sloping sides provided the promised 14-foot draught over only 90 feet of usable water.

The canals were all 44 feet wide, for profitable use of the 45-foot locks. An Algerine's beam was 35. This left ten feet of unoccupied water when passing. It was left to mental telepathy between the captains to agree whether or not this ten feet would be apportioned as five feet between the ships and two or three feet outboard of each. Voices got high-pitched if the distance between ships got less than three feet, or over eight.

For many years sailors had been taught that if they saw both a red and green light dead ahead to do something quickly. The ship that did that in the

St. Lawrence Canals immediately lost her fair share of the ditch.

The approved technique was a marine version of the jalopy drivers' game of "Chicken". Both ships held the middle of the canal, bows-on and dead slow, until about half-a-length apart, or until one captain lost his nerve. Each then adjusted course to starboard until the bows were overlapped by about one third of the length. Each ship then reversed rudder and, nearly stopped, the two ships rotated round each other like a couple of ponderous old ladies linking arms in a square dance. The pilots, ever conscious of single-screw ships, were most concerned about the hazards of the two sterns being sucked together and tended to delay recovery accordingly. At this point, a warship commanding officer's eyes were fixed on the starboard quarter which, with its propeller, was alarmingly close to the bank. Should you put it ahead to get rudder action? Put it astern to swing the ship back into the line of the channel? Or acknowledge the fact that disaster was inevitable and stop it to reduce the damage?

It required at least ten such occasions to be convinced that there was only one good thing about this "chicken"-style evolution. It worked.

BEFORE THE SEAWAY

FOR MANY a long year—in fact, for more than a hundred years—no warship dared set bottom in the Great Lakes. The Rush-Bagot Agreement, designed to keep the inland seas free of shooting, took care of that.

Then, during the Second World War, the agreement was relaxed and the Lakes were aswarm with warships, practically all downward bound to the sea. They were new construction corvettes, Algerines, Bangor minesweepers, Western Isles trawlers, oilers, and so on, whose ships' companies could tie up and let go with their eyes shut for weeks after their vessels had threaded their way through the innumerable locks of the old canal system.

Nowadays commanding officers speak light-heartedly of the voyage to the Big Swamp to the west of Montreal. Those who took ships up there for the summer Reserve training season before the opening of the new Seaway two years ago are haunted men.

The letter that follows is a liberal paraphrasing of one written in the years before the Seaway. All the incidents are factual, the description and narratives somewhat elastic.

NDG: 4000-999
Shore Patrol Office,
Yellowknife, N.W.T.

Sir:

It is with regret that I submit the following report of a series of incidents which took place in the old St. Lawrence Canals on that happy day of the 12th May, in the year 2 B.S. (Before Seaway).

Incident No. 1 (Montreal Harbour)

Having been told the harbour was clear of shipping and been given the Harbourmaster's permission to proceed to the Lachine Canal. I backed out of Market Basin into the St. Mary's Current and there found one of the Empress ships heading angrily toward us at downbound speed. There being no white line, it seemed discreet to yield the right-of-way.

After stemming the clock tower (and hence the current) for some 15 minutes, I turned to port out into St. Mary's Current, which caught the bow and induced a rapid sheer to port. This would have been of no consequence with normal rudder and manoeuvring power. However, when the order was passed to reverse the rudder it was

found that back pressure developed before the wheel reached the amidships position and it could only be put to starboard at about 1° per second. Despite the use of full-astern on the starboard engine, the sheer could not be stopped.

The ship headed between the buoys on the south side, while moving broadside downstream at about six knots. Full-astern on both engines prevented the seemingly imminent grounding, but I elected to ride the current down below the bridge and, there, turn for a more sedate attack. The pilot's re-assurance that we were not the first ship to pass under the Jacques Cartier bridge broadside was of little consolation at that time.

The current subsided enough, off Saguenay Terminal, to enable us to turn at rest, without difficulty or unacceptable suspense.

The wheel, while still stiff, did not appear to be unmanageable. I allowed myself to believe that either the rudder had been jammed by drift-wood now shaken free, or that the apparent stiffness was due to the pressures of the sheer and the six-knot current.

Incident No. 2 (Lake St. Louis)

Minutes after leaving the locks of the Lachine Canal and entering the buoyed channel of Lake St. Louis, there was again, abreast buoys No. 36 and 40, a requirement to reverse the rudder from port 20 to starboard 20 in order to conform with the channel. This proved to be impossible. Again the wheel and rudder were stiff before reaching the midship position of the change. The English-speaking pilot was on the wheel and the little French-speaking pilot had been conning, standing on a box so as to see. The latter could think of no English words appropriate to the emergency except a stream of profanity, which was of no assistance but with which I concurred.

The engine-room response to full-astern-inner, full-ahead outer was immediate and effective, though the ship was, at one point, outside the line of buoys by some ten feet. There being no anchorage along that section of the channel and since the rudder then appeared to be responding, I elected to press on, grasping the waiting float for the first Soulange lock without incident. During this waiting period the telemotor system and steering engine were checked, adjusted, and reported to be functioning correctly. I accepted this report with less misgivings than were possibly appropriate.

Incident No. 3 (The Soulange Canal)

On the third occasion of the famous and fearsome squaredance, performed by passing ships in the Soulange Canal, the defective rudder was again apparent. With 15° of port rudder on, in the penultimate movement of this manoeuvre, it was found impossible to reverse the wheel to regain the channel centre. The other ship had been a bit greedy in taking a share of the channel during the approach, but not so much as to take any blame for the incident. The combination of being off-centre to starboard and of being unable to put on starboard wheel resulted in the ship heading for the bank at a 50° angle. The smaller pilot, then at the wheel jumped off his ammunition box and prepared to abandon ship.

I felt that all luck for the day was not bad. That part of the canal shore was clay. It was lined with rock for most of the past and future sections. The clay, and the speedy response of the engine-room to yet another full-astern order, resulted in a barely perceptible bump. The starboard propeller was dangerously close to the opposite bank at this climactic point and,



This picture of the Portage in the Lachine Canal gives some idea of the crowded quarters occupied by shipping bound for the Great Lakes in the days before the St. Lawrence Seaway opened. The Portage was NOT the ship involved in the incidents in the accompanying article. The author must remain hidden behind a thick veil of anonymity in case someone wants him to pay for those two bent propellers. (P-56)

throughout the remainder of the passage, I felt that it was the only one which had incurred damage. There was no such evidence, then or later.

Incident No. 4

At the conclusion of incident No. 3, I was faced with the ponderous question of what I should do next. I now appreciated, perhaps too late, that my steering was untrustworthy and that a cross-wind was threatening. However, the ship was in a 90-foot ditch with the sloping sides, that are of no concern to the canal type ships but most inhospitable for twin screw ships. I found myself in the position of wanting to stop where I was and effect repairs, but forced to proceed in search of a

suitable place. I felt great envy for the helicopter pilot with his additional direction of possible movement.

As the two pilots had by then expressed the Gallic fatalism that "On ne peut rien faire", I put the coxswain on the wheel and took over the con.

Rightly or wrongly, I elected to proceed, steering by main engines and 10° of wheel. The ship withdrew from the bank without difficulty and proceeded up the ditch. In over-compensating for a starboard beam wind I got uncomfortably close to the starboard bank and used more port wheel to regain the center. Again it proved impossible to reverse the wheel and the stem nuzzled the left bank gently, at a 30° angle.

Incident No. 5

This incident was almost identical with No. 4 except that it was oriented on the opposite bank, as a result of an irrevocable over-correction when attempting to prevent a repetition of No. 4. As in that incident, the stem settled gently into the bank and both propellers appeared to have remained in deep water.

This incident provided us with a souvenir photograph which was only appreciated at a later date. The highway, at that point, is only a matter of feet from the canal. A large red Chrysler Imperial, complete with a baggage trailer made of red Chrysler fenders, had stopped to photograph our unusual vessel. In the middle of these activities they suddenly appreciated that their subject had turned directly toward them. Our photographer turned the tables and provided an amazing photograph of our forecandle, with the tourists in the immediate background scrambling up the bank in an effort to remove their car and company from the path of this angry monster. No water shows in the photograph.

Incident No. 6

Had there been any haven with vertical sides, I should, after incident No. 5, have elected to stop pressing my luck in this frying-pan-fire circumstance. However, the next lock was by then in sight. The intervening distance was negotiated by use of alternate engines at 100 revolutions, an unorthodox but successful tactic which kept the ship in mid-channel by a sinuating route, without the use of the rudder. The lock promised only temporary respite as several miles of similar ditch-work lay beyond it and no waiting dock was provided.

Fortunately, a few hundred yards off the lock, I saw three small piers which extended about six feet from the water-line shore of the canal. These piers had, in times gone by, served as braces for a waiting float, since removed. While not an attractive berth in itself, it was like an oasis in a desert. Still using only the main engines, I deliberately grounded the stem beyond the

Abandon Ship or Have Breakfast?

Have you ever heard a siren-whistle signal of three long and two short blasts? If not, it does not mean that your seamanship manual is out of date or that you missed the latest notice to Mariners. This sound signal was originally a form of greeting between ships of one of the largest Great Lakes fleets. It has since become a greeting or salute between all ships and stations in that area, though it possesses no official or written sanction.

The stranger to the Great Lakes is unlikely to forget his first experience with this signal. The first thought is to wonder whether the signal means that you are about to run aground, you should abandon ship, you are in the wrong side of one-way channels or that you should send the hands to breakfast.

After a few weeks one becomes accustomed to receiving this signal from ore-carriers, waterfront factories and steam shovels ashore, even from the policeman at a canal bridge in the middle of a town.

The letter "D"—a long and two shorts—is also used as a greeting. Reference to the inland rules of the road show that this is to be interpreted as "Go on". Since it consequently causes no action on the part of the ship to which it has been addressed, there is a trend for it also to be used as a friendly greeting by passing ships, yachts, and even by the canal bridge operators.

Ignorance of such common local practice is not blissful.

farthest pier and leaned against it at an angle which kept the stern in deep water.

The ship remained in this unorthodox berth and posture for some two hours, while the steering engine and tele-motors were thoroughly overhauled. By this time the cross-wind had strengthened and, lacking faith in the steering, I elected to stay put for the night. In order to clear the channel, the stern was swung in by deck tackle until lead-line soundings approached propeller draught. A thorough overhaul of the steering gear must have been successful as no further such incidents threatened during the ensuing day-and-a-half of similar canal operations.

General Remarks

The foregoing incidents all took place in an interval of ten hours or three and a half packages of cigarettes.

While incidents Two through Six all entailed one or other propeller being in danger, I felt, at the end of this happy day, that the most likely damage might have been incurred by the starboard propeller (in the last stages of incident Three). I had no suspicion that the port propeller had been damaged. In the course of the 14-knot transit of the Farran's Point Rapids and the prolonged speeds of 12 and 13 knots up the St. Lawrence above Prescott there was no evidence of undue vibration and the ship was able to sustain a speed through the water appropriate to the revolution table.

I was therefore surprised and disappointed to learn that a diver, summoned for another purpose, reported the propeller to be badly damaged.

The port propeller was indeed such a distorted mass of metal that I am unable to explain how we were able to make 12 knots and more, and without vibration. The starboard propeller blades' trailing edges were serrated but dock officials expressed doubt that these bites were new. Both propellers were accordingly removed and replaced by the spares which are carried in the squadron with pessimistic foresight.

Conclusion

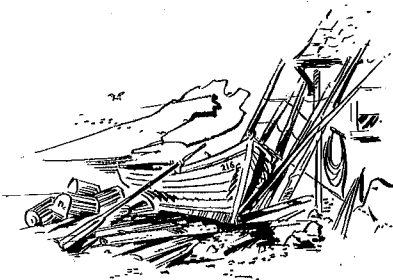
I acknowledge full responsibility for the damage suffered by the port propeller and I am not prepared to dispute the age of the lesser scars of the starboard propeller. In retrospect, it may be considered that the decision to press on after the first three incidents was unwise. Later, the prismatic shape of the canal floor seemed to offer no alternative.

I have the honour to be,
Sir,

Your obedient servant,
LIEUTENANT COMMANDER,
RCN
COMMANDING OFFICER

Squadron Commander,
99th Canadian Escort Squadron,
Calgary, Alta.

—W.V.A.L.



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Fraser

Cdr. Donald John Sheppard took command of the *Fraser* on January 4. The *Fraser* is a unit of the Second Canadian Escort Squadron at Esquimalt.

Cdr. Sheppard was born in Toronto in January, 1924 and joined the Royal Naval Volunteer Reserve in December, 1941. He graduated from flying training with the U.S. Navy in May 1943, and later was awarded the DSC for shooting down two Japanese fighter planes over Sumatra. He destroyed in all four enemy aircraft, and one probable.

He transferred to the RCNVR in March 1944 and to the regular force in June 1946. In December 1955 he was appointed executive officer of the *Iroquois* and in July 1958 was appointed to the staff of the Director of Naval Training at Naval Headquarters.

ATLANTIC COMMAND

HMCS Micmac

The *Micmac* returned from New York on November 1 to a self-maintenance period in Halifax, and then sailed for Exercise "Guardian" with Commodore James Plomer, Senior Canadian Naval Officer Afloat (Atlantic), embarked. Later Commodore Plomer transferred to the *Crescent* at night by jackstay with both ships darkened. The exercise concluded on November 15, and *Micmac* returned to Halifax.

From November 16 to 18, the ship engaged in anti-submarine exercises off Halifax. En route to Halifax on November 18, AB Rudolph J. Jelinek, a sonarman, was lost overboard. This accident brought to the *Micmac* sorrow which will not soon be erased. Assisted by the *Crescent*, *Lauzon*, HM Submarine *Aurochs* and aircraft and helicopters from *Shearwater* and *Bonaventure*, the *Micmac* searched the area for 24 hours to no avail.

On November 21, en route to "Pre-Wintex" exercises the *Micmac* held memorial services in the position where Able Seaman Jelinek was lost. Engines were stopped and two wreaths dropped.

In the days that followed gunnery, anti-submarine and other exercises were carried out on November 27 fuel and

stores were taken on at Point Edward Naval Base, Sydney, the ship sailing the following day for further anti-submarine exercises. On the 30th, the *Micmac* entered Sydney for a two-week self-maintenance period.

In sports, the ship's hockey team defeated the *Crescent* 7-4, and *New Waterford* 5-1, and the soccer team blanketed the *Crescent*, 2-0. The officers and chief and petty officers' hockey team defeated leading seamen and below, 13-4.

In November, the *Micmac* steamed 3,938 miles, for a total of 31,910 miles since December 31, 1959.

During 1960, the ship was away from her home port for 197 days, of which 154 days were spent at sea.

Leadership School

JOTL Course Sierra left the Leadership School, *Cornwallis*, on November 26, for *Shearwater* to complete the air familiarization phase of their course. They previously completed a five-week period in the communication division of the Fleet School and a week in leadership.

On December 9, two courses, No. 56 Officers' Divisional Course and No. 111 Petty Officers' Leadership Course, completed their six week training. Keen rivalry existed between these two while in the school and regular battles occurred in the gym, pools, and on the rink.

Of the 17 Officers in No. 56 Course, 14 were branch officers and three were direct entry officers, two of them medical.

In No. 111 Course, five of the petty officers were ex-air apprentices who recently completed 39 months' training.

The children's Christmas party was again promoted by the Leadership School, with preparations under the supervision of Lt. Bruce Massie.

NAVAL DIVISIONS

HMCS Queen

United States Navy Reserves from Miles City and Great Falls, Montana, were guests of *Queen*, the Regina naval division, in early November, on a three-day schedule of visiting, shopping and entertainment.

A total of 40 officers and men, accompanied by their wives, made the trip from Montana by bus and chartered aircraft.

The first evening the ship's company was on hand at *Queen* to welcome the guests to the wardroom and messes. The following morning they witnessed new entry training and then inspected the buildings and facilities. Later they toured the city and met the mayor who presented an official plaque of Regina to commemorate the visit. In the afternoon many took advantage of an opportunity to shop. The evening was topped off with a highly successful ship's company dance and buffet supper.

The next morning, Sunday, the visitors attended a church parade, returning to *Queen* for coffee and a group picture.

This was the second visit to *Queen* by the USN Reserve. Officers and men from *Queen* will pay their second visit in the fall to complete the double cycle.

HMCS Prevost

October 28, 1960, for some members of HMCS *Prevost*, London naval division, was a memorable occasion. On that date His Excellency the Governor General, accompanied by Madame Vanier, arrived in London to attend the Convocation of the University of Western Ontario.

Cdr. G. A. MacLachlan, RCN(R), Honorary Naval Aide-de-Camp met His Excellency at the station, and the RCN staff from *Prevost* waited on the cars carrying Their Excellencies and other members of the Vice-Regal party.

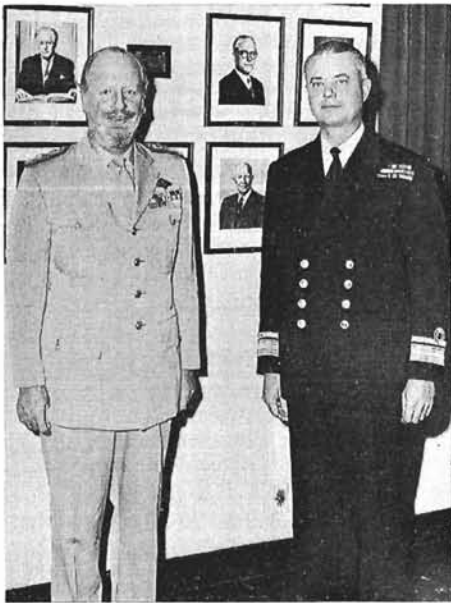
His Excellency expressed pleasure in the Royal Canadian Navy's participation in his visit and later presented his limousine driver, CPO Arthur R. Chamberlain, with an engraved cigarette lighter, which will remain a proud token of the occasion.

During the visit His Excellency and Madame Vanier attended a luncheon in their honour at the London Hunt and Country Club and inspected a Royal Canadian Regiment Guard of Honour.

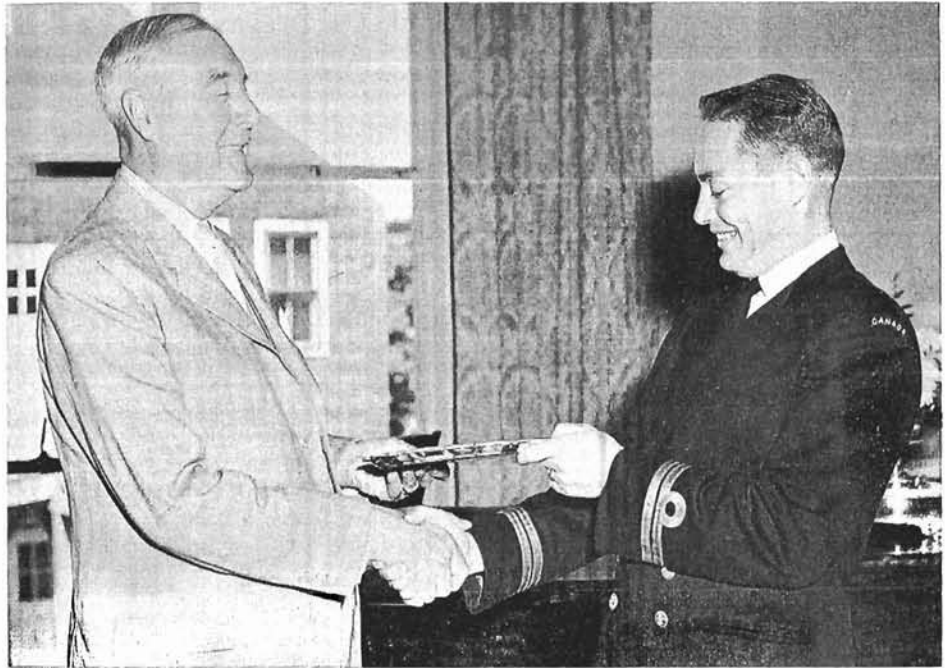
HMCS Scotian

Lt.-Cdr. Bruce S. Oland has been appointed executive officer of the Halifax naval division. He succeeds Lt.-Cdr. Robert G. Cannell.

HERE AND THERE IN THE RCN



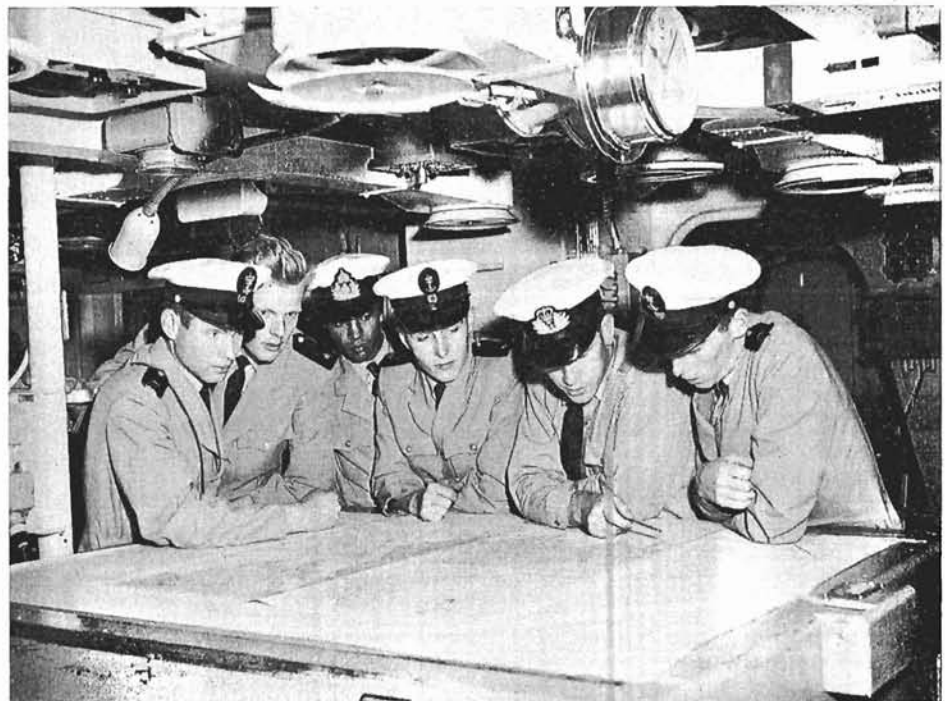
Rear-Admiral Kenneth L. Dyer, Flag Officer Atlantic Coast, Commander Canadian Atlantic Sub-Area and Canadian Commander Maritime Atlantic, visited NATO headquarters at Norfolk, Virginia, in October for briefings and discussions with SACLANT. While there he talked with Vice-Admiral C. L. G. Evans, Royal Navy Deputy Supreme Allied Commander Atlantic above, left. During his tour of SACLANT headquarters, Admiral Dyer inspected a Marine Colour Guard. (SACLANT Photo)



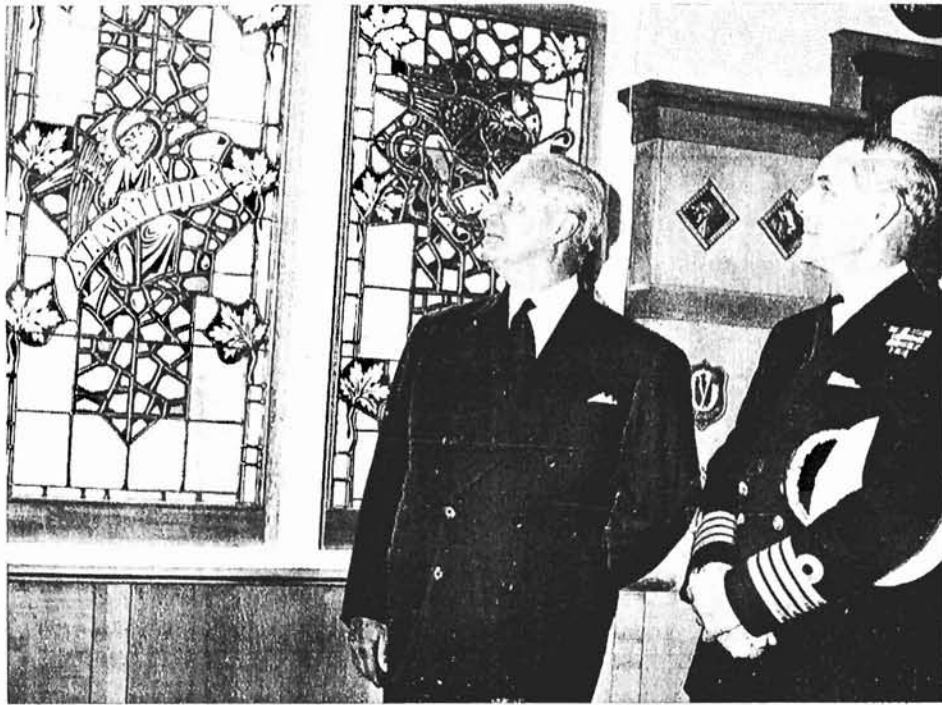
The Oland Memorial Award, presented by Col. S. C. Oland, is given each year to the qualifying weapons lieutenant who gains the highest marks in his course. The award consists of a 14-inch sterling silver tray, which is held in the weapons school at HMCS Stadacona. A smaller tray is given to the officer for his retention. Shown above, Col. S. C. Oland presents the award to Lt. A. H. Brookbank, top graduate of the First Weapons Officers' Course. (HS-62266)



Wren Dana Chloe Abbinett won the "highest Marks" award at Cornwallis on graduation recently from an eight-week basic training course. (DB-13567)



Midshipmen from the Royal Norwegian Navy's training ship King Haakon VII, during a September call at Halifax, visited some ships of the Atlantic Command. Shown above in the operations room of HMCS Chaudiere are, left to right, Midshipmen L. T. Saetne, and O. Christiansen, Sub-Lt. M. Telahum (Ethiopian Navy), Sub-Lt. H. F. Wallace, RCN, of the Chaudiere, and Midshipman P. Landmark. (HS-62374)



The Canadian High Commissioner to the United Kingdom, George Drew, and Captain Lennox Napier, RN, commander of the Royal Navy's Fifth Submarine Squadron, admire the "Canadian window", unveiled by the High Commissioner in St. Ambrose Church at HMS Dolphin, submarine base at Gosport, England. The window commemorates the close association of the Royal Canadian Navy with Britain's submarine service. (Photo from United Kingdom Information Office)



Names of Atlantic Command warships are perpetuated in 38 Norway maple trees planted throughout the Dockyard as part of the RCN's 50th Anniversary observances. The final tree was planted near Command Headquarters by Rear-Admiral K. L. Dyer, left, Flag Officer Atlantic Coast, on October 27. In the centre of the photo is Commodore James Plomer, Senior Canadian Officer Afloat, Atlantic, and on the right is Captain E. N. Clark, Deputy Superintendent Atlantic Coast. Commanding officers of the ships are in the background. (HS-63034)



The first Cadet Award for Bravery to be received by a member of the Royal Canadian Sea Cadets has been presented to 15-year-old Sea Cadet Douglas Surette of RCSCC Chebogue, Yarmouth, Nova Scotia, for saving the life of a three-year-old who had fallen through an old wharf into Yarmouth Harbour in September 1959. Cadet Surette jumped into the cold harbour waters after the little girl and brought her to safety. Shown left to right, are Ian Clulee, president of the Yarmouth Branch of the Navy League of Canada; R. J. Bicknell, national president of the league, who made the presentation; Donna, admiring her rescuer's award; Cadet Surette; H. R. Gillard, the league's national secretary, and Lt. D. H. Mitchell, commanding officer of RCSC Chebogue. (Bob Brooks Photo, Yarmouth, N.S.)



Michelle Nichols, vocalist with the Lionel Hampton band, signs an autograph for Ldg. Sea. E. L. Holman, of HMCS Antigonish, during a dance program at the Fleet School, Naden, on October 9. A capacity crowd attended the event. (E-58280)

THE COURT OF ADMIRALTY

A student of naval tradition, Lt.-Cdr. A. D. Taylor plots the course of maritime justice over six centuries

THE COURT of Admiralty of England in 1960 marked its 600th anniversary. The year also saw the eighth centenary of the promulgation of the most important mediæval source of maritime law, the Laws of Oleron.

The long history of the Court dates from Edward III's grant of letters patent on July 18, 1360, to Sir John de Beauchamp, appointing him to be "the King's Admiral of all the Fleets of Ships of the South, the North and the West, with full powers of hearing complaints of those things which pertain to the office of Admiral as of right and according to maritime law . . ."

The first recorded case in the Court of Admiralty was heard in 1361. The Court is said to be the oldest international court of law still in existence. It is truly international in that it has always functioned in time of war as a prize court, administering the Law of Nations. Many foreign ships, by consent, now come under its jurisdiction and so help preserve its historic international character.

Modern rules of navigation and maritime commerce have their origin in the *Lex Rhodia* (Rhodian Sea Law) which governed trading in the Mediterranean some 1200 years ago. The shipping laws of the Republic of Rhodes, which had originated with the Phoenician merchants of Tyre and Sidon in about 1500 BC, were adopted by Rome in the Digest of Justinian, and by other Mediterranean states. From the original *Consulato del Mare* (Consulate of the Sea), which dates from an early century but was not recorded until 1494 AD in the Kingdom of Aragon (now Barcelona), the Rhodian Law probably passed to the Assizes of Jerusalem. From the latter source the laws were recorded in a revised form in the 12th century by William de Forz, the commander of a part of the Spanish fleet taking part in the second Crusade, who took them back to the Island of Oleron in Aquitaine, near La Rochelle in France.

Following Henry II's accession to the throne in 1154 Oleron became an English possession. The Roll or Rule of Oleron, issued in 1160 by Eleanor of Aquitaine, duchess of western France and wife of

Henry Plantagenet, is the most important mediæval source of maritime law and custom. Based on the decisions of the Merchant Court of the island in the Bay of Biscay, the Law of Oleron was accepted throughout northwest Europe as the commercial law for the eastern Atlantic coastal trade.

In states other than England, that is on the shores of the North Sea and in the Mediterranean, the laws of the sea and the Law Merchant were administered by a variety of courts, which administered justice according to some strange rules and procedures. In the year 1194, when Richard I stopped at the island of Oleron, there were only local seaport courts in England. These courts of local officials and merchants sat, as did the maritime courts in other states, on the foreshore from high tide to the next high tide.

A case of seizure of a ship at sea was brought before the Court of Common Pleas in 1296. The defendant argued that the court was without jurisdiction since "there is assigned on behalf of the King upon the sea an Admiral to hear and determine matters upon the sea, and we suppose not you are minded to curtail their jurisdiction". It is recorded that the judge of the common law court replied: "We have general power throughout the whole of England, but of the power of the Admirals of whom you speak we know nothing. Nor are we minded to yield any of our power if it be not done so by command of the King of which you show nothing."

THE MOST FAMOUS of the local maritime courts was that of the Cinque Ports. Originally there were three towns in the group: Dover, Romney and Sandwich. William the Conqueror added Hastings and Hythe, and is said to have been responsible for the name Cinque Ports, which has remained, although before the reign of King John (1199-1216) Winchelsea and Rye were also added. The privilege of maritime jurisdiction enjoyed by these boroughs was granted by the sovereign in exchange for the supply of ships and seamen for the Royal Navy.

Richard I (the Lion-Hearted) applied the Roll of Oleron, which he obtained in 1194 on his return from the third Crusade, with little change to his English fleet. Through him the *Lex Rhodia* was adopted as a maritime code, not only in Britain, as the Ordonnances—the earliest known Articles of War—but in the Baltic as the Laws of Wisby (in Gotland, Sweden), and in the many north-European towns which comprised the Hanseatic League, as the Lubeck or Hanseatic Code. These bodies of law, recording the rights of foreign ship-owners and traders, formed the original basis for international law of the sea.

The 35 Laws of Oleron (or "The Judgments of the Sea") made a considerable and a lasting impression on the law of the sea in England, for they were incorporated into the Black Book of the Admiralty, in which was recorded in the 14th century all the law relating to seafaring under the British flag. Through the 14th to the mid-18th centuries the Black Book was in use as the authority for British maritime law. The oldest copy of this famous book, dating from about 1430, but not earlier than 1422, is still held by the Admiralty Court, although it is retained by the Public Records Office in London. It contains ". . . the ancient statutes of the Admiralty, to be observed both upon the ports and havens, the high seas and beyond the seas . . ."

It is unlikely that any English court had complete jurisdiction in maritime matters before 1360. Probably an admiralty court was established in order to deal more effectively with piracy, which has been defined as "robbery committed within the jurisdiction of the Admiralty". Efforts from 1300 to 1350 were generally unsuccessful; there was no single authority which exercised jurisdiction in this field of the criminal law.

The significance of Sir John de Beauchamp's commission in 1360 as Lord High Admiral was that it gave to one man command of all the fleets and maritime jurisdiction over and above the usual disciplinary powers of an admiral. The commission, which marks the beginning of the English Court of Admiralty,

authorized him to appoint a vice-admiral or deputy to administer the laws of admiralty while he should retain the admiral's jurisdiction over the fleets in matters of command and discipline. The admiral's deputy, or judge-in-admiralty, was usually a man trained in the civil law, i.e. the law which had been developed by the Romans and had come down from the Digest of Justinian.

THE FIRST Court of Admiralty was presided over by a deputy of the Lord High Admiral; the law applied was based largely on the Laws of Oleron. But though the Court of Admiralty had a general maritime jurisdiction, certain local courts such as the Commissions of Oyer and Terminer (criminal courts), retained their special jurisdiction in the environs of their own ports. There was a concurrent jurisdiction between the high and low water marks since the Admiralty Court claimed jurisdiction on the high seas from the high water mark. This arrangement was far from satisfactory, and there were bitter disputes over jurisdiction for at least the first 300 years of the Court's long history.

Despite restrictive statutes in 1389, 1391 and 1400, conflict between the jurisdiction of the Admiralty Court and that of the common law courts persisted until 1875 when the two jurisdictions became concurrent. But until the act of 1873 which established the Court of Admiralty as a component of a division in the High Court of Justice, the Court was restricted as to subject matter and place of a legal action by the common law courts. The latter had a practice of dealing with cases in which the cause of action had occurred at sea by stating as a legal fiction, that the action had taken place on land, i.e. "within the body of an English county"; in at least one case a position in the Bay of Biscay was said to be in one of the wards of the City of London.

The Royal Exchange was a favourite fictitious location for the completion of maritime contracts. While by such fictions the common law courts were able to usurp jurisdiction over contracts of affreightment, charter-parties, etc., completed abroad, these courts were never able to deal with collisions, maritime torts (civil wrongs), or securities in ships. An act of Henry VIII gave the Admiralty Court jurisdiction in matters of freight (i.e. shipping charges) and cargo.

To protect against usurpation of jurisdiction by the common law courts, the Admiralty Court had no recourse other than to petition the sovereign. As the result of such an appeal, Queen Elizabeth I wrote in 1570 to the Mayor and Sheriffs of London:

"To heare and determine all manner of causes and suites arising of contracts and other things happening as well upon as beyond the seas by attachments or otherwise, the knowledge whereof doth properly and specially belong and appertaine unto our Court of Admiraltie, faying the same contrary to the truth to have been done within some parishe or woarde of that our citie of London; like as wee think it very strange that by such untrue surmises the prerogative and jurisdiction of our said Court of Admiraltie should be usurped by you and our said Admirall and his Lieutenant defrauded of that which is due unto them; soe wee thought it meete straightly to charge and command you to forbear to intermeddle with any matter, cause or suite proceeding of any contract or other thing happening upon or beyond the seas in any other place within the jurisdiction of the Admiraltie".

For its part, to avoid conflict with the jurisdiction of the local Assizes, the common law criminal courts, the Admiralty Court hanged pirates from gibbets erected in tidal waters, and left their bodies to be washed over by three successive tides. Theft of a ship's equipment or stores over the value of ninepence was punishable by death in the 14th century. As with pirates, thieves were hanged on a gibbet below the low water mark.

"Pirates and robbers by sea are condemned in the court of the admeraltie, and hanged on the shore at lowe water marke, where they are left till three tides haue ouerwashed them".

CRIMINAL jurisdiction on the high seas, which was vested in the Court of Admiralty until 1536, was then held by the judges of the common law courts until 1835, at which date it was formally given to the Central Criminal Court in London. That court, popularly known as the Old Bailey, "has jurisdiction to hear and determine any offences committed or alleged to have been committed on the high seas and other places within the jurisdiction of the Admiralty of England". In fact the Court of Admiralty had sat in the Old Bailey for criminal cases for more than a century before 1834. Captain William Kidd, the English privateer who turned pirate, was tried at "The Admiralty Sessions at the Old Baily", and on conviction was hanged at Execution Dock in London on May 23, 1701.

England for centuries, and even as late as the early 18th century, claimed to possess "Sovereignty of the Sea" over the English Channel and the North Sea. While the Court of Admiralty inter-

preted the English maritime law, the Royal Navy saw to its enforcement.

After the Restoration in 1670 the common law courts were successful in forcing a lean period on the Admiralty Court, the latter being saved until the early 1800s only by having the sole jurisdiction in prize. Between 1803 and 1811 there were over a thousand prize cases a year, and in some years the number exceeded two thousand. Thus while the jurisdiction of the Admiralty Court had again become restricted, in fact more so than in its earliest days, it had become of great importance.

The court was described in 1803 by Nathaniel Johnston, the founder of a British shipping firm, as "one of the most villainous courts in Europe, always on the look-out for pickings."

Parliament abolished the local maritime courts in 1835, and extended the jurisdiction of the Admiralty Court through the Admiralty Court Act of 1840. It is in this statute that we find the first reference to the High Court of Admiralty. A second Admiralty Court Act in 1861 further enlarged the court's jurisdiction, and again it grew in importance.

In 1875, when the Supreme Court of Judicature Act of 1873 came into effect, the High Court of Admiralty became a part of the High Court of Justice. It formed, with the two other great branches of the civil law, the Probate, Divorce and Admiralty Division. Roman law, as derived from the Digest of Justinian through Oleron and the Black Book, remained of considerable authority in the Royal Courts of Justice, but could not be pleaded in the common law or chancery courts where case law and equity respectively took the place of the principles of Roman civil law. It is for this reason alone that Admiralty now finds itself in association with the two other fields of Roman law, Probate and Divorce.

The President of the Division sits alone in prize cases; appeals are to the Judicial Committee of the Privy Council. The President or puisne judges of the Division preside without juries in other admiralty cases, with appeals to the Court of Appeal and the House of Lords.

The Elder Brethren of Trinity House (whom Samuel Pepys, Secretary to the Admiralty from 1660 to 1669, referred to as "The Old Jokers") sit in the High Court of Admiralty in maritime cases as nautical assessors. Their function is to give expert evidence, usually in open court, on issues of fact concerning seamanship and navigation; they cannot be cross-examined. A judge-in-admiralty is not obliged to request the services of an assessor nor to accept his advice. The Elder Brethren may also advise in

appeals of admiralty cases in the Court of Appeals and the House of Lords.

THE INHERENT JURISDICTION of the Admiralty Court over torts on the high seas was extended by the Admiralty Court Acts of 1840 and 1861, and by the Merchant Shipping Act of 1911. Now the court has jurisdiction both on the high seas and in the English counties for any damage done to or by a ship.

Salvage, in which the rates are dependent on the circumstances, and general average, in which every loss arising from the sacrifice of property, or the incurring of expense for the preservation of a ship or her cargo, is shared by all who are interested in the particular "maritime adventure", as well as marine insurance, are all features of modern maritime law which have survived, without appreciable change, from the *Lex Rhodia*.

The fowl anchor, the ancient symbol of admiralty, is mounted above and behind the President or presiding judge of the Court of Admiralty. The other famous symbol of admiralty is the silver oar mace, which is carried by the Admiralty Marshal as a baton of office and is laid before the court when it is in session. Formerly the Marshal carried the oar over his shoulder as he led a convicted pirate to his execution. A further symbolic function of the Admiralty Marshal which is still performed is that, in the recognition of a ship as a personality which can be sued, the Admiralty Marshal affixes a writ of

action to the foremast of the ship. The Marshal can execute a warrant of arrest against a ship, and may release her on the posting of bail.

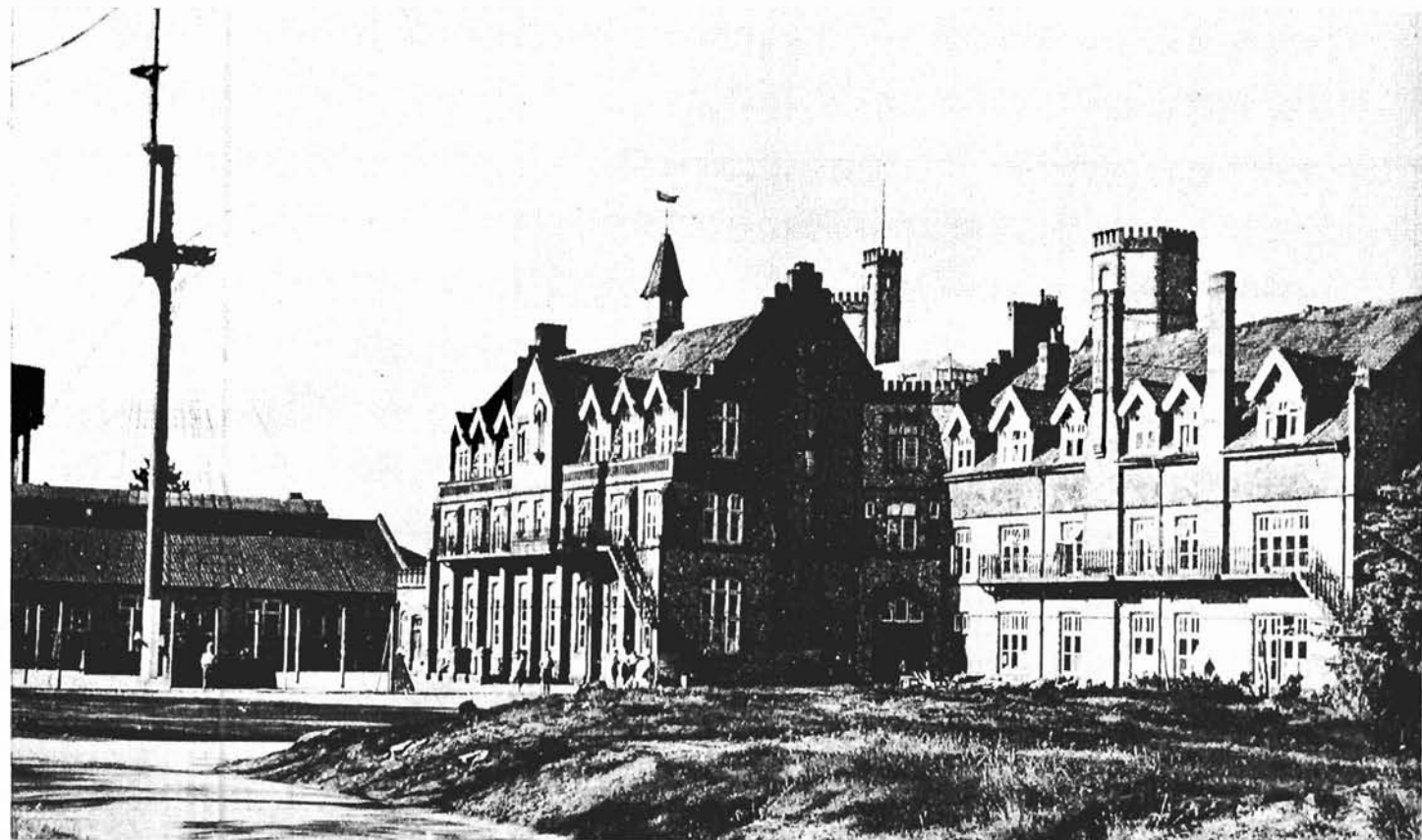
The jurisdiction of the Admiralty Court was consolidated by section 22 of the Supreme Court of Judicature (Consolidation) Act, 1925. This same section is set out as a schedule to the Canadian Admiralty Act of 1934. Before Confederation admiralty law was administered in the provinces of Nova Scotia, New Brunswick, Prince Edward Island, and Lower Canada by vice-admiralty judges who were appointed under commission by the Admiralty in England. While the governors were *ex officio* vice-admiralty judges in the earliest days of the British colonies, it later became the practice to appoint judges of the Supreme or Superior Courts of the provinces of British North America; this was due to their legal qualification rather than their status on the bench. Subsequently, by the Vice-Admiralty Courts Act, 1863, and the Vice-Admiralty Courts (Amendment) Act, 1867, in which admiralty jurisdiction was further defined, the Chief Justice of the Supreme Court in each British possession was appointed an *ex officio* judge of the Admiralty Court, except when an appointment was made by the Admiralty. Thus, at the time of Confederation, the Dominion of Canada had no Admiralty Court of its own; the Vice-Admiralty courts in the Canadian provinces continued to function under the Vice-Admiralty Courts Acts as federal courts.

A court having maritime jurisdiction was created in Ontario in 1877. The Admiralty Act of 1891 in Canada gave original and appeal jurisdiction in maritime cases to the Exchequer Court of Canada, the only other federal court with the Supreme Court of Canada. The Admiralty Act of 1934 gave to the Exchequer Court its present jurisdiction as the Admiralty Court for Canada. Each province, other than Saskatchewan and Alberta, is an Admiralty District. The District Admiralty Courts are presided over by District Judges in Admiralty who are usually superior or county court judges. Appeals from the District Admiralty Courts are to the Exchequer Court, with a final right of appeal to the Supreme Court of Canada. The Admiralty Act of 1934 gives to the admiralty courts in Canada the same jurisdiction as the High Court of Admiralty in England, and any additional jurisdiction conferred by other Canadian statutes, e.g. the Canada Shipping Act.

The very great powers granted to the Lord High Admiral in 1360 have long since been divided: his naval command is exercised by the Lords Commissioners for Executing the Office of Lord High Admiral of the United Kingdom; the President of the High Court of Admiralty has sole jurisdiction in prize cases; he and other judges of the Probate, Divorce and Admiralty Division of the High Court of Justice have jurisdiction in all other maritime causes; the various divisions of the criminal courts of the United Kingdom administer criminal jurisdiction.—A.D.T.



Twenty-three chief petty officers and petty officers serving throughout Canada as RCN recruiters were in Ottawa October 24 to 28 for a recruiting course. Aim of the course was to provide instruction in the training methods and trade classification system in Cornwallis, recruiting standards, administration, marking and interpretation of recruiting tests, documentation procedures, advertising, public relations and the ROTP Venture recruiting program. Those attending the course were: Front row, left to right, PO F. E. Snooks, CPO J. A. Pilon, CPO I. N. Doucet, CPO R. S. Bussey, CPO G. B. Thomson, Lt.-Cdr. E. A. Grant, course officer; CPO W. A. Robinson, CPO E. H. Grant, CPO G. H. Canuel, CPO L. S. James and PO H. A. Chartier. Back row, left to right, CPO John McDonald, CPO J. L. Caygill, CPO B. M. Nicholls, CPO C. J. Pepper, PO J. J. Hemphill, PO J. A. Mason, PO R. C. Bradley, CPO A. C. Geizer, PO J. H. Draibye, PO A. R. Reeves, PO R. V. McLuskie, PO F. H. Kuhn and PO E. L. Hemming. (O-13205)



The Watts Naval Training School founded by Dr. Barnardo.

WHEN DR. BARNARDO WENT NAVY

Each year Canadian naval personnel serving at HMCS Niobe in London, England, take children from Dr. Barnardo's Homes for an afternoon outing during the Christmas season. A picture story in The Crowns on the 1959 party led E. H. Cooper, of Toronto, to write the following account of a Barnardo enterprise little known in Canada—that of training boys for service at sea. Mr. Cooper, who is an active supporter of the Barnardo work on behalf of homeless children, attended the Watts Naval Training School, described here, during the tender years from 7 to 11.

BEFORE THE DAWN of the present century an outlet for the ever-increasing male population within his Homes posed a problem for Dr. Barnardo's solution. How he met and solved this problem forms the foundation of an interesting story based on facts and backed by records of achievement.

He realized that one solution could be found in training young boys for a career in Britain's Royal Navy. But how and where? For this a training-ship was necessary but not forthcoming.

In 1901 Edmund Watts, an English shipbuilder, purchased the County Agricultural College of Norfolk (England), suitably situated upon a hill, having 54 acres of land thickset with trees and shrubs. Bordering its western boundary flowed the River Wensum—indeed an ideal spot for a naval training

school. The college building lent itself admirably to conversion and to that end Mr. Watts expended some thousands of pounds. After the building had been reconstructed to resemble a huge ship with bridge and helm, decks and quarterdeck, he presented it to Dr. Barnardo that he might carry out his plan.

Sir Fenwick Watts, son of the donor, forthwith furnished England's "ship on land" from topsail to hatch-bottom and from bow to stern, in addition to which he subscribed £10,000 toward its maintenance. In grateful acknowledgement of this expression of kindness and their generous contribution to his cause, Dr. Barnardo fittingly called it "The Watts Naval Training School".

With everything ship-shape and in readiness, more than 300 boys—chosen

because they were admirably fitted physically and mentally for a naval career—moved in without ceremony in 1902. Shortly after its establishment as a Naval Training Centre, WNTS received official recognition of the British Admiralty.

Herewith a few salient features of the school: It housed and trained more than 300 boys at a time for the Navy. Many of those embryo Jack Tars started "sailing" at seven. At 16 years of age they finished at Watts Naval School and proceeded to the Royal Naval Training Establishment at Shotley—the Government's naval school, where they spent their final year acquiring the "polish" before entering the Senior Service.

At Shotley, boys from Watts Naval Training School left their "footprints in the sands of time", inasmuch as they have been known after final examinations to carry off three-quarters of the first prizes and a large percentage of the second. According to a signed report of the commanding officer at Shotley, dated June 15, 1926, it was a boy from Watts Naval Training School who won "the highest marks ever obtained by a signal boy in final examinations", and

at Shotley, where there are about a thousand lads in training, competition is forever keen.

Before that, came the First World War in August 1914. More than 400 boys trained at Watts Naval Training School were to be found on the high seas in His Majesty's service in submarines, battleships, destroyers and cruisers of the British Fleet. One ship alone was reported to have had ten Watts Naval School boys in her company. It is doubtful indeed if any single school within the British Commonwealth of Nations could have eclipsed that record.

Six boys from WNTS had a share in that memorable raid upon Zeebrugge, while two others from the same school went to their deaths with Kitchener of Khartoum when HMS *Hampshire* sank in the English Channel. Annually on Armistice Day the young tars of the Naval School remember before God 44 Watts Naval School boys who gave their lives in that heroic conflict.

If for that alone, the Watts Naval Training School had indeed justified her existence as a Naval Training Centre. Had it not measured up to the required standards of the Royal Navy one can rest assured the Barnardo Homes would not have risked a second attempt in this regard. The appearance of the Russell-Cotes Nautical School some 15 years

later in Parkstone, Dorset, was in itself a tribute to the success of WNTS.

The Russell-Cotes Nautical School opened at Parkstone in 1919 with 13 ten-year-old boys. Its chief function as a nautical school was to train boys for the British Mercantile Marine. While "Watts" was strictly a naval training school maintaining an exacting discipline, it had its counterpart in the Russell-Cotes School, for in the latter the discipline was not relaxed, the school curriculum not less rigid, nor were its schoolmasters or nautical instructors less exacting in their demands upon those "merchant seamen" in embryo, nor were its standards in anyway inferior to those of the Norfolk School.

Trained for the British Merchant Navy, RCNS boys have manned the merchant ships of Britain's leading shipping companies, some of them as licensed and others as unlicensed personnel. Those who successfully pass the prescribed examinations required of wireless operators are found a berth as radio operators in the Royal Navy, or as qualified "sparks" in the Mercantile Marine. For 30 years the Russell-Cotes Nautical School had sent a steady stream of thoroughly trained lads into the Merchant Navy, and thus achieved the purpose of its establishment in 1919.

Then came the merger of 1949.

In that year, after it had contributed an enviable list of commanders, lieutenant-commanders, a generous sprinkling of officers in lesser ranks and numerous Jack Tars to the Royal Navy for 47 years, the Watts Naval Training School closed its doors, stripped the school of its naval trappings and moved the "ship's complement" to the Russell-Cotes Nautical School at Parkstone. The name of the Watts Naval Training School remains well known throughout the Royal Navy and its boys, along with their contemporaries of the RCNS, will be long remembered for their success on the high seas, an honour to their country, their respective schools and the Barnardo Homes.

So we find that "Parkstone Sea Training School" is the new name of the former RCNS adopted at the time of the merger in 1949. Because the work had to go on, the school has carried on valiantly with its double-barrelled job. The former Captain Superintendent of Watts Naval School is in charge at Parkstone. There is no doubt that under his guidance and with true naval distinction he will maintain the traditions set by the two schools which have preceded and comprise what is now officially known as the Parkstone Sea Training School.

CHIEFS, POS HEAD BACK TO SCHOOL

BACK TO SCHOOL again went 23 chief and petty officers with the opening of the third Branch Officer Candidates' Education Course at *Naden* on October 17. Ahead of them lay a program of intensive studies that would keep them occupied until the end of next May.

The students, all with years of naval service behind them and ranging in rank from petty officer first class to chief petty officer first class, could draw on the experience of the two groups that preceded them.

The second Branch Officer Candidates' Educational Course, which ended early last summer, qualified 17 students educationally for promotion to commissioned officer—all that began the course in October 1959 except for one who withdrew for medical reasons.

Their service of from 12 to 20 years on the lower deck had made them well-versed in their own trades. What they sought during the course was to broaden their intellectual horizons, to improve their powers of written and oral communication and to fit themselves for the responsibilities of commissioned rank.

The course ranged through mathematics, science and political geography to Canadian history and English literature. Lectures were designed to permit maximum student participation and guest speakers brought them new insights into a wide variety of topics. Field trips were included in the curriculum, as were visits to places of historic and educational interest in Victoria and district.

The students gained practical experience in navigation and seamanship during a four-day cruise in the training yacht *HMCS Oriole*, during which they visited the annual Cherry Blossom Festival in Bellingham, Washington.

The cruise through the Gulf Islands provided them with opportunity to try their skill in pilotage and navigation. For most of them, it was their first time under sail, despite their one or two decades of service at sea in all types of RCN ships.

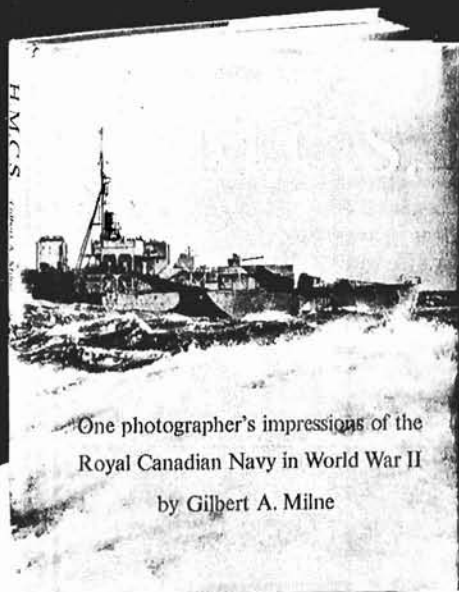
The voyage was a welcome break in the long round of classroom studies and the students felt it paid dividends during the examinations held shortly after.

Formerly the educational courses offered to lower deck personnel, selected with a view to promotion to commissioned rank, were made up of a variety of subjects based on the requirements of each student's particular trade. Now the course has a general academic approach, each student taking the same subjects. From this has emerged a more closely-knit group, exhibiting singleness of purpose and mutual help.

It's quiet around the house, with Dad settled down for a long evening of homework, so provision has been made for a number of well-spaced social events during the year for students and their families.

At the beginning of each course a coffee party is held to enable the wives to get acquainted with each other. A class get-together is held after each set of examinations and, at graduation time, a dinner dance is the event of the year.

The students of the second course felt the program was an exacting one but found gratification in their achievement and confidence in approaching their new duties.—C.C.



waiting for and, in so doing, has justified and honoured the entire information service.

"The four collaborators are Max Newton, one of Canada's top layout men and now production editor of *Weekend* magazine; Joseph Schull, the author and playwright; Scott Young, sports columnist of the *Globe and Mail*; and Frank Lowe, war correspondent and associate editor of *Weekend*. . . .

"'One Photographer's Impressions' is the subtitle of the volume, but they cover almost every theatre of Canadian action at sea. Here are the unlovely corvettes, bucketing into Atlantic gales; sleek Tribal class destroyers, with the late Admiral Percy Nelles delivering a good-luck message to the crew of HMCS *Athabaskan* from a catwalk over the torpedo tubes; the frigate HMCS *Swansea* almost lost from sight behind the heaving seas; the landing-craft debouching valiant men on the beaches of Normandy; the jubilant Greeks waving home-made banners as they were 'liberated' by photographer Milne and his partner, Young.

"Milne's striking pictures are preceded by 30 pages of text (the work of Young, Schull and Lowe) in which some of the great battles of the RCN are recalled. . . ."

In his closing paragraphs, Lt.-Cdr. Keate calls "H.M.C.S." "a book of a thousand memories, a permanent record of duty done and friendships made fast under the White Ensign."

The title of the book is derived from the war-time cap tally, from which the name of ship or establishment had been deleted for reasons of security.

The book deserves the widest distribution on its own merits, but an added reason for wishing it well lies in the generosity of the authors, who have donated all royalties to the RCN Benevolent Fund.—C.

H.M.C.S., by Gilbert A. Milne; published by Thomas Allen Limited, Toronto; 141 pages; \$6.50.

SAILS OF THE MARITIMES

THE MARITIME MUSEUM of Canada, Citadel Hill, Halifax, has sponsored the first publication of a unique Canadian work: the story of the three- and four-masted schooners of the Atlantic provinces. The publication of this story in book form was made possible by a generous financial grant from the Canada Council.

The author of this history, John P. Parker, MBE, Master Mariner, Superin-

Page twenty-five

THE CHRISTMAS gift of the year, navy-wise, appears to have been "H.M.C.S.", a collection of some of the finest pictures taken of Canada's part in the Second World War at sea.

Many of the photographs are familiar through their widespread reproduction in newspapers, magazines and books about the war. This is particularly true of the pictures of the D-day landings, which were the first to reach Canada and, in the jargon of the press, a "scoop".

The factual, the dramatic and the artistic are equally brought into focus by Gilbert A. Milne's camera lens. So are a thousand memories.

A former naval information officer who knew Milne well during the war years is Stuart Keate, former Lieutenant-Commander, RCNVR, now pub-

lisher of *The Victoria Times*. Excerpts from his review of the book follow:

"One of the best of naval war photographers was Lt. Gib Milne, of Toronto, who breezed through the whole show as if it had been staged for his benefit. To his craft he brought an artist's eye, considerable courage, and a knack for getting along with people.

"With four of his war-time pals, Milne has produced in 'H.M.C.S.' the book every Canadian navy man has been

**BOOKS for the
SAILOR**

tendent of Pilots in Sydney, Cape Breton Island, writes from personal experience. The book opens with a description of the tern schooner *St. Clair Theriault* which he owned and operated for three years before she was lost in an Atlantic storm. This chapter is a classic short story of the sea.

Captain Parker traces the history of the shipbuilding industry in Atlantic Canada from the great days when Canada ranked fourth among the ship-owning nations of the world to the 1920s when construction of three-masted fore-and-aft rigged cargo schooners ceased. He continues with details of all the three- and four-masted Canadian-built schooners and rounds out the book with an alphabetical list of these lovely ships.

This is a work to delight both the historian and the practical sailor. The facts have been compiled and portrayed in a scholarly manner and every figure has been checked for authenticity. At the same time, there are sail plans, waterlines and profiles for the ship builder and detailed descriptions of rig,

equipment and design for the ship owner. The photographs are many and excellent.

It is seldom that a reviewer helps to publish the book he is writing about but this is one of those occasions. In 1957, I met Captain Parker in Sydney and learned of his valuable manuscript and his unique records of the vanished schooner. It had not proved possible to get the work published as an ordinary commercial venture but it clearly deserved publication. I enlisted the co-operation of the Maritime Museum of Canada, obtained a reasonable quotation for the design, printing and binding of the book and played some part in getting the financial support of the Canada Council for publication. Thus I am well acquainted with its merits and with its author.

One of the aims of the Maritime Museum of Canada is the interpretation of our maritime heritage. It would be difficult to find a better interpretation of this area of our history or a more graceful presentation of a graceful subject. It

is expected that the first run of the work will be soon exhausted. The Museum sells this delightful book at the bargain price of \$5 a copy. It's required reading.—C.H.L.

SAILS OF THE MARITIMES, by John P. Parker. Maritime Museum of Canada, Halifax, N.S.; \$5 from the Museum.

HYDROFOIL ADVOCATE

WHILE THE RCAF *Staff College Journal* for 1960 ranges widely over Canadian and international affairs, interest of naval readers will undoubtedly centre on Lt.-Cdr. W. E. Clayards' discussion of the potentialities of hydrofoil craft in ASW.

Lt.-Cdr. Clayards, who took over the command of the frigate *Swansea* on September 1, was naval liaison officer at the Defence Research Board's Naval Research Establishment in Dartmouth. The NRE for several years has been investigating hydrofoil craft, which have the virtue of being able to maintain high speeds in rough seas.

"Hydrofoil Craft—A New Hope for NATO's ASW Problems", as Lt.-Cdr. Clayards' article is entitled, won honourable mention in the *Journal's* essay contest.

The \$250 prize essay is by Professor James Eayrs, of the Department of Political Economy, University of Toronto, whose subject is "Canada, NATO, and Nuclear Weapons". He has a slight naval connection, too, having served as an ordinary seaman (UNTD) from October 1944 to January 1946. He reaches some interesting conclusions on whether Canada should acquire her own retaliatory nuclear weapons (no) or allow the U.S. to establish bases for such weapons in Canada's northern territories (yes).

In this age, when it is of utmost importance that the layman should have a basic understanding of science, the scientist's language all too often goes beyond the comprehension of men well-educated in other fields. This is dealt with in Dr. Arthur Porter's article, "Reflections on the Problem of Human Communication".

Dr. Porter, who is dean of the College of Engineering, University of Saskatchewan, faced the problem of which he speaks as a scientific officer at the Admiralty during the Second World War.

The three articles mentioned above should make it clear that the *Journal* is not a propaganda organ beating the

AN OLD HAND RETURNS TO THE LOWER DECK

WITH THE PUBLICATION of his third book, "Return to Sea," William H. Pugsley has produced half of the non-fictional works dealing with the Royal Canadian Navy. This fact is not so much a compliment to Pugsley as a reflection on the shrinking-violet attitude of retired senior officers who could produce some interesting and possibly piquant memoirs if they would only disabuse themselves of the unreasoning conviction that their service must remain forever silent. Until the millennium arrives, however, the reading public will have to be satisfied with books which deal solely with ships at sea and the men who sail in them.

Such a book is "Return to Sea," and it could best be described as a post-war version of "Saints, Devils and Ordinary Seamen". The author revisits the Navy, finds himself "deposited with a bump" on the lower deck again, and compares the personnel of the '50s with those of the '40s. Predictably enough, he finds them much the same. The characters, the pranks, the 'beefs', the good and bad qualities described in the earlier book are here, altered only by the comparative complexity of their technological setting.

The author takes a pilgrimage to *Stadacona* and *Cornwallis*, describes a

modern anti-submarine exercise in a DDE, lingers fondly in a Tribal, and finishes with an interesting chapter on life in the *Bonaventure*.

The conclusion deals with recruiting methods, promotion, recreation and adaptation to civilian life, describing improvements made since 1945 and suggesting further ones. Indeed, the main interest of the book lies in its contrasts and reminiscences, and for this reason it will appeal largely to lower deck veterans of the Second World War.

This is a difficult book to assess, which is surprising, since superficially its *raison d'être* is simplicity itself. The author obviously loves the Navy and wishes to write about it lovingly. This he succeeds in doing, although he loads the book far too heavily with largely repetitive anecdotes. One suspects that if Professor Pugsley were to don a McGill jacket and pussyfoot through a college residence, he would observe practical jokes that compare favourably in ingenuity with those he describes so interminably in "Return to Sea." However, he makes his point about lower deck *bonhomie*.—M.S.

RETURN TO SEA, by W. H. Pugsley, Lt.-Cdr. RCN(R) (Ret.); published by Collins, Don Mills, Ont., 1960, illustrated with 15 photographs. \$4.50.

RETIREMENTS

drum for any one service. The whole spectrum of the defence problem is fairly presented.

Two articles discuss the doctrine of "deterrence", the chances of finding a defence against the ballistic missile are weighed by Dr. George R. Lindsay, Director of the Defence Systems, Analysis Group, Department of National Defence, Ottawa, and the noted British military analyst, Captain B. H. Liddell Hart, draws lessons from the Second World War. Wing Commander John Gellner, RCAF (Ret), a military commentator of wide repute, has some pointed things to say on what the fall of France 20 years ago means to the world today.

Another item of interest in this meaty package is that the *Journal* essay contest, open to all serving and former members of the Canadian Armed Forces and the Civil Service, will be held again in 1961. The contest offers a prize of \$250 for an unsolicited essay, not exceeding 5,000 words in length, likely to stimulate thought on military, and particularly air force matters. Manuscripts must reach the editor of the *Journal* by June 1, 1961.—C.

THE RCAF STAFF COLLEGE JOURNAL, published at the RCAF Staff College, Armour Heights, Toronto 12; \$1.

CPO FRANK EDWARD AVES, C2ET4, of Preston, Ont., served in RCN October 11, 1932 to September 18, 1954, rejoined September 18, 1953; served in *Naden, Stadacona, Saguenay, HMS Vernon, St. Laurent, Fundy, HMS Victory, Skeena, Hochelaga, Columbia, Cornwallis, Niobe, Ottawa, Peregrine, Scotian, Quebec, Huron, Cape de la Madeleine*; awarded CD; retired December 30, 1960.

CPO HERBERT CHARLES BATTEN, C1BD4, of Winnipeg, Manitoba, served in RCNVR November 27, 1940, to December 17, 1945; joined RCN April 20, 1946; served in *Naden, Stadacona, Niobe, Peregrine, Malahat, Cornwallis, Ontario*; awarded RCNVR Long Service and Good Conduct Medal, CD; retired Dec. 12, 1960.

CPO ROBERT JOHN FREDERICK HAMILTON, C2LT4, of Saskatoon, Sask., served in RCNVR May 23, 1939; transferred RCN February 15, 1941; served in Saskatoon division, *Naden, Armentieres, Sans Peur, Stadacona, Kamloops, Edmundston, Givenchy, Cornwallis, Bayfield, Cougar, Stormont, HMS Ferret, HMS Drake, Niobe, Peregrine, Avalon, Hawkesbury, Humberstone, Crescent, Sumas, Aldergrove and Coverdale wireless stations, Ontario, Sioux, Cayuga, Outremont*; awarded CD; retired December 16, 1960.

CPO JOHN LEO HINES, C1RR4, of Lantz Siding, N.S.; joined RCNVR January 24,

1940; transferred RCN August 23, 1940; served in *Stadacona, Avalon, Niagara, HMS Nabob, Niobe, Peregrine, Micmac, Scotian, Shearwater, Magnificent*; awarded CD; retired December 7, 1960.

CPO FREDERICK EDWARD HOPCRAFT, C1HT2, of Roxeter, Ont., joined RCNVR December 16, 1940; transferred RCN June 18, 1945; served in London division, *Stadacona, Sambro, Avalon, Protector, Cornwallis, Peregrine, Scotian, Shelburne, Provider, Warrior, Magnificent, Iroquois, Star, York*; awarded CD; retired December 18, 1960.

CPO ROBERT JEROME MACNEIL, C2CK3, of Canso, N.S., joined RCNR September 25, 1939; transferred RCN October 2, 1945; served in *Stadacona, Restigouche, Prince Henry, Cornwallis, Micmac, Warrior, Magnificent, Nootka, Naden, Restigouche*; awarded CD; retired December 13, 1960.

CPO JOSEPH ALBINAS PETERS, C2ER3, of Charlottetown, P.E.I., joined RCNVR April 7, 1934; transferred RCN December 21, 1945; served in Charlottetown division, *Stadacona, Saguenay, Protector, Niagara, Hochelaga, Fort William, Cornwallis, Drummondville, Peregrine, Fort Francis, Scotian, Qu'Appelle, Warrior, Magnificent, Quebec, Crusader*; awarded Long Service and Good Conduct Medal in 1942 and CD in 1954; retired December 20, 1960.

THE LEGEND that the three stripes of white tape on the collar of the seaman represent Lord Nelson's three great naval victories probably still survives, although no basis in fact can be found for it.

Similarly, the unfounded story that the black silk is worn in memory of Nelson would also appear to have a tenacious hold on life.

Major Frederick V. Longstaff, Ret., of Victoria, whose writings on West Coast naval subjects are well known and who is a member of the Society of Nautical Research, has gone to authoritative sources for the truth about the two legends. His observations follow:

"The sailor's blue jean collar has worn on the edge three stripes of white tape,

and many explanations have been quoted since 1860. The *Mariner's Mirror* of October 1948, page 308, quotes the wording of the Admiralty Circular of January 30, 1857.

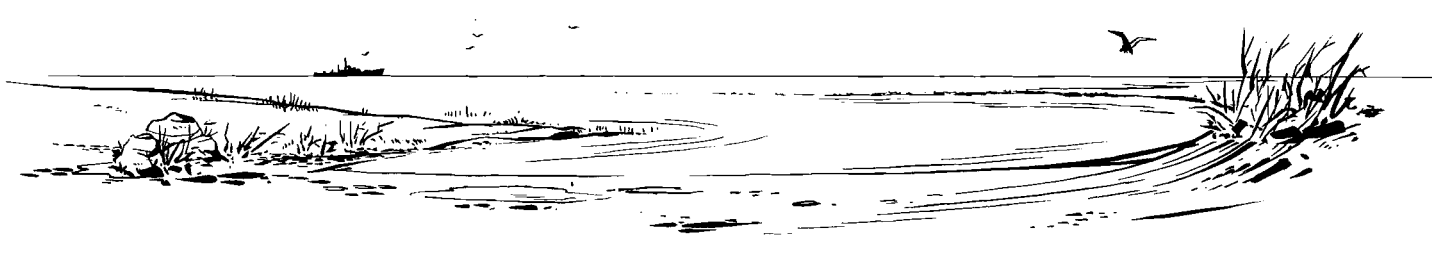
"The Commander-in-Chief Devonport forwarded a joint report by the commanding officers at that port in which the description of the suggested duck frock was: 'Collar and wristbands of blue jean, having a border of three rows of 3/16 of an inch white tape, 1/8 inch apart, with white metal button at the wrist.'

"The Devonport proposal was adopted almost verbatim, the wording of the Admiralty Circular of January 20, 1857, being: 'A duck or white drill frock, to be made with collar and wristbands of

blue jean, each having a border of three rows of 3/16 of an inch white tape 1/8 of an inch apart with white metal dead-eye button at each of the two wrists.'

"The writer E. W. Bovil says: 'It will be noticed that HMS *Victory* was amongst the ships that favoured two rows, despite the well-known association with Nelson; I do not find in 1866 any indication that the choice of three rather than two rows was motivated by any desire to commemorate the number of Nelson's naval victories in this way.'

"It will be found that the black silk handkerchief was commonly worn by sailors before Trafalgar to protect the collar from pigtail tar. Hence it was already in use in 1857."



THE NAVY PLAYS

Shannon Park Backs Program

An outstanding six-week recreational program for tenants and dependents of Shannon Park came to a close in late August, but the tremendous enthusiasm generated makes it likely that the development will continue throughout the winter and on into 1961.

The start of the program saw 400 children registered and an average of 230 taking part in the daily activities. These activities included outdoor tabloids, bicycle rodeos, a beauty pageant, a track and field meet, a boxing match, talent shows, age group drama plays, volleyball, softball, picnics and tours.

Prizes were presented to individuals and teams finishing first in their particular activity by Commodore M. A. Medland, Commodore RCN Barracks, Halifax. Leaders were trained by well-qualified civilian and service personnel who did a most commendable job.

The training of the selected children at *Stadacona* gymnasium brought out latent talents in certain activities and cultivated leadership qualities in the individual. There was a great deal of enthusiasm displayed not only by the participating children but also by the parents and the remainder of the children as shown by the large attendance at almost every event.

Navy Promotes Skiing in N.S.

More noted for a rugged shoreline than for lofty mountains, Nova Scotia is, nevertheless, showing increased interest in the sport of skiing—and naval personnel are doing their share in promoting and participating in this winter activity.

"In fact," writes the Halifax Ski Club's historian, D. H. Mahon, "the Navy chaps as individuals play a large part in the affairs of the ski club and without them it would be impossible to keep the sport up."

Before the snow fell this winter, club members busied themselves in more than doubling the length of their ski run at Wentworth, about 75 miles due north of Halifax, from 1,000 feet to 2,500 feet. Most of the work, which included installation of a tow rope, was done on week-ends.

An active promoter of the ski club was its past president, Lt.-Cdr. K. D. Lewis, who has been succeeded by another member of the RCN, Cdr. A. B. C. German.

Carleton Enters Hockey League

HMCS *Carleton* has entered a team in the National Defence Hockey League in Ottawa.

The league is composed of teams from RCAF Rockcliffe, AFHQ, RCAF Up-lands, Army, RCMP and *Carleton*.

Navy Team Breaks First Place Tie

Navy moved into possession of the top spot in the Victoria Commercial Hockey League in mid-December when Neil Standley scored four times and Cliff Uhrens three to give Navy a 7 to 4 win over Pattersons and break the deadlock for first place.

It was a fast, rough game, with 16 minor, two major, and two misconduct penalties handed out.

Halifax Squadron Elects Officers

Cdr. P. G. Chance, of *Shearwater*, was elected commodore of the RCN Sailing Association (Halifax Squadron) at the annual general meeting in November at the club house, Seaward Defence Base, Halifax.

Shipwrights Carve Mast

Naden shipwrights, or in the modern vernacular Hull Technicians, for seven months kept their hand in with one of the "ancient arts" while keeping up with modern techniques at the same time.

The ancient art was the construction of an 80-foot wooden mast which was finally erected at *Naden* in September. The mast was formed from the rough timber by hand by *Naden's* Hull Technicians and was erected with the help of Dockyard riggers. Tradition was honoured when the mast was stepped with a 1960 coin under the foot.

The new executive includes: Cdr. A. B. German, *Stadacona*, vice-commodore; Lt.-Cdr. J. H. R. LaRoche, *Terra Nova*, rear-commodore; Lt.-Cdr. E. S. Parker, *Stadacona*, fleet captain service boats, and Mrs. Victor Goodridge, secretary-treasurer.

A call has gone out for applications from members of the RCNSA with certificates of competency to be considered for the roles as skipper of the naval yachts *Tuna* or *Goldcrest* (ex-*Grilse*) for 1961. Applications in writing are being received by the Commodore, RCNSA, *Shearwater*, N.S.

Stad Rink Wins In Digby Bonsel

A *Stadacona* rink skipped by Jack Quackenbush won the Scallop Trophy in a three-day bonsel sponsored by the Digby Curling Club.

Thirteen rinks from *Stadacona*, *Shearwater*, *Cornwallis*, the Maritime Air Command and the Digby Curling Club participated. General arrangements were under the direction of W. L. Troop, president of the Digby Club.

In the final play, Quackenbush's superb curling gave his team the trophy. In eight ends in the final match he missed only two shots. Members of his rink were Zip Sadoway, mate; Jerry Jardine, second; Bucky Harris, lead. In runner up position was a Digby team skipped by Garnet Neville.

Winner of the consolation award was James Ayer's rink.

The Scallop Trophy, a beautiful silver shell plaque, was presented by Digby club president W. L. Troop to the skip of the winning team at the close of play in the bonsel.

Children Pass Swimming Tests

At *Naden* swimming pool in mid-December 204 children of naval personnel were examined by the Red Cross in swimming and 197 were passed on to a higher class.

For this outstanding achievement credit goes to their instructors, PO J. S. McClelland and Ldg. Sea. S. O. Duffey, both of whom put in long hours teaching the children to swim.

Naval Lore Corner

Number **89**
THE EVOLUTION OF THE
SAILOR'S UNIFORM

UNTIL 1857 THERE WERE NO OFFICIAL UNIFORM REGULATIONS FOR SEAMEN IN THE ROYAL NAVY. PRIOR TO THAT TIME SOME CAPTAINS DRESSED THEIR MEN IN UNIFORMS OF THEIR OWN DESIGN, WHILE IN OTHER SHIPS THE DRESS WAS LEFT MUCH TO THE MEN THEMSELVES AND MANY WERE THE ECCENTRICITIES DISPLAYED. THE SAILORS, FOR THE MOST PART, MADE THEIR OWN GARMENTS FROM MATERIALS OBTAINED FROM NAVAL SLOPS. THIS MEANT THAT EVEN BEFORE THE OFFICIAL REGULATIONS SOME SEMBLANCE OF UNIFORMITY IN DRESS WAS EVIDENT IN MOST SHIPS. THE CHANGES IN THE NAVAL UNIFORM HAVE BEEN VERY GRADUAL AND HAVE PROVIDED THE PATTERN FOR EVERY NAVY IN THE WORLD..



TYPICAL SEAMAN ABOUT 1799



SEAMAN AT TRAFALGAR 1805



SEAMAN OF H.M.S. GLOUCESTER, 1812. NOTE SHIP'S NAME AND CREST ON HIGH TOP HAT.



SAILOR, 1828
UNIFORMS OF THE PERIOD SHOWED MANY INDIVIDUALISTIC "TOUCHES"



PETTY OFFICER, 1830. NOTE CAP RIBBON.



SAILOR, 1849.
NOTE THAT COLLAR HAD BEGUN TO ASSUME THE SHAPE IN USE TODAY



ABLE SEAMAN (CRIMEAN WAR) THE TUNIC WAS KNOWN AS A "FROCK".



SEAMAN, 1860.
NOTE LOOSENESS OF UNIFORM AND THE ABSENCE OF "H.M.S." ON CAP TALLEY. THERE WERE NO POCKETS, AND ALL PERSONAL GEAR WAS KEPT IN THE CAP.



SEAMAN, 1896.
THE "TUCKED-IN" FROCK IS STILL WORN BUT WILL SOON GIVE WAY TO THE MODERN "JUMPER"



1960
MODERN SEAMAN'S UNIFORM WITH FRONT-OPENING JUMPER...

Roger Duhamel

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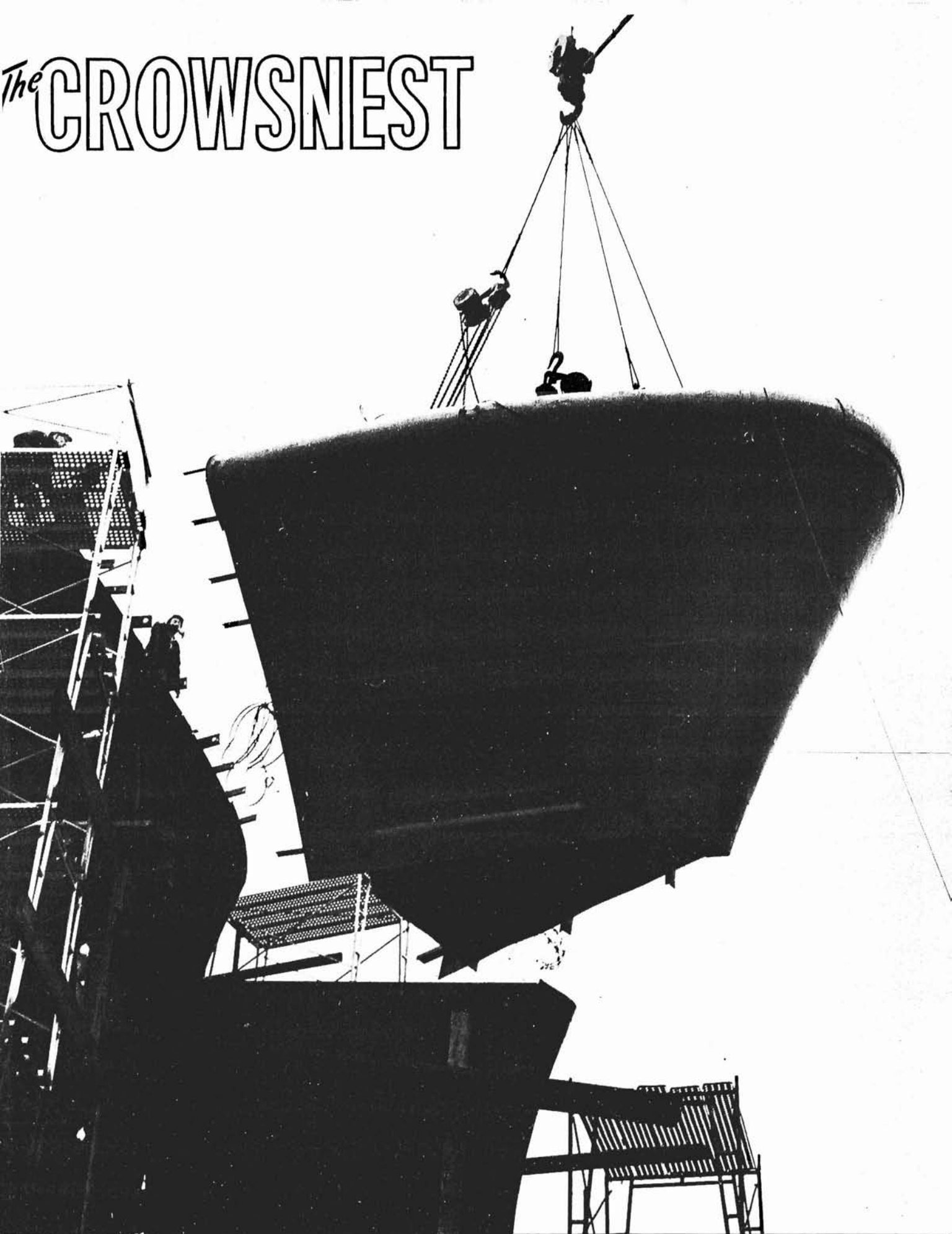
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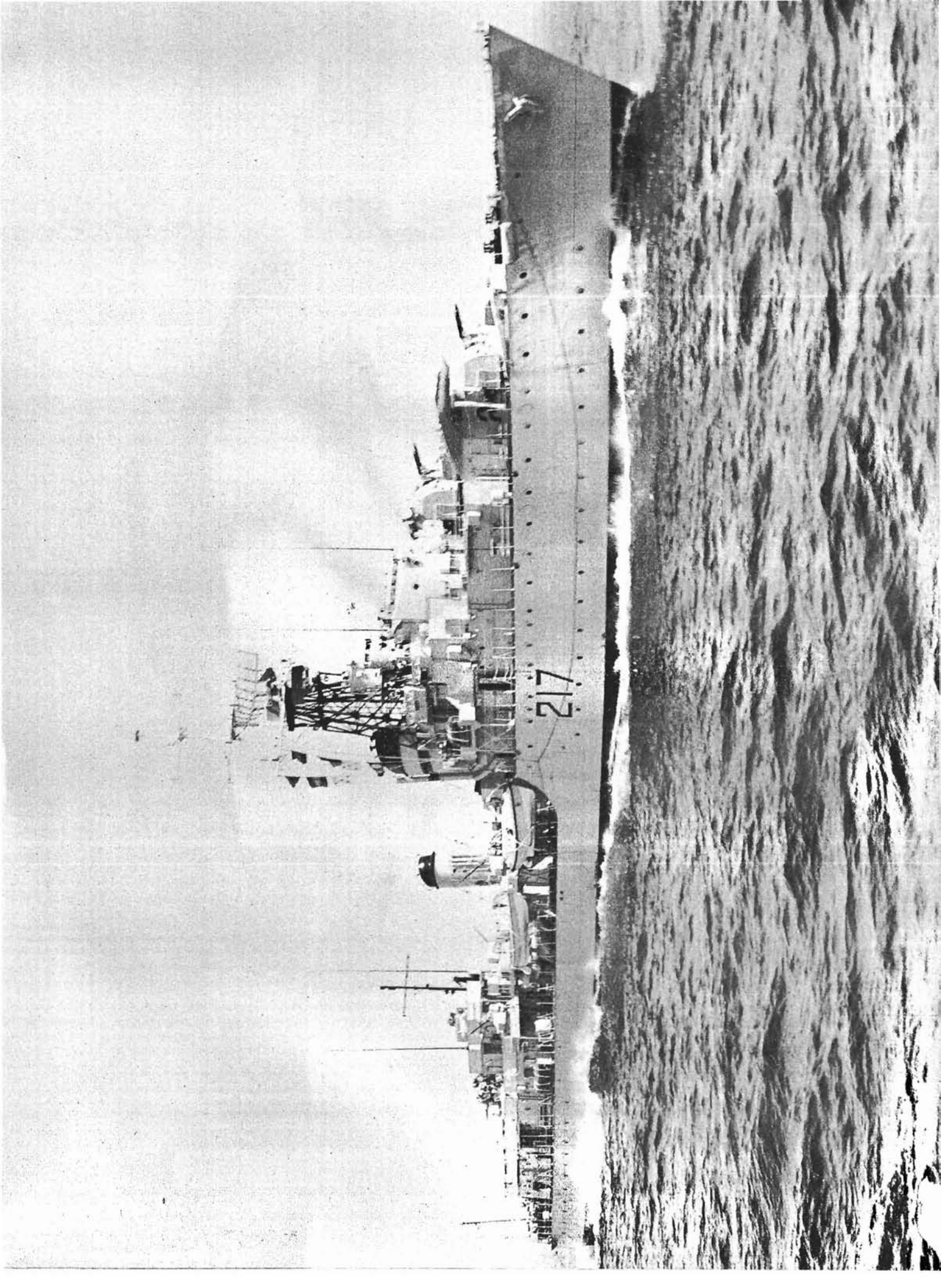


The CROWSNEST

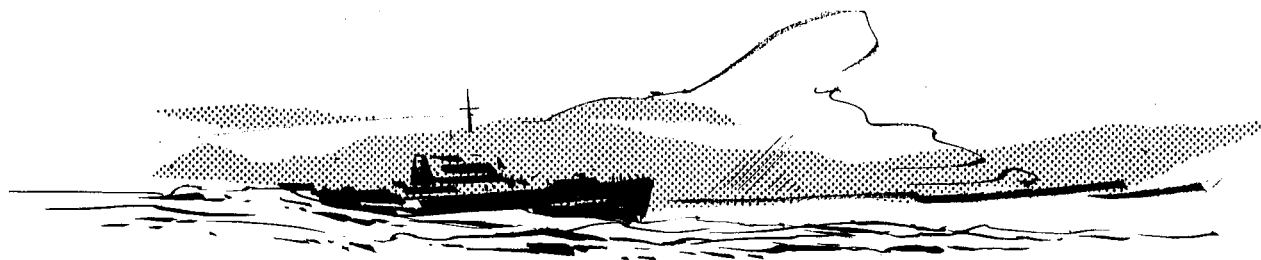


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February, 1961



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THE CROWSNEST IN 1961

FOLLOWING is a summary of the principal articles and special features in *The Crow's Nest* during 1961:

JANUARY: Lady of the Month, HMCS *Inch Arran* at Harbour Deep, Nfld.; The Jubilee Year, a review of events in 1960; Southern Bell, HMCS *Husky* becomes a New Orleans yacht; Before the Seaway, account of a troubled journey up the St. Lawrence by an Algerine; The Court of Admiralty, a brief history; When Dr. Barnardo Went Navy, the story of the Watts Naval Training School; Naval Lore Corner No. 89, The Evolution of the Sailors' Uniform.

FEBRUARY: Lady of the Month, HMCS *Iroquois*; obituary of the late Rear-Admiral B. R. Spencer; A Badge Comes Home, the story of the Iroquois badge found in Londonderry; The Last Midshipman; picture of variable depth sonar in HMCS *Crusader*; Family Portrait, HMCS *Columbia*; Naval Lore Corner No. 90, Monitors: Some Representatives of a Vanished Breed.

MARCH: Lady of the Month, HMCS *Ottawa*; Canada's Defence Policy, a statement by Hon. D. S. Harkness; HMCS *Columbia's* tiddly boat; NBCD training in the RCN; *Prince Henry's* Half Victory, the scuttling of the *Hermonthis*; The Sinking of *U-877*, as seen by the radar officer of HMCS *St. Thomas*; Exercise Bonny Boy, Banshees defend Army's Blue-land; The Roughest Game Afloat, water polo; Naval Lore Corner No. 91, Submarine Deception.

APRIL: Lady of the Month, HMCS *Huron*; Random Memories, first of four articles by Rear-Admiral R. E. S. Bidwell, RCN (Ret); Suffering George, training-dummy for mouth-to-mouth respiration; Hon. D. S. Harkness pays first visit of Atlantic Command; General Drill, organized madness on board ship; Mountaineering in New Zealand; footnotes by D. R. Overall-Hatswell to The Last Midshipman (February); Naval Lore Corner No. 92, The Doughty "Ds", RN light cruisers.

MAY: Lady of the Month, HMCS *Grilse* (picture is of U.S. Submarine *Burfish* before transfer); the commissioning of HMCS *Grilse*; Rear-Admiral E. P. Tisdall retires; Random Memories, part two; The Benevolent Fund, annual meeting; *Cape Scott* divers recover bronze dolphin in Bermuda (pictures); Retirement Counselling; Naval Lore Corner No. 93, Submarine Deck Guns.

JUNE: Special *Our Navy* issue; frontispiece shows proposed conversion of St. Laurent class; Our Navy—Then and Now, the past nine years; National Defence, policy and plans for the RCN; The *Chippawa* Story, account of the Winnipeg naval division; table showing composition of the fleet; Le College Militaire Royal, history and description; the *Sussexvale's* motor cutter; Ten Years of Naval Aircraft, two-page picture

spread; "Prep" School, higher education in the RCN; The Navy to the Rescue; *Venture* Cruise '61; Mobility for the Fleet, the Cape class repair ships; The Tale of a Shirt (*Cutty Sark*); Naval Lore Corner No. 94, Evolution of the Naval Officer's Uniform.

JULY: Family portraits, *Fort Erie* and *Chaudiere*; Human Resources, an address by His Excellency the Governor General; dockyard jetties renumbered at Halifax; Random Memories, part three; The Maritime Museum of Canada; With Peary in Long Island Sound, misadventure of two minesweepers; Technical Services, a description of headquarters organization; Psychology and Diving; Trade Course Selection; Naval Lore Corner No. 95, Unorthodox Armament Dispositions.

AUGUST: Lady of the Month, HMCS *Algonquin*; Dominion Day on Parliament Hill, picture layout; Symbols and Ships, the history of RCN ship badges; Visit to Sierra Leone, cruise by HMCS *Algonquin*; Random Memories, conclusion; Silver Drums presented to Pacific Command; Veterans' Reunion (at Brantford, Ont.); Naval Lore Corner No. 96, Modernizations.

SEPTEMBER: Ladies of the Month, HMCS *Bonaventure* and destroyer escorts; Oceanography and the RCN; Life in a Laker, by Vice-Admiral E. R. Main-guy, RCN (Ret); Transitional Counselling; Family Portrait, ship's company of HMCS *Sioux*; Naval Lore Corner No. 97, Carriers of the Pre-War Period.

OCTOBER: Lady of the Month, HMCS *Athabaskan*; RCN Personnel Ceiling Raised to 21,749; Relic or Misfire? Old pistol bears famous naval name; The Wooden Igloo that Jack Built, new barracks for Naval Radio Station Frobisher; Diving Dentist; The CBC and the RCN; Summer at *Quadra*; *Quadra's* tiddly boat; The Canadian War Museum, a description; picture of veteran submariners on board HMCS *Grilse*; Omnibus Paratus, a history of helicopter utility squadron 21; artist's conception of last Mackenzie class destroyer escorts; Naval Lore Corner No. 98, Destroyers of the Past.

NOVEMBER: Christmas message from Vice-Admiral H. S. Rayner, Chief of the Naval Staff; The Prime Task, an address by CNS on the role of the RCN; The Aldergrove Pool; The Reserve's Summer; Outward Bound, RN submariner's outing by land and sea; A Mace for Dartmouth; HMS *Egeria's* Awnings; Naval Lore Corner No. 99, Modernizations (II).

DECEMBER: Lady of the Month, HMCS *Grilse*; The 1961 Yachting Season; The Navy—Goodwill Envoy, a report by the Department of External Affairs; The Padre and the Pigs; Bonnie Thanksgiving; Arctic Expert, retirement of Commodore O. C. S. Robertson; Naval Lore Corner No. 100, Naval Paddle-Wheelers.

RETIREMENTS

CPO ERIC BROOKE, C2LT4, of Birmingham, England; joined RCNVR September 5, 1940, transferred to RCN January 21, 1943; served in Vancouver naval division, *Stadacona*, *St. Laurent*, *Cornwallis*, *Three Rivers*, *Protector I*, *Middlesex*, *Chaleur II*, *La Hul-loise*, *Naden*, *Chippawa*, *Ontario*, *Matsqui*, *Newport Corners*, *Cayuga*, *Aldergrove*, *Beacon Hill*; awarded Mention-in-Des-patches, August 14, 1945, CD; retired De-cember 15, 1961.

CPO DOUGLAS HURLEY GILLIS, C1BN4, of Hastings, England; joined July 27, 1937, served in *Stadacona*, *Saguenay*, *Restigouche*, *Avalon*, *Captor II*, *St. Hyacinthe*, *Niobe*, *Scotian*, *Ontario*, *RCNAS Dartmouth*, *Mag-nificent*, *Haida*, *Wallaceburg*, *Shearwater*, *Bytown*, *Cape Scott*; awarded CD, and 1st clasp to CD; retired December 21, 1961.

PO ARMAND JAMES GOBEIL, P1SW3, of St. Boniface, Manitoba; joined RCNVR January 23, 1941-October 30, 1945, trans-ferred to RCN March 14, 1946; served in *Stadacona*, *Ross Norman*, *Pictou*, *Avalon II*, *Fort William*, *Kitchener*, *St. Catharines*, *St. Hyacinthe*, *Chippawa*, *Naden*, *Crescent*,

Givenchy, *Warrior*, *Crusader*, *Cornwallis*, *Quebec*, *Iroquois*, *Shearwater*, *Hochelaga*, *Magnificent*, *Wallaceburg*, *Hochelaga*, *Huron*, *Donnacona*; awarded CD; retired December 17, 1961.

CPO JOHN JOSEPH JEFFRIES, C2BN4, of Stratford, Ontario; joined November 18, 1940; served in *Naden*, *Chilliwack*, *Stadacona*, *Ross Norman*, *Venture*, *Nanaimo*, *Cornwallis*, *Riviere du Loup*, *Medicine Hat*, *St. Therese*, *Peregrine*, *Llewellyn*, *Scotian*, *Huntsville*, *Sans Peur*, *Dundurn*, *Cataraqui*, *Iroquois*, *Magnificent*, *Shearwater* (31 SAG), *Summer-side*, *Shearwater*, (VS 880), *Coverdale*; awarded CD; retired December 30, 1961.

CPO JAMES MAGILL, C1WA4, of Belfast, Ireland; joined RCNVR November 15, 1945; transferred to RCN July 12, 1946; served in *York*, *Peregrine*, *Warrior*, *RCNAS Dart-mouth* (803 Sqdn), *Warrior*, *Stadacona*, 19 CAG, *Niobe*, *Cornwallis*, *Shearwater*, *Mag-nificent*, *Scotian*; awarded CD; retired De-cember 16, 1961.

CPO JAMES STEWART, C2ER4, of Vic-toria, B.C.; joined December 6, 1940; served

in *Naden*, *Naden* (Union SS), *Prince Robert*, *Stadacona*, *Niobe*, *Saskatchewan*, *Avalon*, *Peregrine*, *Scotian*, *Givenchy*, *Stadacona* (CN 390), *Ontario*, *Churchill*, *Sioux*, *Royal Roads*, *Miramichi*; awarded CD, December 7, 1952; retired December 5, 1961.

CPO ROBERT RUSSELL WHALEN, C2ER4, of Calgary, Alberta; joined March 1, 1937; served in *Naden*, *Fraser*, *Ottawa*, *Armen-tieres*, *Nootka*, *Kamloops*, *Stadacona*, *Blair-more*, *Mulgrave*, *HMS Puncher*, *Peregrine*, *Avalon*, *Cornwallis*, *Arnprior*, *Peregrine*, *Uganda*, *Ontario*, *Athabaskan*, *Oshawa*, *Jon-quiere*, *New Glasgow*; awarded RCN Long Service & Good Conduct medal; retirement was announced in March 1961 *Crowsnest*, but was postponed to December 5, 1961.

PO GEORGE BRANLEY WILLIS, P1BN4, of Winnipeg, Manitoba; joined September 16, 1940; served in *Naden*, *Stadacona*, *Skeena*, *Avalon*, *Cornwallis*, *HMS Seymour*, *Niobe*, *Ribble*, *Peregrine*, *Swift Current*, *Givenchy*, *Rockcliffe*, *Ontario*, *Shearwater*, *Quebec*; awarded CD; retired December 13, 1961.



Wherever Rear-Admiral P. D. Budge, Chief of Naval Personnel, has served, he has nearly always managed sooner or later to organize a choir. It is doubtful, however, that he ever assembled higher-priced talent than this group of carol singers at Naval Headquarters. The songsters included a Chaplain of the Fleet, a commodore, several captains and officers of lesser rank, augmented by members of the civilian staff of the personnel branch. The choristers carolled at the Christmas party held by the branch in the Bytown officers' mess and also sang there during the lunch hour on the Friday before Christmas. (O-14115)

The CROWSNEST

Vol. 13 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY 1961

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LADY OF THE MONTH

Veteran of hard fighting in both the Second World War and the Korean conflict, HMCS *Iroquois* still rates as a fine-looking and efficient warship. A member of the First Canadian Escort Squadron, she is currently undergoing refit at Sorel, Quebec, and will rejoin the squadron about the time of the spring breakup in the St. Lawrence River.

The *Iroquois* is the second naval vessel to bear the name. The first (about which more appears on another page of this issue) is said to have been designed as an anti-submarine Q-ship, built the same at both ends, so the enemy would not know what she was up to. No such doubts have ever been held by the present *Iroquois'* enemies. (HS-58305)

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

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

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The Crownsnest,
Naval Headquarters,
Ottawa, Ont.

The Cover—Easy does it, and the prefabricated bow section of the destroyer escort *Saskatchewan* is swung into place at the Victoria Machinery Depot Limited, Victoria. The picture was taken by a former naval photographer, Jim Ryan. (Photo courtesy Ryan Bros. Photo Centre, Victoria)



RCN NEWS REVIEW

The new destroyer escort Saskatchewan, first launched of the new Mackenzie class, slides down the ways at the Victoria Machinery Depot, Victoria, on February 1. She was christened by Mrs. H. S. Rayner, wife of Vice-Admiral Rayner, Chief of the Naval Staff. (E-59685)

Saskatchewan Christened

One of seven ships now under construction for the Royal Canadian Navy, the destroyer escort *Saskatchewan* was launched at the Victoria Machinery Depot Co. Ltd., Victoria. Wednesday afternoon, February 1, at a colourful ceremony in which the sponsor was Mrs. Rayner, wife of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, Ottawa.

The launching ceremony had originally been set for the afternoon of January 31, but high winds and heavy seas forced a 24-hour postponement.

The *Saskatchewan* is one of six Mackenzie Class destroyer-escorts being built in Canadian shipyards. It is expected the ship will be commissioned late in 1962.

The seventh vessel being built for naval service is a tanker supply ship.

The *Saskatchewan* is the second warship to bear the name. The first was the former HMS *Fortune*, fleet class destroyer, transferred to the RCN in May 1943 and paid off on January 28, 1946.

Fort Erie Wins Gunnery Award

The L. W. Murray Trophy has been awarded to the *Fort Erie* as the most proficient ship in gunnery practices in the Royal Canadian Navy during 1960. The *Fort Erie* commanded by Cdr. L. B. Jenson, is a frigate attached to the Seventh Canadian Escort Squadron based at Halifax.

The trophy was presented in 1934 by Rear-Admiral L. W. Murray, CB, CBE,

RCN(Ret), when he was Captain (Destroyers) Eastern Division of the RCN. The winner each year is determined by Naval Headquarters. The 1959 winner was the *Margaree*, destroyer escort attached to the Second Canadian Escort Squadron based at Esquimalt.

Runners-up in the 1960 competition were the frigate *Beacon Hill*, and the destroyer escorts *Skeena*, *Fraser*, *Assiniboine*, *Ottawa*, *Iroquois* and *Saguenay*. All but the *Iroquois* are based at Esquimalt.

The five west coast destroyer escorts are units of the Second Canadian Escort Squadron.

Dockyard Charity Sets New Record

HMC Dockyard's major charitable campaign in 1960 realized a record total of \$10,400 from a potential donor list of 4,000 civilian employees and several score naval personnel in the Dockyard, Naval Armament Depot, Bedford Magazine and Seaward Defence Base.

WHAT HAPPENED ?

The ship whose picture formed the centrepiece of the January cover was wrongly identified as the *Terra Nova*. How this happened may only be discovered on a psychoanalyst's couch, because a check of ships' badges and pennant numbers had thoroughly established that the sturdy warship was none other than the *St. Croix*.—Ed.

This was an increase of almost \$3,000 over that collected in 1959 and about \$1,000 more than has ever been realized in the campaign.

Co-ordinator was D. P. Brownlow, with active campaigning taking place during the latter half of 1960.

Of the \$10,400 raised, \$5,600 was turned over to F. E. Chipman, chairman of the Halifax-Dartmouth United Appeal Campaign, for Red Feather organizations. The second largest disbursement, \$1,799, was to the Salvation Army and the next largest, \$1,469, to the Canadian Cancer Society. The balance will be distributed to various other local agencies.

'Copter Makes Fast Journey

Lt. E. R. Hunter, flying a Sikorsky helicopter from HU-21, is believed to have established a helicopter air-time record from Montreal to Halifax.

Making one fuel stop at Saint John, N.B., and with co-pilot Lt. Allan Holmes and crewman PO Clayton McColembarked, Lt. Hunter brought the aircraft into *Shearwater* in four hours and 58 minutes flying time.

Sioux Rescues Fishing Vessel

Her engine broken down, the fishing vessel *Marjorie and Dorothy* was towed to the approaches of Halifax harbour on January 28 by the destroyer escort *Sioux*. A tug completed the last five miles of the tow into port.

The trawler's engine failed when she was 26 miles off the northeast tip of

Sable Island, in zero weather, heavy icing conditions and winds of more than 30 knots.

The *Sioux* came to the assistance of the trawler early on January 27, but ice, turbulent seas and darkness made it at first impossible to secure a line. With daylight, a tow was passed and the *Sioux* headed for Halifax. The tow was met off Chebucto Head by a Foundation Maritime tug.

Press reports said this was the third time the 26-year old *Marjorie and Dorothy* had been towed into port within a year.

Ship Readiness Categories Listed

The Royal Canadian Navy has adopted the NATO method of describing the availability of HMC Ships for operational service at sea in peace or war.

Under this method, category "A" means that a warship is available for operations at less than 48 hours' notice.

Category "B" refers to ships, refitting or docked, which require more than 48 hours', but less than 30 days', notice.

Category "C" applies to ships undergoing extensive alterations, in reserve or awaiting disposal, for which more

than 30 days' notice would be required to bring them to operational status.

The categories are listed in General Orders, Part I, 2.06/12.

Shearwater Helps Fill Blood Bank

The wholehearted response of *Shearwater* personnel to an appeal for donations of the Red Cross Blood Bank is the subject of a letter addressed to Captain T. C. Pullen, commanding officer, by Robert A. Whyte, director of donor panels, Halifax.

Mr. Whyte's letter reads:

"I would like on behalf of the Red Cross Blood Donor Committee to extend thanks to the personnel of HMCS *Shearwater* for your recent contribution to the Red Cross Blood Bank.

"A total of 543 attended the three-day clinic. Of this number approximately 100 donors were civilian personnel and 443 were naval personnel. Blood has been in very short supply of late and your contribution helped to ensure that blood was available when required.

"The new location of the clinic at the CPOs' Mess proved a very satisfactory place.

"Please express our thanks to all who helped with the clinic and particularly to those who contributed of their blood."



This is the badge of the joint RCN-RCAF Maritime Command Atlantic, with anchor and eagle to symbolize the two services. The badge of the Maritime Command Pacific is identical except for the inscription. (HS-63530)



Official badges for the joint RCN-RCAF Maritime Command Atlantic, established in 1957, and Maritime Command Pacific, created in 1959, were presented to the officers at the head of each command by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Air Marshal Hugh Campbell, Chief of Air Staff, in Ottawa last November. The Maritime Commanders exercise unified operational control over RCN and RCAF anti-submarine forces on either coast. Left to right are Vice-Admiral Rayner, Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast and Maritime Commander Pacific; Air Marshal Campbell, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast and Maritime Commander Atlantic. (O-13240)

DEATH ENDS CAREER OF DEVOTED SERVICE

AN OFFICER who won the respect and affection of all who knew him, not only in the naval service, but in the engineering profession and other walks of life, Rear-Admiral Brian R. Spencer, 54, Chief of Naval Technical Services, died on Sunday, January 22, in the Canadian Forces Hospital, Rockcliffe. He had suffered a heart attack a week earlier.

Naval honours were accorded the deceased officer at funeral services held from St. Matthew's Anglican Church, Ottawa, on January 25, with burial in the veterans' section of Beechwood cemetery. Services were conducted by Rev. Canon R. E. Osborne, rector of St. Matthew's, and Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P).

Rt. Rev. E. S. Reed, Bishop of Ottawa, attended by Rev. Harry Ploughman, Deputy Chaplain of the Fleet, as bishop's chaplain, was present.

The honorary pallbearers were Vice-Admiral H. T. W. Grant, RCN (Ret), Rear-Admiral E. P. Tisdall, Rear-Admiral R. A. Wright, Rear-Admiral P. D. Budge, Engineer Rear-Admiral G. L. Stephens, RCN (Ret), Surgeon Rear-Admiral T. B. McLean, Commodore John MacGillivray and Commodore (now Rear-Admiral) J. B. Caldwell.

The committal service at Beechwood cemetery was attended by an escort of 300 officers and men from Naval Headquarters and HMCS *Gloucester*, and a 24-man firing party.

In a message paying tribute to his late Chief of Naval Technical Services, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, said:

"Rear-Admiral B. R. Spencer, CD, RCN, died Sunday, January 22, while holding the appointment of Chief of Naval Technical Services, after nearly 37 years of devoted service to the RCN.

"His whole-hearted endeavour and example earned him the sincere esteem and respect of numerous shipmates and associates at all levels, within and without the service. This is apparent by the offices he held, in a wide variety of professional and other associations, and also by the succession of naval appointments he ably discharged.

"Rear-Admiral Spencer's contribution to the technical achievement and development of the Navy, together with his unfailing sympathetic concern for its personnel, will remain a continuing

record and reminder of his long, faithful, and unselfish service in the Royal Canadian Navy.

"He ran with great patience and cheerfulness the race that was set before him until the moment he finished his course. We who knew him are the better for it. In the words of a shipmate who knew him well from his first days in the Navy until the end: 'He was a tremendous man'."

Rear-Admiral Spencer was born in Alberni, B.C., January 8, 1907. He entered the Royal Naval College of Canada and, when the college closed in June 1922, he enrolled at the University of British Columbia.

In 1924 he entered the RCN as a cadet and attended the Royal Naval Engineering College, in Keyham, England. Later he served in HMS *Emperor of India*, last of the coal-burning battleships, and in HMS *Valiant*, a battleship of the British Home Fleet.

In December 1931 Rear-Admiral Spencer returned to Canada and joined the destroyer *Saguenay*. In 1934 he served at Naval Headquarters, Ottawa, and in 1935 was appointed engineer officer of the destroyer *Champlain*. In December 1936 he was again appointed engineer officer of the *Saguenay*, remaining in her for almost three years. He was then appointed to the destroyer *Skeena*, where he served until May 1940.

He next served as Director of Engineering Personnel at headquarters, then as officer in charge of the Mechanical Training Establishment at *Naden*. During this appointment he was promoted to the rank of Commander (E). In October 1942 he was appointed officer in charge of the MTE at *Stadacona*.

Rear-Admiral Spencer went overseas in December 1943 to oversee the installation of machinery and boilers in the *Ontario*, then building in Belfast, Ireland, for the RCN. He became engineering officer of the *Ontario* on her commissioning on April 26, 1945.

In May 1946 he was appointed to headquarters on the staff of the Assistant Chief of Naval Administration and Supply (Ships and Dockyards). Two months later he became Assistant Engineer-in-Chief.

He was promoted to Captain (E) on January 1, 1947, and was appointed Superintendent HMC Dockyard, Esquimalt, and Command Engineer Officer of



The late
Rear-Admiral B. R. Spencer

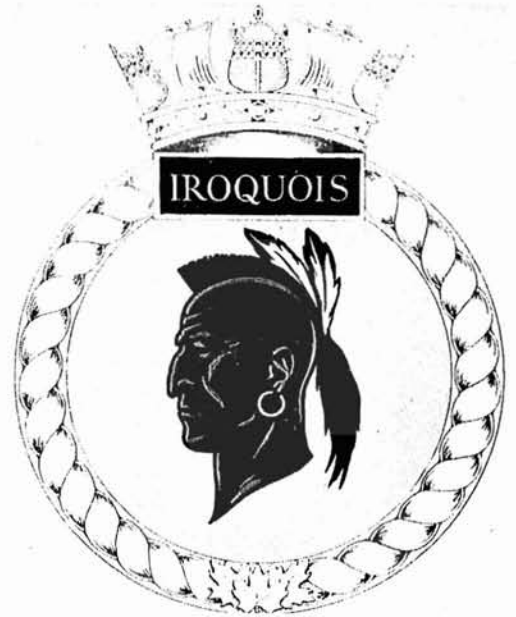
the Pacific Command on October 15, 1948. He subsequently became Command Technical Officer.

Later his appointments were changed to Commodore Superintendent Pacific Coast, and Superintendent, HMC Dockyard, Esquimalt.

Rear-Admiral Spencer became Engineer-in-Chief at headquarters in August 1956. In August 1958 he was promoted to Rear-Admiral and appointed Chief of Naval Technical Services and a member of the Naval Board.

Rear-Admiral Spencer took an active interest in professional and church organizations. He was vice-president (Canada) of the Institute of Marine Engineers; a member of the Society of Naval Architects and Marine Engineers, of the American Society of Naval Engineers, and of the Engineering Institute of Canada. He was a director of Canadian Arsenals Limited and an honorary director of the Canadian Industrial Preparedness Association. He was also president of the Canadian Officers' Christian Union and director of the Children's Special Service Mission and Scripture Union of North America. Keenly interested in sports, he was a member of the Royal Ottawa Golf Club and the Ottawa Ski Club.

He leaves his wife, the former Iris Laurie, daughter of Lt.-Col. and Mrs. K. C. Laurie, of Oakfield, N.S., and two daughters, Lorraine and Joan, both attending university.



Three Iroquois badges. The one in the centre, long prized by Sea Cadets in Londonderry, Northern Ireland, who thought it was a gift from a Canadian ship, was identified by Lt. W. E. F. Bell, of Ottawa, as the badge of a survey ship, HMS Iroquois, in which he had served. At the left is the badge worn by HMCS Iroquois near the close of the Second World War; at the right, the official ship's badge of today. (L to R: HS-1573-2; CN-3120; O-893-29)

A BADGE COMES HOME

IN THE AFTER CANOPY of the Tribal class destroyer escort HMCS *Iroquois* there hangs today a large, brass ship's badge, showing an Indian in feathered headdress and bearing the word "Iroquois". It is a bit of heraldry that dates back to a time long before the present *Iroquois* came into being and one that, for a time, was a deep mystery.

In October 1956 the *Iroquois* called at Londonderry, Northern Ireland, and her commanding officer, Cdr. D. L. Hanington, was invited to visit the Londonderry Sea Cadet Corps, which wished to present a hand-carved corps badge to the ship as a memento of the visit. More especially they wished to show him a prized possession—a large, brass *Iroquois* badge.

The badge was well executed, but it was unlike any known to have been displayed in the *Iroquois*, nor was the Canadian warship ever known to have presented a copy of her badge to the Sea Cadet Corps. The commanding officer of the corps, however, felt that it must have been a gift of Canadian origin, for he had first seen it when the corps moved into a building formerly used by the RCN as a canteen.

The strange story of the badge was told in the December 1956 issue of *The Crowsnest* and its appearance was described. One person to whom it was no

mystery was Lt. W. E. F. Bell, on the staff of the Director of Naval Intelligence at Naval Headquarters in Ottawa.

"I am positive," Lt. Bell wrote Cdr. Hanington, "that this is the badge which we carried on the quarterdeck super-



Success has crowned the all-out efforts of Lt. W. E. F. Bell to have the badge of HMS *Iroquois*, in which he served nearly 40 years ago, transferred to her namesake, HMCS *Iroquois*. (O-11037)

structure of the old HMS *Iroquois*. Believe it or not, HMCS *Iroquois* is not, to misquote an old title, the First of the Mohicans."

More than a generation earlier, "Daisy" Bell had served as a young sailor in HMS *Iroquois* on the China Station. His vivid memories of service in the ship spurred in him a determination to see that the badge came home to her Canadian namesake.

The task was to involve Lt. Bell in a tangle of correspondence and personal expense, but his efforts met with a success that was reflected in a ceremony in Portsmouth, England, on Sunday, October 9, 1960, in which the badge was ceremoniously handed over to Cdr. H. W. A. Moxley, commanding officer of HMCS *Iroquois*.

Lt. Bell had originally offered to buy the badge and present it to the *Iroquois*, provided that it would be given to the Maritime Museum of Canada in Halifax, once the name *Iroquois* was removed from the roster of commissioned ships in the RCN.

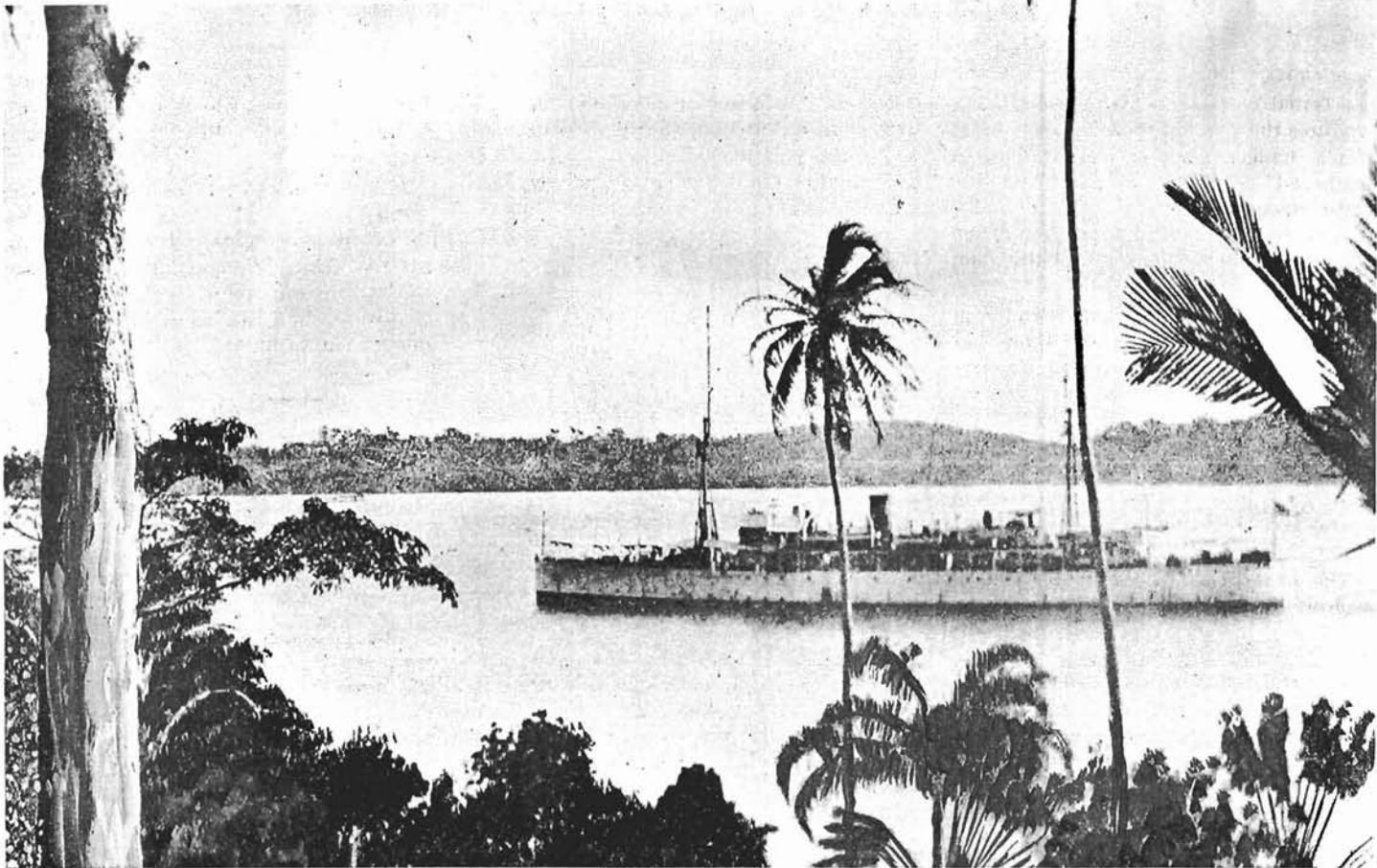
But the Sea Cadets would have nothing to do with the sale of their prized badge. Instead, they proposed to make a gift of it to the *Iroquois*, under the condition that Lt. Bell had proposed—that it go to the Maritime Museum once the *Iroquois* was paid off for good.



The "mystery" badge can be seen in this photograph taken on board HMS Iroquois back in the early 1920s. (CN-3118)



Cdr. H. W. A. Moxley, commanding officer of HMCS Iroquois, and Lt.-Cdr. W. D. Munro, executive officer, display the prized badge of HMS Iroquois and silver plaque presented to the Canadian warship last fall by Londonderry Sea Cadets. (HS-63109)



This picture of HMS Iroquois, first warship to bear the name, was taken from the grounds of the hospital at Johore Bahru, near Singapore, and shows the survey vessel moving from her anchorage toward the mouth of the Johore River. The original photograph is in the album of Lt. W. E. F. Bell, Naval Headquarters. A French warship of similar name, Iroquoise, served on the Great Lakes 200 years ago.

The presentation raised a problem, since the *Iroquois* was not scheduled to visit Londonderry. Cdr. Moxley asked the Derry Sea Cadets if they would be willing to have the presentation made by their opposite numbers in Portsmouth, where the ship was to call after NATO exercises in the North Atlantic.

Although they were disappointed in not being able to make a personal presentation, the Londonderry Sea Cadets rallied to the occasion and, at considerable expense, shipped the 45-pound badge, freshly painted and with a silver presentation plaque, to the Portsmouth Sea Cadet unit.

The Portsmouth Sea Cadets accepted the duty proudly and paraded 75 strong on the jetty beside the *Iroquois*, where their commanding officer, Lt.-Cdr. J. L. Jordan, RNR, handed the badge over to Cdr. Moxley.

The silver plaque presented with the badge bears the inscription:

Quarterdeck Crest of HMS
Iroquois

First Commission—China Station

Commissioned Devonport, 30
November, 1922

Paid off at Hong Kong, 12 June,
1925

Presented to HMCS Iroquois by
the Londonderry Sea Cadet Unit
(No. 222) as a token of the friendship,
esteem and co-operation
which exists between the Royal
Navy and the Royal Canadian
Navy.

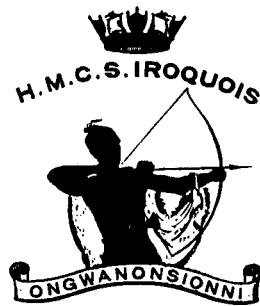
After the ceremony, the cadets were taken in small groups by their *Iroquois* hosts for a thorough tour of the ship. Then, to the music of the unit band, the cadets marched past Cdr. Moxley and returned to their headquarters in the Royal Navy Barracks.

"A fine body of boys," said Cdr. Moxley.

The *Iroquois* welfare committee has since approved a donation of \$50 for the sports fund of the Londonderry cadets.

Lt. Bell recalls that the ship which started this sequence of events was converted from one of the double-ender 1917-18 "Q" ships, designed for anti-submarine duty. He questions whether she had a name when she first put to sea, probably being simply "Q number so-and-so."

"However, she was pulled out of the reserve in Saltash Creek, Devonport, and refitted as a survey ship for the Royal Navy. She was named HMS *Iroquois* and served on the China Station, relieving the old HMS *Merlin*, which was just about ready to come apart at the seams."



Vaenga Bay
Kola Inlet
North Russia
29 : 12 : 43

L A T E C H R I S T M A S D I N N E R

M E N U

Hors d'Oeuvres

Dindon Roti Duc de York

Sauce Sang de Boches

Creme de Carottes Nordcap Deuxieme

Pommes de Terre Moulues Scharnhorst

Parsley Polyarnoe

Poudingue Noel aux Prunes en Retard

Sauce au Rhum Ruse de Guerre

Cafe a la Maison Maxwell Magnifique

Strike Port

Liqueurs ad Nauseam

"Honi Soit Qui Mal y Pense!"

During the years when she was fighting battles from Murmansk to the Bay of Biscay, HMCS *Iroquois* wore a badge that showed an Iroquois drawing a bow to the full. This was the badge used at the commissioning and which appeared on ship's stationery. According to Captain E. I. G. Madgwick, the design was taken from a book on the Iroquois Indians, found in an English library. It appears on this menu of a belated but memorable Christmas dinner. (CN-3117)

He made some notes on the ship's first commission on the back page of his photograph album, which show that she was commissioned at Devonport on November 30, 1922, sailed from there on December 8 and arrived at Hong Kong on May 2, 1923. She spent her commission in survey duties off the Malay States and in South China seas, including the original survey for the Singapore naval base and dockyard. She was paid off at Hong Kong on June 12, 1925.

Lt. Bell remembers how the badge came into being.

"As I recall it, an Able Seaman Foggin was asked by the CO to design one. This man Foggin was an exceptionally good

artist and, as I remember it, his first sketches were of an Indian with the single Iroquois feather headdress, standing at the head of his pony. This was apparently not acceptable or satisfactory—I do not know which. However, his next design was of the head in war bonnet alone. This was apparently accepted and was ultimately supplied to the ship as the official badge.

"The large badge was fastened to the quarterdeck superstructure while all our boats (11, I think) had small copies on the bows."

Lt. Bell understands that the *Iroquois* did a second commission on the China Station and then returned to home

waters, where she served as a survey ship around the British Isles.

"That may explain why the badge finished up in Derry," he said.

Lt. Bell has described the thrill he received when he learned that the badge of his old ship had come to light.

"Believe me," he wrote to Cdr. Hanington, "the description of the badge in

The Crow'snest literally leaped out of the page at me. It was a beautiful badge and we were proud of it in its uniqueness in the RN and proud of our ship. She was a hard-working ship, with a hard-working crew; surveying at sea and in the jungle was tough, even if it was only 35 years ago.

"You may be sure that we of the first *Iroquois* never imagined what the second

Iroquois would be like. Nevertheless, you may be proud of the fact that the first of the name worked hard in a job which contributed much to the safety of all the ships which followed her in those far off waters—even if Admiral Levison did send us a signal on entering harbour on one occasion, to the effect that we looked like a Chinese laundry under weigh."

Jubilee Year in the Atlantic Command

THROUGHOUT the Golden Anniversary Year of the Royal Canadian Navy, the Atlantic Command continued its intensive operational and training program.

The year was observed with traditional pomp and ceremony, but operational patrols, training cruises and public service commitments kept the ships busy and facilities ashore functioning at peak capacity.

The command's 37 sea-going warships and three patrol vessels logged the equivalent of 32 trips around the world, taking a total of 12 years of steady steaming to do so. Six squadrons of naval aircraft were aloft for a total of four years and naval divers were underwater at least 19 months.

Among the many training exercises held during the year, seven were under the control of the North Atlantic Treaty Organization. Patrol schedules continued day and night throughout 1960, Christmas Day not excluded.

Ports visited included many Atlantic Provinces harbours, many in the Seaway and Great Lakes, others in the U.S.A., Bermuda, the West Indies, Greenland, Africa and Europe.

The destroyer escort *Terra Nova*, with nearly 50,000 miles of steaming, led the entire fleet in this respect. HMCS *Iroquois* led all in the fleet regatta and won the coveted "Cock o' the Fleet".

HMCS *Athabaskan* posed in May as her sister ship the *Cayuga* for sequences in the film *The Great Impostor*. Four ships logged many thousands of miles of fresh water steaming inland, visiting a number of ports in the St. Lawrence River and Great Lakes and providing afloat training for members of the RCN (Reserve).

In the Royal Navy's Sixth Submarine squadron at Halifax, HMS *Auriga* steamed 16,126 miles in 183 days at sea. HMS *Aurochs*, which arrived on station in mid-July, travelled 12,140 miles in 99 days at sea.

Throughout the year carrier-borne aircraft flew for 4,350 hours (3,453 in

1959) and there were 1,729 arrested landings on the flight deck of HMCS *Bonaventure*.

The command's record of public services was notable. Officers and men of the Operational Diving Unit, HMCS *Granby*, spent several hundred hours diving on 30 non-naval missions. These jobs included the recovery of the bodies of 18 drowning victims, the location of evidence for the RCMP, a search for a crashed aircraft, construction of submarine storage trenches for underwater telegraph cable and recovery of 47 tons of explosives from a ship sunk in Newfoundland waters during the war.

Helicopter Utility Squadron 21, spent 72 hours on search and rescue and medical evacuation missions, 310 hours in support of forest fire-fighting and 20 on the aerial re-stocking of Nova Scotian lakes with trout.

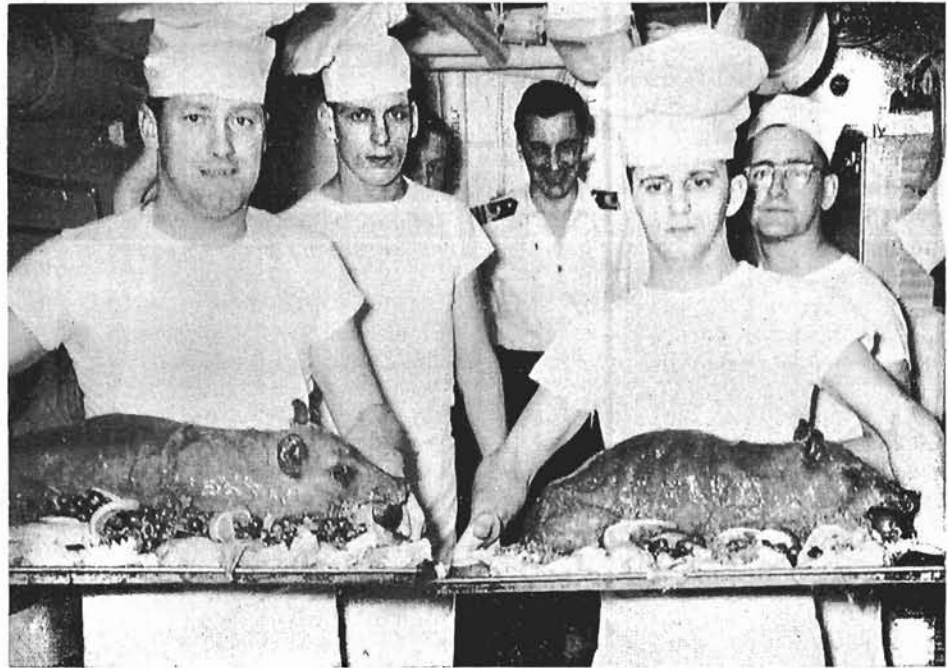
Naval charitable donations in 1960 again approached six figures. The prov-

inces' World Refugee Year campaign, with Rear-Admiral H. F. Pullen as chairman, raised more than \$63,000, of which 20 per cent came from naval sources. Naval personnel and civilian employees contributed a fifth of the 3,400 donations obtained by the Red Cross Blood Bank.

Ships and establishments of the command provided 1,770 personnel and nine helicopters to help combat Maritime forest fires in the critical August-September period.

Naval fire tugs and apparatus and ambulances continued to assist in waterfront and community fires on request, and naval athletes exerted their influence on and support of Maritime sports generally.

As operational and training commitments permitted, naval ships and personnel took part in celebrations marking historic events in several communities.



As a Boxing Day surprise at sea on Christmas patrol, the ship's company of HMCS *Chaudiere* was treated to a menu that included suckling pigs. Left to right are Ldg. Sea. W. M. Jones, AB W. A. Grady, Lt.-Cdr. H. M. Belanger, Ldg. Sea. Reg Bremner, and PO Alfred J. Boucher.

OFFICERS AND MEN

'Copter Rescues Duck Hunters

Two duck hunters, marooned by ice on small, Baltee Island in the Musquodoboit region of Nova Scotia, were airlifted by the Navy to safety in Tangier Village, about two miles away.

James Clattenburg, 37, and Parker Cooper, 21, were taken off at 12:25 pm., January 27, by a Sikorsky helicopter of HU 21, *Shearwater*. Lt.-Cdr. W. E. James, new commanding officer of the squadron, was the pilot, Sub-Lt. John Leyman was co-pilot and Ldg. Sea. Ronald Miller, crewman.

The men were duck-hunting on Baltee, one of three islands in Tangier harbour when ice formed to block their boat journey home to Tangier village. They had two days' provisions when they set out Tuesday, January 24. When they were a day and a half overdue at home, a request to find and recover them was made by the RCMP to RCAF Search and Rescue in Halifax, who relayed the request to *Shearwater*.



A shapely "Miss Greater Saint John" graced the aircraft carrier *Bonaventure* with a visit during the latter's refit period in the New Brunswick port. Lt. A. J. Anderson presented Miss Sylvia Weaver with a photograph of the ship, after which she signed the wardroom guest book. (BN-3638)

The hunters, found on a seaward beach, huddled by a small fire, had to be hoisted on board the helicopter once they had safely stowed their small boat. They were landed on a field near the village and, apparently none the worse for their experience, made their own way home from there.

WEDDINGS

Lieutenant William Allen Creighton, RCN (R), *Discovery*, to Sylvia Yvonne Duckworth, of Duncan, B.C.

Sub-Lieutenant James S. T. Cantlie, *Shearwater*, to Lorraine Marie Marchand, of Arichat, N.S.

Lieutenant Richard Bedford Davis, *Shearwater*, to Edith Jean Anderson, of Imperoyal, N.S.

Able Seaman E. J. Desjardins, *Chaudiere*, to Hilda C. Yates, of Halifax.

Ordinary Seaman C. J. Doyon, *Chaudiere*, to Francoise LaBerge, of L'Ange Gardien, Que.

Able Seaman Ronald Earl Gienow, *St. Laurent*, to Ellen Darlene Radocy, of Victoria.

Sub-Lieutenant John R. H. MacDonald, *Scotian*, to Joan Catherine Shelley, of Dartmouth, N.S.

Lieutenant James D. MacIntosh, *Shearwater*, to Valerie Anne Higgins, of Armdale, N.S.

Sub-Lieutenant John Gerald McManus, *Skeena*, to Sandra Anne Blaine, of Ottawa.

Able Seaman L. J. Patrick, *Chaudiere*, to Patricia O'Malley, of Trenton, Ont.

Able Seaman David William Potter, *New Glasgow*, to Bonnie June McCaw, of Esquimalt, B.C.

Lieutenant Robert George Semple, *Granby*, to Margaret Joan Babine, of Yarmouth, N.S.

Sub-Lieutenant Anthony Roy Hamilton Wood, *Fraser*, to Marianne Helen Daugherty, of Kingston, Ont.

Old-timer Thomas Anderson, a storeman with the Naval Supply Depot at Colwood, B.C., has been around HMC Dockyard, Esquimalt, since April 11, 1922. He came to Canada 10 years earlier.

In Ottawa, Stanley F. Conquer, Deputy Director of Naval Personnel Records, celebrated 35 years of service with the naval service, but in point of fact his association with the navy goes back to the First World War when he served in it and was demobilized in 1919 to begin his civil service career. Over the years he served in the RCNVR and is a commander on the retired list of the RCN (R).

Professor Clarence G. Cook for 36 years has been directly associated with the advanced education of approximately 4,000 young men of Canada, many of them now senior officers of the Armed Forces and others now retired from active careers. Professor Cook joined the teaching staff of Royal Military College in 1924 as a physics instructor and transferred to *Royal Roads* in 1942. In the intervening years he has been both an Army major and an RCNVR commander. He has been director of studies for the Canadian Services College at Royal Roads since 1954.

George F. Lovett, Naval Stores Office, HMC Dockyard, Halifax, entered the civil service in September 26, 1918, as a messenger and has been with naval stores in various capacities ever since.

Another old-timer at Halifax Dockyard is Thomas M. (Bert) Cassidy who entered the civil service with the Department of Marine and Fisheries on October 1, 1923, and transferred to National Defence for Navy a year later. He served with the Cameron Highlanders during the Second World War.

Youngsters by comparison, but with more than a quarter century behind them, are Thomas R. O'Brien, technical

Old-Timers Recognized

Now that the Royal Canadian Navy has completed a half century of service to Canada more and more civilian employees are being presented with certificates and long service lapel badges that mark them as old-timers.

Among those with exceptionally long service is John (Sandy) Hall, a sailmaker with the riggers' shop at HMC Dockyard, Esquimalt. Arriving in Canada from Scotland in 1914, he started with the Dockyard on April 4, 1915, and is known to his fellows as "Mr. Dockyard".

Oliver Beecher joined the Dockyard at Esquimalt in October 1914, and is credited with even longer service. He was with the RAF from 1918-1919 and then returned to the civil service. He is now administrative officer in the general office of the Naval Armament Depot, Esquimalt.

BIRTHS

To Lieutenant-Commander W. B. Arnold, *Venture*, and Mrs. Arnold, a son.

To Chief Petty Officer Earl Laliberty, *Fort Erie*, and Mrs. Laliberty, a daughter.

To Leading Seaman C. L. Lumsden, *Naden*, and Mrs. Lumsden, a daughter.

To Able Seaman Dave Tarry, *Cornwallis*, and Mrs. Tarry, a daughter.

To Sub-Lieutenant M. H. D. Taylor, *Chaudiere*, and Mrs. Taylor, a daughter.

officer in charge of the supply department of the Naval Armament Depot, Esquimalt, who started in June 1929; James F. Bligh, armament mechanic in the torpedo shop, HMC Dockyard, Esquimalt, there since May 1930, and Randolph S. T. Vickers, Administrative Officer, Planning Section, Naval Supply Depot, Esquimalt Dockyard, who has 26 years' service, having started in January 1935.

Musical Show At Cornwallis

"Musicameos", a musical show by the Cornwallis band, was presented in the Cornwallis Recreation Centre on the evening of December 2.

The show was in the form of a musical journey, with the continuity provided by the master of ceremonies, Lt. Charles Boyle.

The songs were beautifully sung by Mrs. June Rheubottom to accompaniment arranged by the bandmaster, Cd. Off. Peter Medcalf.

Comedy was provided by a suitably costumed German band, under the direction of PO Roy Shaefer.

Curtain Rung Down on Course

Ceremonial divisions on December 9, 1960 marked the end of an era in HMCS Naden when the final Trade Group One medical assistant's course under RCN auspices marched past.

Earlier in the day the presentation of medical branch badges was made to members of the class by Surgeon Lt.-Cdr. C. A. West, officer-in-charge of the Medical Division, Fleet School. Following the presentation the class was addressed by Surgeon Captain J. W. Rogers, Command Medical Officer.

Commissioned in 1951 as HMC Medical Branch School and recently absorbed into the Fleet School at Naden as the Medical Division, the centre had a long association with the training of newly-entered medical assistants. Starting in 1939 with the initial training of RCNVR probationary sick berth attendants, it continued in the immediate post-war years with the training of newly-entered RCN medical assistants as the Sick Bay Training Centre until being designated HMC Medical Branch School in 1951.

Commencing in January 1961, all Trade Group One medical assistant training is being carried out at the Canadian Forces Medical Services Training Centre, Camp Borden, Ontario, where new entry RCN medical assistants train along with their Army and RCAF counterparts.

The Medical Division of the Fleet School, Naden, will carry on with Trade Group Three and Four courses, a function that has been carried over the past seven years in addition to Trade Group One training.

The members of the class who successfully completed the final Trade Group One course were:

East Coast: Ordinary Seamen Frederick Butt, Laurence Cole, Christopher Foot, Edward Martin, Michael Pongracz, Robert Reeve and Wilfred Theriault;

West Coast: Ordinary Seamen Lynden Canavor, Hyrum Clifton, Maurice Dick, Gary MacDonald and Charlie Svoboda;

Wrens: Ordinary Wrens Mary Hugo and Carol Newberry.

Admiral Pullen Beaver Club Guest

Rear-Admiral H. F. Pullen, RCN-(Ret), former Flag Officer Atlantic Coast, was senior guest of honour at the Beaver Club's annual dinner in Montreal in January. For the occasion he wore the uniform of one of his ancestors who sailed in ships of the Royal Navy a century and a half ago.

The historic club, which flourished in Montreal at the height of the romantic fur trading era, this year honoured the men and ships engaged in carrying Canada's fur cargoes to England and France. Among the seamen of this period was an ancestor of Admiral Pullen.

The club was reconstituted in January 1959 at the sign of the Queen Elizabeth. Among its honorary wintering partners now are a reigning monarch, the King of Nepal, statesmen, business tycoons, and stars of stage and screen from more than a dozen countries around the world.



On their graduation day, members of the final course for Trade Group One medical assistants at Naden assembled for a class picture: Front row (left to right): Ord. Wren Carol Newberry; PO L. W. Rushton (instructor); CPO H. J. Ward (instructor); Lt. (MAD) W. C. Duncan (administrative officer) Surg. Lt.-Cdr. C. A. West (officer-in-charge); Lt. (MN) M. P. Carson (senior nursing instructor); Lt. (MN) H. F. Ott (nursing instructor); PO E. L. Thomas (instructor); Ord. Wren Mary M. Hugo. Second row: Ordinary Seamen Christopher Foot; Laurence Cole; Edward Martin; Wilfred Theriault; Lynden Canavor; Michael Pongracz; Charlie Svoboda and Frederick Butt. (E-59155)

Veterans Elect Officers for 1961

At its first meeting of the year in January, the Port Hope-Cobourg Naval Veterans' Association elected its 1961 officers and appointed chairmen to handle various activities.

Elected were: Cliff Donaghue, president; Joe Ham, first vice-president; Larry Worthy, second vice-president; Harry McDougall, secretary; Adam McGowan, treasurer, and Ian Whitefield, master-at-arms.

Mr. Donaghue was named to represent the Association at the Canadian Naval Association meetings; C. Y. Baxter heads the building committee and initiation ceremony; George Clinton, reunion and transportation; Mr. Whitefield, inter-club activities, and Mr. McGowan is representative to the Navy League.

Credit Union Has \$420,000 Assets

Bonded assets of the Credit Union of HMC Dockyard, Halifax, reached \$420,000 with the close of the calendar year 1960.

The membership, which started in 1949 with 17, has 1,200 active members, of whom 100 are naval personnel.

Manager Ronald F. MacKinnon and staff have extended an invitation to more naval personnel to join as shareholders. The membership fee is 50 cents and \$5 constitutes a share. This money, as well as any other deposits, is credited to the shareholder and a dividend of four per cent per annum was paid last year.

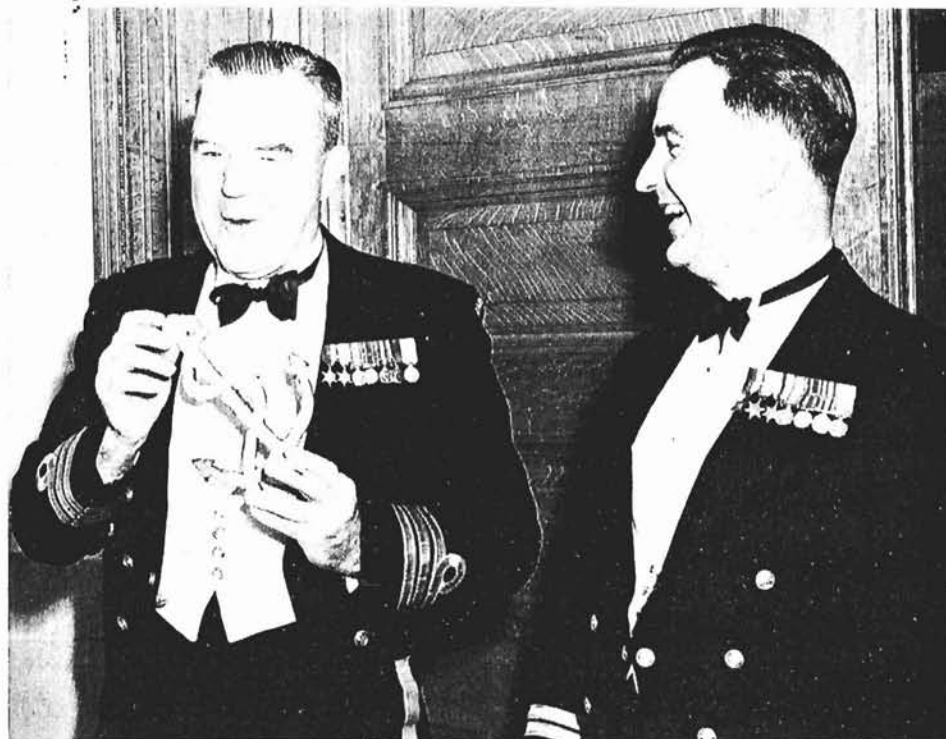
Shareholders may borrow at the interest rate of one per cent a month on the outstanding balance. Naval assignments to credit unions are authorized under present regulations.

RCN Veteran Serving in USN

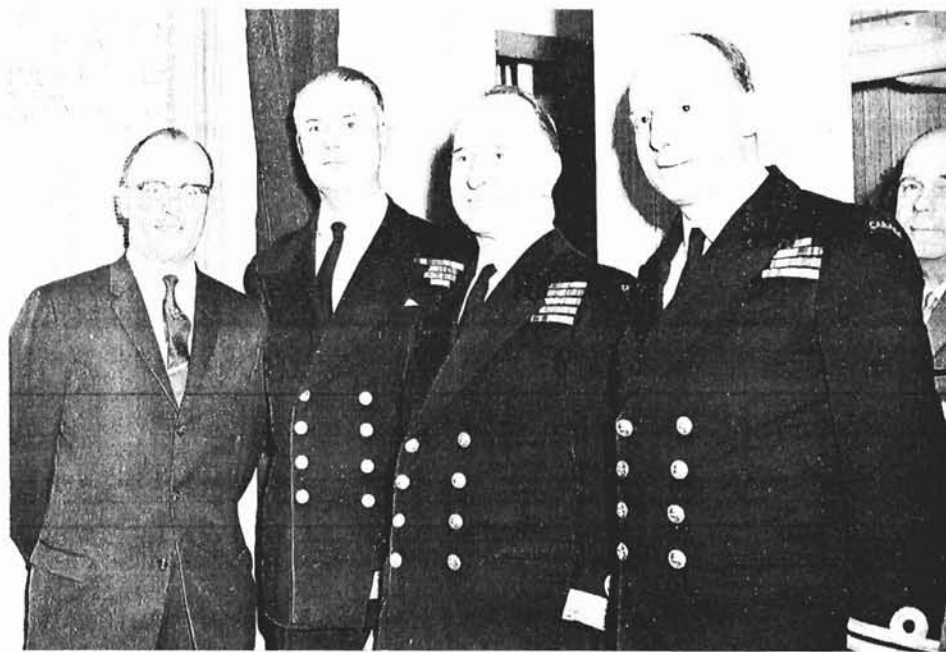
When HMCS *Kootenay* visited Newport, Rhode Island, last fall she was in turn visited by a former member of the Royal Canadian Navy, Frank Blower, now a chief boatswain's mate in the United States Navy, teaching navigation and seamanship at the Officer Candidates' School at Newport.

Frank joined the RCN in 1916 at the age of 16 and will be released from the USN in 1965 at the age of 65. Between these two dates is a highly varied career.

In July 1916 he crossed the border from Niagara Falls, New York, to Niagara Falls, Ontario, and joined the RCNVR as a boy signalman. He was



Naval lingo has it that when a sailor goes ashore for good he swallows the anchor, but rarely does he do it as literally as did Cdr. William A. Manfield. When he was dined on the occasion of his retirement by officers and senior civilians on the staff of the Naval Comptroller, he was presented with an anchor by Captain Raymond Phillips and required to down it. The anchor was of pastry, thoughtfully iced to make it palatable. The dinner was held in the Bytown officers' mess at Naval Headquarters on January 13. (O-13405)



J. J. Breen, Assistant Superintendent (Administration), HMC Dockyard, Halifax, Rear-Admiral K. L. Dyer Flag Officer Atlantic Coast, Commodore H. G. Burchell, Commodore Superintendent Atlantic Coast, and Captain E. N. Clarke, Deputy Superintendent Atlantic Coast, are shown at the official opening of the Dockyard Management Association, November 21. In the left background is the scroll of charter members of the Management Association which was unveiled by Rear-Admiral Dyer. (HS-63350)

immediately shipped off to Halifax for training.

His first ship was a patrol vessel, HMCS *Margaret* (former customs

cruiser), in which he did patrol duties outside Halifax. On a December morning his ship was secured astern of HMCS *Niobe* and he was lounging on the upper

deck when two ships collided in the harbour.

Everyone in the *Margaret* took off for the city and he was almost up town when the historic Halifax explosion occurred. He was detailed at first for stretcher duty by an army colonel, then stood sentry on a coal barge that was used as a rescue boat. Finally, he wound up digging survivors from wreckage.

When Blower made it back to the *Margaret* he was put in the rattle for the only time during his service in the RCNVR. He was released from the Navy from HMCS *Niobe* and returned to Niagara Falls, New York, in June, 1919.

After leaving the Royal Canadian Navy, he did four years in the American Army, serving in the Philippines and Far East as well as at home. He then joined the Merchant Navy and by hard work and study rose to second mate. He stayed 18 years in the merchant service.

Then he joined the USN in 1940 as a rigger. Now chief boatswain's mate, he is employed at the Officer Candidates' School, teaching navigation and seamanship to "Ninety-Day Wonders".

Boatswain Blower feels that the enlisted man has a better chance today but still thinks that the new navy is not breeding as good a man as before.

NATO Course for Civil Servant

C. A. Smith, Deputy Director of Civilian Personnel (Navy) at National Defence Headquarters will attend the NATO Defence College at Paris, France, for six months.

Mr. Smith was born in Ottawa in 1924, was an RCAF pilot from 1942 to 1945. On his release he attended McGill University and graduated with a Bachelor of Arts degree. He has since taken several courses in personnel management, leadership and human relations.

He was nine years with the Canadian International Paper Company, four as personnel superintendent, and entered the civil service with the Department of Public Works in 1957. He became D/DCP (Navy) in 1959.

RCN(R) Officers Promoted Jan. 1

The following Royal Canadian Navy (Reserve) promotions have been announced by the Commanding Officer Naval Divisions, effective January 1:

To be Captain: Cdr. J. D. Garrard, commanding officer, HMCS *Malahat*,

Victoria naval division; Cdr. A. W. Ross, commanding officer, HMCS *Discovery*, Vancouver naval division.

To be Commander: Lt.-Cdr. R. M. Black, commanding officer, HMCS *Brunswick*, Saint John naval division; Lt.-Cdr. C. H. Rolf, commanding officer, HMCS *Nonsuch*, Edmonton naval division.

To be Commander (S): Lt.-Cdr. (S) J. S. Richardson, HMCS *Discovery*.

To be Commander (SB): Lt.-Cdr. (SB) T. C. Turner, HMCS *York*, Toronto naval division.

Scholarships For Sea Cadets

Two former Yarmouth, Nova Scotia, Sea Cadets have been awarded \$300 Navy League of Canada scholarships to help them in their university training.

They are John Clulee, now attending Acadia University and Don Cunningham, of Mount Allison University. Both are members of the UNTD at their universities.

Navy League Head Honoured

National president of the Navy League of Canada, R. J. Bicknell, of Vancouver, was recently made honorary life president of the Vancouver Island Division of the Navy League, in recognition of

his many years of service and outstanding leadership.

Mr. Bicknell was presented with a sterling silver plaque, permanently recording the honour, by Denis W. Brown, president of the division, which includes branches at Victoria, Cowichan, Campbell River, Nanaimo, Shawnigan and Alberni.

Cdr. Grant Heads Frigate Squadron

Cdr. Kenneth Grant has taken up the appointment of Commander, Ninth Canadian Escort Squadron and commanding officer, HMCS *Cap de la Madeleine*, at Halifax.

He formerly commanded the Joint Nuclear, Biological and Chemical Defensive Warfare School at Camp Borden, Ont.

Trophy Awarded Montreal Corps

Fast-growing Sea Cadet Corps *Northcrest* in Montreal North was awarded the Navy League of Canada Proficiency Trophy in December. Charles Hutchins, managing secretary of the Montreal branch of the Navy League, made the presentation to Lt. Kenneth Hall, *Northcrest* Corps commanding officer.

The award is based on general proficiency in sports, drill, elementary seamanship, citizenship and administration.



The award for the best Christmas lighting of ships of the Atlantic Command was presented to the Kootenay by members of the Halifax Jaycees. Cdr. Harry Shorten, commanding officer of the Kootenay, received the plaque from George Findlay, Jaycees president. This was the first such award and from now on it will be made annually. The Kootenay was completely outlined in blue lights, the lighting being made up by the men while the ship was on exercises. Shown are left to right, PO Gordon Harris, CPO Duncan Bishop, Mr. Findlay, Cdr. Shorten, Howard Couperthwaite, first vice-president, Halifax Jaycees; Ray Truscott, chairman, Christmas lighting committee, and behind him, PO Roger Masse. (HS-63698)



THE LAST MIDSHIPMAN

A GROUP of officers gathered on the quarterdeck of HMCS *Outremont* at midnight on August 31, 1960, and with due reverence committed a little casket to the black waters of the North Atlantic. Before this brief ceremony a "wake" had been held in the wardroom.

When the rites ended there was a brand new sub-lieutenant in the *Outremont* and the Royal Canadian Navy's last midshipman had been removed from the lists. Inside the casket were the midshipman's two white patches, the last to be worn in the Navy. They had belonged to Sub-Lt. W. A. Cook and to him has fallen the honour of being the last representative of a colourful naval institution. He also ended the 650-year naval tradition of midshipman.

Between the first "mid" and the last one there was a world of difference, for the midshipman of modern times was a lad in his late teens or early twenties, promoted from naval cadet while attending college and with about four years of study and naval training ahead of him before he could be promoted to the rank of sub-lieutenant. He could also be recognized by his dress, the same as for any naval officer except for the absence of gold lace on the sleeve and for the midshipman's distinctive white patches on his collar. By his bearing and deportment he was an officer-in-training and always a young gentleman.

But he was not always so. In his earliest time he was a deckhand, taking his place amidships in the sailing vessels

of the 1300s. However, he was not a foc'sle hand, but one who might move on to the quarterdeck.

Through the years he had his ups and downs. At one stage he was second only to the master. Indeed, the first steamship to serve as a warship—the Royal Navy's *Diana* in the Burmese War 1824-1826—was commanded by a midshipman. The first RCN sailors to lose their lives in action were four midshipmen who fought at Coronel in HMS *Good Hope* in the opening weeks of the First World War. Midshipmen through history have fought bravely and well in the ships in which they served. Hundreds of their names appear on charts and maps to denote bays, inlets and other geographical locations, in recognition of their part in hydrographic surveys.

A midshipman fought gallantly in the defence of Canada on Lake Champlain against Benedict Arnold in 1776. He was Edward Pellew, in HM Schooner *Carleton*. He later became Lord Exmouth, Admiral of the Blue, and fought the Algerine pirates off the coast of Algiers. His flagship, the *Leander*, was later stationed at Halifax.

During the First World War Midshipman (later Captain) Eric W. Bush became the youngest person ever to be awarded the Distinguished Service Cross. At 16 he commanded a picket boat from HMS *Bacchante*, transporting ammunition at Gallipoli.

But midshipmen were not always highly regarded and one of his nicknames, "Snotty", testifies to this. This appellation came from the uniform he was given in 1748, that of warrant officer with three buttons placed horizontally on the sleeve. It was alleged the buttons were there to make it difficult for him to use his sleeve for a handkerchief. Today's chief petty officers have inherited the buttons but not the calumny.

The changing status of the midshipman during the ages makes it hard to trace his history. It appears he began life as an ordinary working hand in the 1300s, although the first references to him are in the Yorkshire Assize Roll under King Edward III, when Johannes, Midshipman de Whitby, was charged with felonious homicide. It is not known whether the name was proper or descriptive, but either way it must have been current in the language.

Captain John Smith, writing in the 1600s, throws the first real light on them when he says in his "Accidence for young seamen" that there were normally two "midshipp men" in a ship and they were or had been the master's immediate subordinates. Smith, the officer who befriended Pocahontas, also referred to "midshipp men" in the same breath with "other principal officers" and they were listed among the top four when "pillage shares" (a candid term for prize money) were being totalled.

These "midships men" of Smith's time appeared to have only one definite duty to perform and that was "to see the tops and yards well manned with stones", although in addition it seems they were required to lead boarding parties and were commanders of prizes when taken.

Early midshipmen were ratings, but the position in theory could be regarded as a jumping off place for a commission. Later when Samuel Pepys took over at the Admiralty the post of midshipman became the link to a commission in practice.

However the older title of midshipman remained even in Pepys time. Finally, by the late 1600s Pepys made enough changes so that distinct titles existed for several classes of midshipmen.

The titles included Midshipmen, Midshipmen Ordinary and Midshipmen (Old Rating) and Midshipmen (Officer-under-Instruction), but the latter two divisions were merely occupants of the same post from different social classes. The "Old Ratings" were remnants of Smith's "midships men", a rating belonging to the master's family and with well-defined duties on board. Among these could be found men up to 65 years in age and none were the "young gentlemen" of later years. The "officers-under-training" were young men or boys on their way to becoming "commission officers" and they were to occupy the post only briefly.

Between 1729 and 1816 Midshipmen Ordinary were known as "College Volunteers". In the latter year the midshipman ordinary was abolished and the college volunteer was rated direct to midshipman. They were never popular with ships' captains and were often displaced since the captains preferred their own protégés. Here again was a division, for the college products were referred to as Admiralty Midshipmen and the others as Ship Midshipmen. But they had their uses, for the admiralty midshipman became accepted and was given all the ship midshipman's dirty work to do.

Many were the evils of the early systems where midshipmen were concerned. Admiral Lord George Rodney, a powerful figure in the navy of his day, kept his son John at home until the (then) late age of 15 and then had him sent to sea as a midshipman. Within two days he was made a lieutenant and five weeks later, still aged 15, he was made a full post captain. But 65 years later he had risen no higher.

Midshipman Billy Culmer in 1791 claimed to be the senior midshipman, having been one for 34 years, and Mid-

shipman Vallack was perhaps the oldest, 65 and white haired, still serving in 1822.

By 1677 orders were issued "for the qualification of persons to enable them to become lieutenants". Three years at sea, one as a midshipman, were then required, as well as the oft-broken age limit of 20, a certificate of good conduct and ability, and an examination conducted by three officers. In 1703 the qualifying period was raised to six years and in 1728 the examinations for lieutenant were taken over by the Navy Board. However, many scandalous practices and subterfuges still went on. The greatest, it is told, was the selling of birth certificates by the porter at the Navy Office, who kept a stock of them on hand and filled them out on a "while you wait" basis for five shillings.

By 1748 the counterpart of the modern "snotty" was beginning to emerge and about this time, when the Royal Navy



was getting its first uniform, "persons acting as midshipmen should likewise have a uniform cloathing in order to distinguish their Class to be in the rank of Gentlemen". Already they were "allowed to walk the quarterdeck". Soon after this the word midshipman was used to mean "any officer under training".

Before the midshipman in these times could be promoted to sub-lieutenant, however, it was necessary to create that rank. A midshipman's promotion, if he ever got promoted, was to lieutenant, but this route was often so tortuous and long that he sometimes took the shorter one via master's mate. Eventually promotion to master's mate became general and that person was made the sub-lieutenant with one ring. It was initially a "rating" created as a new executive rank between "mid" and lieutenant so the former could see promotion that would otherwise never come.

The midshipman remained almost the same in status for the next 140 years

and when the Royal Canadian Navy was born in 1910 midshipman was inherited along with most of the other Royal Navy ranks and ratings. But, strangely enough, Canada's first "snotties" started training (as cadets) before there was a Canadian navy. They trained in 1909 with the Department of Transport in the old Canadian Government Ship *Canada*.

The status of the RCN midshipmen has always been relatively clear-cut.

Between 1911 and 1922 he began his naval life as a naval cadet in the Royal Naval College of Canada, was promoted to midshipman and sent off to the Royal Navy for a year or two for training and sea service. After putting in his four years he was then promoted to sub-lieutenant. From 1922 until the Second World War midshipmen were almost wholly trained by the RN. Then in 1942 the RCN College, Royal Roads, was set up and many midshipmen were Canadian-trained.

Now that the rank of midshipman has passed into the Great Beyond, his new monthly rate of pay, effective October 1 when no one remained to draw it, is a shadow without substance. This will not be regretted by the present crop of officer cadets, who can look forward to direct promotion to acting sub-lieutenant.

Midshipmen's clothing underwent many changes through the years, although his uniform only extends to the mid 1700s when he was ordered to wear the uniform of the warrant. He had a stand-up collar with white facing and it is from this facing turning outward that the white patch comes. His buttons, too, passed through several stages before they were standardized.

It is not known when he was first issued a sword, but in later years when the old midshipman began to give way to the young gentleman, it was found the sword was too long for him to handle and he was required to provide himself with a dirk. In modern times the dirk became a symbol of proficiency and the best midshipman of each class was awarded a King's Dirk at graduation.

Before the Second World War Canadian midshipmen wore patches of three colours. Those of the RCN wore white, RCNR (young men with sea-going experience in merchant ships or yachts) wore blue and the RCNVR red. Since 1946, when the RCNVR and the RCNR became the RCN (Reserve) all have worn white.—L.W.T.

NOTE: much of the information in the above article has been drawn from "England's Sea Officers", by Michael Lewis.

SCIENCE AND THE NAVY

'Skyhook' Offers Hope to Marooned

Time was when young sailors were sent on such missions as "Fill the starboard lamp with green oil" or "Fetch me a skyhook". Now the running lights have been electrified and there are real skyhooks.

Developed by the U.S. Navy the real thing is called the Skyhook-aerotriever and is a method of rescuing persons from the water, ice sheets or partly forested areas, by snatching them into the sky.

The USN hopes the technique will save the lives of fliers downed in remote ocean or polar regions. One of the planes assigned to the current Antarctic expedition has been equipped for such rescues.

The device is a 90-pound buoyant rescue packet which is parachuted to the victim in the water or on shore. In the kit is a special pair of overalls, into which is sewn a harness fastened to a 500-foot nylon line. The overalls zip shut. Once in the suit the victim opens the valve of a helium bottle to inflate a balloon which lifts the line into the sky.

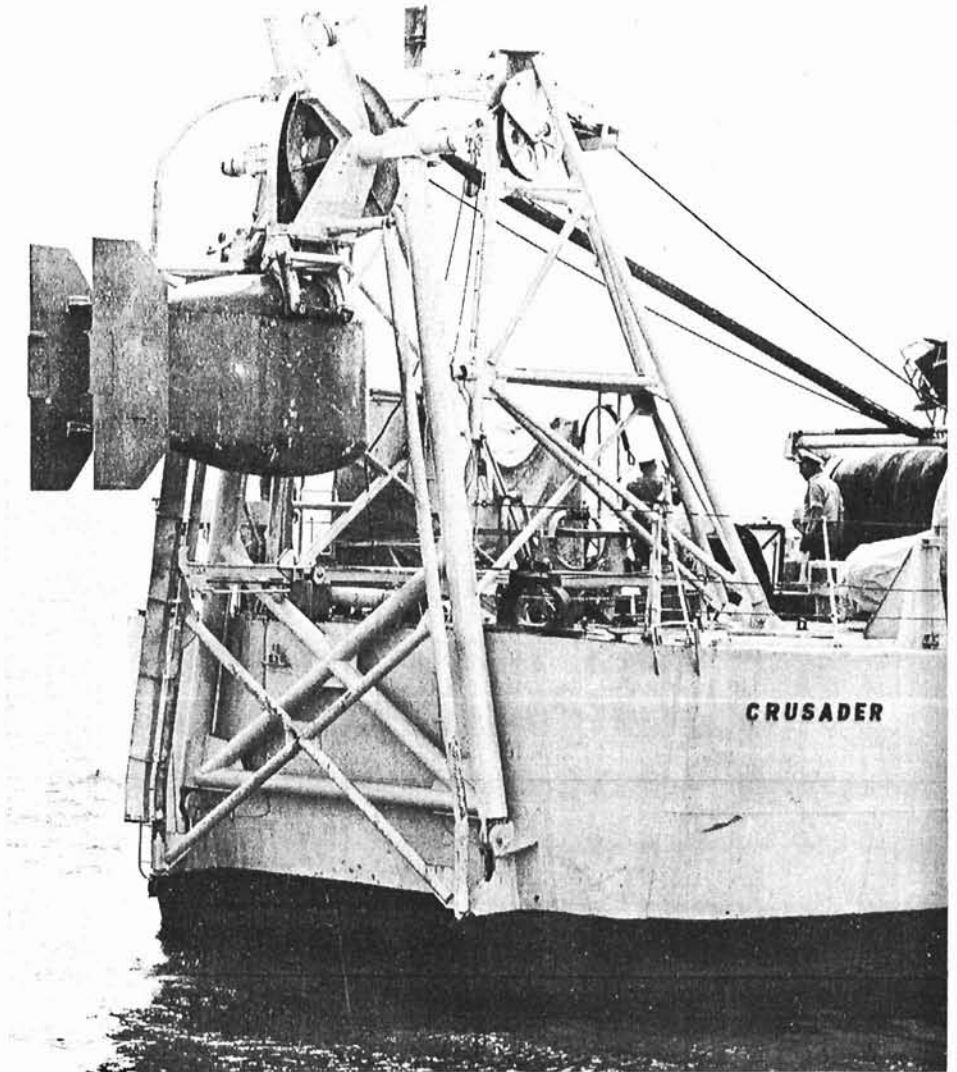
Protruding from the nose of the rescue plane are two fork-like arms and when the pilot hits the line it is grasped in the fork crotch and the man is then lifted into the air. His initial ascent is vertical or slightly backwards. The line, trailing below the aircraft is hooked by a member of the crew and brought to a winch and then hauled in.

The procedure is said to be so easy that even an injured man can carry it out and the shock he experiences when he is hooked by the aircraft is less than that encountered in a parachute jump.

The maximum lifted yet has been 400 pounds but loads of half a ton are feasible and the technique is said to be applicable to a number of military tasks.

Rapid Freeze Process Studied

Rapid freeze-drying, a method of dehydrating foods such as meat and fowl, developed at the Defence Research Medical Laboratories (DRML), in Downsview near Toronto, will be established on a commercial scale through



An important scientific achievement, made public early in 1960, was the development of practical variable depth sonar. Shown here is the final experimental equipment used on board HMCS Crusader before the apparatus went into production. RCN ships are being equipped with the new device. (CN-5071)

contracts let to industry by the Department of National Defence.

The first contract was let some weeks ago to J. H. Lock and Sons, of Toronto, and the second was awarded recently to Essex Packers Limited, of Hamilton. The Toronto plant will develop, construct and install the equipment necessary for initial running-in tests. The Hamilton firm will establish and confirm economical procedures for the de-

hydration of raw and cooked meats and for combination meat dishes. Quantities of freeze-dried products sufficient for trials by Canada's Armed Forces will then be manufactured.

Because of their stability without refrigeration and their lightness, dehydrated foods are of particular importance to the Armed Forces. In addition, DRML's method of dehydrating raw or pre-cooked meats makes them

indistinguishable in taste and appearance from the original meats following reconstitution.

Although blood plasma and other delicate biological materials have undergone freeze-drying processes for many years, the procedures employed have been slow and more than 24 hours would be necessary to dehydrate a steak in a similar manner. DRML's technique, where the ice as it is formed changes directly to water vapour rather than melting, has speeded up the freeze-drying of meats substantially and novel features designed during the research phases in the Downsview laboratories will be incorporated in the new commercial unit.

The commercial availability of dehydrated foods is of interest to other government departments in addition to the Armed Services as well as to private organizations obliged to airlift food into isolated locations.

The commercialization of DRML's freeze-drying procedure is likely to benefit Canada more than other countries because of the increasing feeding requirements for both small and large groups employed in isolated localities far removed from rail and road facilities.

Ions Studied As Morale Boosters

The United States' Navy is investigating the use of negatively charged ions to maintain high morale aboard its nuclear submarines, according to the *U.S. Army, Navy, Air Force Journal*. The research, said the story, may have an application in home and office.

By increasing the concentration of negative ion particles in the atmosphere,

it is suspected, submariners can be given an increased sense of well being and be kept in a good mood.

Ions are electrified particles formed when an atom or group of atoms loses or gains one or more electrons. Ions may have either positive or negative charges.

Recent scientific research indicates that a preponderance of positive ions in the atmosphere will cause states of irritability and anxiety.

Negatively charged ions, on the other hand, are said to bring about an improved state of well-being and help overcome irritability.

Navy scientists believe it may be advantageous to create artificial submarine atmospheres with higher negative ion concentrations.

The idea could also be extended to home or office. Negative ion generators have already been built by three firms in the United States.

U.S. Navy scientists feel ion charges may be the missing link that distinguishes artificial environments from nature's fresh air, and that proper ionization of the submarine, or other atmosphere, may not only contribute to greater emotional stability, but may also provide greater resistance to stress, greater general comfort, and may also help cleanse the air of smoke, dust, fungi, viruses and bacteria.

Combustible Shell Case Invented

Scientific research may ruin the ship-board souvenir industry. If the United States Army's technicians have their

way, there won't be any shell cases left from which to make lamps and ash trays.

In the *U.S. Army, Navy, Air Force Journal*, the U.S. Army reports a revolutionary development in ammunition which provides for complete combustion of the cartridge case when fired in a gun.

Composition of the casing is classified and testing is still underway, but the ultimate goal is for its use in all army guns.

The combustible case, which eliminates the need for expensive brass shell cases and lightens the weight of each shell also solves two other problems—the litter of hot spent cases during firing and noxious gases inside (tank) turrets.

The main advantages are: up to ten times lighter than present casings, depending on calibre, improved storage, less susceptible to handling damage such as dents and scratches and like conventional cases, will not explode if hit by bullets or shell fragments.

The new shell has proved its effectiveness in a series of tests which followed five years of extensive research and engineering.

Jets May Reduce Submarine Noise

The United States Navy is studying a jet method of submarine propulsion known as "the hole in the nose" system.

The system, it is felt, may reduce noise made by nuclear submarines and make detection more difficult. In the system, sea water is sucked through the nose hole, then ejected through nozzles along the sides to propel the sub.



Rear-Admiral Hugh F. Pullen, then Flag Officer Atlantic Coast, posed with his senior staff officers and commanding officers of ships and squadrons under his command in May, 1960, on the occasion of the 50th anniversary of the Royal Canadian Navy. Admiral Pullen proceeded on retirement leave in August.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Cayuga

The *Cayuga's* coxswain, CPO R. D. Amon, was faced with a most peculiar problem when he tried to find the youngest man in the ship to act as captain for the day at Christmas.

It wasn't that he couldn't find one. He found too many.

The weapons department thought that Ord. Sea. David Taylor would qualify for the honour, as they could not find anyone on board who was born before 27 December, 1942. However, they soon discovered that the deck department had a contender for the position in the person of Ord. Sea. Larry Milne, of Elliot Lake, Ont., whose birthday also was December 27, same year. Since both were born the same day, the coxswain decided that the man who had been in the Navy the shortest time would be selected, but then came another surprise. Both men joined the Navy the same day, February 4, 1960. Ord. Sea. Taylor joined at Windsor, Ont., and Ord. Sea. Milne at the Recruiting Office, North Bay, Ont. The final straw was the discovery that both men joined the *Cayuga* on June 9, 1960.

In the light of all these coincidences, there was only one thing to do—the captain, Cdr. A. H. McDonald, was asked if he could possibly provide two extra uniforms on Christmas Day. The captain obliged and no fewer than three captains did rounds in the *Cayuga's* mess decks on Christmas Day.

Both Taylor and Milne did their new entry training in *Kootenay 1/60* division in *Cornwallis*, and both had been serving in the *Cayuga* for six months. In all that time, neither of them had realized that his "super twin" was serving with him.

HMCS Inch Arran

On Friday, December 2, HMCS *Inch Arran* returned to Dalhousie, New Brunswick, the town for which the ship was named, after an absence of 16 years. Much to the surprise of the ship's company, the name *Inch Arran* is much in evidence there, being that of a recreational park and of the Royal Canadian Sea Cadet Corps.

The commanding officer, Lt.-Cdr. P. C. H. Cooke, called on His Worship,



A White Ensign from the destroyer escort, HMCS *Crescent*, was presented to the Presbyterian Church in Renfrew, Ontario, by the Royal Canadian Navy at a dedication service on Sunday, December 18. The congregation presented a Union Jack to the church at the same time. Taking part in the service were, left to right Gordon Foster, William Logan and Alan Froates, Renfrew naval veterans of the Second World War, and Lt. Gerald Heatley, Area Recruiting Officer. Rev. George W. Murdoch, minister of the church, shown with his back to the camera was assisted by Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P), not in picture. (O-13377)

the Mayor of Dalhousie, and presented the town with a ship's badge, which is now affixed in the council chamber. The mayor reciprocated by giving the ship a replica of the town's badge, ten pewter tankards for the wardroom mess, and replenishment of missing items of silverware dinner service originally presented in 1944.

An official reception was held on board at which more than 60 of the town's dignitaries and their wives were entertained. On Sunday morning the ship's company attended services at the local churches. On Monday evening, the commanding officer inspected the Royal Canadian Sea Cadet Corps *Inch Arran*, commanded by Lt. F. Sullivan.

Though the weather was cold, the hospitality of the people of Dalhousie was warm. The Naval Veterans' Association, the Canadian Legion, the

Dalhousie Curling Club, the New Brunswick International Paper Company and the Dalhousie Rotary Club all contributed most generously of their time and facilities to make the stay enjoyable for all the *Inch Arran's* company.

HMCS Victoriaville

Santa Claus must definitely make his annual visit to children everywhere, come fog, sleet, snow or high water. Beginning on December 1, the *Victoriaville* sidetracked pre-winter exercises to become Santa's sleigh and reindeer in the eyes of Charlottetown children as part of her school relations visit to the Island capital. She was met at the local jetty by hundreds of screaming youngsters, all intent on welcoming a distinguished passenger, namely, Santa Claus.

Santa somehow made it safely to shore, and later in the day the Hon. W. Hyndman, Lieutenant-Governor of Prince Edward Island, made his official call to the ship.

Two days later the Lieutenant-Governor joined 120 school children in embarking for a four-hour cruise to Summerside. Thrown in for good measure were local Navy League Cadets, Sea Cadets, Sea Rangers and reserve personnel from HMCS *Queen Charlotte*, the Charlottetown naval division.

Their replacements were an equal number of Summerside youngsters who similarly enjoyed their four-hour voyage back to Charlottetown. Highlight of the day for the passengers on board was the firing of two light squid bombs.

On Sunday, the ship's company attended church services in the Basilica and St. Paul's Anglican Church, marching first through the central section of Charlottetown, led by the local militia band.

During "open ship" days many visitors made their way up the gangway to view the *Victoriaville*.

Despite the fact that the Charlottetown "Royals" took an edge over the ship's hockey team, the encounter at least provided an opportunity to brush up for the winter season.

VF 870

The sky over the Brandon, Manitoba, area was again dotted last fall with Banshees taking part in an unending parade of aircraft to and from the Shilo air weapon range, during which pilots of 870 delivered an array of air-to-ground weapons. This was their annual armament work-up period at CJATC Rivers, Manitoba.

The emphasis was on bombing, strafing and artillery reconnaissance and each pilot was given an intensive practice and qualification period delivering 11½-pound bombs on the range. Accurate

spotting and recording of hits was of prime importance, as each pilot attempted to reduce his miss distance. As the period progressed, "direct hits" and "near misses" were reported more often from the spotting towers.

The Banshee's four 20mm machine guns were heard almost daily. The red fluorescent targets were often riddled and the hit percentage increased sharply as the pilots gained experience.

Near the end of the qualification period, the airborne artillery reconnaissance phase was initiated. ARTY-R, as it is called, is the art of directing ground artillery fire onto a target. The Banshee and the T-33 both afforded an excellent viewpoint from which to observe and direct artillery fire on a predetermined target. A high degree of proficiency was attained and Army cooperation and liaison were excellent throughout the shoot.

The last phase of the deployment was the delivery of 500-pound bombs on



A 500-pound bomb drops from an RCN Banshee during jet fighter Squadron 870's annual armament work-up at Rivers, Manitoba. (DNS-26433)

targets assigned by an Army control team. ACT directed aircraft strikes against simulated Army convoys, missile launching sites, enemy observation posts and other targets and many a bomb wrought havoc on its target. However, the traditional "lone pine", for which the Army offers a substantial reward for felling, was still standing after the heavy bomb drops.

To maintain this extensive schedule of operation, the maintenance personnel and weaponmen devoted all their skill and efforts to "keep them flying". In a matter of minutes after landing, a Banshee was serviced, re-armed and ready for the next mission. The arming point at Rivers was a beehive of activity.

CJATC Rivers provided an excellent opportunity for VF 870 to become proficient in all phases of armament delivery and artillery reconnaissance. Splendid coordination between Army, Air Force and Navy gave the squadron a well-spent period of training.—J.J.V.

HMCS Kootenay

The *Kootenay* returned to Halifax from patrol on December 23 and, almost as soon as the ship was secured alongside at HMC Dockyard, work was commenced on Christmas decorating. Led by CPO D. M. Bishop, PO R. Masse and PO G. A. Harris, a group of men set up the ship's outline and dressing line lighting with blue bulbs, and an eight-foot-high white lighted star on the foremast. The outside decorations were completed by two Christmas trees hung from the yardarm.

Christmas Day was celebrated in the traditional manner with the commanding officer, Cdr. Harry Shorten, dressed in leading seaman's uniform (no ordinary seaman's uniform would fit) leading the acting captain, Ord. Sea. D. A. Crampton, 17, through the ship on captain's rounds. Rounds were made of the chief and petty officers' messes and the main cafeteria, where "Leading Seaman" Shorten was allowed to assume the role of host for refreshments.

On completion of rounds, the wardroom entertained the chief and petty officers, and after that, the whole ship sat down to a turkey and plum pudding feast.

Wednesday, December 28, saw the ship heading for sea again. On New Year's Eve, a ship's concert was held in the main cafeteria with CPO T. W. Scratch acting as master of ceremonies and a band composed of PO A. E. Kelly at the piano, PO A. Rowe, accordion, PO H. MacAusland, fiddle, and Lt. D. N. Mainguy, PO Edward Gaudet and AB C. E. Wolfe, guitars. Interspersed with the

songs by the members of the band were recitations by the master of ceremonies, a talk by the captain, and jigs and step dances performed by audience volunteers. The highlight of the evening was announced by the sounding of the "still" on the boatswain's call, and the "Old Year" and the "New Year" made their appearance. The "Old Year" was played by CPO C. F. Wright, and the "New Year" by the executive officer, Lt.-Cdr. H. L. Sproatt.

During the week spent at sea over New Year's, the ship's company held cribbage, euchre, bridge and bid whist tournaments. The keen competition kept many of the ship's company fully occupied in their off-watch time.

After returning to Halifax on January 4, the ship was honoured by the Halifax Junior Chamber of Commerce as the ship with the best lighting decoration over the Christmas season. The president of the Junior Chamber of Commerce, G. Findlay, presented the captain with a handsome plaque at a short ceremony held on board on January 9.

HMCS Terra Nova

The first full calendar year of the *Terra Nova's* commission, 1960, saw her steam 40,909.5 miles in 165 days at sea, while spending 215 days away from home port.

The number of miles steamed is the highest in the Atlantic Command and believed to be the highest in the RCN.

Other units of the Fifth Canadian Escort Squadron were close behind.—N.P.S.

HMCS Fort Erie

While on patrol last October, the ship's company of the *Fort Erie* experienced a refreshing change from the conventional forms of entertainment on board a ship at sea.

A notice was placed in daily orders asking for volunteers for an amateur program. The response was immediate and, surprisingly, all musicians had their instruments on board.

The organizer, Ldg. Sea. N. J. Nevitt, medical assistant, selected from the ship's talent a group that included Leading Seamen K. A. Overton and O. D. Sampson, Able Seamen H. W. Anderson and E. J. Petrowski, and Ordinary Seaman E. J. Morris. The "doc" then began taping the surprise package for the remainder of the crew. The radio station, SBFE (ship's sickbay), burnt the midnight oil for a couple of nights before the "doc" was satisfied. The program was then ready for presentation.

Over the SRE came songs by Ldg. Sea. Overton in his "Homer and Jethro" style and such old favourites as "Sammy Morgan's Gin" and "The Blue Velvet Band" by Ldg. Sea. Sampson. In addition, to these solos, AB Anderson teamed up with Ord. Sea. Morris to make a fine duet. And from the sound department, AB Petrowski showed a rhythmic skill on the "spoons".

The "doc" acted as emcee throughout with Ldg. Sea. Overton filling in during the interludes as commentator in a typical Gordon Sinclair fashion to relate what's what in *Fort Erie* Land.

HMCS Chaudiere

The *Chaudiere* sailed from Halifax on December 23 on patrol, and returned to Halifax December 28.

For many, it was their first Christmas at sea. On the 23rd and 24th, the weather was bad but morale was high and all looked forward to the 25th. During the night of the 24th and 25th the wind died, and the sea calmed providing good weather for the Christmas festivities.

The day began with Santa Claus piping "wakey wakey" and going through the ship to be sure all were awake. The captain, Cdr. V. J. Wilgress, accompanied by the executive officer, Lt.-Cdr. H. M. Belanger, and cox'n, CPO Reg Player, proceeded through the messdecks to view the decorations. An award was presented to the electricians' mess as the best dressed.

At noon the officers served the ship's company in the main cafeteria. The remainder of the day was spent in the individual messes singing and chatting.

Boxing Day evening, two suckling pigs were presented in the main cafeteria. Each mess provided talent for a two-hour variety program.

Leadership School

The children's Christmas party, organized and run by the Leadership School was an unqualified success. A varied program of entertainment was provided by all sections of *Cornwallis*, the finale being the appearance of Santa Claus in the person of CPO Nicholas Lazaruk, and his helpers from the parade staff, who distributed toys to all the young guests.

The staff of the P&RT School put on an amusing skit entitled "Snowdrop and the Seven Drips". "Snowdrop" was followed by Mrs. June Rheubottom's figure-skating team, which presented three numbers. The *Cornwallis* band

provided background music for the show and for a carol singing session led by PO M. A. Plant. A hockey game between "Jinx" and "Pixie and Dixie" was refereed by "Huckleberry Hound", the characters coming from the Communications Division. The children followed with glee the antics of a burglar (Cd. Off. John Hancock), hotly pursued by an irate policeman (Ldg. Sea. "Phil" Phillips).

From Ottawa Division came the clowns, who distributed candy and ice-cream. The Division also provided staff for the show.

The officers of No. 57 Course and the petty officers second class of No. 112 Course commenced their six-week period of instruction in the school on January 9.

The school recently bade farewell to PO William Smith who has commenced a bandsman trade group IV course in *Stadacona*. He has been relieved by PO D. E. Ring, who came from parade staff.

PACIFIC COMMAND

HMCS Fraser

Last November, while proceeding from Honolulu to San Diego, the destroyer *Fraser* went to the assistance of a crippled U.S. yacht, the *Red Witch*, which had sent out distress signals.

A party from the *Fraser* went on board the yacht and found the sails and rigging unserviceable and the auxiliary engines seized. In the *Red Witch* were Mr. and Mrs. Victor Westfall, their two children and two crewmen.

The arrangements made by Cdr. D. L. Macknight, commanding officer of the *Fraser*, for the yacht and her passengers are described in the letter of gratitude to the Flag Officer Pacific Coast, Rear-Admiral E. W. Finch-Noyes, from Mr. and Mrs. Westfall, written by the latter:

"This letter cannot adequately express how deeply we feel or what we wish to convey to you, so in reading it please accept each word as humbly said from the bottom of our hearts.

"Our two small children, ourselves, and two young men who were crewing for us had been battered by storms for some 60 days when we learned HMCS *Fraser* was coming to our aid until the USCG vessel *Basswood* arrived.

"Under orders of Cdr. Macknight, officers boarded the *Red Witch* and not only relieved three very tired men so they might get some sleep, but made every attempt to help in any possible way. The children and myself were



Commodore Paul Taylor, Commanding Officer Naval Divisions, inspected HMCS Malahat, Victoria naval division, during a December visit to the Pacific Command. (E-59171)

taken aboard the *Fraser* for a night of rest and respite. Food was sent to the crew aboard our little ship.

"Warships may be considered as huge, cold, deadly vessels . . . but we found out that aboard the *Fraser* there is a common heart bigger than the ship herself.

"Concerning the *Red Witch*, Cdr. Macknight took extreme precautions after he decided he could be of more service if he took us in tow and made rendezvous with the *Basswood* closer to Honolulu. We sincerely hope there is some way the entire crew of the *Fraser* and her captain may be rewarded for real friendship and aid they extended to us, and the willingness with which it was given.

"If the entire world lived with the spirit of the *Fraser*, it would be a wonderful place without trouble."

HMCS Naden

The New Year's Eve frolic arranged by the chief and petty officers in *Naden* gymnasium was a complete success. Tables were arranged cabaret style for the 850 members and friends who attended. A supper was served and dancing enjoyed. Music was provided by Jack Carmichael and his Ambassadors.

Among the invited guests were Rear-Admiral E. W. Finch-Noyes and Mrs.

Finch-Noyes, Commodore H. V. W. Groos and Mrs. Groos, Cdr. J. H. G. Bovey and Mrs. Bovey, and Cdr. J. M. Leeming and Mrs. Leeming.

The committee in charge of the frolic included Chief Petty Officers R. G. Miller, H. Sherman, S. A. Matte and W. Ona and Petty Officers W. C. Shaw, M. Taylor, W. Roberts and A. Aylward and their wives.

NAVAL DIVISIONS

HMCS Queen

One of Regina's newest public schools has been named in memory of the late Instructor Captain E. D. Walker, RCN(R).

Captain Walker spent most of his career in educating the youth of Regina. His many friends in the Navy will be pleased to see this memorial of his work in the city.

He joined the RCNVR in 1942 as an instructor sub-lieutenant and served at *Queen*, *Peregrine* and *Carleton*. Demobilized in 1946, he joined the active list of the RCN(R) two years later, serving variously as navigation instructor, commanding officer of the UNTD and intelligence officer.

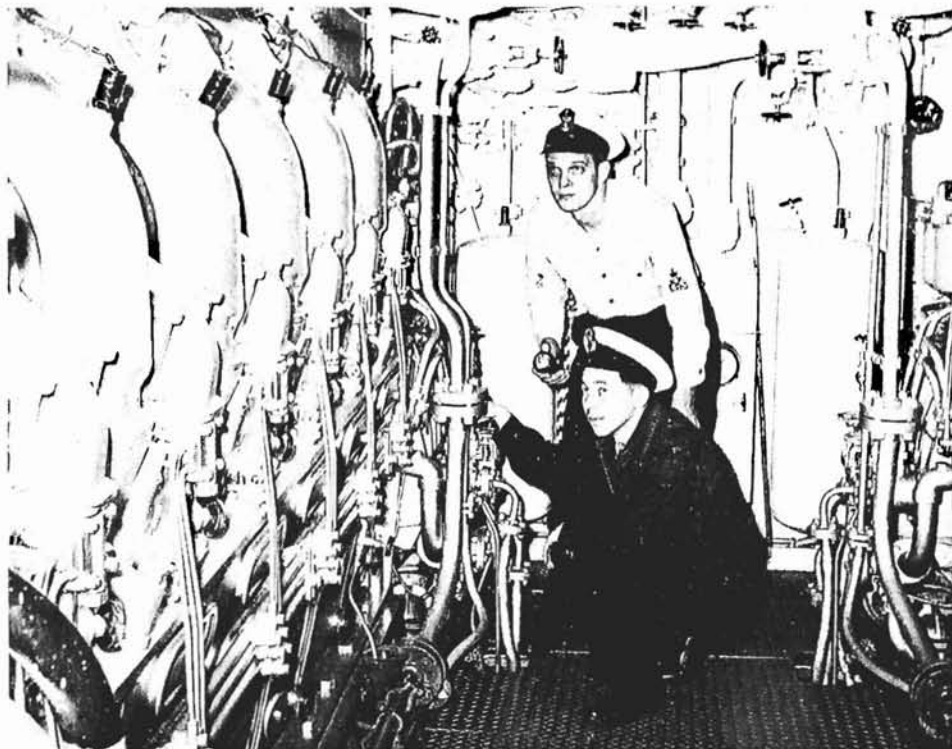
He was president of the Regina branch of the Navy League of Canada.

Captain Walker died on December 21, 1958.

HERE AND THERE IN THE RCN



A cheque for \$5,600 is accepted by F. E. Chipman, chairman of the Halifax-Dartmouth United Appeal, from Commodore H. G. Burchell, right, Commodore Superintendent Atlantic Coast. In the centre is D. P. Brownlow, co-ordinator of the HMC Dockyard Major Charitable Campaign which raised a record total of \$10,400 in the 1960 drive. (HS-63678)



Canada's wood and aluminum minesweepers are propelled by two 1,200 horsepower diesels. Checking one in HMCS Resolute are PO Myron L. Bennett, top, in charge of the watch, and CPO Roy J. Osborne, chief engineering artificer of the ship. The photo was taken while the Resolute was senior ship of NATO minesweeping forces in Sweep Clear V off Shelburne, N.S. (CS-574)



Among the 35 Venture cadets who sailed January 9 on a three-and-a-half-month training cruise to the South Pacific are five from Belgium. One of the five, Officer Cadet Robert Strijkers, of Ostend, shows no indication of being in a hurry to join the cruise, as he bids farewell to Miss Jean Fletcher, of Victoria. (E-59465)



Flight Lt. W. J. Lovette, of RCAF station, Greenwood, administered the oath of allegiance when his son, Barry, entered the RCN as an ROTP officer cadet last fall. Also present for the ceremony were Barry's mother and Lt.-Cdr. A. T. Love, Area Recruiting Officer, Maritimes, who took the picture.

THE SUBMARINE IN NAVAL PLANNING

"And still they gazed, and still the wonder grew,
That one small head could carry
all he knew."

OLIVER GOLDSMITH'S village schoolmaster would indeed find his small head over-burdened if he attempted to assimilate the mass of information crammed into the 1960-61 *Jane's Fighting Ships*, now finding its way to the reference shelves of the world.

The current edition contains, as the foreword points out, "over 2,500 photographs and scale drawings . . . and particulars are given of some 10,000 warships in the navies of 75 countries." The index runs to 16 and a half pages of fine print, listing some 6,500 named ships.

What has been evident for some years—the growing importance of the submarine in naval planning—stands out starkly in the pages of the new *Jane's*, with the United States no longer alone in the field of nuclear-powered or missile-mounting submarines.

The new stature of the submarine has affected naval planning in a number of ways. The most dramatic result has been the virtual disappearance of the mighty battleship from the seas, but the cruiser, too, has gone into a decline and the all-purpose destroyer would appear to be joining it.

Filling the gaps left by the departure of the giants and their traditional companions in war are a multiplicity of specialized warships, each designed to take care of a particular phase of sea warfare—anti-submarine, radar picket, anti-aircraft, missile bombardment and so on, with a new type developed to meet each new threat.

This is expensive business and it is also confusing. New ships are being designed to accommodate new weapons and the new classes and sub-classes of ships are being assigned new names, sometimes borrowed inappropriately from the past, sometimes coined to meet new needs and sometimes redundant.

Why should one refer to an aircraft carrier as "nuclear-powered", any more than "diesel-powered" or "steam-powered"?

The editor of *Jane's*, R. V. B. Blackman, draws attention to the need of the navies of the world to settle on a standard nomenclature that is descriptive of the class and function of the new warships. The present situation, he observes, amounts to "confusion, if not chaos".

BOOKS for the SAILOR

"The student of naval affairs, let alone the layman, might well be forgiven for asking, 'What is a guided missile destroyer?' Is it a destroyer of guided missiles or is it a destroyer armed with guided missiles?"

Mr. Blackman comes to the conclusion that ". . . if ever there was a time when confusion should be obviated, it is today when standardization is the watchword, and liaison, between allied navies, especially groups such as NATO, is close-knit."

Predictions that the aircraft carrier would quickly follow battleships and cruisers into oblivion have not been fulfilled. The carrier remains the main striking force of the world's major navies (with the notable exception of Russia) and, with the development of vertical take-off aircraft, it appears to

have new possibilities in anti-submarine warfare and commando transport.

There are no doubts anywhere about the efficacy of the nuclear submarine. It seems the only reason every navy of consequence does not have them, apart from the know-how, which is spreading rapidly, is the prohibitive cost.

No ships were commissioned by the Royal Canadian Navy during 1960 and, accordingly, the changes in this section are less dramatic than in the pages recording the additions and deletions of other navies. The important development of variable depth sonar to a point the equipment could be put into production is recorded, however, and new pictures and details have been added.

A gracious gesture on the part of the editor is the prefacing of the RCN section with a brief historical note, recording the development of the service during its first half-century.—C.

JANE'S FIGHTING SHIPS, 1960-61, compiled and edited by Raymond V. B. Blackman; supplied in Canada by The McGraw-Hill Company of Canada, Ltd., 253 Spadina Road, Toronto 4; 437 pages, illustrated; \$32.50.

SERVICE: The Legion Story

SERVICE is a particularly apt title for a book about the Canadian Legion, for service has been the watchword of that organization since it was founded more than 35 years ago.

While the Legion's chief concerns through the years have been the welfare of the war veteran and to see that the memory of those who died for their country is kept green, in recent years the organization has expanded its range of activity. For one thing, the Legion now supports a widespread sports and recreational program for young people.

The Canadian Legion's story is told by Clifford H. Bowering, former Canadian Army public relations officer, and his book is dedicated "to all those who by sea, on land and in the air sacrificed

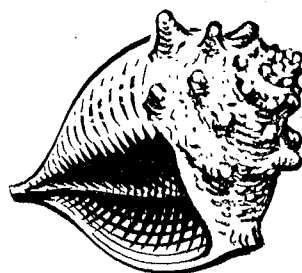
their lives in the service of humanity; and to their comrades who, inspired by their sacrifice, and with unity of purpose, founded The Canadian Legion."

A foreword has been contributed by Admiral of the Fleet the Earl Mountbatten of Burma, grand president of the British Commonwealth Ex-Services League, who writes:

"I know from my personal experience that the Canadian Legion has 'got on with it'. Today it not only looks after the interests of Canadian ex-servicemen at home but also continues, as a member of the British Commonwealth Ex-Services League, to extend a helping hand to ensure that everyone who has worn the Queen's uniform shall have a friend in time of need."

Between world wars, it might have required a diligent search to find other than army veterans in the ranks of the Legion. This situation no longer exists. Today's Legion is equally concerned with the welfare of veterans of Navy, Army and Air Force and the current president of the Canadian Legion is a retired naval officer.

This book is recommended to all who would like to know more about the work



of the Legion, such as its fight for improved disability pensions, the support it gives to higher education through scholarships, the housing it provides for the elderly and its widespread co-operation with other public-minded organizations.—C.

SERVICE, The Story of the Canadian Legion, 1925-60, by Clifford H. Bowering; published by Dominion Command, Canadian Legion, Legion House, 465 Gilmour Street, Ottawa; 305 pages, illustrated; \$3.50.

APPRENTICE ANNUAL

PARENTS, who may have had qualms about sending their sons at the tender age of 16 years to train under the RCN's apprentice plan, will rest easier if a copy of the Naval Technical Apprentice Annual for 1960 comes into their hands.

Through 50-odd breezy, entertaining and enlightening pages, the editors of the annual have presented a cheerful

and heartening picture of the kind of training the naval technical apprentices are receiving and of the provision that has been made for their leisure hours.

The keynote is sounded in the foreword contributed by Commodore H. V. W. Groos, *Naden's* commanding officer:

"I believe that the training you receive here, the associations and activities in which you participate, and the friendships which you form, all help to produce a first-class junior leader with considerable technical ability, who is proud of the Navy and who will have a successful career in it."

For the rest, the book is made up of notes on school personalities, accounts of apprentice recreational and social activities, photographs and cartoons—in fact, it is a busy little compendium that will be read with interest by naval apprentices, past, present and future.—C.

NAVAL TECHNICAL APPRENTICE ANNUAL, 1960: 50 pages; illustrated. Available from Editor, NTA, HMCS *Naden*, for \$1. Cheque or money order should be made payable to Apprentice Activity Fund.

authority of the Premier of British Columbia, just before the outbreak of World War I.

Your photo of the two subs, with the remark about their laying alongside at Esquimalt during WWI is correct to a point. I would like to add that they left there for the East Coast in the summer of 1917, arrived at HMC Dockyard, Halifax, on October 14, 1917, and were attached to HMCS *Guelph*, the patrol depot in the dockyard, for the duration of the war.

I well remember HMCS *Grilse*. It was the middle of 1917 before she was repaired and able to take her part in the patrolling of the Atlantic Coast area again.

W. L. CHIRGWIN.

Sydney Mines,
Nova Scotia.

Dear Mr. Editor:

May I call attention to Mr. A. J. R. Smedley's letter in the December 1960 issue?

Mr. Smedley recalls that HMS *Kent* was sunk in Suda Bay, Crete, by Italian explosive motor boat. Herein he takes issue with Mr. J. M. Thornton, in the latter's "Naval Lore Corner" in the August 1960 issue.

I am only a "hobbyist" at this business, and I believe Mr. Smedley to be a professional sailor; nevertheless I think Mr. Smedley is mistaken.

On page 36 of the 1949-50 issue of *Jane's Fighting Ships* it states that HMS *Kent* was scrapped. This, then, would signify that Mr. Thornton is correct.

I have, among my notations, information to the effect that HMS *York*—one of the "half-sisters" pictured in Thornton's Christmas issue Corner—was sunk by the Italians in Suda Bay, Crete.

Am I correct?

Regards,

W. Y. TUCKER

PO Box 38,
New Glasgow, N.S.

NOTE: The earlier letter would appear to have confused the *Kent* with the *York*. HMS *Kent* was torpedoed by aircraft on September 17, 1940, and was out of action for 12 months, having been bombed by aircraft in Plymouth while undergoing repair.

HMS *York* died a long and agonizing death. She was hit by a torpedo fired by a small craft in Suda Bay on March 26, 1941, and was beached. She was shaken up and received underwater damage from near misses during aircraft raids April 22-24. Further damage resulted from bombing on May 16. She received two direct hits and was also damaged by three near misses on May 19. There were two near misses on May 19 and a direct hit on May 20, the day Crete was invaded. On May 22, although only superficial damage resulted from another bombing, it was noted: "No further flooding was possible. Ship abandoned."—Ed.

LETTERS

Dear Sir:

The picture in the December issue of your fine publication showing the 1938-39 rugby team was very interesting indeed.

I must point out that you incorrectly described one of the people as Charles Street. This should have read Charles Sweet of the P and RT staff, HMCS *Naden*, who was a great friend of many of us there during the early part of the war.

Charlie was lost in HMCS *Athabaskan*.

Yours very truly,

D. G. SEDGEWICK
Lt.(S) RCN(R) (Ret)

University of New Brunswick,
Fredericton, N.B.

Lt.-Cdr. T. J. Bailey, Naval Headquarters, provides the additional information that the second last name in the caption should have appeared as "Banfield"—not "Bonfield".

Dear Sir:

I read with great interest the articles in the October and Christmas issues of *The Crownsnest* about "Hosaqami", the totem pole presented to HMS *Excellent* by the RCN.

Totem poles, being singular to the Canadian West Coast, are not found anywhere else in the world unless they have been transported there. In Eng-

land, besides Hosaqami, there is at least one other totem which was also presented by a seafaring man. This pole is about 16 feet tall and stands in a prominent place in the Whitby Museum. A plaque pinned to the wall close by explains the characters on the pole.

Whitby was the birthplace of Captain James Cook, the great navigator and explorer who charted the Pacific Coast. He made his headquarters in Nootka Sound, at the north end of Vancouver Island, where he wintered and repaired his ships.

This pole was fashioned by the Nootka Tribe of Indians and was presented to the Town of Whitby to commemorate Captain Cook's stay in Nootka Sound. It was the gift of another seafaring but not so distinguished Whitbyite who settled on Vancouver Island but at a very much later date. That man was my father.

GEO. F. WINTERBURN
Lt.-Cdr. RCN(R) (Ret)

988 Prospect Avenue,
North Vancouver, B.C.

Dear Sir:

In your September issue, the article "Seven Submarines" refers to the Canadian Navy's first two subs, the CC 1 and CC 2, which were purchased on the

THE NAVY PLAYS

Naden Out Front In Volleyball

Twenty-two entries from ships and establishments played through a hectic one-day West Coast volleyball tourney until, in the finals, Naden defeated Comsuptpac three games to one for the laurels. Forty-four games were played during the day.

La Hulloise Excels In Field Events

The *La Hulloise*, of the Ninth Escort Squadron, won the first RCN tabloid of sports of Wintex 61 at Ireland Island, Bermuda, on January 21. Her team amassed 59 points.

Haida "A" was second with 56 points and *Swansea* and *Nootka* third with 55.

Other standings included *Cape Scott* "B" 49; *Buckingham* 48; *Haida* "B" 44; *Nootka* "B" 38 and *Cape Scott* "A" 36.

The 10-man teams, from ships of the First, Seventh and Ninth Squadrons, plus the *Cape Scott*, competed in nine events on Moresby Plains.

Events included 100-yard dash, discus throw, standing broad jump, javelin throw, high jump and 25-yard sack race.

Haida "A" won the tug-o'-war over *Cape Scott* "B" and *Nootka* "B" won over *Buckingham*.

The tabloid was arranged by Lt.-Cdr. R. P. Mylrea and implemented by CPO A. E. Coe and a staff of PTIs assigned to Wintex 61.

Sports Council For Youngsters

The 1,100 citizens of Shannon Park naval married quarters, through their elected welfare committee, have organized a sports council to give assistance to existing sports clubs and groups in Shannon Park, and to promote the formation of new ones as necessary, particularly for the Park's 1,900 children.

CPO Bill McMillen is chairman, PO Ephie Carriere, secretary.

Members are CPO Reg MacMillan, PO Joe Scott, CPO Robert W. Bradstock, PO Dick Shelton, CPO Don Newman and PO Ron Eldridge.

Since its inception on January 10, the sports council has successfully promoted



Wren Mona Moir, of Cornwallis, was the official piper for the opening of the Western Counties Bonselpiel at Digby, N.S., late in January. She is shown surrounded by members of the RCN rink from Cornwallis. Left to right are CPO Jack Ross, skip; PO Pat Fitzsimmonds, second; PO Gordon Martindale, mate; Wren Moir, piper, and CPO Roy Coupe, lead. The Ross rink won the right to enter the bonselpiel in a single knockout tournament. (DB-14810)

a junior gym program for children seven to 12 years old, with an initial attendance of over 200; a teen-age gym program with a start of over 90; and a teen-age boys basketball team.

Financial assistance was given to the peewee hockey league which is composed of four teams, made up of 90 Shannon Park boys.

Plans are afoot for assistance to adult groups, such as organization of a bowling league to start when the "Shannon Lanes" open on April 1. The feasibility of having bingo games is being investigated.

Flag Officer Heads RCNSA

The Royal Canadian Navy Sailing Association held its biennial general election of officials in December. The new officers are: Rear-Admiral E. W. Finch-Noyes, commodore; CPO C. F. Church, vice-commodore; Cdr. C. L.

Moffard, rear-commodore; and Superintendent K. N. W. Hall, RCMP, rear-commodore.

Named to the executive were: Captain J. M. Doull, chairman; Lt.-Cdr. J. N. Donaldson, secretary-treasurer, and members Lt.-Cdr. E. G. Fisher, Captain Frank Harley, Cdr. T. W. Maxwell, Lt.-Cdr. T. E. Appleton, RCN(R), and CPO L. O. Bell.

Also announced in December by the RCNSA was the award of the 1960 RCNSA championship to Lt.-Cdr. G. H. F. Poole-Warren of the Ottawa Squadron. He had an average of 1,681.2 points.

Shearwater Wins Bowling Honours

The *Shearwater* "A" bowling team captured top honours in the Atlantic Command Bowling tournament in mid-January, while PO S. G. Jamieson took high average, Ld. Sea. J. F. Veysey high

single, and Ldg. Sea. D. W. Moon high triple. All are from *Shearwater*. The air station's "A" team had high team triple and "B" team high team single.

Teams were entered from *Stadacona*, *Cornwallis*, Sixth Submarine Squadron, *Bonaventure*, *Granby*, First, Third and Fifth Escort Squadrons and Albro Lake Radio, as well as *Shearwater*.

Shearwater "A" led with a pinfall of 7,075 and 12,075 points, Stad "A" pinfall was 6,225 for 9,225 points, *Shearwater* "B" had 6,391 pinfall for 8,391 points and *Cornwallis* "A" was fourth with a pinfall of 6,357 for 8,357 points.

Sea Cadets Top Junior Rugger

In Victoria the Sea Cadets top the Junior Rugby League and recently scored their fifth straight victory and fifth shutout. Other teams in the league are PPCLI Cadets in second place, Oak Bay Whites, Oak Bay Reds, Canadian Scottish and Air Force Cadets in that order.

Assiniboine Takes Hockey Title

The Assiniboine in late December captured the Pacific Command Hockey championship. Eight teams fought it out for the honours and the Assiniboine downed finalist *Naden* for the trophy.

Reinforced Team Too Much for Navy

Navy's West Coast hockey team took a 7-2 drubbing at the Memorial Arena at the hands of the Independent Athletic Association, which was bolstered by four former Army players.

Navy previously clobbered Army 13-5, after which the Army dropped out of

the league and their slot was filled by a select up-Island team from Port Alberni. League standings at the end of January were: Navy, 18 points, Patterson, 16, IAA, 12, and Port Alberni, 2.

Judo Club Has Thirty Members

An up-and-coming sport in the Atlantic Command is judo and, according to CPO E. C. Fraser, president of the *Stadacona* Judo Club, there are about 30 members working out regularly.

The first tournament to be held in Halifax was to get under way in late January. Teams were promised by *Stadacona*, RCAF Greenwood, Dartmouth "Y", Sydney and Yarmouth.

Photo Out-Curls Meteorology

The Photographic Section at *Shearwater* once again captured the Skylark Trophy by defeating the Meteorological Section in a two-game total-point series at the Dartmouth Curling Club. The game—curling.

Photo Section went down to defeat in the first game, 7 to 5, but rallied in the second game to clobber the weathermen 11 to 4 to take the game, series and trophy. Lt. Eric Haywood skipped the Photo people to the win and CPO Hodgins skipped the Met team.

Scallop Trophy To Stadacona

A *Stadacona* rink skipped by Jack Quackenbush won the new Scallop Trophy in a three-day bonspiel sponsored by the Digby Curling Club. The trophy, a presentation by the Digby Club, is a beautiful silver shell plaque

and goes to the skip of the winning team at the close of play in the 'spiel.

Thirteen rinks from *Stadacona*, *Shearwater*, *Cornwallis*, Maritime Air Command and the host club participated. General arrangements were under the direction of W. L. Troop, president of the Digby Curling Club.

New Angle for RCN Anglers

The Royal Canadian Navy Anglers' Association on the West Coast has dropped its annual derby day in favour of a month-long derby with entries eligible from all fishing waters from William Head to Cowichan Bay.

CPO Bert Dodd, president, said the new program is in the interest of salmon conservation and the emphasis will be on fishing for sport, with buttons and trophies taking the place of cash prizes.

He also indicated that trout and bass fishing will relieve the pressure from salmon fishing, and that the reason more members have not participated in fresh water fishing was the lack of information on fishing grounds.

Members voted to include small-mouth bass and tye salmon in their button competitions. Jack Miller presented a special hand-made trophy for trout competition.

They also voted to make trout, tye and bass entries eligible from anywhere on the Island and to tie in with the *Daily Colonist* King Fisherman contest. However, coho and spring salmon will be kept to club fishing waters—William Head to Cowichan Bay.

All cash prizes have been eliminated and cost of memberships were reduced. New fees are \$1.50 for regular members, \$1 for lady members and 50 cents for children.



RETIREMENTS

CPO FREDERICK HAROLD RAY ALLEN, C1ST4, of Halifax, N.S., joined January 27, 1941; served in *Naden, Givenchy, Chedabucto, Venture, Stadacona, Provider, Scotian, St. Stephen, Iroquois, Cape Breton, Cape Scott*; awarded CD; retired January 26, 1961.

PO JOHN RICHARD BURROWS, P1BN4, of Kingston, Ont., joined RCNVR June 17, 1941; transferred RCN January 14, 1946; served in Kingston Division, *Stadacona, Hepatica, Shelburne, Gate Vessel I, HMS Arethusa, Niobe, Algonquin, Naden, Catarauqui, Peregrine, Scotian, Haida, Magnificent, Nootka, La Hulloise, Micmac, Shearwater, Quebec*; awarded the LS and GC Medal; retired January 13, 1961.

CPO FREDERICK GEORGE CUNNINGHAM, C2ER4, of Toronto, Ont., joined January 27, 1941; served in *Naden, Stadacona, NOIC Sydney, Medicine Hat, Hunter, Peregrine, Niobe, Minas, Sioux, Givenchy, Ontario, Magnificent, Sault Ste. Marie, Beacon Hill, Crusader, Cayuga, New Waterford*; awarded CD; retired January 26, 1961.

CPO DANIEL WILLIAM GEARING, C2ET4, of Hamilton, Ont., joined RCNVR August 7, 1931; RCN August 18, 1934 to August 17, 1948; re-entered RCN January 6, 1950; served in *Stadacona, Saguenay, St. Laurent, Skeena, HMS Dominion, Cornwallis, Avalon, Annapolis, French, Inch Arran, Provider, Scotian, Sans Peur, Iroquois, Haida, Star, Shearwater, Huron, Donnacona, Quebec, Niobe, HMS Dolphin, HMS Maidstone, HMS Tyne (S/M), HMS Chaser (S/M), Nootka*; awarded LS and GC; retired January 5, 1961.

CPO JOHN CAMPBELL GRANT, C2ER4, of Swift Current, Sask., joined January 27, 1941; served in *Naden, Malpeque, Minas, Stadacona, Hochelaga, Grandmere, Regina, Avalon, New Glasgow, Cornwallis, Peregrine, Inch Arran, Petrolia, Orangeville, Huntsville, Scotian, Givenchy, Rockcliffe, Crescent, Magnificent, Iroquois, Haida, Wallaceburg, Swansea, Outremont*; awarded CD; retired January 26, 1961.

PO ANGUS ALEXANDER GRAY, P1BN4, of Outlook, Sask., joined January 27, 1941; served in *Naden, Stadacona, HMS Ranpura, Restigouche, Annapolis, HMS Quebec, HMS Copra, Protector, Royal Mount, Niobe, Warrior, Givenchy, Uganda, Nootka, Iroquois, Portage, Haida, Bytown, York, La Hulloise, St. Stephen, Cornwallis, Coverdale, Shearwater, Magnificent, Acadia, Cape Breton*; awarded CD; retired January 28, 1961.

CPO GORDON BOUCHER HAND, C1CM4, of Stittsville, Ont., joined September 13, 1937; served in *Stadacona, Fundy, Ottawa, Restigouche, Niobe, Kings, Bytown, Chatham, Givenchy, Naden, Peregrine, Ontario, Quebec, Shearwater, Hochelaga, Donnacona*; awarded LS and GC Medal; retired January 27, 1961.

CPO WILLIAM HIBBERT, C1ER3, of Victoria, B.C., joined RCNR December 20, 1934; transferred RCN January 12, 1936; served in *Naden, Skeena, St. Laurent, Restigouche, Givenchy, Stadacona, Avalon, Strathadam,*

Niobe, Ontario, Rockcliffe, Sioux, Tecumseh, Discovery; awarded LS and GC Medal; retired January 11, 1961.

CPO CHARLES ERIC JOHNSON, C1ER4, of Lunenburg, N.S., joined January 16, 1940; served in *Naden, Stadacona, Fundy, Niagara, Rosthern, Avalon, Cornwallis, Hunter, Hochelaga, Poundmaker, Peregrine, Scotian, HMS Puncher, Nootka, La Hulloise, Haida, Magnificent*; awarded CD; retired January 15, 1961.

CPO WILLIAM AMBROSE KELLY, C1BN4, of Eckington, Derbyshire, England, joined January 12, 1936; served in *Naden, Skeena, Fraser, HMS Excellent, Ottawa, Stadacona, Assiniboine, Avalon, Cornwallis, Givenchy, Prince David, Niobe, Cayuga, Ontario, Royal Roads*; awarded LS and GC Medal; retired January 24, 1961.

PO CHARLES SAMUEL LLEWELLYN, P1WV2, of Parrsboro, N.S., joined January 27, 1941; served in *Naden, Prince Henry, Star, Stadacona, Cornwallis, Avalon, Vegreville, Oakville, Saskatoon, Niobe, HMS Osprey, Crusader, Woodstock, Givenchy, Scotian, Lloyd George, Micmac, Haida, Nootka, Bytown, York, Llewellyn, Huron, Portage, Wallaceburg, Minas, Sault Ste. Marie, Ottawa, Iroquois*; awarded CD; retired January 26, 1961.

CPO ROBERT LEROY MACDONALD, C1LT4, of Truro, N.S., joined January 27, 1941; served in *Naden, Givenchy, NOIC Prince Rupert, Chatham, Dundas, Stadacona, St. Hyacinthe, HMS Stayner, Niobe, Orangeville, Avalon, Burrard, Uganda, Gloucester, Bytown, Magnificent, Quebec, St. Laurent*; awarded CD; retired January 26, 1961.

CPO DAVID HERBERT NELSON, C1WS4, of Winnipeg, Man., joined RCNVR September 20, 1939; transferred RCN January 10, 1940; served in Regina Division, *Naden, RNO Vancouver, Prince Robert, Stadacona, Cornwallis, Niobe, Athabaskan, RNB Chatham, Glasgow, Minotaur (Ontario), Peregrine, Avalon, Eastview, Ontario, Cayuga, Star, Patriot, Saguenay*; awarded BEM June 1946; retired January 9, 1961.

CPO JAMES EDWARD O'GORMAN, C2PW3, of Perth, Ontario, joined RCNVR January 10, 1941; transferred RCN October 23, 1941; served in Kingston Division, *Stadacona, Bytown, HMS Moorson, Niobe, Ribble, Peregrine, RCNAS Dartmouth, Magnificent, Carleton, Donnacona*; awarded CD; retired January 17, 1961.

CPO CHESTER PADGET, C2WU4, of Radisson, Sask., joined January 15, 1940; served in *Naden, Stadacona, Assiniboine, Moose, Hochelaga, Rimouski, Cornwallis, Algoma, Iroquois, Cayuga, Athabaskan, Bytown, Niagara, Ontario, Stettler, Unicorn, Chippawau*; awarded CD; retired January 14, 1961.

CPO GERALD REDDEN, C1HT4, of Windsor Forks, N.S., joined RCNVR July 5, 1941; September 27, 1945; transferred RCN May 3, 1946; served in *Stadacona, Preserver, Chaleur*

II, Cornwallis, Hochelaga, St. Boniface, Scotian, Peregrine, Hailigonian, Bytown, Iroquois, La Hulloise, Haida, Shearwater, Magnificent; awarded CD; retired January 15, 1961.

PO WILLIAM LESLIE STEVENSON, P2SN2, of Port Aux Baux, Newfoundland, joined November 18, 1940; served in *Naden, Stadacona, HMS Chitral, Hochelaga, Port Hope, Cornwallis, Montreal, Valcartier, HMS Puncher, Niobe, HMS Ferret, Orkney, HMS Londonderry, Bytown, Warrior, Micmac, Nootka, Swansea, Haida, Huron, New Liskeard, Iroquois, Wallaceburg, Prestonian, Algonquin*; awarded CD; retired January 25, 1961.

CPO ALBERT CHARLES STUART, C2LT4, of St. Stephen, N.B., joined January 29, 1940; served in *Naden, Stadacona, Hepatica, Quinte, Cornwallis, Chaleur, Hawkesbury, Avalon, Peregrine, Niobe, HMS Glory, Warrior, Scotian, New Liskeard, Albro Lake radio station, Cowichan, Gaspé, Shelburne, Lauzon*; awarded CD; retired January 28, 1961.

CPO JAMES WALLER, C2CM4, of Victoria, B.C., joined September 21, 1937; served in *Naden, Stadacona, Assiniboine, St. Croix, Saguenay, Avalon, Ottawa, Hochelaga, Provider, Cornwallis, Protector II, Givenchy, Kokanee, Collingwood, Peregrine, Scotian, Antigonish, Ontario, Crusader, Royal Roads, Unicorn, Cayuga, Donnacona*; awarded CD; retired January 31, 1961.

CPO RAYMOND WHATMAN, C2RP3, of Peterborough, Ont., joined January 27, 1941; served in *Naden, Prince Henry, Cornwallis, Stadacona, Chignecto, Givenchy, Niobe, HMS Excellent, HMS Nigeria, HMS Jamaica, Peregrine, Grou, Ontario, Crusader, Micmac, Cayuga, Crescent, Assiniboine*; awarded CD; retired January 26, 1961.

CPO NORMAN BERNARD WHYCLIFFE HILL, C2RP4, of Moose Jaw, Sask., joined January 27, 1941; served in *Naden, Stadacona, Restigouche, Annapolis, Sackville, Avalon, Peregrine, St. Hyacinthe, Algonquin, Niobe, Warrior, Ontario, HMS Dryad, Athabaskan, Niagara, Algonquin, Skeena*; retired January 26, 1961.

CPO DONALD ALBERT WILKINSON, C2WS4, of Toronto, Ont., joined January 15, 1940; served in *Naden, Stadacona, Saguenay, Venture (Nootka) Prince David, Port Colborne, Niobe, Grou, HMS Ferret, Cornwallis, Tillsonburg, Scotian, Nootka, Magnificent, Shearwater, Micmac, Crescent, Algonquin, Crusader, Sioux*; awarded CD; retired January 14, 1961.

CPO ROBERT BAY YOUNG, C2ER4, of Strathmore, Alta., joined January 27, 1941; served in *Naden, Stadacona, Prince Henry, Lethbridge, Cornwallis, Dundas, Port Colborne, Thetford Mines, Peregrine, Charlotte-town II, Cayuga, Rockcliffe, Sault Ste. Marie, Quebec, Algonquin*; awarded CD; retired January 27, 1961.

OFFICERS' RETIREMENTS

LT. GEORGE L. ANDERS, CD, of Victoria, joined the RCNVR as a writer August 12, 1940, transferred RCN July 15, 1941, promoted to commissioned rank July 1, 1953. Lt. Anders served in *Naden*, *Givenchy*, *Prince David*, *Niobe*, *Magnificent*, *Ontario*, *Stadacona*, *Shearwater*, *Cornwallis*; last appointment, on staff of Flag Officer Pacific Coast; commenced leave on January 5, 1961, retires on June 19, 1961.

CDR. DONALD SYDNEY KENYON BLACKMORE, CD and two clasps, of Nelson, B.C., and Ottawa, joined October 9, 1928, as boy seaman, promoted warrant rank August 15, 1941; Cdr. Blackmore served in *Naden*, *Vancouver*, *Stadacona*, *HMS Victory I*, *HMS Hood*, *Skeena*, *Fraser*, *HMS Pembroke*, *HMS Comet*, *Restigouche*, Naval Headquarters, HMC Signal School, Halifax, *Venture*, *Niobe*, *HMS Wanderer*, *St. Hyacinthe*, *HMS Malabar*, *Somers Isles*, *Givenchy*, *Shearwater*, *Beacon Hill*, *Coverdale*, *Bytown*, *Gloucester*; last appointment, Commanding Officer HMCS *Gloucester* and Senior Officer Supplementary Naval Radio Stations; commenced leave February 7, 1961, retires November 24, 1961.

CDR. LOUIS ADRIAN BOWN, CD, of Belle Island, Nfld., and Halifax, joined the RCNVR as a lieutenant October 2, 1940, transferred RCN September 9, 1946. Cdr. Bown served in *Avalon*, *Givenchy*, *Naden*, *Stadacona*, *Warrior*, *Niobe*, *Magnificent*, *Bytown*, *Niobe II*, *Bonaventure*, *Shearwater*, last appointment was Electrical Officer, *Shearwater*; commenced leave December 1, 1960, retires May 30, 1961.

LT.-CDR. J.-G. J. RENE GRATTON, CD, Mention-in-Despatches, of Quebec City and Montreal, joined RCNVR as sub-lieutenant October 26, 1942, transferred RCN (SSA) April 20, 1951, and permanent force January 7, 1954. Lt.-Cdr. Gratton served in *Brunswick*, *King's*, *Stadacona*, *Pictou*, *Venture*, *Longueuil*, *ML-057*, *ML-055*, *ML-082*, *St. Catharines*, *Carlplace*, *Protector*, *Hochelaga*, *Chaleur Montcalm* *Bytown*, *Carleton*, *Donnacona*; last appointment, Area Recruiting Officer Quebec and North Eastern Ontario; commenced leave January 21, 1961, retires April 20, 1961.

LT.-CDR. BENJAMIN CHARLES HAMILTON, CD, of Montreal and Ottawa, Ont., served in the Royal Navy from May 1940 to July 1945, entered the RCN (Reserve) February 16, 1949, transferred RCN March 5, 1951, as a Lt.-Cdr. He has served in *Bytown*, *New Glasgow*, *Jonquiere*; last appointment, on staff of Director of Naval Ship Requirements, Naval Headquarters; commenced leave December 6, 1960, retires March 5, 1961.

LT.-CDR. LLOYD IRWIN JONES, CD, and clasp, of Vancouver and Victoria, joined May 6, 1929, as a boy seaman, promoted to warrant rank May 21, 1941. Lt.-Cdr. Jones served in *Naden*, *Vancouver*, *HMS Victory*, *HMS Warspite*, *Skeena*, *HMS Vernon*, *Armentieres*, *HMS Nelson*, *Assiniboine*, *Stadara*,

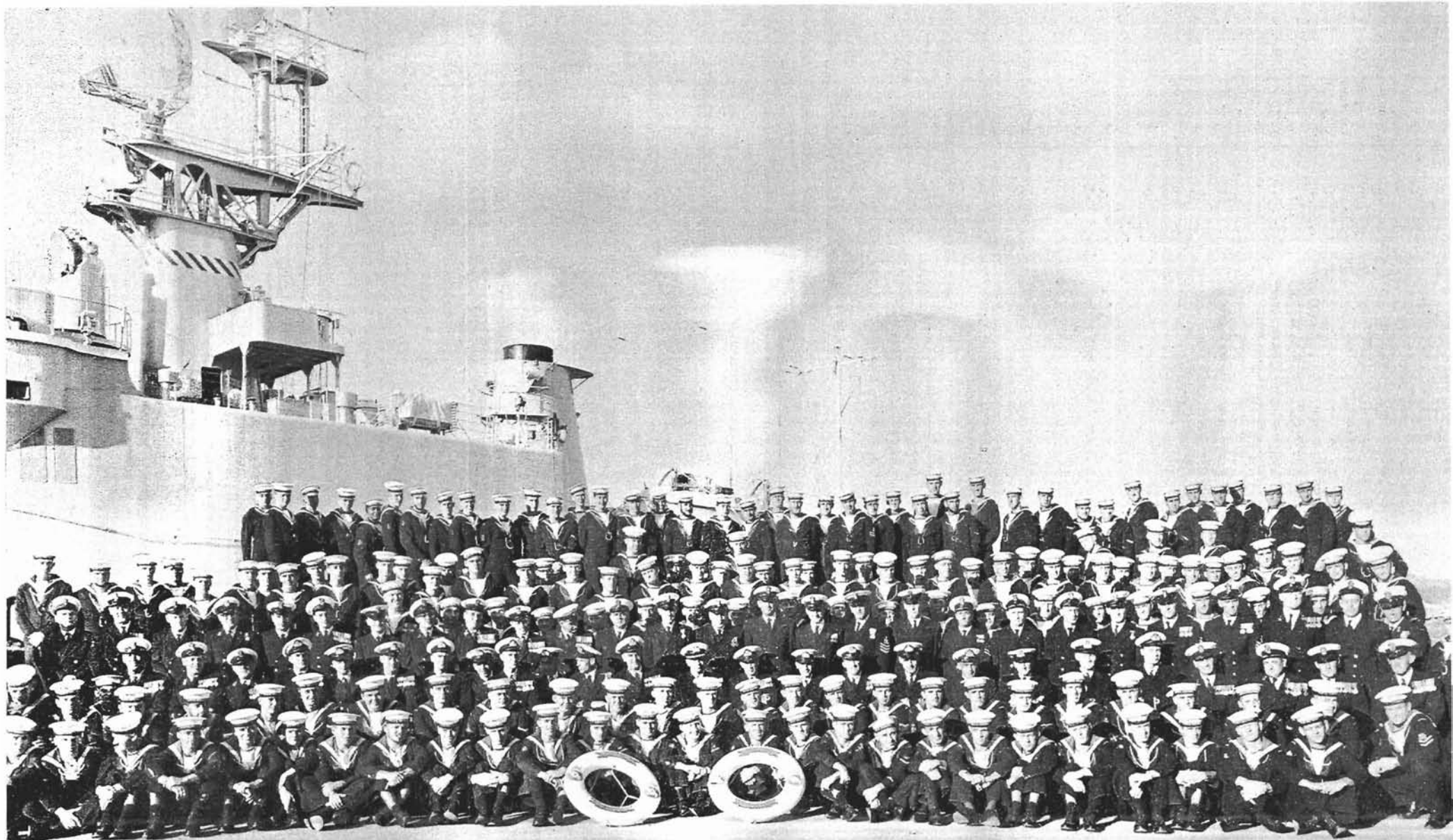
HMS Acheron, *HMS Broadwater*, *HMS Dryad*, *Niobe*, *Ottawa*, *Cornwallis*, *Haida*, *Warrior*, *Rockcliffe*, *Bytown*, *Discovery*, *New Liskeard*, *Portage*, *Crescent*, *Brockville*, *Malahat*; last appointment, Staff Officer Administration, HMCS *Malahat*; commenced leave January 5, 1961, retires August 21, 1961.

LT. LESLIE CHARLES KARAGIANIS, CD and Clasp, of Cardiff, Wales, and Victoria, joined the Royal Canadian Naval Reserve

February 11, 1930, as an AB, transferred RCN December 20, 1932; promoted to warrant rank June 1, 1942. Lt. Karagianis served in *Naden*, *Stadacona*, *Festubert*, *Champlain*, *Vancouver*, *HMS Pembroke*, *HMS Victory*, *HMS Drake*, *Fraser*, *St. Laurent*, *Assiniboine*, *Niobe*, *Warrior*, *Quebec*, *Unicorn*; last appointment, *Unicorn* as Recruiting Officer, Saskatoon; commenced leave December 26, 1960, retires August 13, 1961.



This interior scene was taken on board the most up-to-date ship in the RCN—in 1938. The ship was the River class destroyer, HMCS *Fraser*, and proof of her modernity lies in the steam radiator astern of AB Roy Chapman. Hammocks such as those stowed in the netting at the left, were to be considered standard sleeping accommodation for another 15 years. Ships communicated by wireless and no radio sets were borne. But asdic operators, like AB (later CPO) Chapman, knew how to add an antenna to their highly-classified "124" asdic set, tinker with the circuit, and listen to radio broadcasts when they tired of pinging.

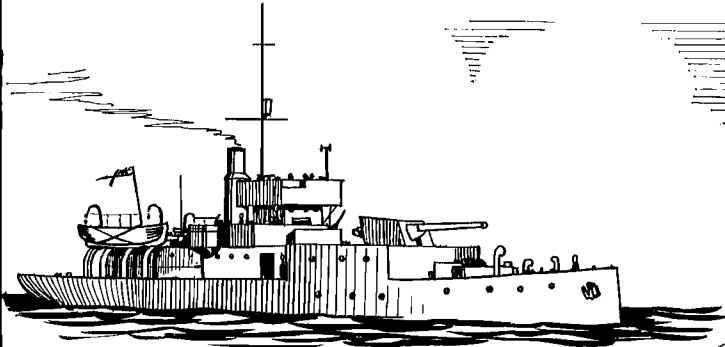


FAMILY PORTRAIT—It was a warm, sunny day in Ponta Delgada, in the Azores, when the officers and men of HMCS Columbus assembled for this picture for the family album. The photograph was taken last fall on the Columbia's Africa cruise during which she visited Lagos, Nigeria, to represent Canada at Independence Day celebrations. (HS-62977)

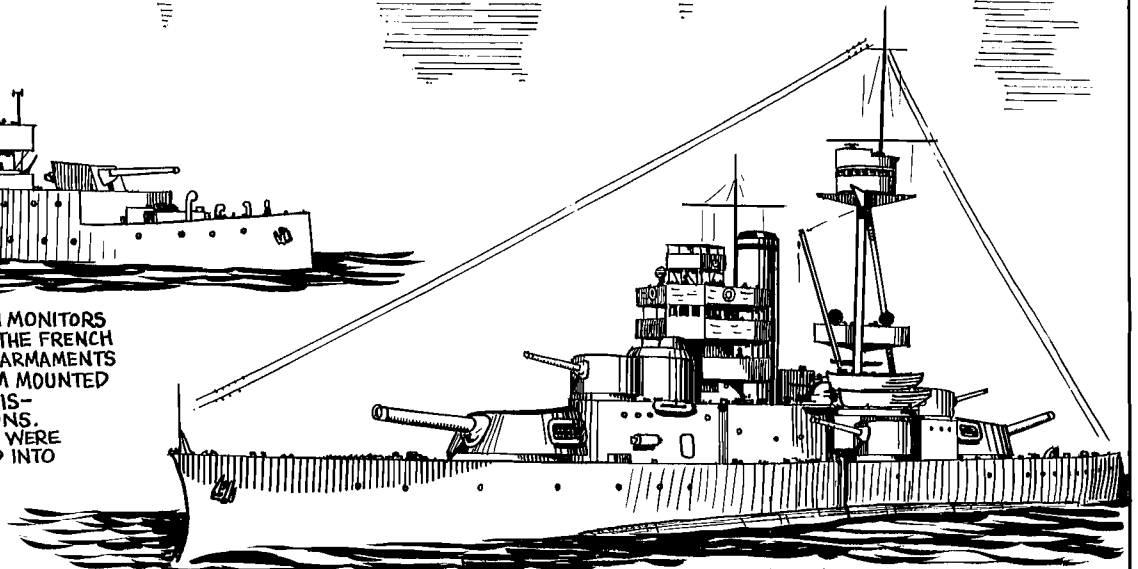
Naval Lore Corner

Number 90

MONITORS: SOME REPRESENTATIVES
OF A VANISHED BREED...

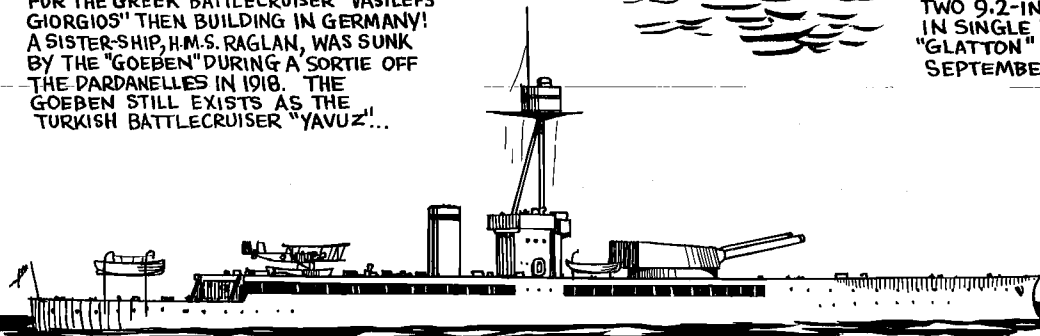


"M" CLASS OF SMALL BRITISH MONITORS BUILT IN 1915 TO BOMBARD THE FRENCH AND DUTCH COASTS. THEIR ARMAMENTS VARIED, BUT MOST OF THEM MOUNTED A SINGLE 7.5-INCH GUN. DISPLACEMENT WAS 540 TONS. SEVERAL OF THESE UNITS WERE SUBSEQUENTLY CONVERTED INTO MINELAYERS...

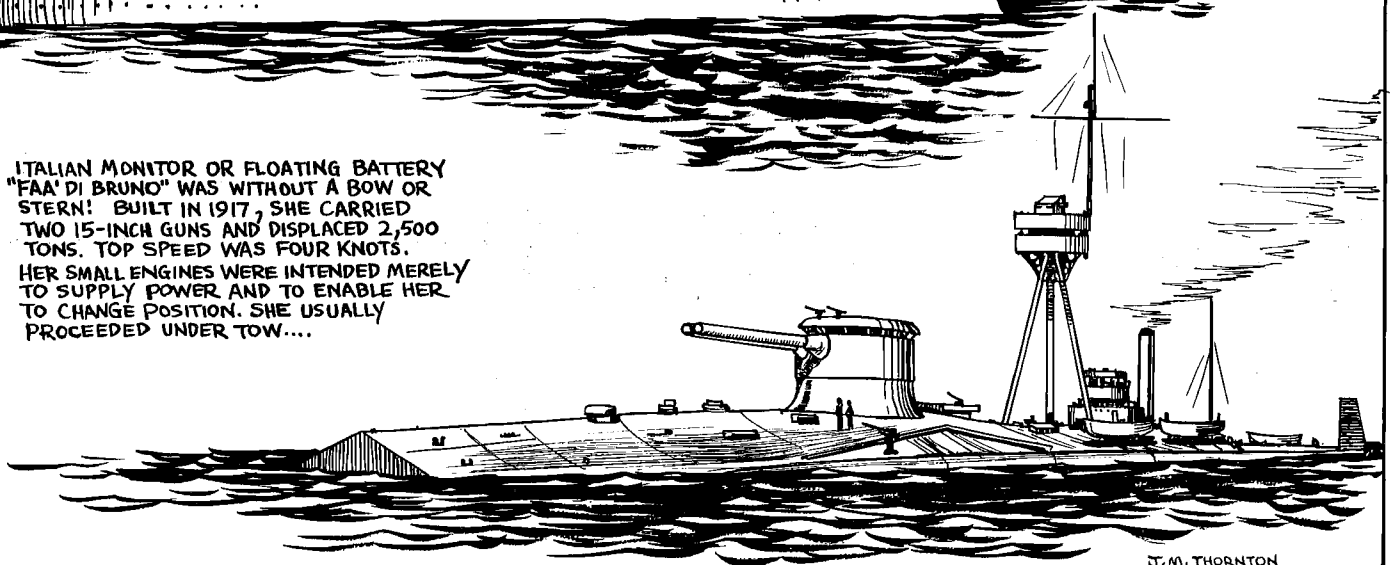


BRITISH MONITORS "ROBERTS", "ABERCROMBIE", AND "HAVELOCK" (1915), OF 6,150 TONS, EACH MOUNTED TWO 14-INCH BETHLEHEM GUNS WHICH WERE BUILT IN THE U.S.A. AND INTENDED FOR THE GREEK BATTLECRUISER "VASILEFS GIORGIOS" THEN BUILDING IN GERMANY! A SISTER-SHIP, H.M.S. RAGLAN, WAS SUNK BY THE "GOEBEN" DURING A SORTIE OFF THE DARDANELLES IN 1918. THE GOEBEN STILL EXISTS AS THE TURKISH BATTLECRUISER "YAVUZ"...

H.M.S. GORGON (ABOVE) WAS ORDERED IN 1913 FOR THE ROYAL NORWEGIAN NAVY AS A COAST DEFENSE SHIP AND PURCHASED BY THE ROYAL NAVY UPON COMPLETION IN 1915. OF 5,700 TONS, SHE MOUNTED TWO 9.2-INCH AND SIX 6-INCH GUNS IN SINGLE TURRETS. HER SISTER-SHIP "GLATTON" BLEW UP AT DOVER IN SEPTEMBER, 1918...



ITALIAN MONITOR OR FLOATING BATTERY "FAA' DI BRUNO" WAS WITHOUT A BOW OR STERN! BUILT IN 1917, SHE CARRIED TWO 15-INCH GUNS AND DISPLACED 2,500 TONS. TOP SPEED WAS FOUR KNOTS. HER SMALL ENGINES WERE INTENDED MERELY TO SUPPLY POWER AND TO ENABLE HER TO CHANGE POSITION. SHE USUALLY PROCEEDED UNDER TOW....



Roger Duhamel

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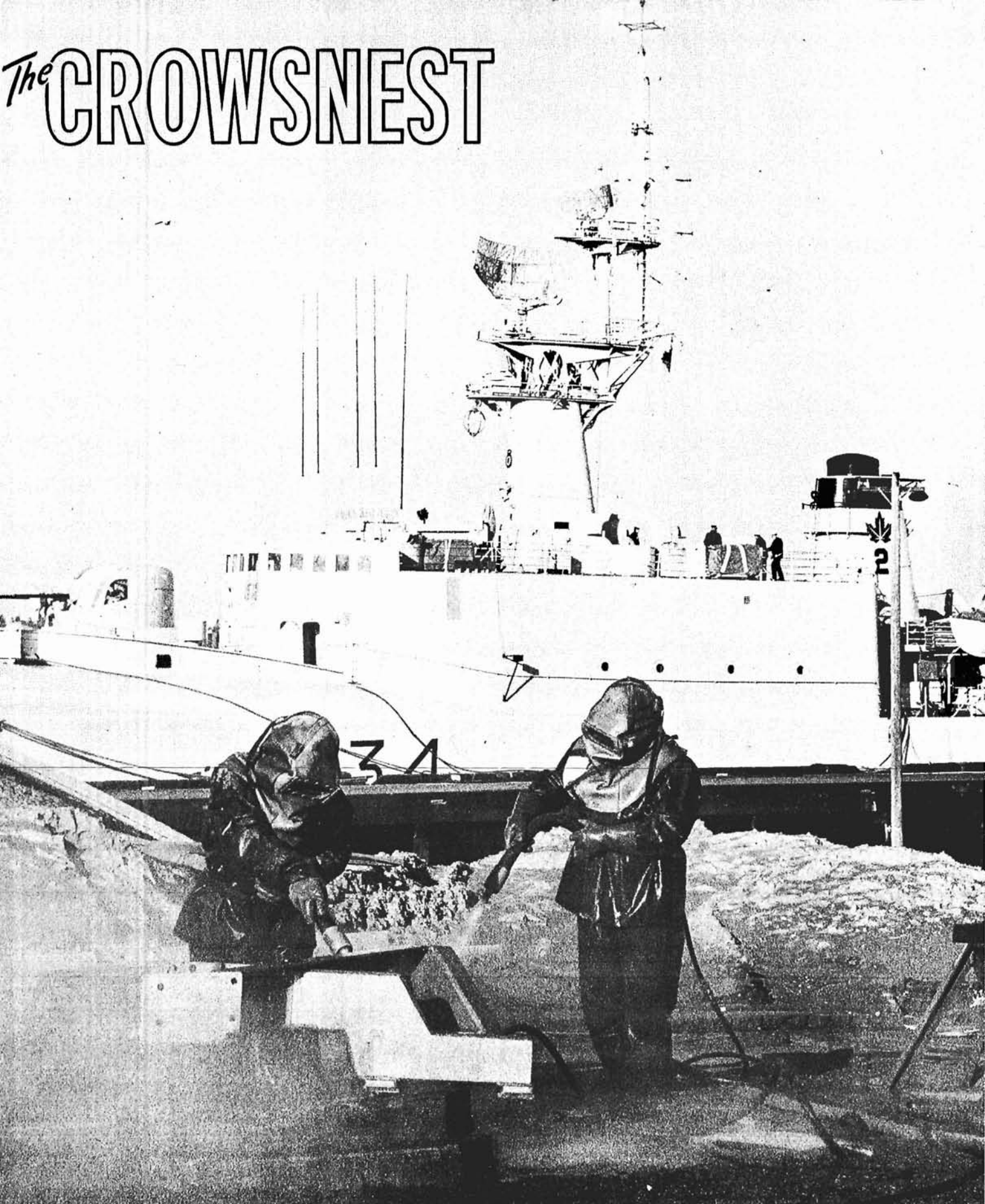
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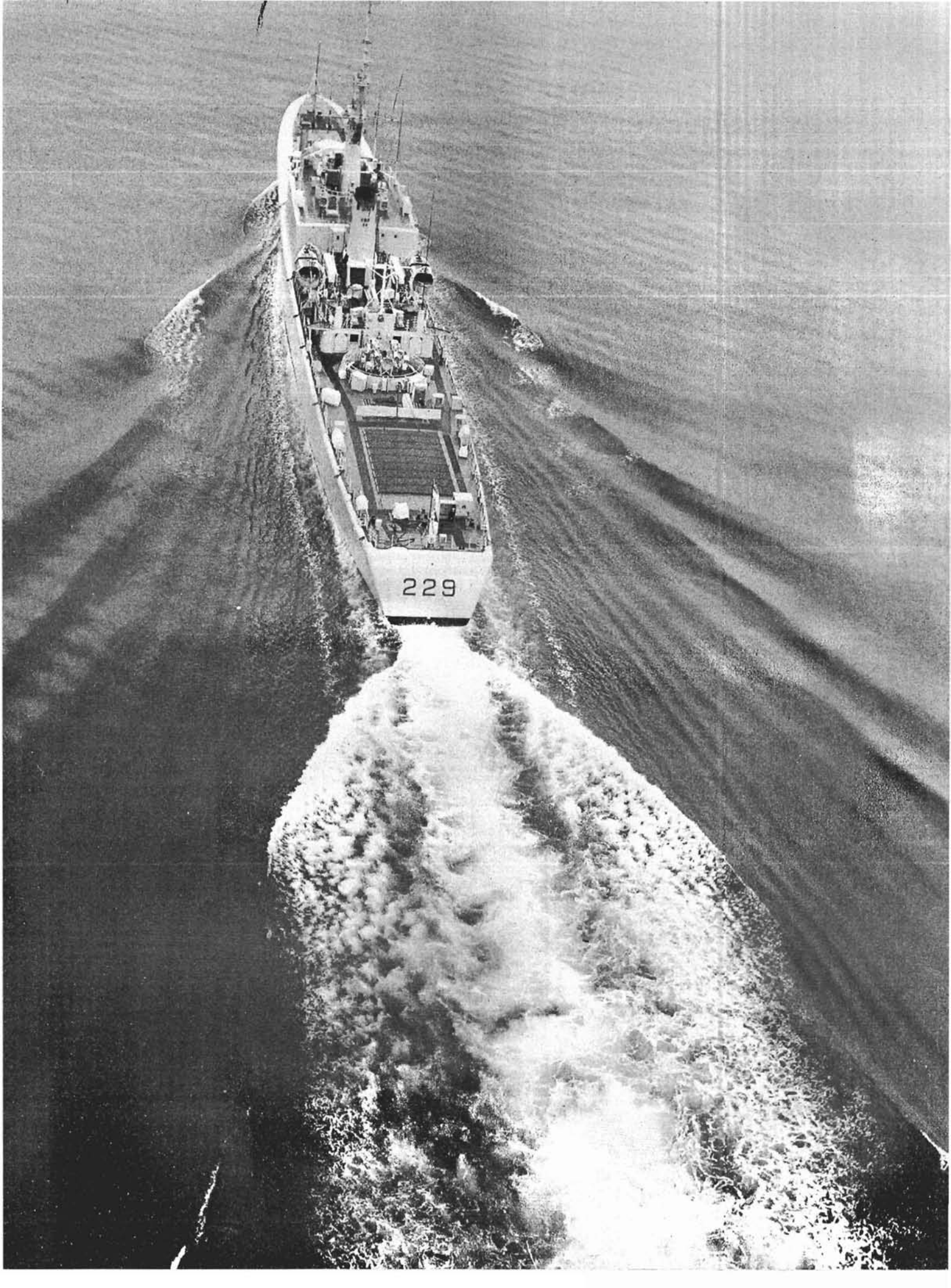


The CROWSNEST



Vol. 13 No. 5

March, 1961



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The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH 1961

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LADY OF THE MONTH

Although sailors may be too preoccupied with their duties about the ship to spend much time watching it, a ship's wake is one of the most fascinating sights the sea has to offer.

On the opposite page is pictured HMCS *Ottawa*, West Coast destroyer escort, framed by the sweeping curves of her bow waves and wake and the unusual cross-hatched effect of two series of swells almost at right angles to each other.

Ship designers take a negative view of large bow waves of the bone-in-the-teeth variety because of the power loss they represent. (E-58482)

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 Crowsnest,
Naval Headquarters,
Ottawa, Ont.

The Cover—Perhaps a space ship would be more appropriate than a warship as a backdrop to this eerie scene in HMC Dockyard, Esquimalt. The picture of sand blasters at work, with HMCS *Assiniboine* in the background, was taken by Ldg. Sea. Ernie Charles simply because he thought (rightly) that it would make a good photograph. (E-59661)



RCN NEWS REVIEW

Until a portrait of the RCN's new submarine is available, this will have to do. The U.S. submarine *Burrfish* will become HMCS *Grilse* on May 11. This is a picture of a sister ship of the *Burrfish*, the *Archerfish*, with the *Grilse*'s pennant numbers on the conning tower. (CN-6173 from USN Photo)

RCN Presents ASW Display

Sixteen flag officers and nearly 100 staff officers representing 13 NATO nations gathered in mid-February at the headquarters of Admiral Robert L. Dennison, USN, Supreme Allied Commander Atlantic, to attend a three day anti-submarine warfare symposium. Included was an anti-submarine briefing and demonstration at sea conducted by Rear-Admiral K. L. Dyer, RCN, Commander Canadian Atlantic Sub-Area of NATO.

The ASW symposium was sponsored by Admiral Dennison to assess the present and future submarine threat to North Atlantic sea lanes. Means of expanding NATO's ASW capabilities were also discussed. It was the fourth symposium to be held.

The demonstration conducted by Admiral Dyer was in three parts. First was a demonstration of current ASW techniques in detecting, localizing and tracking by shore based aircraft and by RCN ships and carrier borne aircraft; next was a demonstration of present day live ASW weapons, and finally defence techniques against attack by submarines armed with ballistic missiles were shown.

Involved were four Argus aircraft from 405 Maritime Air Command at

Greenwood, N.S., five ships from the Fifth Canadian Escort Squadron, and HMCS *Bonaventure* with VS-880's Trackers and HS-50's anti-submarine helicopters embarked. The destroyer escorts were the *Columbia*, *Chaudiere*, *Restigouche*, *Kootenay*, and *Terra Nova*. Enemy forces were represented by HMS *Aurochs* and *Auriga*, of the RN's Sixth Submarine Squadron from Halifax.

In addition to the Supreme Allied Commander, Europe, the Commander-in-Chief Channel, and all major subordinate NATO commands in the Atlantic, members of Saclant's ASW Research centre at La Spezia, Italy, and members from the NATO Standing Group were also represented.

Nootka 'Ham' Relays SOS

Help for a yacht in distress 2,000 miles away in the West Indies was provided in mid-February through the efforts of a Toronto amateur radio operator and another "ham" in a Canadian destroyer escort at Puerto Rico.

The story, as reported by HMCS *Nootka*, was that the Belgian yacht *Jan* ran aground south of Dominica on February 13. Distress signals in Spanish were picked up by ham radio station VE3DOK, Toronto, which then called in

English to any station in the Puerto Rico area.

Ham radio station VEONA in the *Nootka*, operated by CPO K. J. (Moe) Lake, an electronic technician, intercepted the call and alerted the U.S. Coast Guard in San Juan.

USS *Newport News* (cruiser) was diverted to stand by the *Jan*. The last report received by the *Nootka* was that the *Jan* was out of danger and would refloat herself.

The *Nootka*, senior ship, and sister ships *Haida* and *Huron*, were in San Juan to paint ship following bombardment exercises on the U.S. Navy's *Calebra* range further away on the Caribbean island.

Winter Exercise Ends March 17

Wintex 61, a series of fleet exercises involving 26 ships, three air squadrons, and 5,000 officers and men of the Royal Canadian Navy's Atlantic Command, plus Maritime aircraft of the RCAF, ended March 17.

Commodore James Plomer, Senior Canadian Officer Afloat, Atlantic, who commanded the fleet, has termed the results, "never better".

"The ships and aircraft showed excellent progress in anti-submarine warfare

training", Commodore Plomer said. "Further, the Canadian sailor has proved his capacity for endurance, cheerfulness and hard work".

The exercises were conducted in Bermuda waters and included the aircraft carrier *Bonaventure*, 11 destroyer escorts, seven frigates, three minesweepers, plus supporting naval and auxiliary units. The submarine forces included two British boats from the Halifax station and the United States submarine *Amberjack*. Other RCN ships of the Atlantic Command took part while "working up" following refit.

Ships, anti-submarine "Tracker" aircraft, helicopters and the submarines ran the gamut of operational drills after the first units came to Bermuda in January. The gradual build-up of the Wintex 61 fleet has culminated in two operations off the islands. One, held at the end of February, was a problem which involved a convoy and a supporting hunter-killer group, opposed by frequently-attacking aircraft and two submarines, HMS *Auriga* and USS *Amberjack*.

The second, March 2 and 3, included trials of recently evolved screening tactics. The *Aurochs* was the only submarine in the second.

For a good portion of the time, direction of RCN activities in the area was exercised by Captain R. W. Murdoch, Commander of the Third Canadian

Escort Squadron, with headquarters in the *Cape Scott*. The *Cape Scott* not only carried out her own maintenance, but handled 525 work orders from other ships, expending approximately 4,100 man hours of labour. Her logistic role for the fleet was considerably enlarged this year and she acted as agent for the fuel and fresh provisions required by the ships.

The forces carried out a major exercise en route to Halifax where Wintex 61 concluded.

CNS Visits USN Establishments

Vice-Admiral H. S. Rayner, Chief of the Naval Staff, left for Washington, D.C., March 9, for visits to naval establishments in the United States at the invitation of Admiral Arliegh Burke, Chief of Naval Operations.

Admiral Rayner returned to Ottawa March 17.

Admiral Tisdall To Retire in June

Rear-Admiral Ernest Patrick Tisdall, Vice-Chief of the Naval Staff and member of the Naval Board since January 1958, will proceed on retirement leave June 30.

He will be succeeded by Commodore Jeffrey V. Brock, who will be promoted

to the rank of Rear-Admiral on taking up his new appointment. Commodore Brock has served as Assistant Chief of the Naval Staff (Air and Warfare) at Naval Headquarters since July 1958.

Captain Robert P. Welland, Director of Naval Operational Requirements since August 1960, will be promoted to the rank of Commodore and will succeed Commodore Brock.

Essay Contest Rules Listed

The RCAF Staff College Journal has announced that 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 a topical matter of military significance.

In addition to the prize money, the author of the winning essay will be paid a professional fee if his article is accepted for publication in the *Journal*. If the quality of "honorable mention" essays meets the *Journal* literary standard, up to a maximum of five will be selected for publication and the authors also awarded a professional fee for the printing of their work.

Entries must not contain classified information. Manuscripts must be double-spaced, and submitted in dupli-



A cheque for \$1,644.50 was turned over in early February to Vice-Admiral H. T. W. Grant, RCN (Ret), president of the Royal Canadian Naval Benevolent Fund, by Gilbert A. Milne, of Toronto. The cheque represented royalties from initial sales of the book "H.M.C.S.", a photographic record of the Second World War as seen through the camera lens of Mr. Milne, war-time naval photographic officer. Others who contributed to "H.M.C.S." are well-known former RCNVR officers, Joseph Schull and Scott Young, who wrote the narrative, and Max Newton, who designed the book. Frank Lowe, former war correspondent, assisted in the editing. The presentation took place at Naval Headquarters in the presence of, left to right, CPO M. H. Keeler, a director of the Fund, Mr. Milne, Vice-Admiral Grant, Rear-Admiral E. P. Tisdall, F. D. Allen, publisher, Rear-Admiral R. A. Wright and Lt.-Cdr. Harry McClymont, general secretary of the Fund. (O-13462)

cate to The Editor, *RCAF Staff College Journal*, Armour Heights, Toronto 12, Ontario, by June 1, 1961.

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.

Program Cuts Losses from Fire

The fire prevention program of the Canadian Armed Forces is showing excellent results and the fire loss for all National Defence establishments in 1960 was by far the lowest on record.

This was reported by Lt.-Cdr. N. A. Duval, Director of Fire Fighting for the RCN, at the headquarters ceremony during which Hon. Douglas S. Harkness, Minister of National Defence, presented the major awards in the 1960 NFPA fire prevention contest.

The major naval winner was HMC Dockyard, Esquimalt. The award, a framed certificate from the National Fire Protection Association, an international organization with headquarters in Boston, was accepted from Mr. Harkness by Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Sixteen naval establishments competed in last year's contest, the Esquimalt Dockyard placing first among large



Major winner among naval establishments competing in the 1960 fire prevention contest was HMC Dockyard, Esquimalt. Suitably attired for the occasion, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, receives the award on behalf of the West Coast Dockyard from Hon. Douglas S. Harkness, Minister of National Defence. The presentation of awards took place at National Defence Headquarters on March 7. (O-130505)

RCN establishments, HMCS *Cornwallis* first in the medium category and the RCN Magazine, Rocky Point, B.C., first among establishments with under 1,500 personnel.

The total fire loss for the 16 competing naval establishments in 1960 amounted to only \$7,771, a figure which Lt.-Cdr. Duval took as a clear indication of the value of the contest in fire prevention.

The average yearly fire loss for all National Defence establishments for the ten years 1950 to 1959 inclusive was approximately 2½ million dollars. The 1960 fire loss was only \$435,314 or about 17 percent of the average.

Altogether 95 DND establishments entered the contest in 1960, with RCAF Station Uplands being declared the Grand Award Winner.

RN Flag Officer Visits Squadron

Rear-Admiral A. B. Hezlet, the Royal Navy's Flag Officer Submarines, made an official visit to Halifax February 9-10.

Admiral Hezlet arrived at the Halifax International Airport Thursday afternoon, February 9, where he was met by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and Cdr. Stephen Jenner, Commander, Sixth Submarine Squadron. The afternoon was taken up with discussions with Admiral Dyer, followed by dinner at the Admiral's residence.

On February 10, he visited the headquarters of the Sixth Submarine Squadron. After lunch at *Stadacona*, Admiral Hezlet left by air for Norfolk, Virginia.



Another milestone was added to the *Bonaventure's* history early this year on completion of the 6,000th arrested landing. Lt. N. W. Judge receives an appropriate award from Captain J. C. O'Brien, commanding officer of the carrier, on completion of the landing. (BN-3692)

CANADA'S DEFENCE POLICY

Keeping up with the news is not always possible for the sea-going sailor and it may well be that he is not always fully informed on Canadian defence policy—a matter in which his career is directly involved.

At the request of The Daily Standard-Freeholder, published in Cornwall, Ontario, Hon. Douglas S. Harkness, Minister of National Defence, last January prepared a statement summarizing current defence policies.

In his article, Mr. Harkness expressed the opinion that "for the immediate future the prospects of continued peace remain good providing an effective deterrent is maintained. This involves not only military strength but also the intelligent use of economic, technical and political guidance to the underdeveloped countries of the world."

By permission of the minister, The Standard-Freeholder article is reprinted here.

IT WAS ONLY last October that I took over the responsibilities of Minister of National Defence and I appreciate that it will be some time before I am fully conversant with the many intricacies and problems that exist in a department as complex as defence.

From the outset I realized that one of the essentials to become acquainted with defence problems was to visit as many establishments as possible. Thanks to the efficiency of the RCAF Transport Command, already I have been twice to Europe and twice to the United States. On these visits I have had a quick look at our Brigade Group and the Air Division in Europe; at North American Air Defence Command Headquarters in Colorado and at Strategic Air Command Headquarters in Nebraska. The trips have provided me with the opportunity of having discussions with defence ministers of the United Kingdom, France, Germany, and the U.S.

The clear aim of Canada's government is to preserve peace and to strive towards an effective reduction in international tensions leading, we hope, to eventual common agreement on disarmament. That is the ultimate goal, but as long as the threat of aggression exists—and recent events at the United Nations and elsewhere have tended to decrease rather than enhance the possibility of international agreement—my responsibility as Minister is to ensure that our defence effort is as efficient and effective as possible in maintaining the security of Canada. We cannot maintain that security unilaterally. Geography and the development of new weapons and their delivery clearly indicate this fact.

Within the near future there are some serious and far-reaching decisions

which will have to be made both at the UN and by NATO. If a disarmament agreement is reached this will have profound effects on defence policy.

There are some Canadians today who advocate neutralism but in my view such a policy would not ensure the country's security. One has only to look at the map of the world to realize that we would inevitably be involved in any world conflict. If we could provide a complete defence on our own—and no one country can afford such a defence even if it were possible—there might be some validity to such a policy, but without such a defence, neutralism, as history has proved, is no safeguard for survival.

Suggestions that by adopting a policy of nationalism—in particular, the recommendations that we should withdraw from our present commitments in North American Air Defence and the North Atlantic Treaty Organization—we could act as a buffer zone between Russia and the United States do not merit consideration unless we are in a position to ensure, by force if necessary, that our security is respected. Canada on its own can not provide adequate forces to bring this about.

Despite the vast expenditures which have been made in the past in an effort to perfect an adequate defence, the fact is that as of today and for the immediate future, physical methods have not been devised that could directly and completely counter an attack either on this continent or anywhere else in the world.

While defensive weapons can do much to deny complete success to a would-be aggressor, the devastating power of even a limited number of nuclear weapons reaching their target

means that now more than ever before we must prevent the outbreak of war.

It is the belief of all the nations of the West that this objective can best be reached through collective arrangements within NATO and the UN which constitute an effective deterrent to aggression and thus minimize the possibility of war.

Just as 1960 was closing I returned from my first meeting of the North Atlantic Council in Paris and I am pleased to report that Canada has played an important part in the steady progress and build-up of the North Atlantic forces.

The forces committed to NATO now work as a team under unified command and with uniform standardized battle procedure. These are new achievements in the long history of man's efforts to combine together for peaceful purposes. Forces of NATO did not exist 10 years ago but today they are strong enough to make an aggressor hesitate before launching an attack.

In view of the heavy cost of modern armament there is an inherent advantage in alliances such as NATO in that the necessary combination of forces can be provided along the most economical lines. Thus, countries such as Canada are not required to strive for complete and balanced forces but rather each partner may concentrate on the provision of those elements which constitute its particular needs and which can be most effectively built up and maintained.

Joining such organizations as NATO and the UN and contributing to the defence of North America has led Canada to undertake certain military commitments—commitments made at the request of the two organizations referred to.

The prevention of war by creating the greatest possible deterrent to war is the basic NATO defence concept. NATO forces in combination with specialized U.S. and U.K. long-range retaliatory forces are designed to maintain this objective.

The retaliatory forces of the West, the long-range missiles and aircraft of Strategic Air Command, are in the main based on this continent. If the deterrent is successful, necessary arrangements must be made that in the event of an attack these retaliatory forces can be launched against designated targets before they themselves are destroyed.

We have, therefore, the Early Warning System—the DEW, Mid-Canada and Pinetree Lines—against attack by manned bomber, and the Ballistic Missile Early Warning System BMEWS coming into operation to give warning against the long-range missile. Air Defence forces consisting of aircraft and surface-to-air missiles are also maintained against the bomber threat.

We don't know if Russia has sufficient quantities of long-range missiles of enough accuracy to dispense with the use of manned bombers. On the contrary, it is a fact that they have a considerable number of said aircraft in operation and should an attack be decided upon it must be presumed that these aircraft would be used. This is the reason for the decision to improve our air defence by the acquisition of the Bomarc surface-to-air missile, new heavy radars and the SAGE (Semi-Automatic Ground Environment) control system . . .

I am of the opinion that for the immediate future the prospects of continued peace remain good providing an effective deterrent is maintained. This involves not only military strength but also the intelligent use of economic, technical and political guidance to the underdeveloped countries of the world.

Taking a long-range view, however, peace can only be maintained by removing the causes of war and to that end we look to effective leadership in the fields of foreign affairs leading to the lessening of international tensions and to the ultimate goal of permanent disarmament.



Rear-Admiral A. R. Hazlet, Flag Officer Submarines in the Royal Navy, speaks to Canadian submariner PO Kenneth Gerald Brooking, formerly of Port Hope, Ontario, during ceremonial divisions of the RN's Sixth Submarine Squadron in Halifax. PO Brooking is a hull technician on loan to the British submarine service. Admiral Hazlet was en route to Saclant headquarters in Norfolk, Va., from the U.K. (HS-64192)



Training, exercises and education have been responsible for a dramatic drop in the Navy's fire losses ashore in recent years. Here William Dimaurizio, DND fireman at Naval Supply Depot, Montreal, gets liberally coated with ice during an exercise at NSD. (ML-9561)

OFFICERS AND MEN

Shearwater TV Subject

Flying and maintenance activities at the RCN Air Station, Shearwater, featured a half-hour television presentation, entitled "HMCS Shearwater", shown on the CBC national TV network on February 11.

The video-taped program highlighted flying operations from the station, with footage showing Tracker anti-submarine aircraft, the Banshee jet fighter as an army support aircraft, and the versatile helicopter. Among the helicopter sequences are some taken during the severe Nova Scotia forest fire outbreaks last fall.

Captain T. C. Pullen, commanding officer of Shearwater, was interviewed, along with aircraft maintenance instructors. CBC commentators were Keith Barry and Jack MacAndrew.

USN Officer Promoted

A U.S. naval officer serving in Canada, Cdr. William C. Kistler, USN, was recently promoted to his present rank. He is on the staff of the Maritime Commander Atlantic (Rear-Admiral K. L. Dyer) at Halifax.

Cdr. Kistler is chairman of the 12th Dartmouth Group Committee, Boy Scouts, a Sunday School teacher at Wyndhelme Christian Church and a member of the "Independents" team in the H & D Senior Volleyball League.

Long Service Recognized

Two civilian employees of HMC Dockyard, Halifax, had their combined service of 73 years recognized by Com-

WEDDINGS

Able Seaman Robert J. Ruston, *Churchill*, to Harriett Ann Gordon, of *Churchill*, Man.

Able Seaman Richard Spurr, *Churchill*, to Theresa J. Donovan, of *Renous*, N.B.

Lt.-Cdr. Samuel G. Tomlinson, *Antigonish*, to Ann Landreth Lawrence, of *North Battleford*, Sask.

Sub-Lieutenant Jack E. Tucker, *Bytown*, to Maureen Power, of *Victoria*, B.C.

Chief Petty Officer Ronald D. Webster, *Naden*, to Barbara Anne Burge, of *Duncan*, B.C.

Sailor Takes Over As Midwife

It isn't in the manual for electrician's mates, but AB Mike Neeland on March 7 proved he knows how to deliver babies.

AB Neeland, a member of the staff of the Area Recruiting Officer, *Calgary*, called for a doctor and an ambulance at 0530 but by the time they arrived he had delivered his wife, Lorette, of a seven-pound, two-ounce son. The child is their second.

Driver of a mobile recruiting vehicle, AB Neeland says his early years on the family farm helped him when it came time to deliver the baby.

AB Neeland was born in *Calgary* on January 29, 1937, and entered the Navy as an ordinary seaman at *Tecumseh* in November 1955. Specializing as an electrician's mate he has served in *Cornwallis*, *Naden*, *Crescent*, *Skeena* and *Quadra*.

modore H. G. Burchell, Commodore Superintendent Atlantic Coast, on February 28.

Henry Streeter, an employee of 43 years standing, and Warren Douglas Beswick, with 30 years, were presented with pins and scrolls inaugurated recently by the Department of National Defence to recognize a quarter-century or more of service. The presentation took place in the Dockyard Management Association quarters.

CNA Directors Hold Meeting

Activities of member clubs of the Canadian Naval Association were reviewed at a directors' meeting at HMCS *York*, Toronto naval division, on January 22 at which the Pre-War RCNVR Club was host. Twelve directors and 31 guests were present.

Out-of-town clubs represented at the meeting included *Kitchener-Waterloo*, *Brantford*, *Oshawa*, *Hamilton*, *Woodstock*, *Cobourg-Port Hope*, *Guelph* and *Peterborough*.

Membership in the CNA was accorded the Main Brace Naval Veterans' Association, of *Campbellton*, N.B., and the *Kitchener-Waterloo* association.

The *Guelph* association, in its first year of operation, reported that it had already attained a membership of 80

and that its activities since the last directors' meeting had included two dances and a memorial parade.

Bob Johnston, of the Toronto Naval Veterans' Association, reported that his club is planning a chartered flight to Britain.

The meeting was presided over by H. Maynard, of the *Oshawa* club.

Six Suggestion Awards Made

The Suggestion Award Board of the Public Service of Canada in February made cash awards to three naval personnel and one naval civil servant.

Lt. Frank Anderson, *Bytown*, suggested corrective action in the event of a fire during "shut down" procedures involving RCN *Banshees*.

CPO C. G. Butterworth, *Naden*, suggested a design for an anchor-pocket-door indicator in *St. Laurent* and *Restigouche* class destroyer escorts.

CPO Reginald A. Kay, *Granby*, suggested a design for an aqua-lung cylinder clamp for holding cylinders while valves are being repaired or removed.

BIRTHS

To Petty Officer Ken Beaver, *Cornwallis*, and Mrs. Beaver, a son.

To Commander P. C. Benson, *Stadacona*, and Mrs. Benson, a daughter.

To Leading Seaman R. E. Boon, *D'Iberville*, and Mrs. Boon, a daughter.

To Able Seaman Donald Britnell, *Cornwallis*, and Mrs. Britnell, a daughter.

To Able Seaman G. R. Burton, *Churchill*, and Mrs. Burton, a daughter.

To Petty Officer Frank Chambers, *Cayuga*, and Mrs. Chambers, a son.

To Able Seaman Edward G. Collins, *Churchill*, and Mrs. Collins, a son.

To Leading Seaman Kenneth Dorush, *Churchill*, and Mrs. Dorush, a son.

To Able Seaman L. C. Jewer, *D'Iberville*, and Mrs. Jewer, a daughter.

To Able Seaman C. E. LeForte, *Montcalm*, and Mrs. LeForte, a daughter.

To Able Seaman Gordon Mooers, *Churchill*, and Mrs. Mooers, a son.

To Petty Officer Joseph O'Reilly, *Cayuga*, and Mrs. O'Reilly, a daughter.

To Able Seaman Lucien Petit-Clerc, *Churchill*, and Mrs. Petit-Clerc, a son.

To Leading Seaman B. J. Power, *D'Iberville*, and Mrs. Power, a daughter.

To Leading Seaman O. K. Steinberg, *D'Iberville*, and Mrs. Steinberg, a son.

Appointments and Promotions

J. A. Sadler, HMC Dockyard rigger, suggested a "grip set" for fastening tow wires for certain types of minesweeping equipment to lessen likelihood of loss of expensive equipment and wire.

Two members of the civil service were rewarded in January for suggestions submitted to the Suggestion Award Board of the Public Service of Canada.

Walter E. Brown, a technician at HMC Dockyard, Halifax, earned a cash award for a plate wastage chart and a description of a new method of determining plate wastage during the construction of RCN ships.

Alfred Neuman, an ammunition worker at the RCN Magazine, Rocky Point, B.C., was presented a cheque for designing an apparatus and suggesting a method for using it to test the electrical components of torpedo warheads.

Librarian at 'Stad' Honoured

The naval library at *Stadacona*, was the scene recently of the presentation of an engraved clock-calendar to Mrs. O. E. T. Marr, who has retired after eight years as Naval Librarian. Cdr. W. H. Fowler, Command Education Officer, made the presentation on behalf of the staffs of the education office and the library.

Admiral Heads Ontario Navy League

Rear-Admiral E. R. Mainguy, RCN (Ret), was elected president of the Ontario Division of the Navy League of Canada at the annual meeting in Toronto March 18. He succeeds O. B. Mabee of Toronto.

'Bonnie' Cares For USN Seaman

The aircraft carrier *Bonaventure* was diverted from exercises 200 miles south of Halifax at noon on January 13 to race to the position of the USS *Calcaterra* 100 miles away to take off a seriously ill seaman.

The *Bonaventure's* medical officer, Surgeon Cdr. H. D. Oliver, of *Shearwater*, was lowered to the rolling, pitching deck of the U.S. destroyer from a rescue helicopter piloted by Lt. George Nickson, of Dartmouth, N.S.

The patient, Seaman Francis Nelson, Jr., of Johnston, Penn., ill with appendicitis, was placed in a stretcher and hoisted on board the helicopter for transfer to the *Bonaventure*. The patient was placed in sick bay for treatment and, after recovery, was returned to his ship several days later.

Radio Specialists Commissioned

Two former chief petty officers, Willard Yorga and Laughlan C. Laurie, have been promoted to the rank of Acting Commissioned Officer. Both were members of the Communications (Radio) division.

Following an officers' divisional course at *Cornwallis* they were to take up appointments, A/Cd. Off. Yorga at HMCS *Churchill* and A/Cd. Off. Laurie at Frobisher.

Outremont Under Lt.-Cdr. Fulton

Ld.-Cdr. James Andrew Fulton has taken command of the frigate *Outremont*.

Born in Ottawa, Lt.-Cdr. Fulton entered the RCN as a midshipman in July 1946. His appointments have included the destroyer *Huron* in Korean waters, the United Kingdom for gunnery courses, Royal Military College for Science for a course and Naval Headquarters, Ottawa.

TAS Specialist Gains Promotion

Lt.-Cdr. William G. Kinsman, Assistant Chief of Staff (Plans) to the Canadian Maritime Commander Atlantic, has been promoted to the rank of commander.

Cdr. Kinsman served with the Royal Navy from April 1940 until June 1946 and from May 1951 to June 1952 at which time he entered the RCN. He has since held appointments at the Torpedo Anti-Submarine School at *Stadacona*, in the destroyer escort *St. Laurent*, at Naval Headquarters, Ottawa, and in command of the frigate *Lauzon*.

Lt.-Cdr. Vondette Stettler's CO

Lt.-Cdr. Harry William Vondette has been appointed in command of the frigate *Stettler*.

Lt.-Cdr. Vondette entered the RCNVR in January 1942 as an ordinary seaman and transferred to the regular force in September 1944. He received his commission in 1948.

He has served in the destroyer escort *Cayuga* in Korean waters, at HMCS *Naden*, and in the cruiser *Ontario*. He was appointed to the Operations and Weapons Division of the Fleet School at *Naden* in April 1960.

Cdr. Nixon in New Position

Lt.-Cdr. Charles R. Nixon has been promoted to the rank of commander in the Royal Canadian Navy and appointed Director of Shore Electronics on the staff of the Director General Fighting Equipment at Naval Headquarters.

From February 1960, he had served on the staff of the Electrical Engineer-in-Chief at Naval Headquarters.

Cdr. Connors CO of St. Croix

Cdr. Thomas Edward Connors took over command of HMCS *St. Croix* effective March 14. The *St. Croix* is attached to the Fifth Canadian Escort Squadron based at Halifax.

Cdr. Connors was born April 17, 1922, at Outremont, Quebec, and entered the RCNVR as an ordinary seaman in 1942. He was promoted to commissioned rank in August 1943. He was promoted to his present rank and appointed to the staff of the Fleet School at *Stadacona* in March 1960.

Eastern Command Chaplain Promoted

Chaplain James Anthony MacLean, has been promoted to Chaplain Class IV (RC).

Chaplain MacLean entered the Navy in September 1951. He served in Korea on the staff of the Commander Canadian Destroyers Far East from November 1952, until June, 1953. Since September 1960 Chaplain MacLean has been inter-service Command Chaplain (RC), Eastern Command, at Halifax.

Promotion for Officer at HQ

Lt.-Cdr. Vincent Henry, on the staff of the Director of Naval Plans at Naval Headquarters, Ottawa, has been promoted to the rank of commander.

Cdr. Henry entered the RCN as an ordinary seaman in July 1941 and was promoted to acting sub-lieutenant in May 1946. He has since served with the Royal Navy and in the aircraft carrier *Warrior*, ashore in Ottawa, Halifax and Toronto, and in the destroyer escort *Crusader* in Korean waters.

New Captain For Nootka

Lt.-Cdr. Stanley Mackenzie King has been appointed in command of the destroyer escort *Nootka* and promoted to the rank of commander.



THE TIDDLIEST BOATS in the Navy are claimed by the destroyer escort *Columbia* and it is to be presumed that her claim will not go unchallenged.

When the *Columbia* commissioned on November 7, 1959, she carried two standard 27-foot gray, drab motor cutters. Within a short time an amazing transformation took place. The cutters now have gleaming mahogany decks, seats and stern gratings, white canopies, pleasantly-coloured interiors and shining bright work.

The man responsible for the boats as well as the smart appearance and efficiency of their crews is Ldg. Sea. George Paden, a boatswain.

Ldg. Sea. Paden, originally from Gravenhurst, Ont., joined the RCNVR in June 1939. During the

war, he served in HMCS *St. Laurent*, motor gunboats and HMCS *Ribble*.

While serving in the first "Sally" he was carried overboard in the North Atlantic during a gale and was recovered some 30 minutes later. He also participated in the rescue of 860 prisoners of war who survived the sinking of the *Arandora Star* in July 1940. He took his release in July 1945, having by that time become a Torpedo Coxswain.

In 1956, Ldg. Sea. Paden joined the RCN(R) as a PIQM3 and transferred to the RCN in January 1957 as an LSQM2. Since then he has served in HMCS *Chaleur* and joined the *Columbia* on commissioning. Ldg. Sea. Paden is married and has four children. He now makes his home in Shannon Park. (HS-62936)

Cdr. King was born in Halifax and entered the RCN as a cadet in October 1942.

Since the Second World War he has served in the cruiser, *Ontario*, the frigate *La Hullose*, the destroyer escorts *Algonquin*, and *Micmac* and the aircraft carrier *Bonaventure*.

In January 1958 he was appointed hydrographer at Naval Headquarters,

Ottawa, and in April 1960 took command of the frigate *Outremont*.

Promotion With New Command

Lt.-Cdr. William J. H. Stuart has been promoted to the rank of commander and appointed in command of the destroyer escort *Micmac*.

Cdr. Stuart served in the Royal Navy before transferring to the RCN in December 1948. He has served ashore on both coasts and in the frigate *Swansea*, the destroyer escort *Crusader*, the cruiser *Quebec* and the aircraft carrier *Bonaventure*. Cdr. Stuart was also Staff Officer (Navigation Direction) to the Flag Officer Atlantic Coast, and since September 1960 had commanded the frigate *La Hullose*.

N - B - C - D

SOME OF the more ferocious methods of modern warfare had their beginnings in the dim, far past. There is a parallel with chemical warfare in the story of the destruction of Sodom and Gomorrha by brimstone and fire, and biological warfare is most vividly portrayed in the account of the seven plagues of Egypt.

Only one new hazard has been introduced by the advent of the nuclear age. That single new hazard is nuclear radiation. Heat, blast, shock—the other effects of nuclear weapons—have been with us since man first burned his finger or fled from volcanic eruptions.

Let us go back to antiquity and find out what effects heat, blast and shock have had on the evolution of seapower.

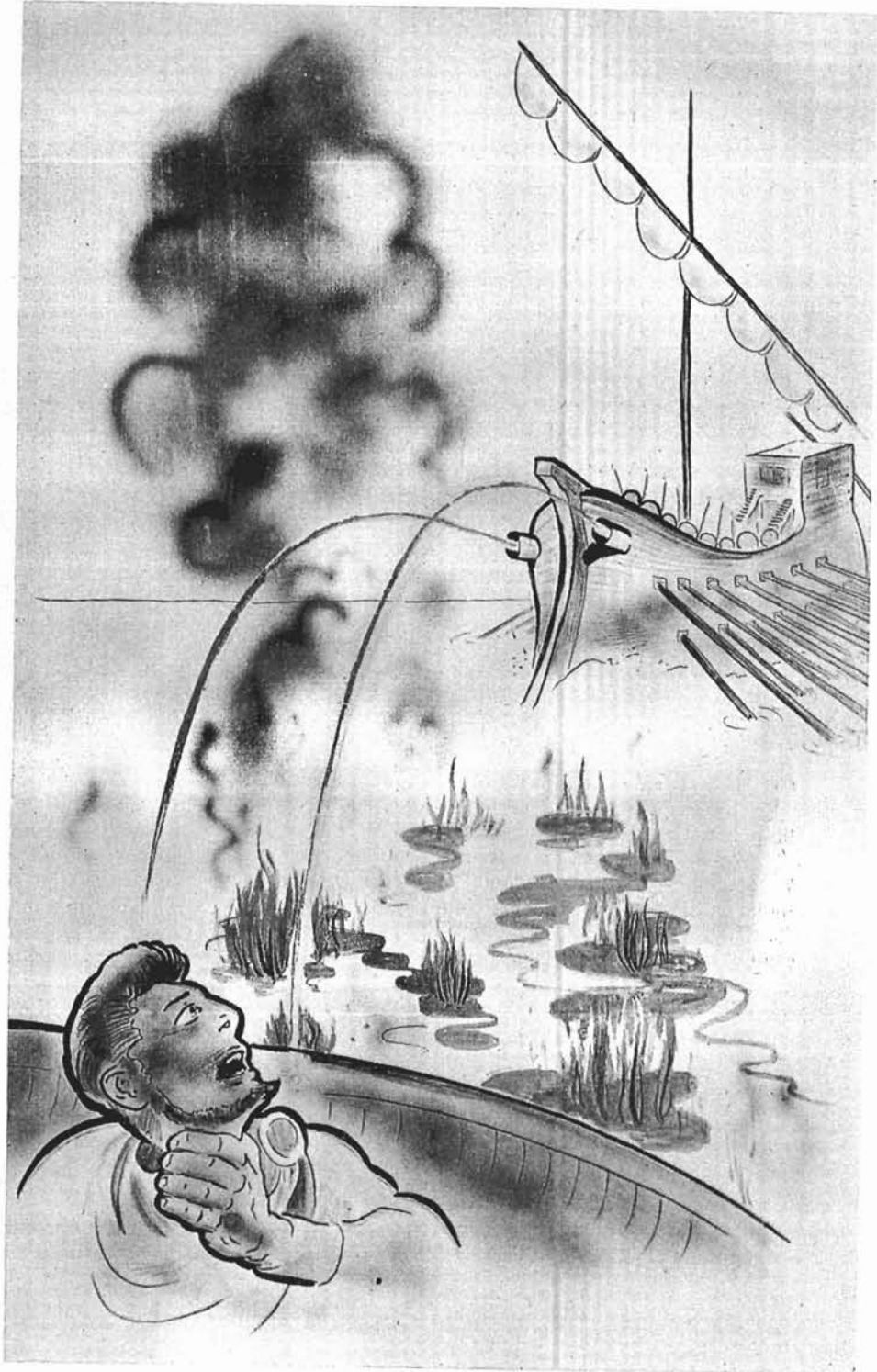
Our first maritime ancestor, who braved the waters clinging to a log, soon recognized the need for buoyancy in his maritime pursuits. Sitting on the floating log in an effort to remain dry, he probably received his first soggy lesson in stability when his added top-weight rolled him under. As he braved greater stretches of water, fishing or trading, the size of his vessel grew from a hollow log to something more substantial.

The vessel's increased endurance led to larger carrying capacities and higher living standards; but with its increased efficiency went increased complications. The elements, faulty navigation, or his enemies, all had a nasty habit of reducing his reserve buoyancy and stability to zero. A hole rammed in his ship's hull was sufficient to neutralize his offensive power.

The history of marine weapons, therefore, from the ram, through cannon, gunnery systems, torpedoes, bombs and now nuclear weapons, is merely the evolution of still more sophisticated methods of reducing us to the old, log-clinging status of our early ancestors.

Fire has been an ever-present hazard in ships since the day man decided to cook a meal on board. Centuries before Christ the Greeks attempted to set fire to enemy ships with reflected and concentrated sun's rays. They also fired burning arrows into the hulls of enemy vessels.

Flaming arrows gave way to the red-hot cannon balls and incendiaries which were important weapons of the great wooden fleets of the 18th and 19th centuries. Preparations for the Battle



Modern flame-throwers were anticipated by the "Greek fire" of 13 centuries ago. Flaming chemicals were ejected against the enemy from tubes mounted in the bows of warships of the day. "Greek fire", whose composition was a well-guarded secret, was the most sophisticated chemical weapon of the ancients.

of Trafalgar included filling and placing sand and water buckets for action, wetting and sanding down the decks, running out the hoses and manning the hand pumps.

This fire hazard is with us today. We must still reckon with the enemy but our increased electrical loads, inflammable liquids, fuel and ammunition provide a continuous fire hazard which cannot be ignored in peace or war.

The history of chemical warfare is a long one. The Spartans used gas against the defenders at the siege of Plataea in 426 BC. Suffocating and incendiary mixtures were used by the Greeks 100 years later to discourage besiegers attacking the walls under the protection of a "tortoise". The most famous ancient war chemical was "Greek Fire", first produced about 674 AD. Its composition was so well guarded that it is unknown

today. It ignited on contact with water, had an incendiary effect and gave off choking gases. It was discharged from tubes in the bows of ships.

(Although the ancients (like the moderns) tried to guard their military secrets, the chemicals available in those times are known and it is assumed that the "Greek fire" of the 7th Century was simply a mixture of sulphur, naphtha and quicklime. This was ejected from



This group of pictures gives some idea of how the Canadian sailor is taught to defend himself in the event of a nuclear attack at sea. Centre photo: the warship is sprayed during attack so that radio-active fallout is rapidly washed away. Top photos, left to right: A monitor in protective garb and respirator, checks the weather decks for "hot spots" with a counter, reports findings to the defence organization headquarters in the ship, then proceeds by scrubbing with soap and water to eradicate the clinging dust. Bottom photos, left to right: Mission over, he is carefully checked for radio-activity and after disposing of his protective garb, showers thoroughly to eliminate all traces of radio-active dust on his person. Thus he survives to spruce up for shore leave once the ship's mission is done. The series was taken at the Nuclear Biological, Chemical Defence and Damage Control Division of the Fleet School in Halifax during a decontamination exercise. The ship is HMCS Skeena during "pre-wetting" trials. The monitor is PO Bruce McKone, HMCS Terra Nova. Manning the NBCD Headquarters phone is PO Reg Southern, HMCS Shearwater. Checking PO McKone for radio-active traces are Lt. Hugh Silver, HMCS Kootenay, and CPO Rupert Curry, HMCS Gatineau. All were on course in the NBCB Division at the time. (HS-62664)

a tube by water pressure, the heat produced by the contact of the water and quicklime igniting the other substances.

(Six hundred years later, in the 13th Century, refined saltpetre was available and this formed an important ingredient in a mixture also known as "Greek fire" or, more often, as "wildfire". It was a sticky mess that contained sulphur, tallow, rosin, turpentine, antimony or other ingredients, which would burn even under water. It was but a short step from this to gunpowder, for which a crude formula was written in the same century by Roger Bacon.—Ed.)

Plans were made to use "gas" warfare in the Crimean and American Civil wars. The Japanese used chlorine to reduce Port Arthur in the Russo-Japanese war. But the First World War was the first conflict in which chemical warfare played a dominant role. Seventeen thousand gas troops on both sides, using 120,000 tons of chemicals, succeeded in inflicting 1,250,000 casualties. Twenty-five per cent of American casualties were caused by gas, attributed to poor gas discipline. Troops refused to wear protective clothing. Although gas was not used in the Second World War, its potential was not ignored.

Attempts to employ biological agents against specific targets have not been too successful. Plagues and epidemics in war have been the results of lapses in hygiene and sanitary conditions. Their deterioration has been hastened at times by polluting water supplies and hurling rotten carcasses over city walls to starving defenders. The German army used "glanders" in the drinking water to infect the horses of the Rumanian

cavalry in 1914. Although no man-made plague or epidemic has proved successful, its potential against populations and their food supplies must be reckoned with.

And so, in the light of history, let us examine matters as they appear today. Nuclear weapons, although new, present us with hazards which can be met by protective measures employed in defence against conventional and chemical weapons. The need to protect against blast and heat is not new. Closing ships down for protection against gas, as today for fallout, was an expedient adopted in the First World War. As in the case of chemicals, we require instruments to assist in detection of harmful radiation.

Nuclear weapons, however, have multiplied the effects of blast and heat to the extent that the whole ship or task unit may be affected by a single detonation. Gone are the days when a party can be raised and sent on an isolated repair mission. Survival may well depend on the men being prepared to take instant action in the vicinity of their battle station to repair damage and extinguish fires.

A modified concept of protection has had to be evolved from the old damage control and fire-fighting systems. It is known as Nuclear, Biological, Chemical Defence and Damage Control (NBCD). The problems in the nuclear age war at sea can be met. The success achieved in providing protection for men and equipment and the speed with which material repairs can be made will be the measure of efficiency of the NBCD organization and the effectiveness of training given the NBCD teams and the remainder of the ship's company.

The Naval Board has long recognized the need for increased emphasis on nuclear, biological and chemical defence and in 1949 a section was set up in Naval Headquarters to combine this responsibility with damage control and fire-fighting. The beginnings of a school were set up in Halifax and a training centre in Esquimalt in 1950. The need for universal training in NBCD was soon evident. Facilities have been expanded on both coasts to provide training and to exercise ships' NBCD teams and organizations in all phases of this responsibility in ships.

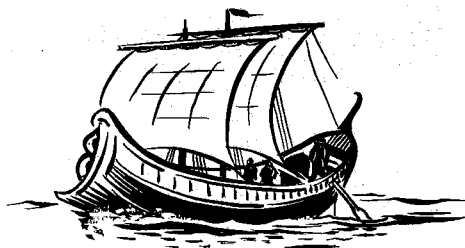
The NBCD Division of the Fleet School at Sandwich Battery near Halifax has a modern school building which includes lecture rooms, stability, fire-fighting and damage repair demonstration rooms. It accommodates approximately 2,000 students annually in short courses. It includes lunching facilities for the staff and 90 students daily. These facilities are capable of expansion if circumstances so require.

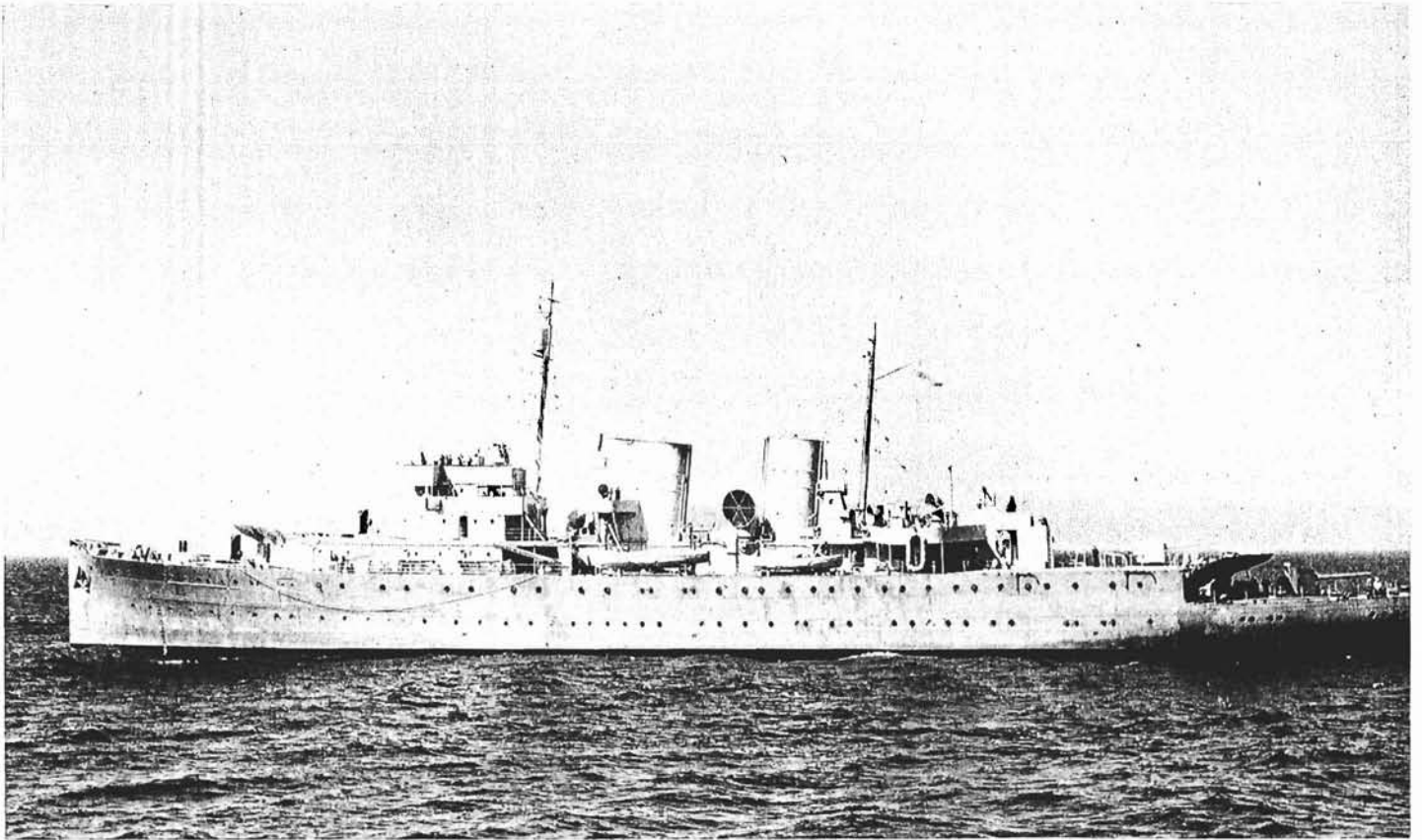
The fire-fighting section is probably as well equipped as any in Canada to teach modern fire-fighting techniques. Its facilities include mock-ups which simulate fires of all types and in all parts of ships, including galleys, bilges, boiler and engine rooms.

Our navy is just over 50 years of age, but it has a heritage reaching into antiquity. Our sailors have faced elements whose fury can belittle any man-made effort.

NBCD training staff and facilities in the RCN are dedicated to equipping officers and men to surmount the trials of the future as their predecessors have overcome the hazards of the past.

—J.P.K.





The armed merchant cruiser, HMCS Prince Henry, as she appeared in August 1941. She was later converted into an infantry landing craft ship and took part in the invasions of Normandy and southern France and the re-occupation of Greece. (E-999)

PRINCE HENRY'S HALF VICTORY

HALF A LOAF is better than no bread and half a victory is at least some consolation.

This was the situation for HMCS *Prince Henry* 20 years ago, in March 1941, when she succeeded in depriving the Germans of two cargo vessels but was unable to salvage them for use by the Allies.

HMCS *Prince Henry* was an armed merchant cruiser under Cdr. R. I. Agnew, assigned to operate with the cruiser, HMS *Diomedé*, along the coast of South America. Her nearest base was across the Panama Isthmus in Jamaica and the Royal Fleet Auxiliary *Bishopdale* was her oiler.

On March 24, 1941, the *Prince Henry* called in at Callao, Peru, for fuel. Two cables away were four German merchantment, *Hermonthis*, *Muenchen*, *Leipzig* and *Montserrate*.

While the ship was refuelling, Cdr. Agnew and his officers made official calls, which included briefings by a British intelligence officer in Callao, made careful observations of the four ships and then departed for patrol on

March 25. Once at sea, Cdr. Agnew moved inshore only in the dark hours, and waited patiently for the merchant ships to make their break.

At 1830 on March 31 the *Prince Henry's* patience was rewarded. A message from Lima radio advised that the *Hermonthis* and *Muenchen* had requested permission to proceed at 0500 GMT. The *Prince Henry*, then steaming some miles to the south, remained well out of sight until the lumbering cargo ships were clear of the three-mile limit and then moved northward to intercept.

Based on intelligence reports and observation, Cdr. Agnew decided first the ships could make 11 knots, but later revised this to ten knots.

He had surmised that at least two ships would come out and possibly all four. He felt they would leave as soon after dark as possible and proceed on diverging courses to cross the trade routes at about 90 degrees and be spread out over miles of ocean by daylight. He also suspected that if only two appeared they would put at least 50 miles of ocean between them and that if one was intercepted she would

warn the other to take avoiding action. He decided they would have adequate fuel, that their speed would not be impaired due to fouled bottoms, since he had observed their cleanly painted water lines in Callao and knew they had been careened at anchor. He was also aware that they all had been wired to fire and scuttle in the event of interception. He had little doubt that their mean course would be about 250 degrees for Japan.

By 0400 (ship's time) April 1 the *Henry* was searching the ten-knot curve and at 0540 her speed was increased to 20 knots. At dawn action stations were exercised and secured at 0620. Ten minutes later a ship was sighted, hull down bearing 260 degrees, distant about 15 miles and steering approximately 300 degrees. The stranger immediately altered to about 340 and the *Henry* at once steered a collision course to intercept. The ship was identified as one of the four from Callao and the boarding party was called away.

At 0645 the German was ordered: "Stop immediately or I will open fire." At 0700 a shot was put across her bows

from about 12,000 yards and at 0701 a small cloud of cordite-coloured smoke was seen to burst from the after end of the superstructure. In a minute or two a low train of black smoke ran fore and aft from the superstructure the full length of the ship. By 0705 the whole ship was covered by a dense back pall with vivid fire in the superstructure and on all hatch covers. At 0715 three boats were observed in the water and 15 minutes later the *Prince Henry*, passing two cables to windward, identified the burning hulk as the *Muenchen*.

Cdr. Agnew decided that the fire was too far advanced for salvage and immediately proceeded on a search for the *Hermonthis*. At this time the *Muenchen's* boats were spread out to leeward and two were under sail standing for the coast. The *Henry* passed word to RFA *Bishopdale* to pick up the boats.

When the *Hermonthis* was sighted hull down at 1225 she was on fire and her boats were turned out. Thirty-five minutes later, stopped beyond gun range, the *Hermonthis* abandoned ship. In another half hour the *Prince Henry* was alongside one of the boats, about five cables to windward of the burning vessel, and six minutes later the boarding party under Cdr. Alfred C. Wurtele was away with orders to get on board as soon as possible, taking the German crew members with them. The other German boats were ordered by loud hailer to return to their ship, but one kept going.

The boarding party had the seacocks closed within five minutes of boarding and then, quickly assessing the situation, Cdr. Wurtele signalled the *Prince Henry* that the fire was out of control.

The *Hermonthis* had a 15-degree list by now and it took two attempts to lay *Prince Henry* alongside the weather side. By 1540 eight to 12 hoses were playing on the *Hermonthis' fire*. None of the freighter's hoses could be used, since her generators were under seven feet of water and all power was off.

By 1700 it was clear that the fire was out of control in the oil-soaked dunnage in four and five holds and, in the face of worsening weather which was battering the two ships together unmercifully, the *Prince Henry* rounded up the prisoners and cast off, picking up the boarding party in the boat later.

It was now decided to sink the *Hermonthis* and 35 rounds of common and HE from the *Henry's* main 6-inch

battery were poured into her, many along the waterline. She went down in the early morning of April 2.

Rounding up the other boat, now 15 miles away, the *Henry* turned in search of the *Muenchen* and her boats. She raised the position by 0800 on the 3rd but there was no *Muenchen* in sight so she commenced a box search. At 1145 she sighted and closed the Peruvian cruiser *Almirante Grau* and was informed that the *Grau* had sunk the *Muenchen* by gunfire two hours earlier.

Among the prisoners taken by the *Prince Henry* was one singled out by Intelligence as an Allied secret service

agent, who apparently was causing the Gestapo some anxiety. The other prisoners included nine members of the Nazi party and ten Hitler youth. Three others were singled out for special attention to be carefully watched.

The *Hermonthis' cargo* was made up of 625 tons of oil fuel, 400 tons of oil cake, 150 tons of scrap iron, and 60 tons of cotton in addition to lubricating oil, a large quantity of wine and miscellaneous cargo.

Later the other two German ships, the *Leipzig* and *Montserrat*, attempted a breakaway and were intercepted by Royal Navy forces and sunk.



An appendix case from a U.S. destroyer in the Atlantic was transferred to the *Bonaventure* for successful treatment in January after the Canadian aircraft carrier was diverted from exercises 200 miles south of Halifax. The photo shows the patient being received on board the carrier via "Pedro", the rescue helicopter. (BN-3776)

THE SINKING OF U-877

- A Radar-Eye View -

A BRIEF ACCOUNT of the sinking of the *U-877* on December 27, 1944, by the Castle class corvette *St. Thomas* and the subsequent friendship between the first lieutenants of the two vessels appeared in the August 1960 issue of *The Crow'snest*.

The story told how Lt.-Cdr. Stanislas Déry, RCN(R) (Ret), former first lieutenant of the *St. Thomas*, came to possess German naval officer's sword. It was given last summer by Dr. Peter Heisig, former first lieutenant of the *U-boat*, to Mrs. Déry when she visited the Heisigs in Germany. Dr. Heisig had been a prisoner-of-war on board the *St. Thomas* and it was there his acquaintance with the St. Johns, Quebec, lawyer began.

Now, from Dr. D. W. Clarke, of the Charles H. Best Institute, University of Toronto, come some embellishments of the story. He was at the scene of the *U-boat's* destruction as staff radar officer to the senior officer of C-3 mid-ocean escort group. He was an Electrical Lieutenant, RCNVR, and, because there wasn't room for him in the senior ship, he was sailing in the *St. Thomas*.

His story may not be identical with the one told when the medals were handed out, but here it is:

DURING the winter of 1944 I was serving as Group Radar Officer of C-3 Group, to which the *St. Thomas* belonged. Group Radar Officers were the Johnny-come-latelies attached to the staff of the senior naval officer of the convoy. Our senior officer was Cdr. C. A. King, RCNR, who earlier in the war had commanded the *Oakville* when she had snagged a sub in the Caribbean waters. In common with other senior officers, he was loaded down with his staff gunnery officer, staff signal officer, staff asdic officer, and once he even had a staff electrical officer. Finally, as if the senior officer didn't have enough to worry about, he was given custody of a staff radar officer.

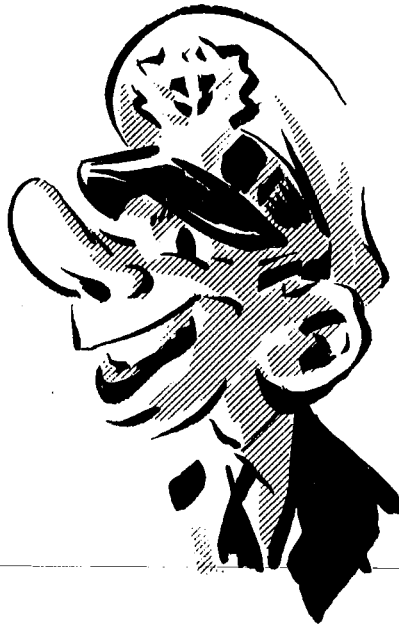
Most of the staff, or group, radar officers were fairly recent graduates of the specialized schools which introduced them into this black art. They were also "green-stripers", and so on two counts were quite junior to the rather knowledgeable and experienced types who made up the rest of the staff. We were important figures at the convoy conferences which preceded each convoy sailing, however. Here met the

naval captains of the escort vessels, as well as the captains of the merchant ships. The degree of our importance may be gauged by what would be a typical portion of a conference:

Senior Naval Officer: "What range can a 271 pick up a sub conning-tower at, Staff?"

Group Radar Officer (importantly): "Two thousand yards, sir. Depends on the sea, sir."

Senior Naval Officer: "Two thousand yards?"



Convoy Captain: "Two thousand yards?"

Group Radar Officer: (Nods owlishly).

Because of our lack of seniority, our accommodation was frequently somewhat primitive. In theory, I suppose, the staff of the senior officer should travel in the same ship as he does, but with the limited accommodation available in corvettes and such, the lower echelons found themselves cast off into other ships of the convoy group. Thus it was that I found myself, not in the ship carrying the senior officer, but in the only other ship which seemed to have any extra space, the *St. Thomas*. In time, I gradually took up a more or less permanent residence there.

I guess the rest of the wardroom got tired of having breakfast with my hammock swaying above their heads, because during a short refit the ship's office was converted into a small cabin

which became home to me. A mattress spread on the former long desk, a steel clothes locker, and a drop-leaf desk which barred ingress or exit when it was in position—who could ask for more?

I have suggested that the residence was more or less permanent, and with reason. The infant radar was nothing if not temperamental and, if one of the sets on the escorts became balky beyond the capacity of the rating who mothered it to handle, the group radar officer was supposed to transfer to the ship which had the ailing set, and to administer, as it were, paternal discipline. It was generally agreed amongst GROs that a hard kick in the region of the modulator cured most ills.

Since transfer and return were subject both to the whims of the weather and the tactical situation, one always took along a certain amount of personal gear, as well as the tools of the trade. You never knew how long you would stay. What with one thing and another, the result was that your belongings soon became scattered over most of the ships in the group, and you sometimes found that your only remaining clean shirt was in a ship which was detached to proceed to Halifax for refit.

But to return to *U-877*. On a wet December day in 1944 we pulled out of St. John's with a new A/S operator who had recently been in the *Edmunston*. I understand that there may have been some personality difficulties in the latter ship—what ship doesn't have them?—and who was to blame I don't know. At any rate, the new A/S rating proved to have excellent pitch discrimination—a very valuable asset for picking up Doppler effects from moving objects such as submarines. On the day that we met the *U-877*, it is true that, as the story in *The Crow'snest* stated, the *Edmunston* did pick up the sub, but very shortly thereafter classified it as "non-sub". The *St. Thomas* then came across the same echo and attacked the object, which subsequently proved to be the submarine. After the action was all over, the *Edmunston* signalled her congratulations, to which our captain dryly replied: "Thanks. Credit largely due to your late HSD."

The captain, incidentally, was a man who was very economical in his habits and, in those days when depth charges were liberally tossed about, it was considered only proper that he should be

the one to get a sub with only two salvos, involving a total of only six charges.

The nature of the destruction of the sub must bring up another correction. The papers reported that it was sunk with "deadly accurate gunfire". Though we fired everything in the ready-use locker, and the *Seacliffe* was coming up fast, also shooting, it seems from the stories of the survivors that not a darn thing hit the sub. Perhaps I should take some of the blame here. With one of our first shots, the radar shook itself into inactivity again, so that ranges could not be supplied to the gunnery officer. Later in the action, we did get it working.

When the sub surfaced nearby, I remember looking at the distinctive silhouette of the conning tower, and thinking, "Why, that's a German submarine." As we came upon the survivors (and I would be willing to bet that this was the only sub,* sunk by depth charges,

* Perhaps the only German sub, but a British group in the Mediterranean depth-charged an Italian submarine and rescued not only the entire crew but, more important, all the CBs.—Ed.

from which all the crew were rescued) I felt that I should do something more martial, and with the permission of the bridge, I grabbed the Bren gun stored there, took a couple of magazines of ammunition, and clattered down to the main deck where I set up the gun, pointing it in the general direction of the rafts and floats. After a while it slowly dawned on me that a gun won't fire unless it is cocked and that did pose a problem, till I remembered a demonstration I had witnessed a few years previously, as an unwilling member of the Auxiliary Battalion of the COTC at University. A Bren gun had been shown, and I remembered there was a little handle that you flipped out, and pulled back, and then you were all set. Fortunately, the gun was not needed, and it somehow found its way back to the bridge, without causing casualties on either side.

We picked up many of the crew, and the *Seacliffe* picked up the rest. The officers were lodged in one of the cabins, and ate their meals in the wardroom after we had finished. I well remember observing the U-boat captain taking

some butter for his bread. I suppose he was accustomed to butter shortages, and assumed we were, too, for he courteously sliced from the bar of butter on the table the thinnest slice of butter I have ever seen anyone manage.

There was, nevertheless, a certain amount of fraternization, and I think the last chess game I played (I never did play much) was played with a Lieut. Mildenstein. He won the game handily. Perhaps naval life was not conducive to my learning processes for games, for subsequently, some of my patient shipmates undertook to teach me bridge. They did their part but I could not have been an apt pupil, for a couple of years later, after the war had ended, and I found myself doing graduate work in the United States, I was persuaded into a bridge game with three people who loved the game. On one of the hands, I went down about five tricks. Subsequent consideration of the hand by the experts indicated that I should have bid and made a little slam. I haven't played much bridge since then, either. That, though, can't be blamed on the *U-877*.

Yesterday's Navy



Nothing nautical is apparent about this picture and most people would classify it as a collection of wooden tables and benches or an unpopulated picnic. Show it to an old-time West Coast sailor, however, and he would immediately identify it as Saturday morning on Naden's parade ground before the war. Every Saturday morning all tables, benches, mess lockers, bread barges, mess fannies and caddies were brought out on the parade and while some of the cooks-of-messes scrubbed and waxed indoors the remainder scrubbed the tables and benches white and polished the metalware. When all was again shipshape, the captain carried out his rounds at 1100. Leave was usually piped from about 1300.

EXERCISE BONNY BOY

BANSHEE PILOTS man your aircraft!

Briefed fighter pilots slip on Mae Wests, grasp hard hats and scurry for the flight deck. They strap into their aircraft and anxiously await the starting signal.

All day Monday, December 5, HMCS *Bonaventure* steamed to position herself by the next morning off the "enemy" coast for the first air strike in support of Blueland forces. At this critical period, Blueland was under the threat of invasion by neighbouring Fantasia. Intelligence reports indicated that the Fantasian army was massing its forces on the banks of river "X", which is the topographical border between the two countries. The enemy was attempting to establish a bridgehead across the river. Blueland patrols with their integrated air control teams had penetrated the advanced Fantasian zone of concentration to serve as a delaying force.

On the flight deck, the Banshees commence their slow accelerating whine to starting RPM. Parking chocks are removed and the aircraft directors guide the twin-engine jets to the catapult.

Soon, beneath the deafening roar of full power, the hiss of the catapult can be heard and its strength felt, as it hurls the 21,000-pound load into the air. The mission is to deliver conventional air-to-ground weapons in support of the Blueland armies. The weapons are bombs and 20mm cannon shells.

The flight leader and his wingman join up shortly after launch, and, once over the coast, they fly up river "X", remaining at tree-top level to avoid radar detection. Briefed landmarks flash by until the final check point is identified. The leader then gains altitude to establish radio contact with the air control team in the battle area. After being given a target by topographical grid reference, he quickly sets up the direction of attack, and the strike is on.

Time on target is kept to a minimum, reducing the enemy's chances for fighting back. Once the mission is completed, the attackers disappear down the river as fast as they appeared. As the expended unit retraces its route, another section is being briefed for a similar mission. Hour by hour, this same procedure is carried out. Understandably,

a flurry of activity is taking place on the carrier's flight deck as the servicing crews refuel, rearm and respot the aircraft for another launch.

For the purpose of the exercise, the enemy territory, Fantasia, encompasses the southern coast of New Brunswick, up the Saint John river to Gagetown and the territory to the west of the bordering river. The battlefield is a section of Camp Gagetown training area. Physical representation of the two armies is on a skeleton basis only—a considerable difference from the mass organization which incorporates the Canadian Infantry Brigade during the

On board the aircraft carrier *Bonaventure*, jet fighter pilots of 870 Squadron, flying in defence of Blueland during an invasion from Fantasia, are briefed by Lt. S. Cote, Army Liaison officer. The pilots are Lt.-Cdr. J. K. Dawson, Lt. F. A. White, and serving on exchange, Lt. E. C. Craig, USN. (BN-3746)



annual summer training period in which the squadron has always been an integral factor.

The element that is very real in this exercise is the carrier, HMCS *Bonaventure*, and its embarked fighter squadron, VF 870. The exercise is designed to test the squadron in its role of air-to-ground support and also its compatibility with maximum operation from the aircraft carrier. Real, indeed, and much alive are the bombs and the 20mm cannon firings.

No part of such an operation can be successful unless close co-operation and liaison exist between the Army ground forces and the carrier. To meet these requirements, an Army liaison officer is borne in the *Bonaventure*. Currently serving in this capacity is Lt. Stan Cote of the Lord Strathcona Horse (RC). In the battle area the liaison officers are Major C. T. Grenier, of the Royal 22nd Regiment, assisted by Captain D. Creighton, of the air control team. Constant communication between the air control team and the carrier provides the air liaison officer with the latest information on tactical developments, target positions and strike requests and results. Through the ALO's briefings before each mission, the pilots are able to get first hand knowledge of the situation in the target area.

The war is over! The results were extremely satisfying—as was to be expected.

Missing only seven sorties, because of maintenance reasons, the squadron completed 34 sorties in the two and a half days of sustained operations in the Gagetown area. To support the intensive flying schedule, working hours were necessarily long for all squadron personnel. The satisfaction of a job well done was worth the extra demands.—J.J.V.

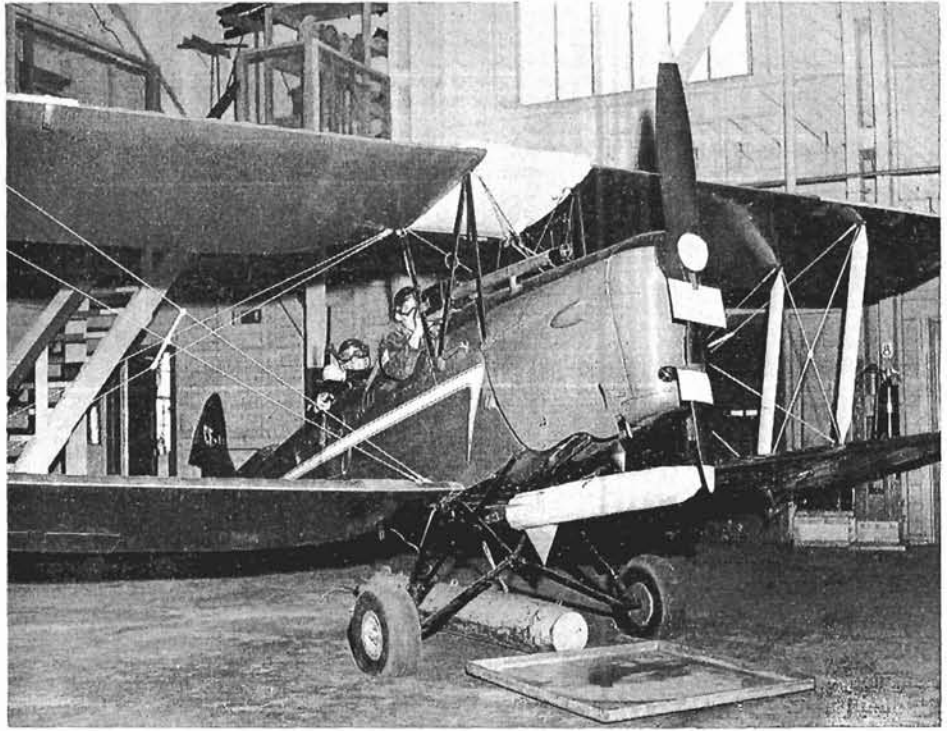
RN Submariners Hosts at Party

The submariners of the Royal Navy's Sixth Submarine Squadron based at Halifax brought joy and Christmas spirit to themselves and 64 orphans from Halifax and surrounding district.

The submariners, only one quarter of whom have their families in Canada, played host to the children at a Christmas party in the drill shed of HMC Dockyard.

The highlights of the party were a trip through the submarine HMS *Auriga* and a visit from Santa Claus, who gave out the gifts.

The children were also treated to swing and ferris wheel rides, slides, a cartoon movie, ice cream, cookies, sandwiches, cake and soft drinks.



The motto of Helicopter Utility Squadron 21 is "Omnibus Paratus", which can be translated "Shoot the Works" or "Don't Let the Side Down—You Might Fall Out", depending on how ignorant you are of Latin. Under the delusion that the motto meant "Ready for Anything", Ldg. Sea. "Ace" Nash and PO "Tailspin" Thompson viewed with alarm the state of unreadiness of a little Tiger Moth in their hangar at Shearwater. So they armed it with home-made torpedoes, bombs, machine guns, sidearms and rifles, as a contribution to the Christmas gaiety at the naval air station. (DNS-26772)



With a point score of 77, the Stettler has captured top honours in the anti-submarine proficiency competition conducted among frigates of the Pacific Command's Fourth Canadian Escort Squadron. The annual contest saw the *St. Therese* take second place with 74 points and third spot went to the *Sussexvale* with a point score of 73. Here, at a ceremony held onboard the *Stettler*, Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, presents the A/S Proficiency Trophy to PO Irvin Nixon, representing the ship. Looking on (centre) is Lieut.-Cdr. R. A. Evans, commanding officer of the *Stettler*. (E-59613)

AFLOAT AND ASHORE

ATLANTIC COMMAND

Leadership School

The Leadership School was a hive of activity in January as No. 57 Officers' Divisional course and No. 112 Petty Officers' Leadership Course passed the half-way mark. No. 57 course was a rather small one, having only seven members, five of whom were direct entry officers, the remaining two being newly promoted branch officers of the Supplementary Radio Branch.

Although small in number, No. 57 course was large in athletic achievement. Members defeated the numerically superior No. 112 course in a water polo match and volleyball tournament. This took the edge off the defeats suffered in broomball, athletic and aquatic tournaments.

A number of interesting branch lectures were given by the members of both courses. These lectures were started about two months ago and have proved to be very interesting and informative. They are of special value to direct entry officers and petty officers, as they provide an up-to-date picture of the activities of all branches.

No. 113 Petty Officers' Leadership Course commenced training in the school on February 13. This means that there were three courses in the school for a week before Nos. 57 and 112 courses left to take up their new drafts and appointments, or return to their ships.

There is a preponderance of radiomen in No. 113 Course. Seven petty officers are completing the leadership course before going on to the Communication Division to start a trade group III course.

HMCS Cayuga

In January, the *Cayuga* joined the ranks of ships that have temporarily "gone ashore" when she entered the graving dock in Halifax Shipyards.

Long before the ship went into dock, Cayugans had gone ashore literally, and were to be found working in several locations in the Halifax area. Stores from every department were landed in Halifax Shipyards, Dockyard, NAD and PNO Stores by CPO Chester Lay, of

Halifax, and department heads, storekeepers and working parties moved out to check and repair or replace all the upper deck gear and technical spare parts required when the ship goes to sea again.

The biggest shift of all was when more than 50 members of the ship's company went into temporary accommodation in *Stadacona's* "A" block. Under the supervision of Ld. Sea. James MacGregor, they faced the difficult transition from hammocks aboard ship to the motionless bunks and sheets of barracks life.

That they were successful was shown when they were awarded the cake for the best section during Commodore's Rounds.

HMCS Micmac

The *Micmac* spent early December alongside at Sydney, N.S. The visit was highlighted by a squadron concert and a smoker. Keen competition was evident in the many inter-ship sports events.

Good Story But Can It Be True?

Nobody, but nobody, will vouch for the authenticity of this story. But, if nothing else, it just goes to show how such stories are born, and that the sailor is equal to the occasion even in times of stress.

It happened just a while ago when firefighters from HMC Dockyard in Esquimalt rushed to a fire in one of the radio rooms of a destroyer escort. The danger area was close to the wardroom.

In the course of his duty, so the story goes, one of the firemen apparently had good use for any and all pieces of cloth. These were soaked with water and used to plug and smother some of the smouldering radio room equipment.

With his immediate supply of cloth exhausted, the fireman dashed into the nearby wardroom and whisked away a large table cloth. One of the ship's loyal stewards grabbed it, and a brief tug-o'-war ensued.

"What the h...s more important," rasped the fireman, "this table cloth or saving the ship?"

To which the young steward retorted: "But I didn't sign for the ship!"

The *Micmac* returned to Halifax, exercising en route, on December 16 and was in port for a quiet, pleasant festive season. In mid-January, she and the *Sioux* became duty squadron and North Atlantic gales featured this period.

In sports, the *Micmac's* curlers were active, with departmental and mess rinks enjoying close competition. The hockey team continued its successes, defeating the *Sioux*, *Athabaskan*, *Victoriaville*, *Granby*, *New Waterford*, *Minron One*, *Nootka*, *Haida* and *Crescent*. A tie with the *Cape Scott* and a loss to the *St. Croix* completed the record.

HMCS Cornwallis

(*Restigouche Division*)

Restigouche 2/60 new-entry division entered competition during December against *Ottawa*, *Gatineau* and *Margaree* divisions.

During the month, however, *Restigouche* took only the basketball trophy, and second place in swimming events and bowling. All teams were enthusiastic and were determined to do better.

Experience gained in December proved to be most valuable in January. The swimming team, a close second in December, took both swimming trophies. The bowling team managed a first by the close margin of six pins. The basketball team ran a close second to *Kootenay*, losing this trophy by two points. The hockey and rifle teams, faced with stiff competition, placed third. All these trophies and positions in sports were given a number of points toward Cock-o'-the-Walk. *Restigouche* compiled 77 points with *Fraser* placing second with 68.

Efficiency standards improved vastly in January putting *Restigouche* on top in morning inspection, march pasts and the trophy for cleanest block. The division, thrilled by its achievements, sent a message to the Commanding Officer, HMCS *Restigouche*, informing him of its accomplishments.

HMCS Resolute

Lt. Gerald William Garrad has been appointed in command of HMCS *Resolute* effective March 23. The *Resolute* is attached to the First Canadian Minesweeping Squadron based at Halifax.

SCIENCE AND THE NAVY

Starfish Enemy Of Food Resources

The possibility that the sea can be made to produce ten times the quantity of edible fish that it does today was suggested in an address by Sir Alister Hardy to the Zoology section of the British Association at Cardiff, Wales, last year.

How? By destroying creatures, such as starfish, which make great inroads into the sea's available food supply.

Sir Alister (as reported in the British scientific journal *Nature*) referred to the researches of Dr. Gunnar Thorson, distinguished Danish marine biologist, who had found there is a much heavier competition on the sea-bed, from various animals such as starfish, for the food available for fish, than had formerly been thought. Dr. Thorson had demonstrated that predators of this kind eat about four times as much food as would a quantity of fish of the same total weight.

Dr. Thorson had concluded that this led to "the amazing fact that only one to two percent of the (potential) fish food is actually eaten by the fish."

Sir Alister said that, if Dr. Thorson's calculations were correct and if it was possible to eliminate just a quarter of the pests, then 20 instead of just two percent of the food supply would be available to fish and could support a correspondingly large quantity of fish.

The future may see combing or other devices dragged over the sea floor to weed out the pests, which could, perhaps, be converted into poultry food.

Looking to the still more distant future (says *Nature*), he believes that the fishermen of a hundred years hence may include frogmen working tractor-driven trawls sent down from parent ships above and pulling starfish eradicators over the sea bed.

Tower Aids in Ocean Studies

A unique oceanographic research tower has been built by the United States Navy on the sea floor about a mile off shore from San Diego, California.

About 90 feet high, with a main deck about 27 feet above the high tide mark, the tower is designed for all sorts of

shallow water investigation. It was set up under the auspices of the Navy Electronics Laboratory and is proving extremely useful for meteorological, sea surface, water temperature, biological and acoustical studies.

The main deck is a 22-foot square slab of concrete supporting an instrument house. On a flat upper deck are electrical transformers and meteorological instruments. A catwalk surrounds the tower for handling equipment. A diving bell is installed inside the tower framework.

The tower is considered the last word in oceanographic research. Recent uses have been the measurement of waves and photographing of underwater turbulence.

Automatic Pilot For Carriers

Look, Ma! No hands!

With a new "automatic" landing system pilots flying from certain carriers in the U.S. Navy will be able to land in any weather, day or night, without touching the controls according to the U.S. *Navy Times*. Some high-performance jets, however, will require a little work on the part of the pilot. He will have to adjust the speeds until the automatic throttles are ready.

The device, designated SPN-10, is to be installed in the nuclear-powered carrier *Enterprise* by March 1962. Twelve of the "Spin-Ten" systems are on order, ten for carriers and two for mounting as trailer sets for training ashore.

Sea-Floor Fuel Tanks Under Test

Sea-floor fuelling stations all over the world may come into being if tests by the U.S. Navy are successful, according to recent press reports.

The USN, to test undersea liquid storage systems, has built a prototype 50,000-gallon (about 1,250-barrel) plastic container and submerged it in about 52 feet of water on the floor of the Gulf of Mexico. It is only a segment of a system of interconnected containers with an eventual 25,000-barrel capacity.

It is felt that these future underwater warehouses could be made large enough to hold more than a million gallons of fuel, enough to supply several destroyers

and smaller vessels. They are held to the ocean floor by a tubular framework and nylon harness. Other liquids could also be stored, including fresh water.

Porpoise Has Secret Of Submerged Speed

A three-year old porpoise may revolutionize underwater weapons, says the *Navy Times* published in Washington.

The porpoise is being studied at Marineland of the Pacific by the U.S. Naval Ordnance Test Station China Lake, California, to find out what enables them to swim at great speeds with so little drag or disturbance, how they send out and receive sounds over distances of several miles and how they can withstand the terrific pressures at 1,000 feet to which they can descend.

The porpoise, called Notty after the first letters of the station, is six feet long and weighs 180 pounds. She has been trained to wear plastic rings and rubber suction cups, swim through hoops and around obstacles, and swim at full speed or make crash stops.

Observations of porpoises have determined they can swim at speeds up to 25 or 30 knots, apparently can deliver ten times more muscle power relative to weight than humans or dogs, can absorb enough oxygen to remain submerged for long periods, seem to have greater underwater sound range capability than the Navy's sonar, can navigate while blindfolded by sending out and receiving their own echoes, and have more blood vessels at the tail end than the front end.

Drive-In 'Shots' For Lucky Airmen

Technology is catching up with the MO.

At the U.S. Naval Air Station, Memphis, Tenn., personnel going for inoculation use what is probably the first "Drive-in Inoculation Station" in any of the services, according to the U.S. Naval Air Training Command magazine *Fly*.

Use of the drive-in station has been an overwhelming success, obviating as it does the long waiting line and search for parking spaces. The shop is set up in a covered ambulance ramp and medical corpsmen station themselves on either side with their needles.



This is NOT a picture of a little miss missing the lowest high jump ever attempted. Actually the bar was set at 18 inches before Louise MacDonald, aged seven, took off and—oops—missed. She was one of 200 youngsters taking part in a tabloid of sports in the Shannon Park school gymnasium, where teen-agers act as leaders for a weekly junior gymnastic program sponsored by the Shannon Park Sports Council. (HS-64294)



Atlas, Junior, holding up the world? Nope—just an inverted picture of eight-year-old Joseph Williams doing a head-stand during a tabloid of sports at Shannon Park School. (HS-64292)



Miss Jessie Rita Casey, of Halifax, has been appointed social worker for the Atlantic Command of the RCN. Following service in the RCAF, she received her diploma in 1948 from the Maritime School of Social Work and since then has been employed by the Nova Scotia Department of Public Welfare. (HS-64296)



A drum and a cheque for the purchase of two more are presented to the all-girl, 38-member Thunderbird Drum Corps, of Victoria, on behalf of the Naden petty officers' mess. The presentation was made by PO Charles Griffith, a bandsman, who is president of the mess and supervisor of the drum corps. The girls, who are unsponsored by any organization, have played several engagements in the U.S. and have appeared in Vancouver parades. (E-60230)

TALE OF A VANISHING INDUSTRY

WILLIAM HAGELUND, a native British Columbian of Norwegian-Irish descent, has in his short, autobiographical "novel", *Flying the Chase Flag*, given us a simply-told yet vivid description of what is now the vanishing industry of West Coast whaling.

The author describes briefly his early life in the Vancouver area, but the main story begins when he and a chance acquaintance, young lads of about 17, make their way to Esquimalt to join the RCN and, unable to fulfil the conditions of entry, manage to get signed on with an old whaler about to set out for the Queen Charlotte Islands. The subsequent adventures of the two youngsters in the old SS *Carmel* (presumably a fictitious name as are most of those mentioned) make up the body of the book.

Though Hagelund is certainly no Melville, the descriptions of whale hunting off the Queen Charlotte's are unusually interesting and presumably quite accurate. Incidentally, Hagelund's

book has historical as well as entertainment value, in that he writes of a phase of Canadian maritime enterprise that has now been forgotten, judging

BOOKS for the SAILOR

from the article on Canadian whaling in the *Encyclopedia Canadiana*. This article, apparently based on one that appeared in the Department of Fisheries' Trade News in July, 1951, states that the whaling industry on the West Coast died out in the 1930s and was not revived again until 1947, when the present whaling station was established at Coal Harbour, Vancouver Island.

From the point of view of content, there is little that a reviewer with no

whaling experience can criticize in Hagelund's book. He occasionally expresses the hard-bitten merchant seaman's scorn for the professional navy in his comments on the RCN and USN, but there is no bitterness in his occasional "digs".

There is one point that might be mentioned. Hagelund states that the "chase flag" flown by the whalers when in pursuit of their quarry is the "inverted blue ensign." The blue ensign, as is well known, is the flag of the Royal Naval Reserve, and may only be flown by authority of an Admiralty Warrant. That any whale catcher could meet the conditions laid down by Admiralty for the flying of this flag is exceedingly doubtful. Very likely Hagelund's statement is correct; it would be interesting to know whether the Admiralty is aware of the practice—T.T.

FLYING THE CHASE FLAG, by W. A. Hagelund; published by The Ryerson Press, 299 Queen St. W., Toronto; 194 pages; \$4.

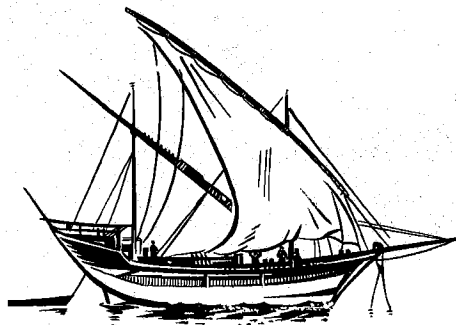
A Woman's-Eye View of the Sea

THE MISGIVINGS which a title such as *Annie's Captain* cannot fail to awaken in any sailor are to a large extent lulled by the words, elsewhere on the jacket, "Author of *The Nun's Story*." But they rankle. Masculine prejudices, especially when they relate to such traditionally masculine domains as the sea and ships, die hard. When the reader finds that he must view these things not merely through the eyes of a woman but refracted, as it were, sometimes through the eyes of three women, he turns the pages with apprehension. He turns them, however. He continues to turn, with grudging but growing admiration.

Annie and her Captain were the author's grandparents. The book purports to show us the Captain through the adoring eyes of Annie, and as is perhaps inevitable we see far deeper into the heart of Annie than we do into the life of the Captain. This is the book's salvation and strength.

The events are all there, of course, recorded with a meticulous regard for fact. The Captain's years at sea spanned the transition from sail to steam; a transition which he was helped to make when his beloved clipper was sunk by

a Confederate warship. He became one of the best and most respected steamer captains in the Pacific. Without the vivifying touch of Annie's love and devotion, however, all this would have added up in print to a career distinguished but dull. As it is, the whole thing is handled with such skill and sensitivity that one is tempted toward the conceit that all life, even at its most manly and adventurous, is but an image in the magic mirror of womanly love.



If there are rare moments when the narrative becomes "chintzy" and finicking, with a woman's weakness for details of dress and decor, there are others when it becomes as robust as even a sailor could desire; if sometimes the pathos leads to the brink of sentimentality, it always, after dropping its tear, turns clear-eyed back to reality; and if, very occasionally, we can bounce in triumph upon evidence of feminine fallibility in the realm of practical things (as when we read of the engineer's reporting to the captain that his engines were doing 54 revolutions per mile), we find ourselves acknowledging that this merely emphasizes the general competence and accuracy of the account.

The sailor will read it with enjoyment and lay it down with grudging admiration. His wife will read it, as it was meant to be read, with her heart, and love every word.—H.R.P.

ANNIE'S CAPTAIN, by Kathryn Hulme; published by Little, Brown and Company (Canada) Limited, 25 Hollinger Road, Toronto 16, 330 pages; \$5.50.

THE NAVY PLAYS

Ship Enters Team In Rifle League

The *Cayuga* has entered a .22 rifle team in the Halifax Garrison Indoor Rifle League. This is the first winter in more than five years that any ship has entered this league, which includes nine junior and five senior teams from Navy, Army, Air Force and RCMP and City Police in the Halifax Area.

At the end of January, the *Cayuga* team stood fourth in junior team standings. Lt. A. E. Sexsmith, high man for the team, held down top place in the individual scoring race in the junior division.

Shearwater Takes Volleyball Title

In volleyball, *Shearwater* downed Camp Gagetown 3-1 in a best-of-five series to take and annual Atlantic Armed Forces championship in late February.

Six service teams took part in the two-day tournament.

Shearwater topped the final standings with five wins, followed by Gagetown with four, *Stadacona* and Halifax Garrison tied with two each, and RCAF Greenwood and RCAF Beaverbank scored one each.

Stadacona battled to the top in the tri-service basketball tourney by defeating finalist *Cornwallis* 60-50. It was a round robin, schedule with a sudden death final. Competing were *Cornwallis*, *Stadacona*, Maritime Air Command and Camp Gagetown.

Lone Navy Winner In Squash Tourney

Navy took one title in the B.C. squash championships, played at the Victoria Squash Club and *Naden*, when Ldg. Sea. Tom Sloan defeated Dave Leversham of Vancouver 17-16, 10-15, 15-5, 13-15, and 15-11.

In other games CPO Jack Waldron lost to Bob Wade of Vancouver, 3 games to 0.

PO Mel Padget defeated George Evans of Victoria, 3-1, and lost to Graham Moffatt of Victoria 3-0 in the semi-finals.

Lt.-Cdr. L. R. (Doc) Savage lost 3-0 to Dave Leversham.

Ldg. Sea. Stu Duffy downed Dave Auston of Victoria 3-0, defeated George



AB "Moe" Levesque, strapping heavyweight boxer from the Algonquin, is presented with an award by Commodore M. A. Medland, Commodore, RCN Barracks, Halifax, for gaining the Nova Scotia judo championship February 11 at *Stadacona*. Levesque was also advanced from a White to a Green Belt for his fine showing in the tournament. (HS-64202)

Campbell of Vancouver 3-2, and then lost 3-1 to Andy Pichatchey of Victoria.

AB Ray Bootland lost to Ron Miller of Victoria 3-0.

Lt. John M. (Stretch) Turner won 3-0 over Charlie Fields of Victoria then lost to Ldg. Sea. Sloan 3-1.

Ships' Team Wins At Badminton

Lt. Vic Fast, of HMCS *Athabaskan*, proved to be the outstanding player and shared in three titles in the Atlantic Command badminton tournament at *Stadacona* in January.

The team championship went to Ships again this year.

Men's singles—Fast defeated Heath 15-8, 15-3.

Men's doubles — Fast and Heath downed Eden and Thompson 15-3, 16-14.

Ship's Hockey Team Big Winner

The *St. Croix* team is making a name for itself in East Coast hockey. In 37 games this season the team has won

30, lost four and tied three. All the games have been exhibition since they play in no particular league. Most of the games have been with other ships and establishments, and a few with civilian teams.

The *St. Croix* now has its sights set on the Atlantic Command hockey championships at *Cornwallis* in March, and hopes to give the fleet establishments and larger ships a run for the silverware. They now hold the Gatineau Cup, symbolic of sports supremacy in the Fifth Escort Squadron.

'Moe' Levesque Judo Champion

The Nova Scotia judo championships were held in the *Stadacona* P&RT centre on Saturday, February 11. The tournament turned out to be highly successful.

Clubs participating were *Stadacona* and RCAF Station Greenwood, N.S., with a total of 20 competitors. The tournament was run off as a single elimination and the new Nova Scotia Champion is AB "Moe" Levesque, of HMCS *Algonquin*. Levesque was also advanced for his fine showing throughout the tournament from a White Belt to a Green Belt.

The next tournament was scheduled for Greenwood in the latter part of March.

The *Stadacona* Club is still open to new members and training is held in the Upper Gym on Tuesdays and Thursdays from 7:30 to 9:30 p.m. CPO Ed Fraser at local 2229 is the contact.

Stadacona Wins Basketball Title

HMCS *Stadacona* captured the Maritime tri-service basketball championship in February with a 60-50 win over the other finalist, *Cornwallis*.

In the two-day round-robin tourney six teams battled for a place in the finals. Tournament results were First day: Gagetown defeated *Shearwater* 50-29; *Cornwallis* beat Greenwood 49-36; Greenwood overcame Gagetown 60-54; *Cornwallis* defeated *Stadacona* 38-35; *Shearwater* beat Greenwood 31-28; *Stadacona* won over Gagetown 32-26; *Stadacona* swamped Maritime Air Com-



The water polo team of HMCS Naden, as it lined up in early February. Left to right, AB Joe Kitson, AB J. (Boots) Boutilier, AB Gordon Mee, AB Wally Patton (goalie), PO Jerry Vowels, Cd. Off. Fred Cox, Ldg. Sea. D. E. (Hut) Hutson, AB J. M. (Whit) Gray and AB Clark MacGuire. Missing from photo are team members AB Chris Foot and PO Gordon Lawrence. (E-59654)

THE ROUGHEST GAME AFLOAT

The water frothed and the swimmer's cry of "Let go, you . . ." ended in a gurgle as a vicious judo chop drove the man's head under the surface.

THESE WORDS are not taken from the text of a dime murder novel but are merely descriptive of normal play during a game of water polo in Victoria City Water Polo League play where four teams, Victoria College, Navy, the Victoria Amateur Swimming Club and Royal Roads, battled each other tooth and nail for the championship. Victoria College was the winner, with Navy running a close second.

Navy's coach, PO Alf Aylward, agrees with a leading sports magazine in its description of water polo as one of the toughest sports in the world.

"In any other game a man can usually breathe," says PO Aylward, "but it is quite a feat in water polo to catch your breath without taking in half the pool."

Because the referee cannot see what is going on under water many fouls go undetected. Holding an opponent's trunks, or pushing off from a check by planting a pair of size twelves in the pit of his stomach causing him to double up like a jackknife, is all part of the game.

Other cute tricks, though fouls, but accepted as fate by water polo enthusiasts, are taking a swipe at the ball with a fist or with the open hand. In both these the ball is missed intentionally and the fist connects with a chin or the open hand reaches past the head to become a judo chop that nearly decapitates the victim.

Water polo is a game for strong swimmers with great endurance. A player must swim most of the time in the water. Four ten-minute periods make up a game but since this is stopped time the tilt generally extends to one and a half hours. It is not a sport for the faint-hearted.

Water polo is extremely popular in Hungary and Australia, but it has not caught on to any great extent in Western Canada. In fact the Victoria Public Library has the only water polo coaching manual in the city. "To get it," says PO Aylward, "you almost have to go on a roster."

A player requires little equipment, beyond a pair of swim trunks, but he needs muscles which can withstand terrific strain, and a tremendous amount of "plain guts".—J.B.

mand 104-6; *Shearwater* swamped MAC 95-10; and *Cornwallis* massacred MAC 121-30.

Second day: *Cornwallis* edged *Shearwater* 36-34; *Stadacona* defeated *Shearwater* 52-36; *Gagetown* downed *Cornwallis* 60-49; *Greenwood* trounced MAC 94-23; *Stadacona* edged *Greenwood* 46-25, and *Gagetown* clobbered MAC 106-18.

Page twenty-four

Shearwater Best In Small-Bore Shoot

HMCS *Shearwater* headed the Tri-Services' small-bore rifle meet in February with a score of 1,760. The shoot was held at *Shearwater*.

Stadacona took second place with 1,748, followed by *Cornwallis*, Halifax Garrison, *Gagetown* Dragoons and *Gagetown* First Regiment.

In addition to *Shearwater* taking the award, *Shearwater's* CPO J. P. Mason shot the only possible and PO Jack Marsden, also from the air station, won the individual aggregate award.

Shearwater Golf Club Re-Organized

Plans are going ahead for the re-organization of the *Shearwater* Golf Club under a temporary executive

headed by Chaplain J. E. Williams as president. CPO D. E. Worthington is acting as vice-president, PO W. Kramp as secretary and CPO T. M. Mottershead in charge of publicity.

The new club's basic aims are to promote golf in the air station area through tournaments, inter-establishment competitions, golf clinics, indoor and outdoor driving ranges, and eventually the construction of a *Shearwater* or possibly a tri-service golf course.

Squash Title Kept By Captain Frewer

Captain Fred Frewer, commanding officer of *Cornwallis*, retained his Atlantic Command squash title in January by defeating Cdr. H. H. Smith, the *Huron's* captain, 15-10, 18-15, 9-15 and 15-10.

In the "B" class, CPO John Stoddard, of *Cornwallis*, captured the title by defeating Cdr. Joe Paul, the *Bonaventure's* executive officer and last year "C" class holder. Scores were 15-7, 12-5, 17-16.

Ldg. Sea. Earl Thomson, *Stadacona*, upset Cdr. Kevin Power, FOAC, in "C" class, 15-11, 12-15, 15-18, 15-9.

In team standings, *Stadacona* won with 31 points, *Cornwallis* was second with 28, *Shearwater* and Ships tied at third with 21.

Veteran's title went to Cdr. W. H. Fowler with a victory over Lt.-Cdr. Reg Mylrea.

Army Edges Navy In Boxing Card

Fighting before a sellout crowd at *Stadacona* gymnasium, an Army-Navy boxing card in late January saw Army take the card 6 to 5, but in the last bout of the night Army's Dominion welter champion John McNeil lost by a decision to Navy's Hugh Mills.

Bill Zillio, Navy, 156, decided Nelson Solomon, 153½, Army.

Maurice Fraser, 165, Navy, TKO 1:43 of third over George Moss, 148, Army, exhibition bout.

Joe Butts, 145½, Army, decided Chuck Wurzer, 147, Navy.

Ron Sawchenko, 152, Navy, decided Ernie Ryer, 156, Army.

Gerry Drew, 178, Army, decided Dave Todd, 174, Navy.

Percy Stein, 160, Army, TKO 1:17 of first over Gord White, 160, Navy.

Walter Dill, 178, Army, TKO 1:25 of third over Moe Levesque, 190, Navy.

Joe Foley, 149, Army, decided Ben McCardie, 146, Navy.

Bob Downey, 132, Army, TKO 1:29 of first over Bill Hodgson, 142, Navy.

J. Fowler, 147, Navy TKO 1:27 of first over Al Kendall, 147, Army.

Hugh Mills, 146, Navy, decided John McNeil, 145, Army.

LETTER

Dear Sir:

As a former midshipman (blue patch division), I comment on the interesting article, "The Last Midshipman", in the February issue. An otherwise nostalgic account, the story was marred by a horrifying statement in the final paragraph of the story. I refer to the line . . . "Those of the RCN wore white, RCNR (young men with seagoing experience in merchant ships or yachts) wore blue. . . ." The italics are mine.

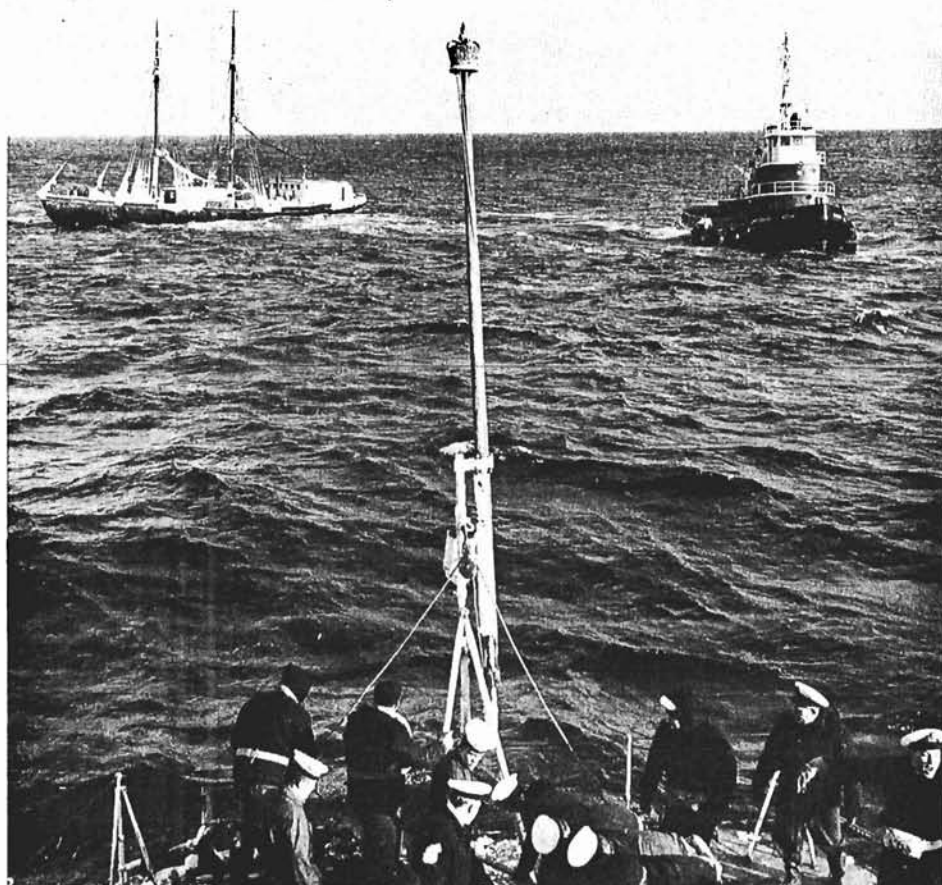
The Canadian *Navy List* of April 1939 lists three RCNR midshipmen . . . John Arthur Mitchell, John Cowan Smith and myself. I don't recall the exact wording of the terms of entry as a "snotty" in the RCNR, but I do know a young man had to be an indentured apprentice or cadet serving in a Class A merchant vessel of the British Merchant Navy. Mitchell and Smith served their time in the impeccable white *Empresses* of the CPR, sailing between Vancouver and Japan, while I served in deep-gutted freighters of the Donaldson line of Glasgow, Scotland, trading between the Pacific Coast and the United Kingdom, and later on the Atlantic. Yachtsmen, indeed!

With all respects to the yachting boys (many of whom rose to splendid heights in the RCNVR, and later in the RCN), I think the writer's reference is rather like suggesting that entry into the ranks of "pro" tennis is open to Wimbledon finalists or members of the Little Woking Croquet and Tennis Club.

Yours sincerely,

CHARLES T. McNAIR,
Lt.-Cdr., RCN.

341 Stewart St.,
Ottawa, Ont.



Tow of the dragger *Marjorie and Dorothy* is turned over to the commercial tug *Foundation Victor* off Halifax by HMCS *Sioux*. The destroyer escort had picked up the powerless schooner on the morning of January 27 after unsuccessful attempts to receive a tow the night before. The *Marjorie and Dorothy*, of Halifax, was broken down off the northeast tip of Sable Island, named the Graveyard of the Atlantic for the hundreds of wrecks on its shoals. Captain Garfield Anstey, 52, and a crew of 10 were unsuccessful in repairing the vessel's engine after water had leaked into the main bearing. The *Sioux* broke off from patrol to succor the schooner, wallowing in zero weather, heavy icing conditions and 35 mph winds. The 120-mile tow over, the destroyer escort had a quick "top up" of fuel in Halifax and returned to sea. (Photo courtesy Maurice Crosby, Halifax)

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is December 1, 1960.

Atlantic Command

For promotion to Chief Petty Officer First Class

W. A. Ansley.....	25350-H
G. D. Clark.....	25468-H
R. Ellison.....	6957-H
L. L. Girling.....	4929-H
R. F. Honour.....	22924-H
C. C. Hynes.....	50953-E
R. C. Jenkins.....	50896-H
G. H. Jones.....	6272-H
J. A. Kirk.....	3262-H
S. G. Lemon.....	50992-E
L. G. MacArthur.....	40827-H
B. C. McCallum.....	51710-H
J. E. McSweeney.....	50058-H
P. J. Nicholson.....	6094-H
H. T. Parkyn.....	25490-H
A. D. Singer.....	40730-H
G. W. Smith.....	3618-H
E. L. Spiers.....	24333-H
R. J. Steep.....	4904-H
J. H. Stewart.....	5333-H

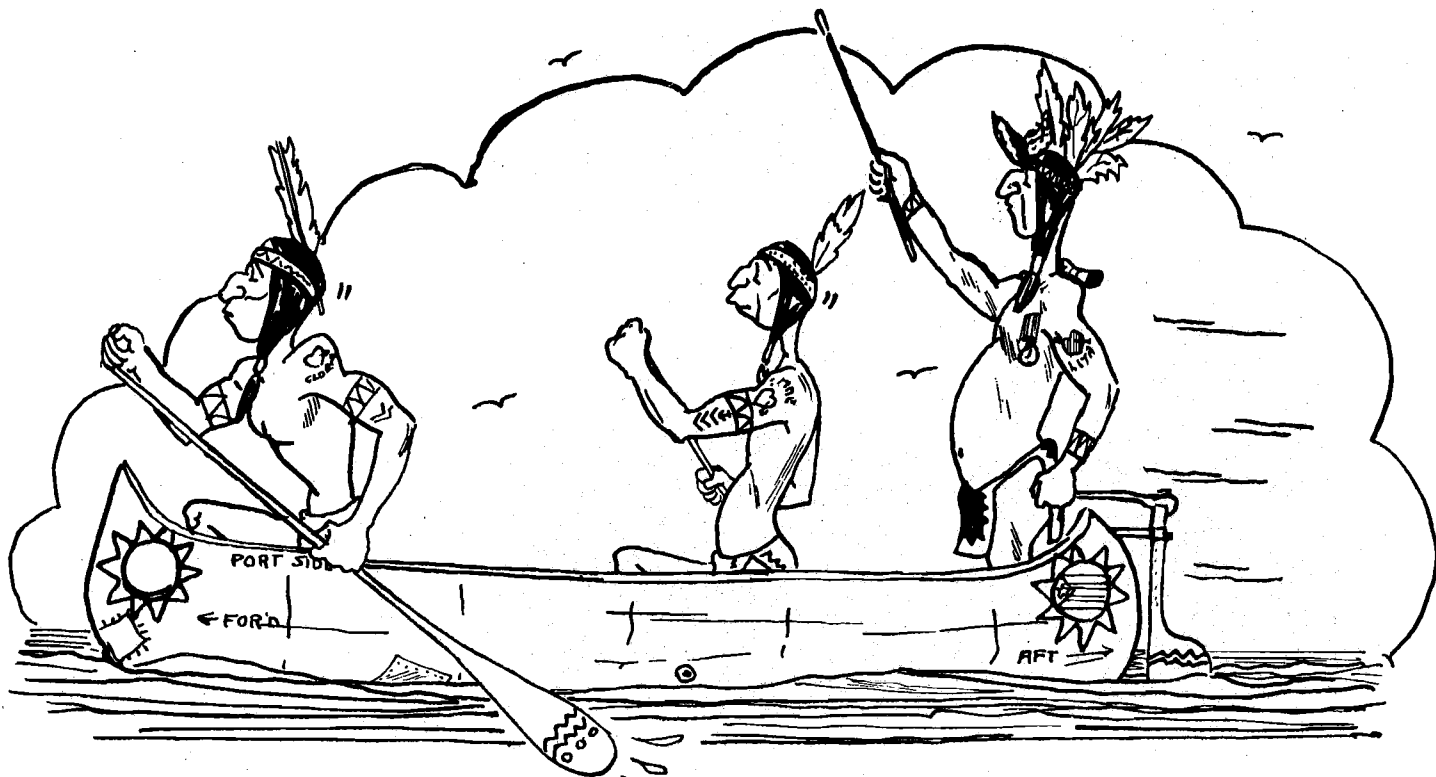
For promotion to Chief Petty Officer Second Class

R. B. Aggas.....	29284-H
G. Ainsworth.....	11305-H
M. V. Andrews.....	50268-H
H. F. Bailey.....	11416-H
H. R. Baron.....	4867-H
J. Bond.....	6054-H
B. L. Burroughsford.....	50286-H
H. K. Chapman.....	6368-E
A. W. Chater.....	6723-H
F. P. Conway.....	6297-H
R. F. Crawford.....	5973-H
G. A. Dickie.....	50203-H
R. W. Estes.....	7335-E
J. W. Forsyth.....	7080-H
M. J. Gerrior.....	50610-H
J. J. Grimard.....	5808-H
F. J. Guinta.....	4831-H
S. L. Hart.....	25518-H
R. J. Haycock.....	6731-H
H. G. Hicks.....	4831-H
E. B. Irwin.....	5957-H
L. P. Keen.....	5479-H
C. E. Lamb.....	8467-E
P. J. Lewis.....	5228-H
A. MacArthur.....	6093-H
F. R. MacDonald.....	50446-H
G. H. Mallett.....	22210-H
R. W. Mann.....	5706-H
T. G. McCabe.....	6484-H
D. McCoy.....	6937-H
L. V. McKearney.....	6551-H
T. A. Miller.....	34224-H
W. J. Montgomery.....	5036-E

D. A. Nairn.....	7547-H
L. C. Newland.....	15844-H
D. A. Peters.....	50774-E
K. D. Powell.....	16199-H
K. D. Powers.....	5639-H
P. Pozdnekoff.....	10984-H
D. A. Purvis.....	6326-H
L. J. Rousell.....	2869-H
T. A. Sawyer.....	51989-H
O. H. Simper.....	25495-H
J. D. Smith.....	25539-H
W. S. Smith.....	25482-H
R. C. Stainfield.....	34252-H
P. R. Trudel.....	6136-H
E. E. Wells.....	5813-H
W. F. Wickson.....	11386-H
K. W. Wilson.....	21999-H
R. J. Wilson.....	10298-H
R. Woolf.....	7222-H

For promotion to Petty Officer First Class

R. G. Arnold.....	8268-H
M. Ash.....	13577-H
L. G. Auton.....	10873-H
B. P. Beacock.....	16840-H
T. F. Brush.....	24417-H
E. R. Bryan.....	24937-H
P. J. Burke.....	11792-H
M. G. Chorney.....	25877-H
W. Clarke.....	16715-H
E. W. Cleary.....	12270-H
D. L. Cox.....	12190-H
M. D. Darrah.....	14579-H
C. G. Davies.....	7055-H



= HALF-AHEAD BOTH INJUNS =

—Drawn by AB J. H. Scratchley from an idea by CPO Alfred Gold.

P. B. Deschamps.....	8840-H
J. R. Deveau.....	12089-H
B. W. Dubois.....	8675-H
D. A. Dunham.....	8484-E
L. Emerson.....	51771-H
A. W. Evans.....	16563-H
A. Ewer.....	9524-H
J. B. Fitzpatrick.....	14657-H
E. Gaudet.....	11926-H
D. K. George.....	7398-H
G. S. Gibbs.....	12251-H
G. D. Giberson.....	7091-H
T. W. Graham.....	51260-H
S. Green.....	15160-E
R. J. Hamilton.....	16712-H
R. H. Hannaford.....	25440-H
R. G. Harkins.....	6698-H
G. T. Hayman.....	12151-H
V. J. Healey.....	11473-H
J. M. Heath.....	11788-H
E. M. Henderson.....	18179-H
J. E. Hillier.....	11845-H
W. G. Hillaby.....	11912-H
F. J. Hindle.....	10553-H
G. M. Hutchison.....	7695-E
H. G. Hyatt.....	10705-H
J. C. Jodoin.....	13330-H
W. J. Johnson.....	6013-H
W. H. Kerr.....	16855-H
R. Laidlow.....	51382-H
J. G. Lamontagne.....	7248-H
J. Landry.....	51066-H
D. G. Langman.....	7354-H
C. E. Lavigne.....	9775-H
E. J. Leclair.....	7277-H
F. MacArthur.....	7056-H
M. H. MacDonald.....	19233-H
L. R. MacKinnon.....	12128-H
M. D. MacLeod.....	11793-H
C. E. MacMillan.....	12471-H
M. K. Mason.....	8772-H
K. R. Maybury.....	18937-H
J. L. Mazmanian.....	16064-H
O. F. McKellar.....	10834-H
E. L. Merchant.....	6142-H
G. T. Merkle.....	9049-H
W. A. Morash.....	12290-H
S. B. Mosher.....	25174-H
C. R. Nickerson.....	12105-H
R. E. Noble.....	12126-H
J. M. O'Brien.....	6286-H
M. D. Olynych.....	27358-H
R. E. Priske.....	11903-H
R. F. Quinn.....	25047-H
C. W. Rambo.....	11568-H
W. A. Rickward.....	16728-H
A. J. Robert.....	9099-H
J. E. Robitaille.....	12686-H
J. R. Roy.....	17947-H
H. T. Salkus.....	10632-H
R. H. Schaefer.....	51289-H
R. M. Shoveller.....	13128-H
A. J. Skinner.....	12066-H
R. G. Smiley.....	25316-H
D. B. Smith.....	19524-H
R. G. Smith.....	122222-H
B. A. Thompson.....	10635-H
C. G. Tully.....	8104-E
C. Vales.....	16192-H
J. M. Veilleux.....	51438-H
A. J. Verge.....	8986-H
R. W. Vermette.....	14580-H
W. N. Wallace.....	25484-H
F. R. Walker.....	51602-H
J. E. Wash.....	11664-H
E. D. Wentzell.....	12007-H
F. I. West.....	8645-H
J. A. Whittom.....	51318-H
J. J. Williams.....	13043-H
G. R. Wilton.....	7694-E
M. S. Withrow.....	23407-H
F. A. Woodward.....	25472-H

Pacific Command

For promotion to Chief Petty Officer First Class

C. H. Bateman.....	6999-E
T. A. Bligh.....	21808-E
C. E. Brown.....	3736-E
J. A. Caribou.....	4623-E
A. Cochrane.....	4934-E
A. F. Dodd.....	2928-E
W. J. Howard.....	3757-E
C. P. MacQueen.....	4029-E
H. R. Matte.....	50936-E
R. R. McDowell.....	21957-E
R. Oswald.....	40722-E
S. A. Waddington.....	22253-E

For promotion to Chief Petty Officer Second Class

A. G. Bennett.....	8174-E
R. S. Carter.....	5475-E
E. H. Childerhose.....	50333-E
F. J. Colclough.....	15077-E
G. L. Dixon.....	6373-E
F. Dubinsky.....	51545-E
L. P. Fortier.....	5341-E
D. V. Gould.....	51347-E
E. Haldane.....	22323-E
F. R. Hooper.....	6491-E
K. D. Jackson.....	51468-E
H. A. Jones.....	5556-E
N. K. Jones.....	3516-E
J. M. Kirk.....	6586-E
G. E. Kvamme.....	4860-E
P. Lesoway.....	51052-E
J. W. Logan.....	5620-E
K. E. Martin.....	51374-E
E. A. Moodie.....	22802-E
L. J. Paget.....	6557-E
W. A. Plant.....	5268-E
W. C. Slade.....	51763-E
W. A. Steadman.....	3238-E
N. M. Sutherland.....	22821-E
N. C. Town.....	3929-E
H. A. Wynn.....	6694-E

For promotion to Petty Officer First Class

R. E. Bartram.....	10013-E
L. K. Beaton.....	7788-E
R. R. Bryan.....	5440-E
D. R. Calland.....	25393-E
H. L. Clarkson.....	10341-E
M. R. Cooper.....	8657-E
F. C. Davis.....	28674-E
C. W. Drummond.....	8440-E
A. Gold.....	5569-E
R. G. Griffiths.....	8437-E
T. H. Hill.....	6959-E
J. C. Ladouceur.....	13119-E
H. G. Mercer.....	24857-E
E. W. Mueller.....	10042-E
V. H. Mumford.....	51613-E
M. M. Nickell.....	51844-E
R. A. Parsons.....	6843-E
J. L. Pringle.....	8540-E
K. R. Richardson.....	8465-E
D. G. Robinson.....	8194-E
G. W. Rowan.....	6216-E
W. G. Shields.....	11136-E
L. D. Stillborn.....	18379-E
H. J. Wyatt.....	31799-E
V. Yablonski.....	14803-E
R. A. Yeats.....	6284-E

TRIBALS TO BE COMMEMORATED

A fund has been established in the United Kingdom to keep green the memory of a famous class of ships, the Tribal class destroyers, which established such a glorious record during the Second World War. Details of the fund are given in a press release received recently:

This year will see the re-appearance in the Royal Navy of the famous Tribal names. Two ships (Type 81) are now completing and five more will follow. HMS *Ashanti* commissions this summer and HMS *Gurkha* in the autumn.

Under the patronage of Admiral of the Fleet Sir Philip L. Vian, GCB, KBE, DSO and two Bars, and Admiral Sir R. S. Gresham Nicholson, KCB, CB, DSO, DSC, a committee has been formed to organize an appeal to be known as The Tribals Memorial Fund. Admiral Sir Frederick R. Parham, GBE, KCB, DSO, is the chairman. The first publicity was carried in the United Kingdom press on March 1.

It is hoped to make a presentation to each new Tribal frigate in memory of the old Tribal destroyers who earned such fame during the last war. It is of interest that only one ship in the Royal Navy, HMS *Warspite*, won more Battle Honours between 1939 and 1945 than a Tribal. HMS *Nubian* gained 13 to the *Warspite's* 14, and in total the Battle Honours of all the war-time Tribals, of which there were 16 in the Royal Navy, must be unrivalled by any other class of ship.

At the end of the war there were four Tribals in the Royal Canadian Navy, all of which fought in Atlantic and European waters, and three in the Royal Australian Navy whose service was in the Far East.

It is believed that there are many people, both in and outside the service, in addition to the officers and men of the Royal Navy, Royal Australian Navy, Royal Canadian Navy, Royal New Zealand Navy and the South African Naval Forces who served in the Tribal destroyers from 1938 onwards, who will be interested in this appeal.

Contributions, which in the case of individuals it is suggested should be limited to two guineas, (about \$6) will be gratefully received by the treasurer (Captain E. N. Sinclair, DSO) and should be addressed to The Treasurer, Captain's Office, HMS *Sea Eagle*, Londonderry, Northern Ireland. Cheques should be made out to the Tribals Memorial Fund.

RETIREMENTS

CPO STANLEY GEORGE BRIGGS, C1BN4, of Victoria, B.C., joined RCN March 1, 1937; served in *Naden, Skeena, St. Laurent, HMS Victory, Assiniboine, Stadacona, Ottawa, Royal Roads, Cornwallis, Peregrine, Strathadam, Border Cities, Ontario, Bytown, Niobe, HMS Excellent, Griffon*; awarded Long Service and Good Conduct Medal; retired February 28, 1961.

CPO STEWART CURRIE CLARKE, C1LT4, of London, Ont., joined RCNVR October 17, 1939, transferred to RCN September 7, 1940; served in London, Ont. division, *Stadacona, Niobe, St. Croix, St. Hyacinthe, Venture, Collingwood, Avalon, HMS Mansfield, Givenchy, St. Catharines, Avalon, HMS Orkney, Victoriaville, St. Laurent, Stadacona, Newport Corners W/T Station, Coverdale, Crescent Gloucester, Magnificent, Prestonian, Brunswick, Swansea*; awarded CD; retired February 5, 1961.

CPO MELVIN FORD DAVIS, C1LT4, of Bristol, P.Q. and Schreiber, Ont., joined

January 15, 1940; served in *Stadacona, Naden, Fundy, HMS Buxton, French, Kamloops, Avalon, Cornwallis, Hochelaga, Chaleur II, Poundmaker, Brockville, Peregrine, Star, Albro Lake, Portage, Montcalm, D'Iberville, Bytown, Algonquin*; awarded CD; retired February 7, 1961.

CPO ARTHUR JAMES FOLEY, C2VS3, of Windsor and Halifax, N.S., served Canadian Army April 29, 1940 to October 16, 1945; joined RCN March 1, 1946; served in *Hali-gonian, Naden, Warrior, Stadacona, Magnificent, Shearwater, Huron, Coverdale, Hochelaga, Cape Scott*; awarded CD; retired February 28, 1961.

CPO LLOYD ATHELSTONE JOHNSTON, C2WS4, of Salmon Arms and Kamloops, B.C., joined July 21, 1939; served in *Naden, Stadacona, Skeena, Amherst, Dunvegan, Georgian, Cornwallis, Brockville, Hochelaga, Niagara, The Pas, Capilano, Avalon, Timmins, Middlesex, ML 124, Ontario, Quebec, Crusader, Sus-sexvale, Assiniboine*; awarded Long Service and Good Conduct Medal; retired February 7, 1961.

CPO EDWARD THOMAS KEAYS, P1SG3, of Moose Jaw, Sask., and Edmonton, Alberta, joined January 27, 1941; served in *Naden, Givenchy, Bellechasse, Chatham, Stadacona, Niobe, Gatineau, Avalon, Assiniboine, St. Catharines, St. Hyacinthe, Peregrine, Charney, St. Pierre, Warrior, Ontario, Nonsuch, Cayuga, Sault Ste. Marie, Beacon Hill, Cornwallis, Stettler, New Glasgow*; awarded CD; retired February 28, 1961.

CPO FREDERICK NORMAN MACHAN, C1VS3, of Halifax, N.S., joined RCNVR Feb.

1940; transferred RCN June 18, 1945; served in *Stadacona, Comox, Raccoon, Caribou, NOIC Quebec, Avalon, Peregrine, Scotian, Warrior, Niobe, Magnificent, Bonaventure*; awarded CD; retired February 26, 1961.

CPO DONALD CAMPBELL OXBOROUGH, C1ER4, of Banff, Alberta, joined June 7, 1938; served in *Naden, St. Laurent, Stadacona, Hochelaga, Sorel, Burlington, Oakville, Agassiz, Niobe, Chaudiere, Peregrine, Scotian, Ontario, Beacon Hill, Antigonish, Athabaskan, Sioux, Cape Breton*; awarded Long Service and Good Conduct Medal; retired February 27, 1961.

CPO ROBERT WILLIAM SATURLEY, C1WR4, of Victoria, B.C., joined January 28, 1941; served in *Naden, Prince Robert, Givenchy, Stadacona, Peregrine, Micmac, Quebec, Labrador, La Hullose*; awarded CD; retired February 12, 1961.

CPO ERNEST GEORGE SHELLNUTT, C1VS3, of Halifax, N.S., joined July 13, 1939; served in *Stadacona, Saguenay, Venture, St. Croix, Mulgrave, Protector, Scotian, Niobe, Magnificent, Cornwallis, Shearwater*; awarded Long Service and Good Conduct Medal; retired February 7, 1961.

CPO ROBERT RUSSELL WHALEN, C2ER4, of Calgary, Alberta, joined March 1, 1937; served in *Naden, Fraser, Ottawa, Armentieres, Nootka, Kamloops, Stadacona, Blairmore, Mulgrave, HMS Puncher, Peregrine, Avalon, Cornwallis, Arnprior, Uganda, Ontario, Athabaskan, Oshawa, Jonquiere, New Glasgow*; awarded Long Service and Good Conduct Medal; retired February 28, 1961.

Pelorous Jack Just A Hitch-Hiker

Pelorous Jack, the famous porpoise which accompanied ships in and out of Pelorous Sound, New Zealand, for 32 years around the beginning of the century, wasn't really providing free pilotage service. He was just going along for the ride.

This is the conclusion to be drawn from an article by two Woods Hole Oceanographic Institution scientists, Andrew A. Fejer and Richard H. Backus, in the November 26, 1960 issue of *Nature*.

Their article in the British scientific weekly is entitled "Porpoises and the Bow-Riding of Ships Under Way" and is largely a technical discussion of the way in which the smaller members of the species cadge free rides from bow waves or wind-raised waves in the open sea.

The way porpoises station themselves near the bows of ships and appear to remain poised there, almost motionless with respect to the ship, is well known to most sailors. Their periodical playful leaps from the water are simply to renew their air supply, the authors indicate. While below the surface, they utilize the push of the bow wave to carry them forward, with little expenditure of their own energy.

The authors refer to Pelorous Jack as the "most famous of all individual bow-riders". His career lasted from 1880 to 1912 and he was granted special protection by the New Zealand government.

The identification of Pelorous Jack as a grampus is regarded with a certain amount of scepticism by the authors, who say that, in their experience, grampuses avoid close approaches to a ship, rarely coming nearer than 50 to 75 yards.

OFFICERS RETIRE

LT.-CDR. MARTIN FRANK BLAXLAND, CD, of Ottawa, served RNR September 18, 1939 to May 5, 1946; joined RCN April 25, 1951. Lt.-Cdr. Blaxland served in *Discovery, Bytown, Naden, Magnificent, Stadacona, Cornwallis*; last appointment Deputy Naval Secretary (Technical Services) and Secretary to the Chief of Naval Technical Services at Naval Headquarters; commenced leave February 25, 1961, retires April 25, 1961.

LT.-CDR. JAMES PATRICK CROAL, CD, of Galt, Ont., and Ottawa joined RCNVR September 18, 1943 as Ordinary Seaman; promoted sub-lieutenant March 27, 1944, served until September 17, 1945, and from October 12, 1945, to October 16, 1946; joined RCN(R) June 21, 1948, transferred RCN July 4, 1949. Lt.-Cdr. Croal served in *Carleton, Prevost, Cornwallis, Montcalm, King's, Annapolis, Orkney, York, Bytown, Stadacona, St. Stephen, Labrador, Churchill*, and as naval observer with Canadian Army and U.S. Navy; last appointment Foreign Liaison Officer on staff of Director of Naval Intelligence; commenced leave February 28, 1961, retires June 20, 1961.

LT.-CDR. JOSEPH CHARLES MARSTON, DSC, CD, of Victoria, joined RCNR March 31, 1941, as a sub-lieutenant, transferred to retired list August 28, 1945, on special naval duty April 1, 1949, transferred RCN June 26, 1951. Lt.-Cdr. Marston served in *Niobe, Spikenard, Stadacona, St. Clair, Hamilton, Blairmore, Cornwallis, Discovery, Scotian, La Hullose, Wallaceburg, Brockville, Catarqui, Naden, Ontario*; last appointment Deputy Manning Commander West Coast; commenced leave February 27, 1961, retires June 26, 1961.

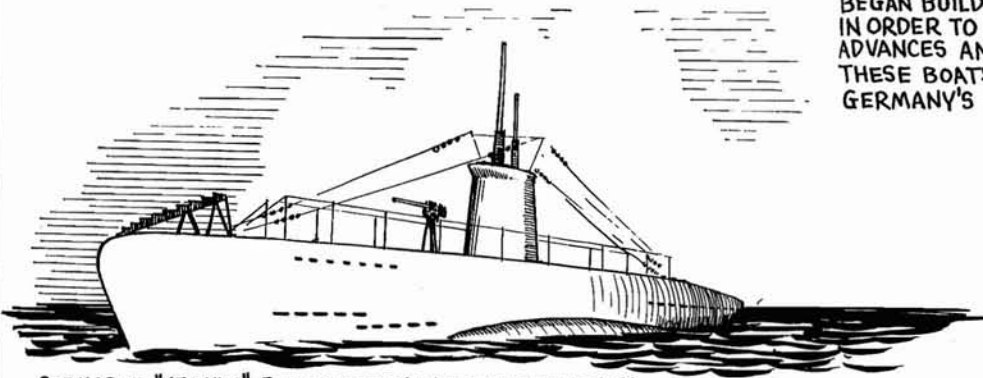
LT. ROBERT SIMPSON, OBE, CD, of Victoria and North Vancouver, joined RCN August 16, 1938, as an engine room artificer fourth class, promoted acting warrant engineer August 1, 1944, served in *Stadacona, Annapolis, Hamilton, Cornwallis, Niobe, HMS Arethusa, Naden, Armentieres, Restigouche, Sioux, Algonquin, Peregrine, Avalon, Bowmanville, Scotian, Iroquois, Bytown, Shearwater, Wallaceburg, Cape Breton, Outremont, Antigonish*; last appointment Staff Officer to Deputy Superintendent HMC Dockyard, Esquimalt, B.C.; commenced leave February 13, 1961, retires August 2, 1961.

Naval Lore Corner

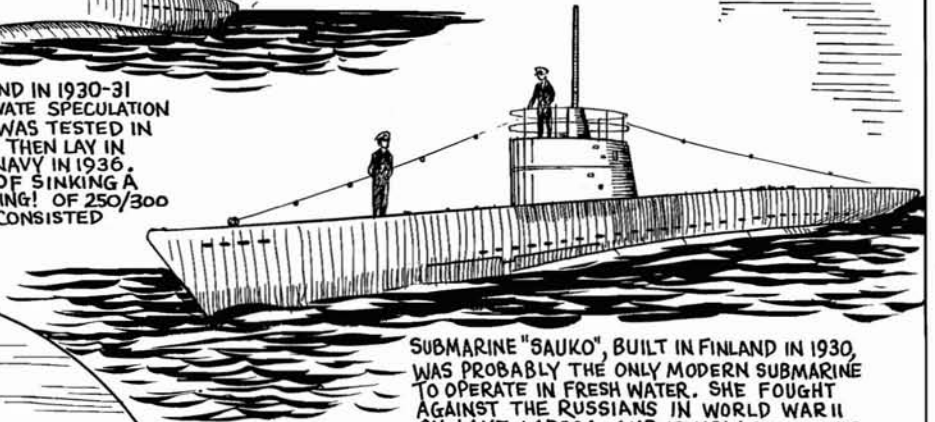
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SUBMARINE DECEPTION

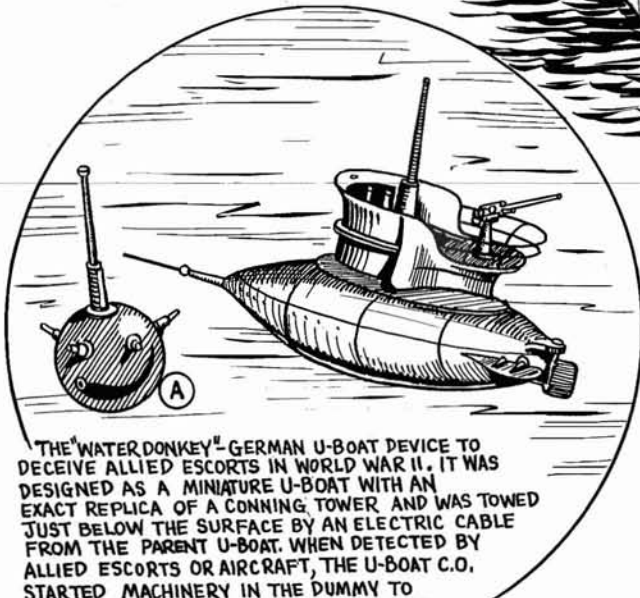
IN THE LATE 1920'S AND EARLY 1930'S THE GERMAN NAVAL COMMAND, FORBIDDEN BY TREATY TO BUILD SUBMARINES, SECRETLY BEGAN BUILDING THEM IN OTHER COUNTRIES IN ORDER TO KEEP ABREAST OF TECHNICAL ADVANCES AND TO GAIN EXPERIENCE. THESE BOATS WERE THE PROTOTYPES OF GERMANY'S WORLD WAR II U-BOAT FLEET...



SUBMARINE "VESIKKO"—BUILT SECRETLY IN FINLAND IN 1930-31 TO GERMAN DESIGN AND REPRESENTED AS A PRIVATE SPECULATION BY A SPECIALLY SET UP DUMMY COMPANY. SHE WAS TESTED IN 1931 BY A GERMAN CREW IN PLAIN CLOTHES AND THEN LAY IN THE YARD UNTIL PURCHASED BY THE FINNISH NAVY IN 1936. DURING THE WAR SHE HAD THE DISTINCTION OF SINKING A RUSSIAN SUBMARINE UNDER WATER BY RAMMING! OF 250/300 TONS, HER COMPLEMENT WAS 16. ARMAMENT CONSISTED OF THREE TORPEDO TUBES.



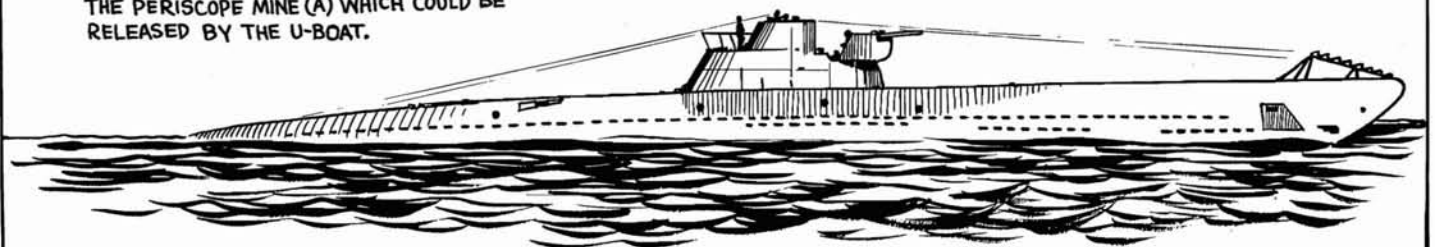
SUBMARINE "SAUKO", BUILT IN FINLAND IN 1930, WAS PROBABLY THE ONLY MODERN SUBMARINE TO OPERATE IN FRESH WATER. SHE FOUGHT AGAINST THE RUSSIANS IN WORLD WAR II ON LAKE LADOGA AND IS NOW AT THE WAR MUSEUM IN HELSINKI. DISPLACEMENT WAS 99/125 TONS, SPEED 9/5³/₄ KNOTS, COMPLEMENT ELEVEN. SHE CARRIED TWO 18-INCH TORPEDO TUBES, ONE 13MM GUN AND 9 MINES...



THE "WATER DONKEY"—GERMAN U-BOAT DEVICE TO DECEIVE ALLIED ESCORTS IN WORLD WAR II. IT WAS DESIGNED AS A MINIATURE U-BOAT WITH AN EXACT REPLICA OF A CONNING TOWER AND WAS TOWED JUST BELOW THE SURFACE BY AN ELECTRIC CABLE FROM THE PARENT U-BOAT. WHEN DETECTED BY ALLIED ESCORTS OR AIRCRAFT, THE U-BOAT C.O. STARTED MACHINERY IN THE DUMMY TO MAKE A CAVITATION NOISE. IF ATTACKED IT COULD RELEASE AIR BUBBLES, OIL AND DEBRIS AND COULD BE FLOODED AND SUNK WHILE THE REAL U-BOAT ESCAPED. ANOTHER DECOY WAS THE PERISCOPE MINE (A) WHICH COULD BE RELEASED BY THE U-BOAT.

SUBMARINE E-1 (BELOW)... A 750-TON SUBMARINE BUILT IN CADIZ, SPAIN BY A PSEUDO-DUTCH (GERMAN) COMPANY IN 1932. MANY OF THE PARTS USED IN CONSTRUCTION WERE MADE IN HOLLAND. AFTER LAUNCHING AND TRIALS BY THE GERMANS SHE WAS TAKEN OVER BY THE SPANISH NAVY AND EVENTUALLY SOLD TO TURKEY AND NAMED "GUR".

SURFACE SPEED WAS 20 KNOTS, ARMAMENT WAS ONE 4-INCH GUN AND SIX 21-INCH TORPEDO TUBES. SHE WAS THE PROTOTYPE OF U-25 AND U-26...



Roger Duhamel

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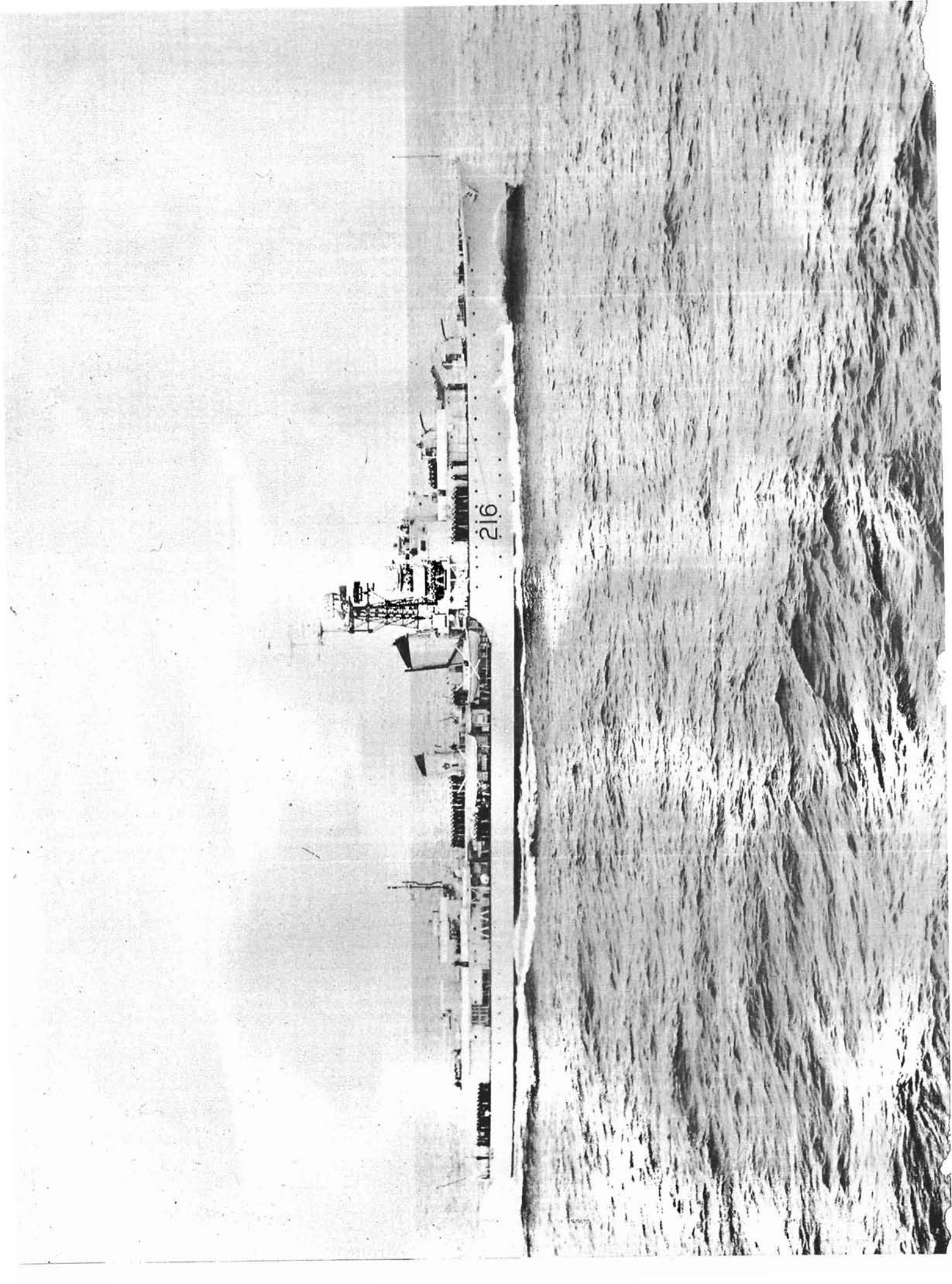


The CROWSNEST



Vol. 13 No. 6

April 1961



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THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL 1961

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LADY OF THE MONTH

The fine paint job the *Huron* is wearing (see opposite page) resulted from a co-operative effort that led the *Huron* to address a message to seven other RCN destroyer escorts and the mobile repair ship *Cape Scott*:

"This ship seems to be a floating example of co-operative effort—French bow, Japanese bottom, everybody else's paint, put on by everybody else's brushes, while everybody else was at sea."

The work was done at Ireland Island, Bermuda, and on completion the *Huron* steamed proudly past the *Bonaventure* and saluted Vice-Admiral H. G. DeWolf, RCN (Ret), who spent the winter in Bermuda. Admiral DeWolf commented:

"I have known this ship for a long time. I have never seen her look better."

(The references above to the French bow and Japanese bottom recall a collision during NATO exercises in the "Med" and a grounding during fog off Korea.) (BN-3916)

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

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

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The Crownsnest,
Naval Headquarters,
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The Cover—Henry van Dyke once said that the first day of spring isn't necessarily the first spring day. This is borne out by the scene on board HMCS *Nootka*, when she was hurrying back to Halifax from exercises off Nova Scotia with an injured sailor on March 21. (HS-64583)



RCN NEWS REVIEW

Six destroyer escorts of the Pacific Command—the Assiniboine, Margaree, St. Laurent, Skeena, Saguenay and Ottawa—returning from anti-submarine exercises in the Strait of Juan de Fuca and off Cape Flattery. (E-59896)

Algonquin Sails For Sierra Leone

The destroyer escort *Algonquin* sailed April 11 to visit Freetown, Sierra Leone, from April 22 to May 1, to take part in Sierra Leone's Independence Day ceremonies on April 27.

The *Algonquin*, under Captain Antony F. Pickard, was to represent the Royal Canadian Navy during the celebrations. The ship was to return to Halifax on May 12.

Cheque Presented To Sailors' Home

Vice-Admiral Harry G. DeWolf, RCN (Ret), former Chief of the Naval Staff, at a recent ceremony at the Bermuda Sailors' Home in Hamilton, Bermuda, presented a cheque for \$750 to John Plowman, chairman of the home. The gift was a gesture of appreciation from RCN ships using Bermuda waters for winter exercises.

At the same time Cdr. A. H. Rankin, commanding officer of HMCS *Cape Scott*, presented an engraved silver cigarette box to Mrs. Caleb Wells, wife of the superintendent of the Home.

New Entry School For Hochelaga

HMCS *D'Iberville*, the Royal Canadian Navy's basic training school in Quebec City, will be closed down and the school moved to existing accommodation in HMCS *Hochelaga*, RCN Fleet School in Ville LaSalle, Que., July 31.

D'Iberville was commissioned into the Navy in October 1952 as a training establishment for French-speaking new entries and since that time has been sharing the same building as HMCS *Montcalm*, Quebec City naval division. The school is commanded by Cdr. J. L. Neveu, of Ottawa, and is under the administration of the Senior Naval Officer, River St. Lawrence Area, with headquarters in Montreal.

The decision to move the basic training school from Quebec City to the Montreal area has been made for economic and administrative reasons. The present accommodation is no longer adequate for the school's needs and better facilities are available at *Hochelaga* for the training of French-speaking Canadians who are preparing for careers in the Navy.

A/S Exercise Off Nova Scotia

Ships and aircraft of the Canadian Maritime Command Atlantic, together with surface units and submarines of the United States Atlantic Fleet, took part in a large scale anti-submarine exercise off the southern coast of Nova Scotia in late March.

Rear-Admiral Kenneth L. Dyer, Maritime Commander, conducted the exercise from his headquarters in Halifax.

Canadian forces taking part included Argus maritime patrol aircraft from 404 and 405 Squadrons, Royal Canadian Air Force, stationed at Greenwood, N.S.; the aircraft carrier *Bonaventure*, with anti-submarine Tracker aircraft and heli-

copters embarked; the destroyer escorts *Chaudiere Terra Nova*, *Kootenay*, *Columbia*, *Haida*, *Nootka*, *Algonquin*, *Restigouche*, *Athabaskan* and *Sioux* and the frigates *Fort Erie*, *New Waterford*, *Inch Arran* and *Lanark*. HM Submarines *Aurochs* and *Auriga*, of the Halifax based Sixth Submarine Division and U.S. submarines from New London, Connecticut, simulated enemy forces.

'Best Man' Award Goes to Wren

It was a severe jolt to the men of HMCS *Malahat* when the annual award for the best all-round hand was presented. It went to a girl—Wren Pat Burch.

Wren Burch was presented with the award by Commodore Paul D. Taylor, Commanding Officer Naval Divisions, during his annual inspection of the Victoria naval division.

44 Sailors End U.S. Sub Course

For the first time in the 44-year history of the U.S. Navy Submarine School at Groton, Connecticut, a Canadian naval officer was speaker at a graduation exercise.

The speaker was Lt.-Cdr. E. G. Gigg, commanding officer-designate of HMCS *Grilse*, otherwise the USS *Burfish*, which will be turned over to the RCN on May 11.

His listeners were the 152 members of the 222nd Enlisted Basic Submarine Class, who included 44 Canadian sailors, prospective crew members of the *Grilse*.

Captain Enders P. Huey, officer-in-charge of the Submarine School, presented engraved gold wrist watches to the two honourmen, PO John D. Girvin, RCN, and Electronics Technician Seaman Carl M. Brenden, USN. The diplomas were presented by Lt.-Cdr. Gigg, and the invocation and benediction were given by Lt.-Cdr. Henry T. Lavin, base Roman Catholic chaplain.

Lt.-Cdr. Gigg expressed his pleasure that the first full Canadian class to graduate from the USN Submarine School had undergone the same excellent and intensive training as their USN classmates.

Kootenay Helps Bereaved Families

Sailors of HMCS *Kootenay* turned \$500 over to the manager of the Royal Bank's main branch in Halifax for onward transmission to the Lockeport, N.S., relief fund for families of 17 fishermen lost at sea in gales that beset the Atlantic seaboard in March.

The Halifax-based destroyer escort faced the same gales during Exercise Beagle One and also spent 18 hours standing by the disabled fishing vessel *Musquaro* until she could be towed to haven.

With the first-hand experience of the fishermen's plight in mind, the sailors voted the unusually large sum at a welfare committee meeting on April 5. In addition to the money, the *Kootenay's* delegation presented Royal Bank manager A. W. Fowler in Halifax with a copy of the ship's badge to be included in the money as a reminder in Lockeport of the close link between the men of the RCN and the fisherman of that area.

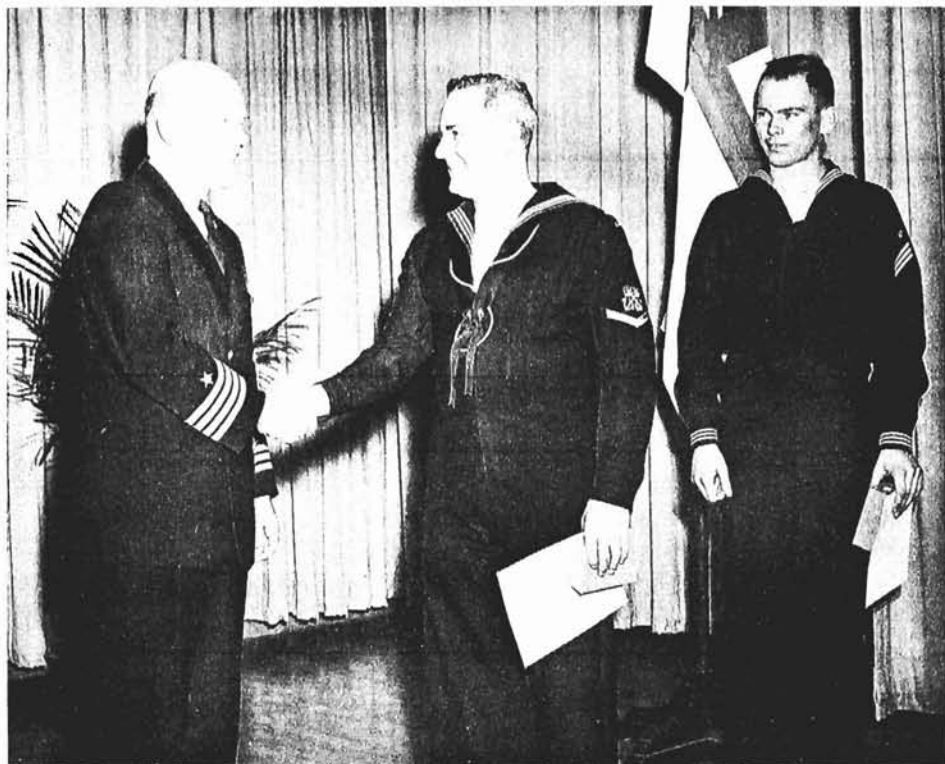
The money came from the ship's non-public funds, which accumulate through canteen profits, etc., on board. The normal complement of the *Kootenay* is 235 officers and men.

The delegation included AB William Whitten, PO Jack Chard and Cdr. Harry Shorten, commanding officer of the *Kootenay*.

RMC Cadets on Easter TV Show

Sixty-two officer cadets from Royal Military College, members of the RMC Glee Club, appeared in "Timmy's Easter Parade of Stars", seen and heard across Canada on Sunday, March 26, via television.

Colour television might have made their television debut in their scarlet tunics even more spectacular, but viewers were agreed that they looked smart and were in fine voice.



Honourmen of the 222nd Enlisted Basic Submarine Class at the U.S. Submarine School, Groton, Connecticut, are congratulated by Captain Enders P. Huey, officer-in-charge of the school. The top Canadian member of the class was PO John D. Girvin, centre, and the first among the USN members was Electronics Technician Seaman Carl M. Brenden. Each received an engraved gold wrist watch. (USN Photo)

Actually, for technical reasons, their songs had been taped earlier and what the audience saw was the members of the Glee Club silently forming the words.

The fact that they had to march across two revolving stages to get before their live audience offered a problem they had never met on the parade ground, but one which they immediately solved.

Ships Exercise Off California

Three St. Laurent class destroyer escorts of the Second Canadian Escort Squadron sailed from Esquimalt in early April for a month-long series of anti-submarine exercises in California waters.

The *Assiniboine*, *Skeena* and *Margaree* were to call at Long Beach and San Francisco during the exercise period. They were followed to California by HMCS *Cape Breton*, which was to combine maintenance support for the destroyer escorts with work-ups.

Minesweepers on West Coast Busy

The four minesweepers which form the Pacific Command's Second Canadian

Minesweeping Squadron held in late March another in a series of extensive minesweeping exercises planned for this year.

HMC Ships *Fortune*, *Miramichi*, *Cowichan* and *James Bay* left March 27 for exercises in waters adjacent to Esquimalt.

Working with them was the naval auxiliary vessel *Clifton*, carrying out mine recovery and minefield patrol duties. The exercise ended on the afternoon of March 30.

Society Recognizes Work in Arctic

The Massey Medal of the Royal Canadian Geographical Society was presented to Commodore O. C. S. Robertson, Naval Member of the Canadian Joint Staff, Washington, and commanding officer of HMCS *Niagara*, on February 20 at Government House, Ottawa, by His Excellency Major-General Georges P. Vanier.

It was the third occasion on which the Massey Medal had been awarded. The previous recipients were Superintendent H. A. Larsen, RCMP, in 1959, for his outstanding work in command of the *St. Roch*, which he sailed both ways through the Northwest Passage,

and Wing Cdr. K. A. Greenway, RCAF, in 1960, for his contributions to the science of aerial navigation at high latitudes.

In presenting the medal to Commodore Robertson, His Excellency, honorary patron of the Society, said:

"I should like to say how pleased I am to present the Massey Medal of the Royal Canadian Geographical Society. As an almost lifelong, but now happily returned, expatriate, I am eager to emulate the interest in geography of my predecessor who instituted this medal.

"I would like to add my congratulations to those already bestowed on its recipient, for his outstanding achievements in opening up the polar seas. I

am happy to learn from the citation that his spectacular work was carried out in close collaboration with our neighbour and ally to the south. What Commodore Robertson has done reflects the highest credit not only on himself but also on the Royal Canadian Navy and upon Canada."

The citation made particular reference to Commodore Robertson's two years of exploration in Arctic waters as commanding officer of HMCS *Labrador* in 1954 and 1955. On her first voyage, the *Labrador* became the first large ship to navigate the Northwest Passage. The ship's operations in 1955 were largely in support of the supplying of DEW line stations to be constructed in the Foxe Basin Area.



General A. G. L. McNaughton, vice-president of the Royal Canadian Geographical Society, congratulates Commodore O.C.S. Robertson, RCN, on receiving the Society's Massey Medal from His Excellency Governor General Georges P. Vanier at Government House, February 20. Commodore Robertson received the Massey Medal "for his outstanding performance of duty and contributions to geographical knowledge of the Canadian Arctic while in command of HMCS *Labrador*." Looking on are, left to right, Major-General H. A. Young, president of the Royal Canadian Geographical Society, of Ottawa, Governor General and Mrs. Vanier and Vice-Admiral H. S. Rayner, Chief of the Naval Staff. (O-13478)

Since then Commodore Robertson has made a flight in the USN blimp ZTG2 to Ice Island T3, in August 1958, has taken part in an operation under the polar pack, in January 1960, in the U.S. submarine *Sargo* and has made a trip from east to west via the North Pole, in August and September 1960, in the nuclear submarine *Seadragon*.

As a result of his studies of Arctic problems and his voyages in the north, Commodore Robertson has become internationally known as an authority on Arctic navigation.

42 Years on Lower Deck

THE CANADIAN sailor's average length of service, which runs between 20 and 30 years, pales by comparison with a Royal Navy man now in his 42nd year of service. His story has been told in the RN newspaper, *Navy News*.

Not only has he 42 years of service, but he wears the Long Service and Good Conduct Medal and clasp, is probably the only serving sailor entitled to wear First World War medals, has had "superior" assessments continuously since 1923, is the only rating ever entitled to "fly" his own insignia at the masthead of his ship, probably holds the record for length of time serving in one ship—12 years, and once used a battle ensign as a pillow.

The man is Able Seaman George Parker, who joined the Royal Navy as a second class boy in 1918 and has been serving ever since. During the Second World War, when his ship, the cruiser HMS *York*, was sunk in the Battle of Crete, he was left on board to man AA guns still poking out of the water. He used a battle ensign for a pillow and it later found its way into a museum in England. He served 12 years in the frigate *St. Kitts*, during which time Admiral Mountbatten suggested to the captain that Parker's ship should have a distinguishing mark. A copper ball was made which was secured to the truck of the mainmast. When he was transferred to HMS *Camperdown* his distinguishing mark went along.

The three-badge AB, member of a species now extinct in the RCN, is due for retirement in November 1961. Since his last regular engagement expired in 1952 he has been serving on special engagements authorized by Admiralty. He leaves the navy much against his will.

In this issue The Crowsnest presents the first of a new series of recollections of life in the Navy of former days. These are not annotated historical documents but vignettes from a long and distinguished naval career.

The author, Rear-Admiral Roger E. S. Bidwell, retired from the naval service in June 1958, at which

time he relinquished the appointment of Flag Officer Atlantic Coast he had held since November 1951.

He entered the Royal Naval College of Canada at Halifax in 1915 as an officer cadet. The present article deals with his experiences there; the sudden termination of his college career by the Halifax explosion of 1917 and his service on board the battleship HMS Canada.

RANDOM MEMORIES



HY DID YOU join the Navy, my boy?

There are many answers to that one, and they must have changed a lot over the years.

And yet fundamentally they never change. A life of service, of comradeship and of adventure will always retain its appeal.

When I joined the Canadian Navy there was no security; in fact the reverse was true. It was an infant service, the Royal Canadian Navy, with all the ills of infancy to a marked degree. It seemed that its chances of survival were slim; no prospects, no security, no marriage allowance, no pension—in fact lacking in everything that the prudent youth of today will seriously consider before choosing a profession. But in spite of all these drawbacks, and after many occasions of near extinction in its troubled youth, it presented itself on its 50th anniversary last year as a proud and thriving service.

In 1915, when I joined, the RCN was only five years old; it still consisted of the original two over-age cruisers, *Niobe* and *Rainbow*, and no serious plans had been made to increase the personnel—most were on a temporary and soon-to-expire loan from the Royal Navy—or to increase the number of the ships afloat. The Royal Naval College of Canada, founded on the soundest lines in 1910 by the late Cdr. E. A. Nixon, RN, (subsequently RCN) continued to function, though its number of cadets had steadily decreased, and a policy had been adopted of giving all the early sea-training to fledgling RCN officers under the auspices of the Royal Navy.

My term consisted of only five cadets. One of our number deserted after a year and joined the Army in the ranks. He was allowed to continue and, as a sergeant, was wounded in France. Two

others were seriously injured by the Halifax Explosion of 1917, and only two of us saw any considerable service, though one of them went to sea with us in 1918 and saw a few years of service before he had to be invalided; the other became an engineer officer before his retirement.

Nearly three years of busy and happy existence lay ahead of us, rather overshadowed by the constant fear that we would not graduate and get to sea in time for the War. This caused us to work at our studies much harder than we would have done otherwise and led to our graduation in December 1917, instead of after our normal three years. So, early in December, we were ready to start on the dreaded final exams; but we were not to know how things would really happen for us.

Those preceding years had been an exciting experience. The acquisition of new and exciting arts, such as navigation, marine engineering and seamanship, had made all the difference. The strict discipline under which our lives

were ordered had begun to make us feel that we really were a part of the Navy and to cause us to look forward with keen anticipation to our lives in the fighting service. Now, even before we went to sea, we were about to take part in a great war experience which we would all remember to the end of our days—the Halifax Explosion of December 1917.



UCH HAS been written of that eventful disaster, and I would only like to record my personal experiences, and that of my fellow cadets.

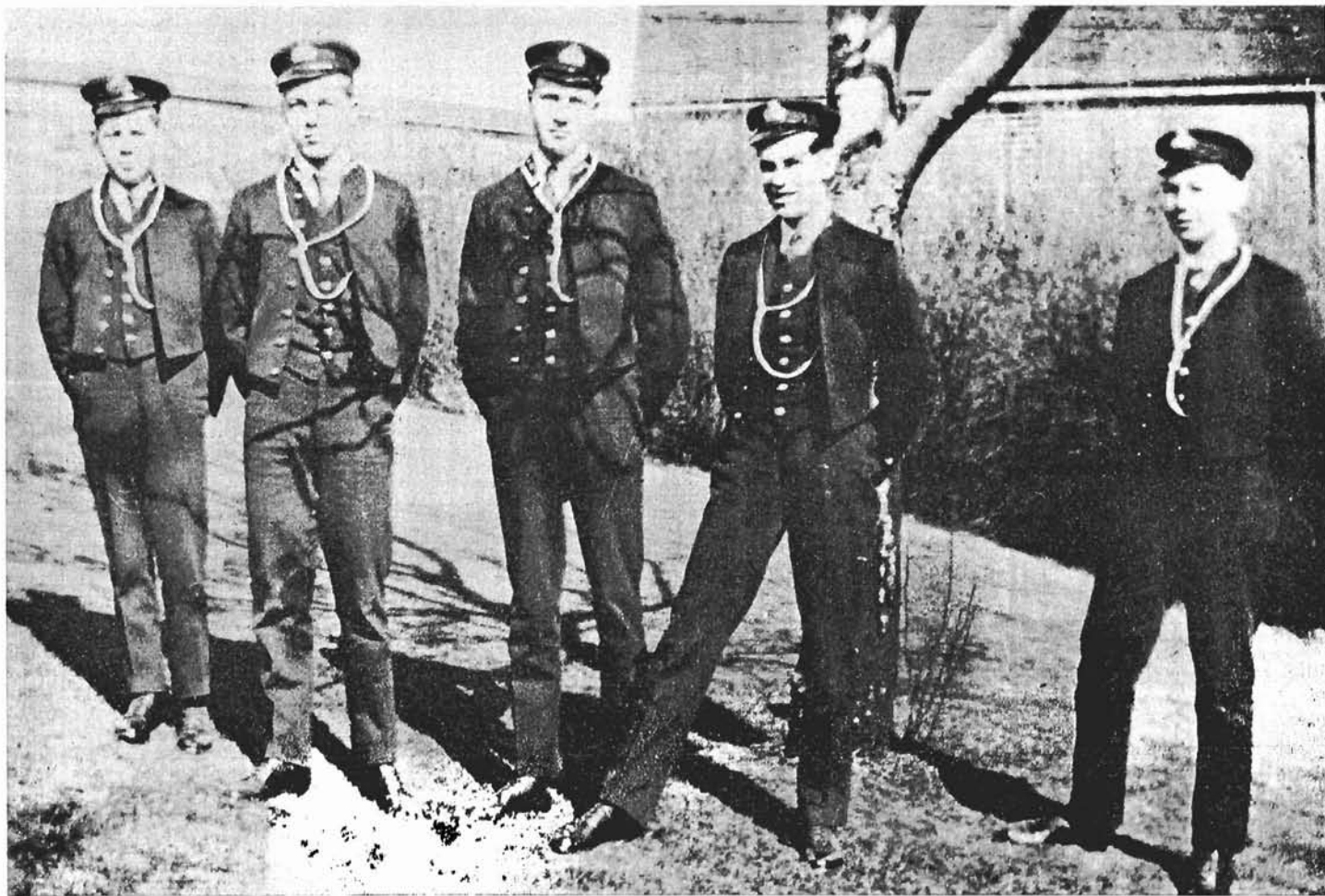
On that very morning of early December 1917 when we were about to commence our passing-out exams, a rumour was rife that a large ship was on fire in the harbour. In fact many of us, in our spare moments from brushing each others' uniforms and generally tidying up for divisions, were observing what we could of this interesting conflagration through the windows of the college.

Suddenly it happened. I only have a most confused memory of the ensuing minutes, though I realized at once that it was something to do with that burning ship. I was on the second floor of the building, and the building itself appeared to be collapsing. My one instinct was to get outside, and I struggled through a collapsed window frame and fell to the lawn outside, luckily landing in a flower bed.

It had been a beautiful spring-like day and yet it had become as dark as night. As I appeared on the scene, the first of the huge cloud of debris was commencing to rain down. I crawled clear of the tottering building and lay on the grass with my coat over my head.

The ship, the *Mont Blanc*, had exploded only about half a mile from





Officer cadets of the 6th term of the Royal Naval College of Canada, who commenced their studies in 1915. From left to right they are: K. A. Mackenzie, invalided shortly after the First World War, served again briefly in the early '20s and for most of the Second World War, retiring as a lieutenant-commander (E) in April 1945 and now living at 47 York Lane, Charlottetown, P.E.I.; A. H. L. Slipp, who defected in 1916 to the army, became a sergeant and was wounded—address not known; R. B. Brett, invalided in 1920 as a sub-lieutenant, recently known to be living at 55 Denmark Road, Gloucester, England; R. E. S. Bidwell, author of the accompanying memoirs, who was a rear-admiral and Flag Officer Atlantic Coast on his retirement in June 1958—now living in Halifax, and, at right, E. R. Mainguy, who was vice-admiral and Chief of the Naval Staff when he retired—now of Toronto. The picture was reproduced from a snapshot owned by Admiral Mainguy.

where we were. Our very proximity, added to the protection afforded by the stout dockyard wall, was all that saved our building from being demolished. After a while the lethal rain from aloft seemed to subside a trifle and I could make out flames spreading through the whole North end of Halifax.

At this time I noticed a cadet staggering out of the building who seemed badly hurt. In fact, his face and head were so badly cut that I could not recognize him. He obviously needed some attention, so I grabbed him by the arm and started to guide his footsteps up out of the dockyard, which seemed to be in a pretty good mess, and up towards Admiralty House, which at that time had been converted into a hospital and clinic for War Veterans.

I caught a glimpse of the old *Niobe* as I passed by. She seemed to have broken adrift from her alongside billet and was drifting up the harbour towards

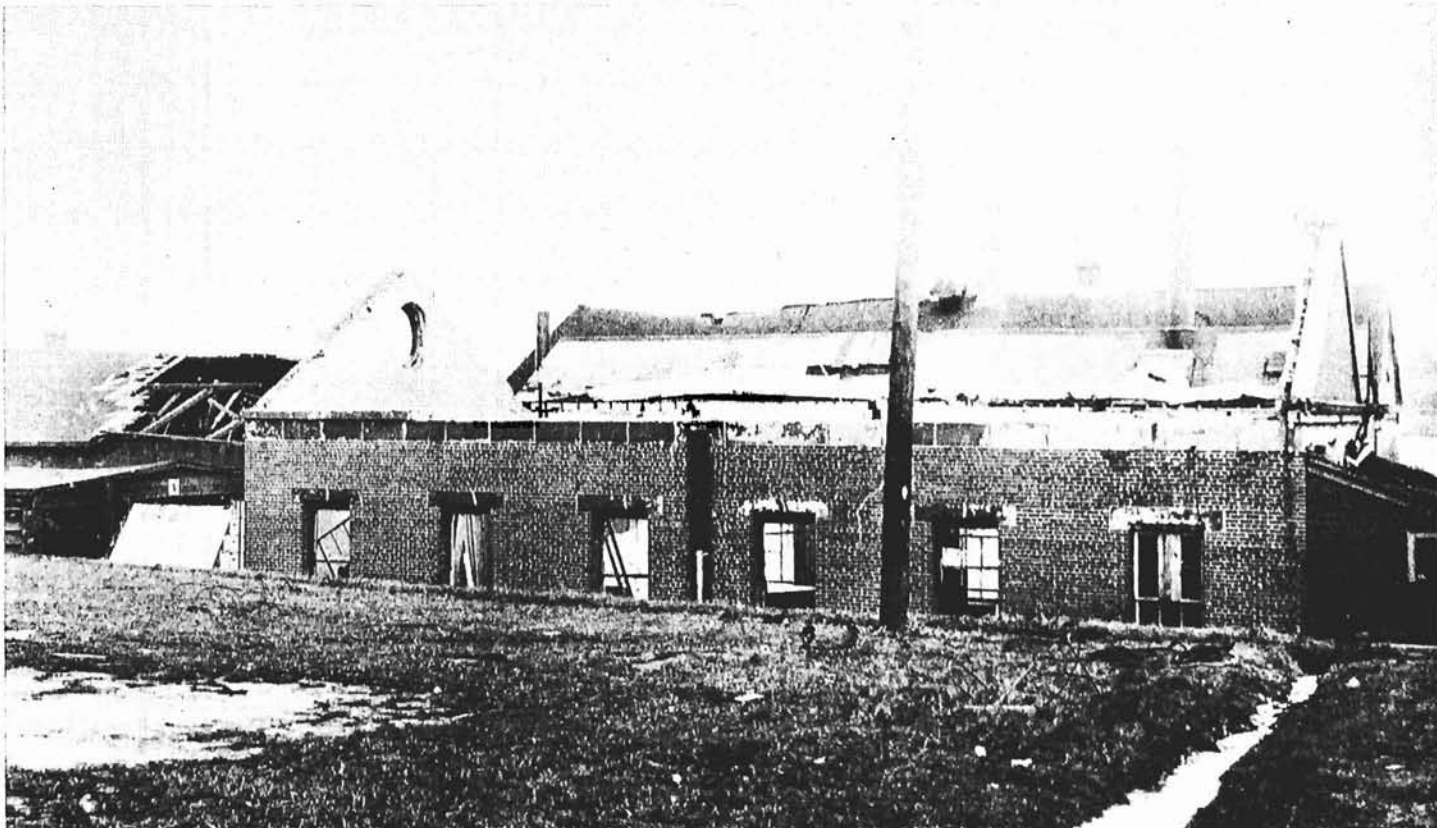
the Shipyards, minus about three of her four funnels.

On arrival at Admiralty House I found it to be on fire. Luckily an ambulance came by and I was able to stop it and persuade it to take my friend to the nearest hospital still standing. No writing of mine could hope to convey the scene of confusion that still prevailed on all sides as I made my way back to the college, and I nearly got involved in the panic rush to the south end of the city, which arose from reports that a second and much worse explosion was due at any moment owing to a fire which had broken out in the army magazine at Wellington Barracks.

To return for a moment to the facts of the case: The trouble had been caused by a Norwegian ship, SS *Imo*, awaiting convoy in Bedford Basin, which had apparently made an unauthorized move out of the harbour and collided in the Narrows with the in-

coming *Mont Blanc* with her deck cargo of benzine, in drums, probably leaky, and a main cargo in the hold of some 3,000 tons of TNT and other less stable explosives. A fire, set off by an upper deck galley, had ignited the benzine and eventually a conflagration had resulted which led to an explosion of much the same proportions as that of the first atomic bomb.

The uninjured cadets were mustered, were told to seek accommodation wherever they could and report their whereabouts. Most of us were taken in by Halifax friends in the South End, most of whose homes had broken windows and other damage, but had escaped the devastation in the north part of the city. Incidentally, there were some 2,000 people killed and over 3,000 casualties—many blinded or partially so by flying glass—and upwards of 20,000 rendered destitute and homeless by the time the count was taken.



The cadet workshop of the Royal Naval College of Canada—roofless after the great Halifax explosion of 1917. (CN-3319)



The YMCA canteen (far left) and victualling store in HMC Dockyard, Halifax, after the December 1917 explosion. The canteen was rebuilt, was used during the Second World War as a gunnery school and still stands. (CN-3321)

About ten days later transportation to elsewhere in Canada had once more been established and most of us were able to go home.

We never wrote our "passing-out" examinations! So it's an ill wind. . . .

The Grand Fleet, 1918

BY JANUARY of 1918, after some superficial examinations, we were granted the magnificent rank of Midshipman, and proudly sailed forth in a transport from Halifax to join the Grand Fleet. This ship, the *Justicia*, a large and commodious vessel, which was subsequently torpedoed, carried besides the three midshipmen RCN huge hordes of Chinese coolies, who had just been recruited (in Northern China) as a labour battalion to serve with the Allies in France.

Our ship carried the commodore of the convoy and we were pressed into service as assistant watchkeepers, a valuable experience in merchant ship procedure. The Chinese gave little trouble, as they were not allowed on deck. In fact, some of them apparently fancied they were still in the railway station at Halifax and could not understand the peculiar motion to which they were being subjected.

Our convoy avoided all excitements (luckily, as the actions of our passengers were quite unpredictable) and a fortnight later we were in London reporting to the Second Sea Lord's office.

"Here are three Canadian Midshipmen for the fleet; where will I send them?" enquired the veteran officer who received us.

"The Commander of the *Canada* was in here the other day and asked for some snotties who played rigger," replied another. "Any of you play rigger?"

We assured him that we did, and in a few days found ourselves in a troop train bound for Thurso, with our first appointments in our pockets.

We were appointed to HMS *Canada* (appropriately enough) and there we were destined to serve for over a year.

The *Canada* had been built for Chile and appropriated to the RN when half-finished at the outbreak of war. She had been built originally as a battle cruiser, changed half-way through into a battleship, and had the heaviest broadside of the Grand Fleet (10 14-inch guns), and a good turn of speed (24 knots). She subsequently became the spare fleet flagship, and after the war was returned to her original owners where she became the flagship and pride of the Chilean Navy under the name *Almirante Latorre*.

The gunroom of this mighty ship was also a slightly mixed bag. We had 12 Australians from the first and second years of their naval college, including John Collins, a subsequent Chief of Naval Staff of the RAN, Mid. E. R. Mainguy, the subsequent CNS of the Canadian Navy, three other midshipmen, who eventually became flag officers

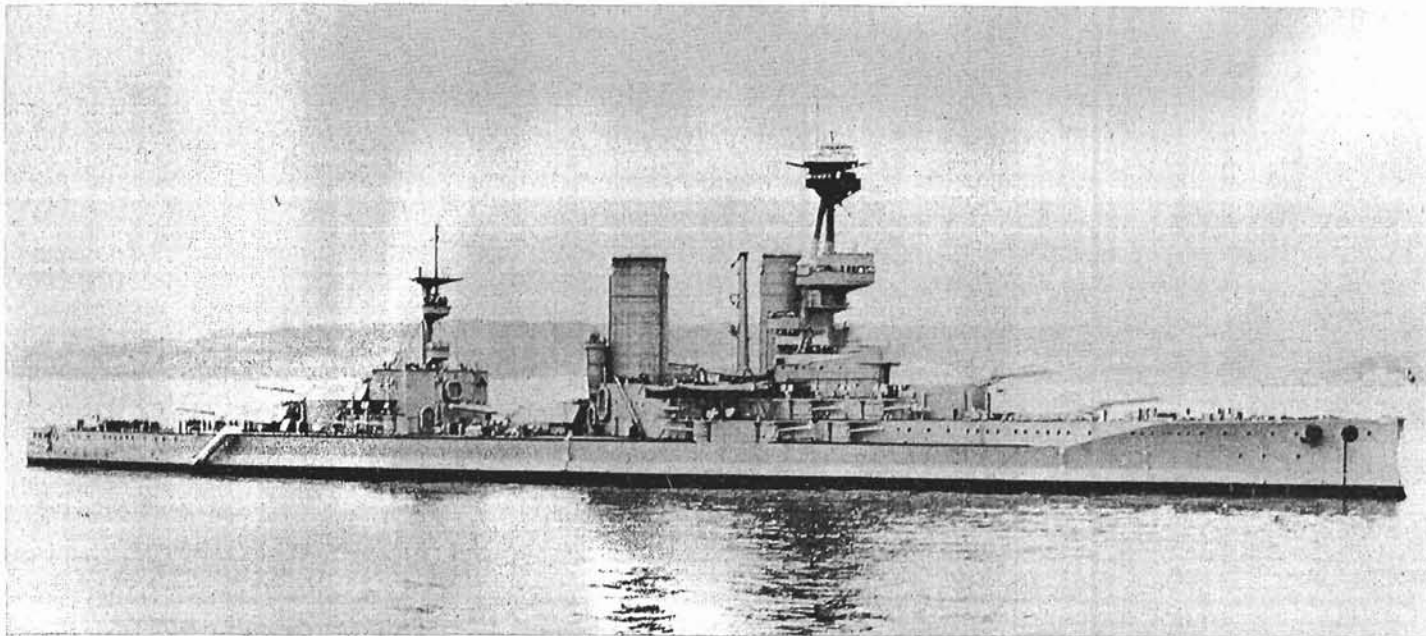
(one of these won the VC in the Second World War) and a variety of others, including specimens of all types from Dartmouth and Public School entries to RNR and RNVR officers. It was all very friendly, and I fancy that, due in large part to our cosmopolitan mixture, we were one of the happiest gunrooms afloat.



LIFE IN THE Grand Fleet at that time was by no means a round of excitement and adventure. There was always a chance of another Jutland, and the fleet was ready for and sought action at every opportunity. Warlike patrols and sorties in force were carried out in the North Sea every week—they were known as PZ exercises—and the ships of this vast fleet, complete with seven or eight squadrons of battleships, including one American battle squadron, battle cruisers, cruisers, and many flotillas of destroyers, were daily trailing their coats off the German bases, hoping for some action.

We were at sea on the night of the Zeebrugge attack, and parts of the enemy fleet were sent to sea, but apart from some fleeting contacts with the battle cruisers, no general action took place and the German main units withdrew. That was our last chance of action in the early months of 1918.

After each return from sea, we coaled ship. In those days only our latest battleships burned oil; our own ship had



As a midshipman, Rear-Admiral R. E. S. Bidwell, RCN(Ret), doubled along the decks of this battleship, HMS *Canada*. Built for Chile, she was taken over by the Royal Navy during the First World War. She was returned to Chile after hostilities ended and, as the *Almirante Latorre*, remained in commission until the late '50s. The original photograph was given to Admiral Bidwell by Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff, who had received it from the Commander-in-Chief of the Chilean Navy when Admiral Tisdall called on him in Valparaiso in 1952. (CN-6179)

been modified to burn coal, and she burned plenty of it. Everyone coaled ship, the midshipmen worked and sweated with the ship's company, filling coal bags. It was highly competitive between ships, and we had a record of, I believe, 300 tons an hour to maintain.

But life composed of PZ exercises and coaling ship in apparently never ending succession was not quite the thrilling thing we had all expected; the fleet was based in the chilly and wind-swept haunts of the Orkneys, and there was nothing to do ashore. Everyone volunteered for anything which could mean a change—kite balloons, submarines; but nothing at all continued to happen.

Then most of the fleet was moved to Rosyth and rumour had it that a final showdown with the High Sea Fleet was imminent. But, alas, nothing happened again, and finally Armistice Day arrived on November 11, 1918, after a false start two days before—in celebration of which the gunroom had exhausted their entire month's wine bill—and the war was over.



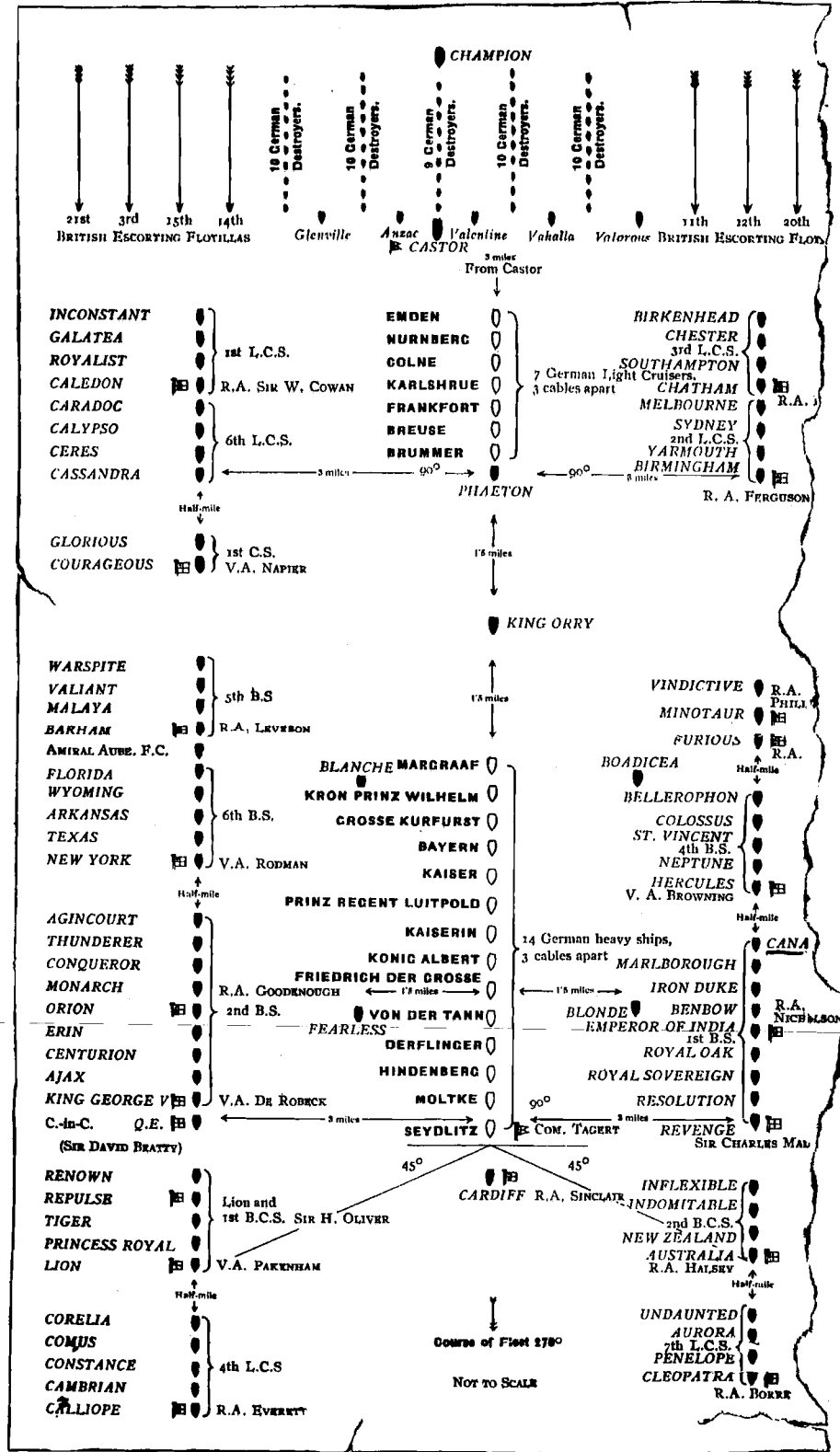
I WOULD LIKE to record only one more historic event in which I took part—the surrender of the German High Seas Fleet early in 1919. A

large armada consisting of 42 battleships and battle cruisers, more than 35 cruisers and seven flotillas of destroyers steamed forth into the North Sea in two long lines to the rendezvous with the German fleet, which appeared in a long straggling line and at a given time "fell in" between the British lines. The course of the British fleet was reversed for Rosyth. As the German fleet appeared many anxious eyes were fixed on their ships, but no signs of any belligerent attempts were to be seen. Scarcely a man was visible on the upper decks, the ships looked dirty and in poor repair, the guns were covered and trained fore and aft.

All precautions were taken aboard our ships, short of training the guns, and the orderly procession steamed on through the North Sea mists. Our Commander-in-Chief, Lord Beatty, had ordered a Thanksgiving service to be held in all ships, but I could not help but notice that no great enthusiasm was displayed in our ship. It was rather an occasion of tragedy.

As we steamed slowly into Rosyth harbour at the dusk of the day a signal flew from the flagship: "At sunset the German Ensign will be hauled down. It will not again be hoisted."

One could scarcely forbear to be sad at this ignominious end of a brave foe.



An impressive and melancholy sight witnessed by Admiral Bidwell when he was serving in the battleship Canada was the surrender of the German High Seas Fleet in 1919. This time-worn document showing the disposition of the British, American and German warships has been in his possession since that day.

When they sank themselves a few months later in waters of captivity at Scapa Flow, one received the news with mixed feelings. They seemed in some way to have made the only amends pos-

sible to them, and possible to their once proud fleet.

(This is the first of four parts. Another instalment will appear in an early issue)

SUFFERING GEORGE

POOOR OLD GEORGE. He has almost been "revived to death".

Since joining the fire department of HMC Dockyard, Esquimalt, a couple of months ago, his life has been saved almost 400 times. And it looks like there'll be no end to George having his life saved over and over again.

George is a plastic dummy—a life-size torso of a man. He has but one purpose in life, and that is to serve as a subject for persons learning the mouth-to-mouth method of artificial respiration.

Last September Lt.-Cdr. Norman Stewardson, Pacific Command fire chief, attended a conference of the Canadian Association of Fire Chiefs at Calgary. A similar dummy was displayed there, and delegates witnessed its great value in instruction for the new and proven life-saving method.

At a cost of little more than \$100, the Dockyard fire department obtained one of the dummies, and they labelled him "George".

George is made of plastic, and weighs a mere eight or nine pounds. His mouth is permanently open. There are plastic tubes (air pipes) leading from his mouth to his lungs and stomach. His head can be pushed back. He wears a short-sleeved white "T" shirt. There are holes on the sides of his nose.

All these things, explains Lt.-Cdr. Stewardson, have definite—and important—purposes.

The mouth-to-mouth method of direct artificial respiration has been proven the most effective manual method of reviving a person unconscious through drowning, certain types of shock (especially electric shock), inhalation of certain gases, and choking (provided, of course, the object which caused the choking has been removed).

Indirect manual methods of artificial respiration often cannot be applied when emergency resuscitation is urgently required.

For example, in cases of severe chest and spinal injuries, indirect manual methods cannot be used. Furthermore, a victim may be partly buried in a cave-in, trapped behind a steering wheel, or located in cramped quarters as would be the case in small craft, aeroplanes and other such places.

In all these instances his survival will depend on direct artificial respiration—namely the mouth-to-mouth method.

Reviving a person by means of the mouth-to-mouth method of direct artificial respiration, in the words of the Command Fire Chief, is "a simple procedure".

"But," he stresses, "there are several points of procedure of vital importance



Here's George, the plastic dummy being used by the firefighting department of HMC Dockyard in Esquimalt for instruction in the mouth-to-mouth method of artificial respiration. With him are Lt.-Cdr. Norman Stewardson, Command Fire Chief, left; and Dockyard firefighter Edward Morgan. (E-60331)

in applying direct artificial respiration". He listed them:

1. Place victim on his back (if possible) and make sure the mouth is free of any obstruction.
2. Tilt the head back as far as possible; this allows the air being forced into the victim's mouth to go directly to the lungs and not to the stomach.
3. Place thumb inside mouth, behind lower gum. By pulling up and forward, this keeps the tongue out of the air passage.
4. Pinch the victim's nose firmly. This prevents air being given to the victim from making a direct escape through the nostrils.
5. Apply your mouth directly over that of the victim. Blow in the good air until you see the chest

rise. Remove your mouth for a new supply of good air and keep repeating the process 10 to 12 times per minute.

Even in an unconscious state, the victim's body will automatically exhale the air that has been blown into his lungs.

In the case of infants and small children tilt the head fully back, surround the mouth and nose completely with your mouth. Blow with only enough force to produce a visible rise in the victim's chest and no more. Repeat every two seconds.

Continue direct artificial respiration until victim breathes for himself, or until expert help is obtained.

George is constructed in such a way that his head can be pushed slightly backwards. This in turn shifts the air tubes in such a way that, if the respiration method is being applied properly, his chest will lift (showing that the air is going to the lungs). If, however, the head is not pushed back far enough, the air goes to the stomach, and George's stomach will lift.

The immediate purpose of George's joining the fire department of HMC Dockyard, was to provide such instruction for the naval firefighters.

News of George's presence soon got around. Within a few weeks, other departments of the naval area were asking for demonstrations. They were given, and many people had the opportunity to learn the mouth-to-mouth method of artificial respiration.

In one afternoon alone, George had his life saved nearly 50 times!

It didn't stop there. Soon there were requests from organizations outside the Dockyard and the naval base area—youth groups, Boy Scout packs, PTA groups, and even a couple of service clubs.

Where possible, the Dockyard Fire Department has fulfilled every request.

"We have done this on a voluntary basis, and on our own off-duty time," explained Lt.-Cdr. Stewardson, "and for a couple of reasons. We feel that what we are able to teach people might well mean the difference between life and death for somebody. And it is a strengthening of an already strong link between the Navy's Pacific Command and the community in which we live."

OFFICERS AND MEN

Porte St. Jean Biggest Giver

A little ship with a big heart, HMCS *Porte St. Jean*, Atlantic Command target facilities vessel, has been awarded a Red Feather plaque for outstanding achievement in the Navy's last campaign in Halifax on behalf of the United Appeal.

The *Porte St. Jean*, a 125-foot vessel with a ship's company of 25, subscribed 217 per cent of her quota.

Because of her many roving assignments, the *Porte St. Jean* did not receive the award until April.

The presentation was made by Cdr. William H. Fowler, campaign co-ordinator, and was received on behalf of the ship's company by Lt. James H. Ellerton, commanding officer, and CPO Benjamin H. Grant, coxswain.

A total of \$27,405 was raised by the Command.

Injured CPO Joined by Wife

The Royal Canadian Naval Benevolent Fund proved its worth and the speed with which it can operate on March 22, when it sent a naval wife halfway around the world to the bedside of her seriously injured husband.

CPO Frank Boddy, of Victoria, serving in HMCS *Beacon Hill*, was injured in a car accident in Palmerston, New Zealand in March while his ship was visiting "down under". Doctors advised that his leg would have to be amputated below the knee. The operation was to take place on March 24 and the medical authorities suggested that the presence of CPO Boddy's wife would greatly benefit his morale.

The *Beacon Hill* sent a message to the RCN Benevolent Fund requesting a grant to enable Mrs. Boddy to fly to



A letter in the December 1960 issue of *The Crowsnest* has brought to light two badges of HMCS *LaSalle*, Second World War frigate commissioned on May 8, 1944, and paid off on November 14, 1945. The badge was sought by Major Ian Morgan, of Westmount, Que., who wished to display a copy of it with other ship's badges in the United Services Club, Montreal. The badge at the left appears to have been designed for wear on blazers. The one at the right is based on a design used on the ship's letterhead and also painted on the frigate's superstructure, which incorporated the eight-point star and running greyhound of the Lasalle (or La Salle) family's coat of arms.

her husband's side. The message was received at Naval Headquarters, Ottawa, on the morning of March 22 and within hours the Fund's Western Claims Committee had made the grant and Mrs. Boddy was winging her way to New Zealand.

Meanwhile the frigate proceeded to raise extra money to defray the cost of Mrs. Boddy's stay in Palmertson.

When the arrangements were completed, the *Beacon Hill* sent the following message "... On behalf of the entire ship's company our sincere appreciation and deep gratitude for the prompt action of the RCNBF in granting funds for the transportation of Mrs. Boddy..." The message also thanked the Flag Officer Pacific Coast for arranging the flight and facilitating her departure.

Associate Minister Visits Esquimalt

Hon. Pierre Sevigny, Associate Minister of National Defence, and Mrs. Sevigny, made their first visit to the Pacific Command January 30 to February 2. During his stay he met personnel of all three armed forces.

From the airport, where the Princess Patricia's Canadian Light Infantry paraded a guard and band, Mr. Sevigny proceeded to Government House. That afternoon (January 30), accompanied by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, the associate minister visited Royal Roads.

On the evening of January 30, Mr. and Mrs. Sevigny were guests of the Pacific Command in the wardroom of HMCS *Naden* at a reception and buffet supper.

BIRTHS

To Able Seaman P. J. Braun, *Stoux*, and Mrs. Braun, a daughter.

To Petty Officer R. C. Clark, *Naden*, and Mrs. Clark, a son.

To Leading Seaman K. L. Cunningham, *Stoux*, and Mrs. Cunningham, a daughter.

To Petty Officer A. R. Desjardins, *Chip-pawa*, and Mrs. Desjardins, twin sons.

To Leading Seaman D. G. Dunn, *Naden*, and Mrs. Dunn, a son.

To Leading Seaman Ralph Janes, *Corn-wallis*, and Mrs. Janes, a daughter.

To Chief Petty Officer Philip Lewis, *Corn-wallis*, and Mrs. Lewis, a daughter.

To Lieutenant Lloyd W. Turner, Naval Headquarters, and Mrs. Turner, a daughter.

WEDDINGS

Able Seaman Gerald W. Crozier, *Margaree*, to Patricia Ellen Banner, of Victoria.

Sub-Lieutenant David Mildon, *Naden*, to Barbara Joan Lawton, of Victoria.

Able Seaman Robert L. Morris, *Iroquois*, to Judith Dianne Hurt, of Windsor, Ont.

Able Seaman John Spindler, *Stoux*, to Sandra Jereme Miller, of Lunenburg, N.S.

On January 31, the associate minister paid his official call to Rear-Admiral Finch-Noyes in HMC Dockyard. A 17-gun salute was fired in his honour and a guard and band from HMCS *Naden* were paraded. After a meeting in the headquarters of Pacific Maritime Command, Mr. Sevigny was taken on a tour of HMC Dockyard, accompanied by Rear-Admiral Finch-Noyes, and Commodore John Deane, Commodore Superintendent Pacific Coast.

Later that morning Mr. Sevigny toured HMCS *Naden*.

On February 1, Mr. Sevigny left for the RCAF station at Comox. Later in the day the official party left for Vancouver, and a visit to Jericho Beach to meet Brigadier J. W. Bishop, Commander, B.C. Area (Army), and other members of the Joint Services Headquarters.

They departed from Vancouver on the morning of February 2 for the return flight to Ottawa.

Cdr. R. B. Hayward **Squadron Commander**

Cdr. Robin B. Hayward took up the appointment of Minesweeping Commander Atlantic Coast, Commander Minesweeping Squadron One, and Commanding Officer of HMCS *Resolute* (minesweeper) March 30.

Since August 1960, Cdr. Hayward had served on the staff of the Director of Naval Ship Requirements at Naval Headquarters.

CPO Wins Two **Story Prizes**

CPO James Bernard Doyle, recently won the first and second place cash awards in a short story writing contest at St. Mary's University in Halifax.

CPO Doyle, who serves by day at the Osborne Head naval gunnery range, takes evening classes at St. Mary's in sociology and English, towards a Bachelor of Arts degree in journalism.

His story, "The Motion", a social satire on status seekers, won first prize. "A Cold Afternoon", in second place, is based on wartime recollections of Russia related to Canada today.

CPO Doyle entered the Royal Navy on September 4, 1939, as a boy seaman. He survived the sinking in 1942 of the cruiser *Edinburgh*. He transferred that year to the Royal Canadian Navy, serving subsequently in the *St. Laurent*, during which time the Canadian destroyer sank an enemy submarine.

Since the war he has served in the destroyer *Micmac*, cruiser *Ontario* and

destroyer escort *Restigouche*. He is a weaponman surface.

He is married to a professional artist, the former Gertrude Shorter, of Coventry, England. They have five children.

CPO Doyle plans to turn his writing hobby into a career when he goes to pension in two years' time.

Appointment for **Wren Officer**

Lt. Constance Eileen Ogilvy, was appointed to the staff of the Flag Officer Atlantic Coast as Administration Officer (Wrens) with the additional appointment of Training Officer (Wrens) at *Cornwallis*, April 3. She was to be promoted to the rank of Lt.-Cdr. after taking up her new appointment, effective May 11.

She succeeded Lt.-Cdr. Winnifred Grace Lyons, who is retiring from active naval service.

Special Week-End **For Sea Cadets**

One hundred and sixty-three Royal Canadian Sea Cadets and 18 RCSC Officers took part in a Sea Cadet week-end in HMCS *Discovery* over Easter. The cadets came from the lower B.C. Mainland Corps of *Captain Vancouver* and *Dragon*, in Vancouver, *Lonsdale*, in North Vancouver, and *Fraser* in New

Westminster, as well as *Columbia*, *Aldergerve*, and *Malaspina*, Powell River.

The cadets arrived at 2000 Friday night and were bedded down on the *Discovery* drill deck on mattresses borrowed from the Army. Saturday was taken up with sports activities such as wrestling, softball, basketball, touch football, flag hoisting, boat pulling, relay and one-mile runs, high and broad jumps, shot puts .22 shoots, tug o' war, and "evolutions".

Many of the sports activities took place in the Brockton Point Stadium, made available by the Parks Board of Vancouver, just across from *Discovery* in Stanley Park. In spite of pouring rain the cadets partook in the events with great enthusiasm.

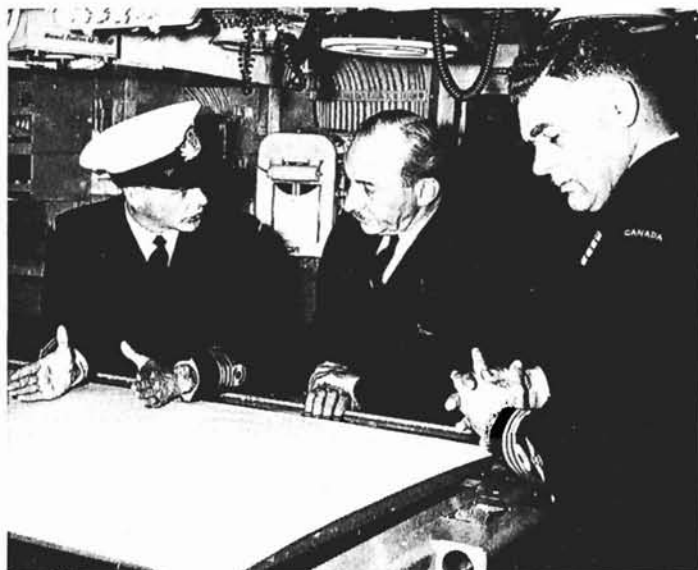
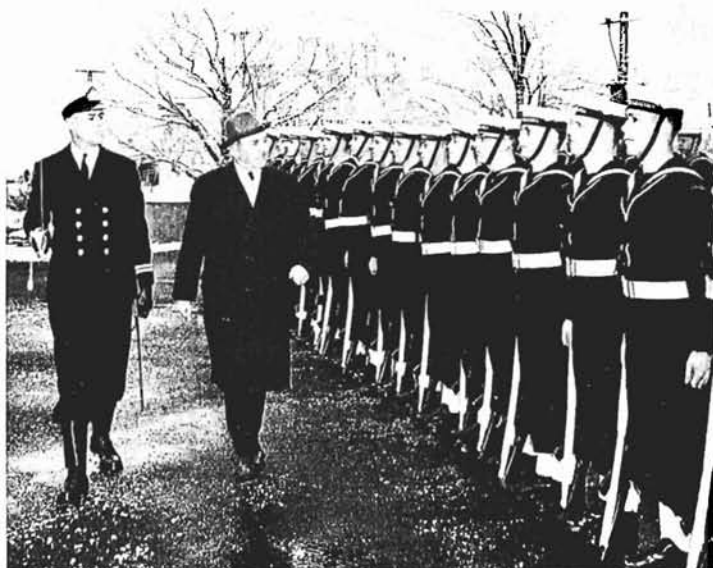
Sunday morning the church parade was inspected by Captain A. Ross, RCN(R), Commanding Officer, *Discovery*, and the Area Officer Sea Cadets, Lt.-Cdr. W. W. Bowditch. The service, held in *Discovery*, was conducted by Chaplain (P) P. Lade, from RCSCC *Lonsdale*.

The cadets were victualled from the re-activated galley in *Discovery*, under the able direction of Sgt. K. G. MacDougall, 6th Field Squadron, RCE Militia.

Through the use of *Discovery's* harbour ferry it was possible to transport the cadets from RCSCC *Lonsdale*



Ice-marooned duck hunters Parker Cooper, left, and James Clattenburg are shown in the Navy Sikorsky helicopter that picked them off Baltee Island, near Musquodoboit, Nova Scotia, in January. Ldg. Sea. Ronald Miller, right, of Peterborough, Ont., and Dartmouth, aircrewman, makes them comfortable for the trip ashore to Tangier Village which they had left three days earlier. The Sikorsky is from Helicopter Utility Squadron 21, Shearwater. (DNS-26865)



Defence Minister Douglas S. Harkness, on his first official visit to the Atlantic Command, inspects the guard mounted in his honour at HMC Dockyard. Officer-of-the-guard is Lt. T. J. Holland. (HS-64695) On board HMCS Terra Nova, Lt.-Cdr. G. G. Armstrong explains the plotting table in the operations room to the Defence Minister. On the right is Commander G. G. Smith, Commanding Officer of the Terra Nova. (HS-64709) Mrs. Harkness peers intently at radar scope on board HMCS Mallard during tour of harbour in the patrol vessel. Explaining the device is AB John Marion, a radar plotter. (HS-64684) Mrs. Harkness chats with Lt. Marylyn Peers during tea in the Wrens' mess of Stadacona. On the right are Wren PO Rosalie Auger and Wren Alma MacKenzie. (HS-64712)

to Vancouver and back by sea, and for the most of the *Malaspina* cadets this was their first introduction to life on board a naval vessel (even if it was a small one).

The entire event was suggested by the Area Officer Sea Cadets and organized by the Assistant Area Officer, Lt. Jens Gotthardt, to provide a week-end of training and sports for Greater Vancouver corps along similar lines to the annual *Naden* week-end during which corps from Vancouver Island meet for competitive training and athletics.

TAS Specialist Made Commander

Cdr. Walter S. Blandy has been promoted to that rank and appointed to the staff of the training officer at HMCS Stadacona.

Cdr. Blandy, a TAS specialist, has served on both coasts, at Naval Headquarters and in several ships including the *Magnificent*. He commanded HMCS *New Waterford* from January 1958 until late in 1959 when he took up an appointment on the staff of the Joint Maritime Warfare School at Stadacona.

Minister Visits Atlantic Command

"I have been most favourably impressed by the obvious efficiency and enthusiasm of all the officers and men I have met during the last two days spent in your Command."

"Please accept for yourself and convey to your command my thanks for a most interesting introduction to the Atlantic Command and my best wishes for the future".

This was the message from the Minister of National Defence, Hon. Douglas S. Harkness, to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, following Mr. Harkness' first official visit to Royal Canadian Navy installations since he took over his portfolio last fall.

The Minister arrived by air at HMCS *Shearwater* on Easter Monday and left for Ottawa on April 5.

Mr. Harkness had a busy itinerary, which began with a press conference the first evening. The next day, with Rear-Admiral Dyer, after inspecting a guard of honour in the Dockyard, he was briefed on Maritime Command operations at Command headquarters, toured the Dockyard, and visited HMCS Stadacona. This included stops at the RCN Tactical Trainer in the Maritime Warfare School, the Chief and Petty

Officers' Mess and the Canadian Forces Hospital.

In the afternoon, after lunch on board HMCS *Terra Nova*, he was shown through the ship and then was whisked away to Dalhousie University to sign an affiliation agreement between the University and the Canadian Armed Forces Hospital.

Later, after touring Halifax and visiting the Maritime Museum on Citadel Hill and other points of interest, he attended a reception at Government House and then a mess dinner at *Stadacona*.

On Wednesday he was taken by helicopter to HMCS *Bonaventure* at sea to witness flying operations after which he was flown to Shearwater for a tour of the station before emplaning for Ottawa.

RCN Orators Make Good Showing

Forty-seven aspiring orators competed in this year's Golden Gavel public speaking competition in Victoria and, of this number, 23 were from the Branch Officer Candidates' Education Course in *Naden*.

The first round of the competition was held on March 13 and the branch officer candidates competing were: CPO C. L. Bennett, PO R. C. Binder, PO K. Bullock, PO A. D. Chaplin, CPO V. D. Doring and PO R. W. Estes. The first and second positions eluded the naval contestants, but PO Estes placed third.

The second round, March 15, was entered by branch officer candidates CPO C. P. Gumbrill, CPO K. W. Hamilton, PO H. P. Hinkel, CPO P. B. Hunter, CPO E. B. Irwin and PO G. A. R. Irwin. This was a successful night, naval contestants CPO Hunter, CPO Irwin taking first and second places, respectively.

St. Patrick's Day found the following branch officer candidates competing in the third round. PO W. J. McDermott, CPO C. G. Morris, CPO D. A. Nairn, CPO R. T. Passmore, CPO C. R. Pattison and PO J. Plummer. Once again the first place eluded the naval contestants, but second place went to PO McDermott and third place to CPO Morris.

The fourth and final elimination round took place on March 20. Branch officer candidates competing were: PO F. Stafford, CPO D. G. Stevenson, PO G. Waddell, CPO J. R. Whyte and PO M. N. Wilson. This was yet another successful night for the navy. PO Stafford placed first and CPO Stevenson placed second.

The contestants who placed first and second in the preliminary rounds went

into the final of the competition, which was held on March 27. Of the eight finalists, five were branch officer candidates. These and the titles of their speeches were: CPO Hunter, "They Shall Not Pass"; CPO Irwin, "The Threshold to Greatness"; PO Stafford, "The Trojan Horse"; CPO Stevenson, "Terror on Blades" and PO W. J. McDermott, "The Man in the Grey Suit".

The final night, although not producing a navy Golden Gavel winner, saw second place go to CPO Hunter and third place to CPO Irwin.

At the completion of the contest the Toastmaster of the evening, Gordon Williscroft, remarked on the fine quality and high order of both the speaking and the subjects that had been chosen.

The competition statistics, five finalists out of eight, and two of these five taking second and third places, prove that the Silent Service can, when the occasion demands, prove effectively voluble.

Promotion for New A/CS (Air)

Lt.-Cdr. Robert C. MacLean, has been appointed to the staff of the Flag Officer Atlantic Coast as Assistant Chief of Staff (Air) and promoted to the rank of commander.

Since November 1960 he had served with the VU 32 naval air squadron based at *Shearwater*.

Cubs, Scouts See RCN Fire Hall

A group of cubs and scouts from the City of Dartmouth visited the Halifax Dockyard fire hall in late March, played with hoses, slid down the pole, toured the fire tug, went up the aerial ladder, and jumped off the roof into rescue nets.

Forty cubs and eight scouts from the 8th Dartmouth Cub Pack and Scout Group of St. Andrew's Presbyterian Church attended the special forenoon demonstration. Their cubmaster, Lt. Richard Dorken, *Stadacona*, arranged the tour with Lt. D. A. A. Arnold, Base Fire Chief.

Fire Captain Roy Pickering gave the lads quite a program. Along with the fun, they learned quite a bit about proper fire-fighting methods, for the demonstration included extinguishing of oil pan fires.

Lt. Dorken was accompanied on the tour by his assistant Mrs. Ward Palmer, a naval officer's wife who is "Baloo" to the cubs.

Background for Course Provided

A new course in the RCN called "The Weapon Officers' Preparatory Course" is being given at HMCS *Venture*.

The object of the 22-week course is to provide officers selected for the weapons course with an adequate background in mathematics and science. The academic level ranges, approximately, from senior matriculation to third-year university.

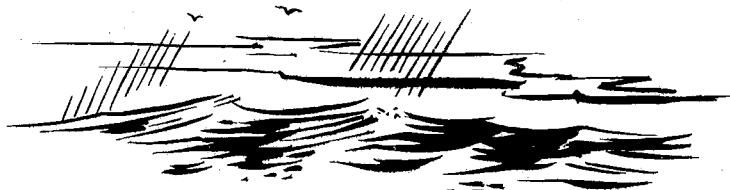
The first course commenced March 6 and consisted of eight officers. The three instructors responsible for conducting this course are all officers on the staff of *Venture*.

24 Petty Officers Complete Course

In late March, 24 petty officers second class left the Leadership School and proceeded to many points of the RCN compass. Eight of them remained in *Cornwallis*, seven radiomen to begin a trade group three course in the Communication Division, and one boatswain to join the staff of the Seamanship School.

For a period of two weeks the Leadership School was in the hands of the painters and the results are most satisfactory. The colours are much brighter than those used in the past.

On April 7 the school opened its doors to No. 114 Chief and Petty Officers Course and No. 115 Petty Officers Second Class Course which will spend six weeks under instruction. Many sporting events have been arranged and it is expected that competition will be keen. Both courses complete their training on May 22.





Rigging sheerlegs is a favourite test of seamanship during General Drill and, considering the shortage of spare spars in modern warships, some ingenuity is required. This and other pictures illustrating the accompanying article were taken on board the *Gatineau* during last year's Portugal cruise. Ships in company were the *Terra Nova*, *St. Croix* and *Kootenay*. (O-13123-36)

GENERAL DRILL

SHEER MADNESS is what it must look like to visitors from other fleets—this sudden, wild flurry of activity, the climbing of masts, the pounding of sailors about the deck, the lowering of boats and other apparently aimless goings-on.

Sailors raised in the tradition of the Royal Navy and the RCN know what the hubbub is all about. It is a highly organized and highly competitive form of activity known as "General Drill", a diabolical method of testing the seamanship and ingenuity of the ship's company.

Most of the standard drills are listed in the *Drill Signal Table*, (BR 88(2)), in which each drill is preceded by a two-letter signal, which in other days was passed by flag hoist, the answering pennant remaining at the dip until the drill was completed.

The *Drill Signal Table* has no time for foolery, all drills being designed to test the efficiency of the participating ships. Some examples:

"Lay out kedge anchor." "Rig deck tackle." "Away number of seaboats indicated, pull around ship." "Prepare to abandon ship." "Operate foam gun on forecastle." "Fire a gun." "Land portable voice set at nearest landing place and establish communication with flagship on—megacycles." And so on.

It was left to the diabolical ingenuity of the squadron commander or training officer to devise more demanding drills, such as ordering the cook of the watch to deliver a serving of bacon and red lead to the masthead.

On one occasion, while a group of ships was working up in Bermuda during the Second World War, general drill reached a glorious climax with the

final drill of the day: "Away boats and floats; abandon ship."

One of the ships won handily and wished she hadn't. Boats and floats hit the water in record time and the ship's company worked far into the night replacing slashed lashings and hoisting the heavy rafts and floats back in place.

If the senior officer thought he could make things difficult for the competitors, many cunning ships' companies were equally under the impression that they could outwit him.

A few months before the Second World War, on the West Indies Station, a Royal Navy cruiser resorted to the fiendish stratagem of fashioning a bower anchor out of balsa wood, leading it with a gantline and shipping it to the port hawse.

Now they were ready for the signal: "Send a bower anchor to the Flagship".

This was a gruelling performance, as one might imagine, if the real McCoy were used.

But shades of mice and men! The message came: "Let go port anchor."

There was nothing for it but to let go and watch, ruefully, as the anchor floated slowly away, bobbing gently in the light sea—to the glee of the competing ships.

As carried out in the past, the nature of the drill to be performed was communicated to other ships of the squadron by means of a flag hoist from the senior ship. On reading the message, usually a numerical hoist based on the *Drill Signal Table*, the answering pennant would be hoisted to the dip by each competing ship. On completion of the drill, the pennant would be hauled close up.



Some of the evolutions carried out during General Drill have an extremely practical side—such as clearing the hatches from the anti-submarine mortar well and getting away a shot in record time. (O-13123-23; O-13123-29)

The result was that each ship would carry out the order with one eye on the job at hand and the other on the answering pennants of the other ships. Speed was of the essence and the ship that completed the greatest number of evolutions in the least time was the winner.

The conclusion of general drill was signalled by the flagship hoisting Pennant Three. So, naturally, the sailor, his appetite whetted by the unusual exertion, would start chanting: "Pennant Three, hands to tea."

Things have changed since father was a sailor. Now each squadron commander usually makes up his own series of drills, sticks them in numbered envelopes and sends them to the ships in company. All communication is by voice radio, with each competing ship assigned a separate channel. The control ship says which envelope is to be opened, handles all incoming traffic and keeps score. No more keeping an eye cocked to see what's happening on the signal halyards round about. The glory has departed.

Even under these conditions, general drill, can have its moments, and in a single ship, with no possibility of competition, it can build up quite a head of steam.

General drill on board an unattached warship usually occurs at the end of the working-up period, by which time everything is supposed to be going smoothly on board and usually isn't.

For an account of what happens in these circumstances one need go no further than the January 31 issue of the *London Times*, where a correspondent gives a personal account of his experiences under the heading "General Drill" and "The Commander-in-Chief Inspects HMS *Pandemonium*". The article, which is copyright, is reprinted here by kind permission of *The Times*.

DIES IRAE, DIES ILLA—it comes to every ship in the Fleet sooner or later: the day of the Commander-in-Chief's inspection.

The warning signal had been in HMS *Pandemonium* for three weeks. For three weeks she had stood up to an all-out assault with scrapers, scrubbers, and paint-brushes. For three weeks we had been donning overalls and crawling through spaces whose existence we had hitherto barely heard of, looking for traces of rust in dark corners, identifying unidentifiable stores items, carrying out first-ever routines on remotely sited and long-neglected instruments. Less hardy heads of departments had been putting in for the balance of foreign service leave they were entitled



"Transfer stretcher case" is an exercise that has to be carried out carefully if the ship doesn't want a real stretcher case on her hands. (O-13123-29)

to, but they were too late: the Captain had stopped all leave.

Now, much too soon, the day was upon us and the paintwork hardly dry. Before dawn men moved noiselessly about the decks, applying finishing touches and rigging our magnificently appointed accommodation ladder, acquired from a benevolent dockyard at the cost of Heaven knew how many bottles of gin.

During the night boat-loads of the accumulated unofficial rubbish that no first lieutenant can bear to part with had gone over to sympathetic consorts for safe-keeping—we would do the same for them, when their turn came. Zero hour approached and the Captain emerged from his fifth and final "Rounds", pale but not panicking. The *Pandemonium* was spotless, inside and out.

Eight minutes to nine. Two signalmen, stationed aloft with orders to keep their telescopes trained on the flagship, breathlessly announced that the Admiral's barge was under way. Four hundred sailors in their best suits stopped examining each other for microscopic specks of dust and fell in by divisions.

Six minutes to nine. An alarmed yeoman clattered up to the bridge with a signal: INTEND TO BOARD YOU PORT SIDE. I turned a shade paler, and with good reason: our showpiece, the only ladder we possessed, occupied the starboard side and took an hour, at best, to get in or out.

"That old pilot-ladder at the bottom of the cable-locker," snapped the bo'sun. We flew forward for it, grabbing a couple of hands from a weakly protesting Electrical Officer as we passed

his division. At the cable-locker hatch I tripped over my sword and fell in on top of a neatly rolled and stowed heap of canvas, underneath which—there was about four tons of it—we found the rope ladder, likewise neatly rolled and stowed.

The Admiral was already alongside, already drumming his fingers on the barge's gunwale.

"You are not proposing to dangle that filthy thing over my canopy, I hope?" he said icily. Hatless and sweating, I assured him it was quite clean. But, as I spoke, the ladder ran out and bedewed the barge's snowy woodwork with a shower of red paint chippings. They, too, had been doing a bit of last-minute touching-up, to judge by the way it stuck.

With compressed lips the Commander-in-Chief climbed on board—to be greeted, not with a blare of bugles and a flurry of salutes, but with a back-view of the whole ship's company drawn up facing the wrong way.

By one of those incredible slips that occur only on momentous occasions, the *Pandemonium's* Captain hadn't yet received the signal. He stood at attention and at the salute by the starboard gangway, his heads of departments lined up stiffly beside him, all waiting for the barge to come round the stern.

Oddly enough, after a start more catastrophic than any nightmare could have made it, the inspection went well. The Admiral paid no compliments, but he seemed to nod approvingly to his staff as he went round, and looked positively affable, in spite of the smudge of grey paint on his sleeve, when he left—by the proper ladder, this time—for lunch.

But it was a gloomy meal in the *Pandemonium's* ward room. This was only half the battle. The afternoon was to be devoted to General Drill—a series of exhausting heat tests, involving feats of seamanship undreamt of by most of us, designed to test the professional knowledge and mental agility of every member of the crew. It was the kind of ordeal that made Commanding Officers wish themselves back at war, when no one had time for General Drills. They would never be called on to face an enemy more ruthless and implacable than an inspecting Admiral bent on exposing deficiencies in training and morale.

All too soon the barge was back, poker-faced staff officers were distributing little envelopes, we went to action stations with sinking hearts and in five minutes were in the thick of it.

Number One, plump and panting, lumbered round the upper deck, per-



"Apple pie to the bridge" is a drill for which there could well be an ulterior motive. (O-13123-20)

forming miracles of useless endeavour. The midshipmen, detailed to weigh anchor by hand—"Them deck-tackles was there when we come out o' dry dock, that I'm certain of," the bo'sun kept saying—formed an unhappy little group on the forecastle. The Dental Officer, worriedly blinking behind his spectacles, superintended the rigging of a carley-float with sheets and pillow-cases, on which four unenthusiastic, non-swimming stewards were expected shortly to sail round the ship.

Down below, the Engineer Officer, who had made black smoke all the way from Portsmouth to the Captain's constant annoyance, vainly tried to make black smoke to order; while his second-in-command directed imaginary fire-fighting operations with one hand and searched his divisional records with the other, looking for an unmarried stoker with blue eyes and one good conduct badge who was not entitled to grog but made a weekly allotment to his mother.

Three supply assistants, rate-book in hand, were arguing about dry-saltery—they had just been ordered to produce some from the store. The petty officer cook, required to provide anchovy savouries for six, sat in a tangle of ropes that were intended to support the quarter-deckmen's jury-mast, with his charred toast and sardines around him. All the lights had gone out.

I sat and watched it all from the chartroom. Apart from the Admiral, I, the Navigating Officer, was the calmest man aboard. They had given me only one little envelope to last me all afternoon. The printed slip inside said: YOU ARE DEAD.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Sussexvale*

While in Sydney, Australia, the *Sussexvale* received a call from a lady who wished to thank the ship for a service rendered a year before.

In February 1960, the *Sussexvale* visited Post Office Bay in the Galapagos Islands and carried out the ancient custom of picking up letters from the barrel post office.

This institution, which does not operate within the framework of the Universal Postal Union, is at least 150 years old. The early British and New England whalers started the practice of leaving letters in the barrel, in hope that some homeward bound vessel would pick up the mail. The *Sussexvale* removed a large packet of letters from the barrel, all of which had the special rubber stamp impressed by someone who comes over regularly from the other side of the island. This mail was then taken to the next port of call, Callao, Peru, and sent on its way, with an additional rubber stamp impression of the Commanding Officer, HMCS *Sussexvale*, February 12, 1960.

Natives Go Commercial

Life has its photographic frustrations in tropical Samoa.

Naval photographer PO William John learned this as official photographer with the three frigates of the Pacific Command during this year's training cruise to Australia and New Zealand.

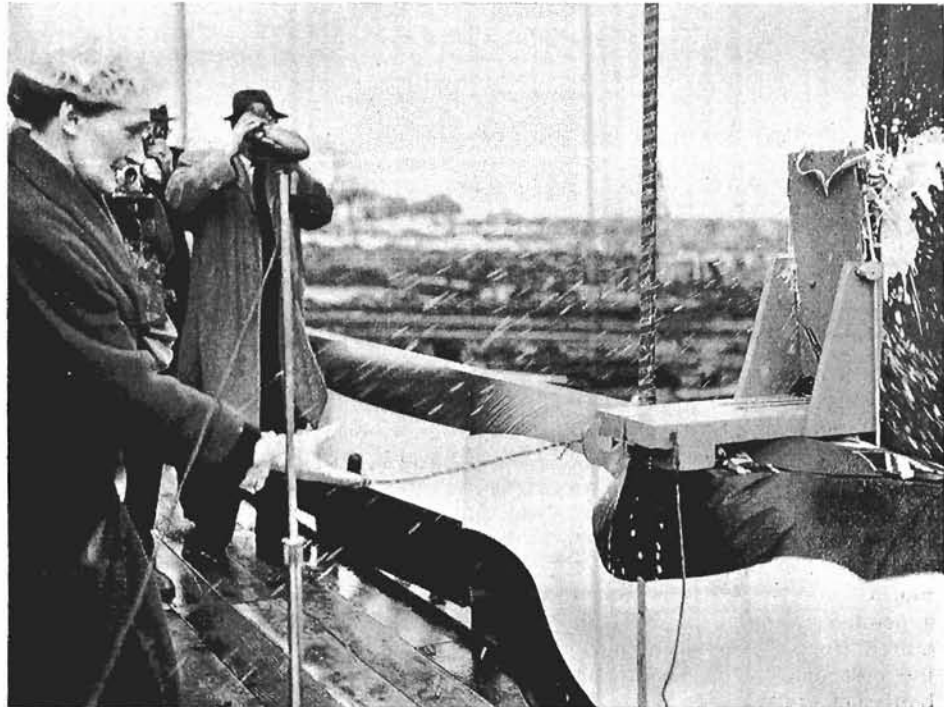
On their homeward voyage, the ships visited Pago Pago.

Swaying palms, dark-skinned natives, golden sandy beaches . . . a beautiful background for movies showing the Canadian sailors "going places".

PO John swung into action. He shot introductory scenes, close-ups of some Canadian sailors. He spent most of a morning, in 110-degree heat, doing the preliminary work.

He intended to complete the film with a scene showing sailors buying grass skirts and other souvenirs of the islands.

"I was all set to shoot when all the natives walked away," reports Petty Officer John. "They wouldn't 'act' unless I paid them five dollars each!"



A tug on a lanyard and a bottle of champagne crashes against the bows of a new destroyer escort. Mrs. Rayner, wife of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, was sponsor of the Saskatchewan when the new ship was launched in Victoria on February 1, (E-5971)

One of the letters was mailed by a Mr. Hunter of Sydney, who was sailing from England to Australia in his 72-foot ketch the *Goodwinde*. The letter was addressed to his fiancée in England. She has since joined him in Australia and they were recently married.

On reading of the *Sussexvale's* arrival in Sydney, Mrs. Hunter called and spoke to the executive officer, Lt.-Cdr. J. J. Brooks, who is the only officer remaining of those serving in the *Sussexvale* while in the Galapagos, and thanked the ship for playing a small part in her romance.

Mr. and Mrs. Hunter were entertained on board and given a belated wedding present, a picture of the *Sussexvale*, suitably inscribed.

HMCS *Naden* (Band Division)

March is a difficult month for bands—not many engagements, but tremendous numbers of rehearsals and preparations for a busy summer.

On March 1 the band gave a concert and played for dancing at the Silver

Threads Association. On March 16 the band performed at a mess dinner, at Royal Roads in the honour of General C. Foulkes, former Chairman of the Chiefs of Staff of the Canadian Armed Forces. Then on March 24, the band split into two small groups, one playing a return engagement at Royal Roads, the other at *Naden* wardroom.

A proud band has won the winter cock-o'-the-walk for the fourth time, the second time in a row. Congratulations are in order to PO Bill Scott, the band's sports representative, for his team organization and coaching.

At the School of Music, Class No. 13 is fully qualified. To them the school gives its congratulations and wishes them a rewarding future as musicians.

—S.S.

ATLANTIC COMMAND

Ninth Escort Squadron

Plenty of sunshine and sea time marked spring activities in the Ninth Escort Squadron, with the exception of HMCS *Lauzon*, trapped in Sydney after refit by 30 feet of ice.

The *La Hullose*, *Swansea* and *Buckingham* began the season off Bermuda on Wintex duties and returned, after a brief visit to Halifax in February, for a further six weeks in the sun, conducting submarine exercises for the Operational Training Team. In early March they were joined by the *Cap de la Madeleine*, fresh from refit and a three-week work-up off Bermuda. After a few busy days in St. George, chipping and painting from dawn to dark, the Squadron sailed for Fort Lauderdale, Florida, which has rapidly emerged as a favourite liberty port among the Atlantic Command ships' companies.

Excellent weather in the Sargasso Sea and the Bahamas permitted evolutions and boatwork of every type, and even allowed first lieutenants to press on with incomplete paintwork. New Providence Channel, off Nassau, once the home station of all rum-runners, provided the captains with a sleepless night reminiscent of peak hours in the Seaway. At one critical turn in the channel the Ninth, in line ahead, was overtaken and joined by two cruise liners, a tanker, a cargo ship, a yacht and what appeared to be a schooner under full canvas, making 11 knots.

Identifying Fort Lauderdale's channel markers on the low Florida coastline provided an interesting problem. Fleets of sports fishing boats obscured all channel buoys, while inshore leading marks were overshadowed by dazzling apartment hotels. As usual, local knowledge won the day after several veterans of previous cruises successfully identified the Yankee Clipper bar and the Pier 66 Club, both slightly north of the small ditch-like channel.

The natives, on arrival, proved to be both friendly and restless, and broke all



Rear-Admiral R. B. Moore, USN, Commander Barrier Forces, U.S. Atlantic Fleet, visited Halifax, March 17-18, and had discussions with Rear-Admiral K. L. Dyer, Maritime Commander Atlantic, and Air Commodore W. I. Clements, RCAF, Deputy Maritime Commander. Admiral Moore's headquarters are in Argentia, Nfld. (HS-64558)

records for their proverbial hospitality. The idea that anybody would visit Florida to get work done was rejected instantly, and "self maintenance" projects were continually menaced by a local campaign of dances for the Squadron, sight-seeing tours, swimming and boating parties. After dark, Fort Lauderdale's miles of glittering night clubs relieved visiting Canadians of any remaining U.S. dollars in the pleasantest possible manner.

The Squadron was photographed and televised at Sunday divisions, 600 strong in white uniforms. Later a 50-man guard, principally of On-the-Job Trainees, took part in an impressive parade on the last day in port.

The anti-climax of the long journey home was brightened briefly, 30 miles off Cape Canaveral, with a ring-side seat at the launching into orbit of the "Explorer X" satellite shortly after 2000 on March 25. The missile was sighted rising steadily from the western horizon, a golden speck several times brighter than Venus. About 60 degrees above the horizon a brief glitter marked the separation of the first rocket stage. Then a blue-white glare followed, the rocket picked up speed visibly and passed over the masthead leaving a broad blue

ribbon of rocket-trail behind. It faded from view after four minutes about forty degrees above the eastern skyline.

The remainder of the spring season in Nova Scotian waters consisted of a Squadron exercise period, with submarine and surface shoots, then a navigation training cruise for 24 JOLTC officers in the Bay of Fundy. The *Cap de la Madeleine* detached on April 28 for Barbados to attend opening ceremonies of the island's new deep-water port, then steamed to Saint John, New Brunswick, for the city's centennial celebrations.

Although the summer program will send the *Lauzon* and *Buckingham* to the Great Lakes, and the *La Hullose* to refit at Lauzon, Quebec, the "Fighting Ninth" are looking ahead to further operations together in the autumn months when they hope to illustrate again that their frigates are "Second to None" and "Ready for Anything".—K.E.G.

HMCS *Terra Nova*

On January 28, the *Terra Nova* sailed from Halifax to take part in Wintex '61 in the Bermuda area. The first exercise was an ASW demonstration off Norfolk

Naval Career Planned Early

A ten-year-old Toronto boy has things figured out so well that the RCN seems assured of a bright and aggressive recruit about seven or eight years from now.

This is the letter he wrote to Naval Headquarters:

Dear Navy:

I have made up my mind to be in the navy. Though I am only 10 years old. My name is Allan McD... I have read a lot of my navy books. I wish you could send me a letter back with some books on the mine sweepers. I ask you this because when you send back letters to me I get marks on my schooling. The more marks the sooner I get to be a sailor. I can not think of anything more so good-bye.

Yours truly,
ALLAN McD . . .

by units of the Fifth Escort Squadron, HMCS *Bonaventure* and HM Submarines *Aurochs* and *Auriga*. This demonstration was the active part of a NATO ASW symposium and for it several senior officers from various NATO countries embarked in the Canadian warships to observe Canadian tactics.

On February 15, the *Terra Nova*, *Columbia* and *Chaudiere* sailed from Norfolk to Bermuda. On the 20th, the *Chaudiere*, flying the flag of Rear-Admiral Dyer, with the *Terra Nova* in company, went alongside in Hamilton, Bermuda. The next day Major-General Sir Julian Gascoigne, the Governor of Bermuda, called on Rear-Admiral Dyer. He was met by a 20-man guard provided by the *Terra Nova* and under the command of Lt. C. G. Freill. The Governor commented on the smart turnout and drill of the men as well as the appearance of the ships.

On completion of two anti-submarine exercises in which she took part, the *Terra Nova*, *Chaudiere* and *Bonaventure* sailed for their respective leave ports.

After six days of sunshine and painting a refurbished *Terra Nova* sailed to rendezvous with the *Bonaventure* and *Chaudiere* to begin their trip north, arriving in Halifax March 17.

HMCS Nootka

On March 8, shortly after the *Nootka* returned from Wintex 61, Commander S. M. King assumed command of the ship.

Commander King's first voyage was far from uneventful. During Exercise Beagle One, a man sustained a hand injury, and it was necessary to return to Halifax.

The *Nootka* encountered 50-knot winds from the north which lashed the ship with a salt spray that quickly froze in the 25-degree weather. By the time she neared Halifax, it was estimated that 120-180 tons of ice had accumulated aboard; a great deal of it being well up on the bridge structure and the directors.

The ship developed a slight but uncomfortable roll, and it was tricky work to alter course.

The ship's company was happy to reach port and rid her of this unfamiliar (to the *Nootka*) and dangerous material.

HMCS Cape Scott

The married officers and men on board the *Cape Scott*, headquarters and repair ship for the RCN winter exercise forces, brought back to Halifax, and their wives, a modification of a medal which last year became a collectors' item.

At the end of the 1960 exercises in Bermuda, *Cape Scott* personnel struck a medal, "The Order of the Snow Shovel", for presentation to wives in home port who had to cope with record snowfalls while their husbands were serving from mid-January to late March in a far more benevolent climate.

This year a similar medal was cast in aluminum, for those in the *Cape Scott* who were not on board for the 1960 period. A brass medal was struck for the repeaters on the winter exercises in the Bermuda area. The medals again recognized the manner in which their wives coped with another hard winter at home.

Both types of medals were fitted with ribbons of green (St. Patrick's Day falling the day after the ship returned to Halifax) and white (for winter).

The medals were cast from scrap metal and the nominal sum of 25 cents was charged to cover the cost of ribbon. Money left over will be donated to some charitable organization. Last year, such profits made a worthwhile contribution to the Nova Scotia drive for World Refugee Year.

880 Squadron

VS-880, Tracker anti-submarine squadron at Shearwater, is understandably proud of its 1960 activities, and feels it was a most successful year. During 1960 the squadron flew more hours, participated in more A/S exercises, had a higher serviceability rate and a lower accident rate than in any previous year.

VS-880 is composed of two detachments, training and operational, and between them they recorded 15,000 flying hours. This was accomplished by adhering to a rigid program of crew training during which A/S patrols and exercises were conducted. Various fleet commitments were met, instrument flying, field carrier landing practice and armament familiarization were carried out. In addition, it assisted the RCAF in Maritime patrol and reconnaissance sorties for a total of 3,900 hours.

In one of the several A/S exercises, Seahawk One, held in April 1960, the squadron maintained three aircraft airborne on continuous day and night patrols for the ten days of the exercise. During this month they had a combined serviceability rate of 85.5 per cent and amassed 1,700 flying hours, the highest monthly total ever recorded in the RCN.

Also in April 1960, the sea detachment, embarked in the *Bonaventure*, flew over 1,000 hours, a record for a 12-plane detachment. On at least three

occasions the whole squadron was launched. In addition, throughout the year, the sea detachment logged 1,477 day and 374 night landings, accident free.

Later in the year the two operations departments of 880 provided continuous day and night patrols for Exercise Seven-Sixty, flying 104 sorties for 453 hours by the sea detachment and 388 hours by the training detachment before bad weather forced the exercise to be cancelled.

NAVAL DIVISIONS

HMCS Chippawa

Chosen as the best all round University Naval Training Division cadet in HMCS *Chippawa*, Winnipeg naval division, was Cadet Captain Douglas C. Rowland, son of Mr. and Mrs. W. L. Rowland, of 504 Greene Avenue, East Kildonan.

Cadet Rowland is graduating this year with a Bachelor of Arts degree from St. John's College.

He was presented with the Naval Officers' Association trophy by B. L. Marrin, president of the Winnipeg branch of the NOA.

HMCS York

Three years' hard work ended in March for eight cadets of the University of Toronto UNTD when they received their graduation scrolls.

Ontario's Lieutenant-Governor Keiller Mackay presented the scrolls in the drill deck of HMCS *York* where the cadets had drilled weekly for the past three years. The graduates are D. F. Bousefield, P. S. Canham, A. K. Copping, T. W. Coulston, H. Foell, J. C. George, D. P. Jackson and G. C. Wright.

HMCS Montcalm

The Quebec naval division was in festive mood from January 28 to February 14 during the annual Quebec Winter Carnival.

This year *Montcalm* made an ice monument near the main entrance to divisional headquarters. Construction was under the guidance of CPO E. Levesque, who was assisted by members of the division. Beholders considered it a masterpiece and a credit to *Montcalm*.

Members of the division did not neglect preparations for the end of the training year examinations and are enthusiastic about the prospect of summer training.

The glacier on Mount Cook, New Zealand's highest mountain, shining in the distance, CPO James Maxwell clings to the face of a rugged summit. (CCC4-637)

MOUNTAINEERING IN NEW ZEALAND

MOUNTAINEERING sailors of the Pacific Command have gained some unusual publicity for themselves and the RCN in New Zealand.

Three frigates of the Command's Fourth Canadian Escort Squadron paid visits to several New Zealand ports in the course of a three-and-a-half-month training cruise to the South Pacific.

Eight officers and men of the ships formed a mountain-climbing team for an expedition in New Zealand's famed Mount Cook National Park.

Taking part were:

Lt. Fred Crickard, Surgeon-Lt. C. J. Knight, CPO J. A. Maxwell, PO J. G.

LeBlanc, and Able Seamen D. T. Davidson, Mark Kuipers, R. L. Poels and R. A. Stackhouse.

With the exception of Lt. Crickard, none of the climbers had previous mountain climbing experience. Members of the team had "saved" part of their annual leave for the venture.

Lt. Crickard, who conceived the idea of the climbing expedition, took his volunteers in hand while the ship was still at sea to condition them for the main event. Using packs and ropes, the group could be found most afternoons scaling the superstructure onto the after gundeck or brushing up on bends and hitches.



Though they may not climb the rigging like their daddies used to do, Canadian sailors proved their competence in mountain-climbing when they scaled four towering peaks in New Zealand early this year. In the foreground is AB Ralph Poels and, in the distance, Lt. Fred Crickard. (CCC4-635)

Before the cruise he organized several climbs on Vancouver Island and the mainland.

Original plans for the 12-day expedition called for the scaling of 12,349-foot Mount Cook, highest peak in New Zealand. This climb was not attempted, however, due to unsuitable weather conditions, and because the glacier which provides access to the mountain

had been blocked by a premature break-up of ice.

This development only served to whet the appetite of the navy's mountain climbing team. They carried on and scaled four peaks: Malte Brun, 10,421 feet; Hochsetter Dome, 9,258 feet; Glacier Dome, 8,047 feet, and Mount Turnbull, 8,100 feet—a vertical total of more than seven miles.

With the group was H. Ayres, noted New Zealand snow and ice climber, and member of the IGY expedition which some time ago crossed the Antarctic.

The three frigates—HMC Ships *Sussexvale*, *New Glasgow* and *Beacon Hill*—left Esquimalt, early in January and arrived home in late April.

History Via Hole in Wall

THE FLEET MAIL Office in HMC Dockyard, Halifax, yielded a little bit of history in February, but it wasn't as ancient as its instigators may have expected it to be.

In a wall section being removed during renovations was found a manila envelope addressed to the "Foreman-in-Charge, Demolition Gang."

Inside was a note dated January 18, 1940, giving the local time of 2248Q. The note was written on an old-time signal form. Under the heading "W/T STAFF: HALIFAX NAVAL W/T STATION" were four names, along with the plea: "May all our relatives, grand or great grand children, be informed of our being present here at this date."

Heading the list was PO Tel. D. G. Willcocks, in charge, followed by Ldg. Tel. Joseph E. Belanger, Tel. Cyril A. Norris, and Tel. A. W. Armstrong.

Whose idea it was to place the envelope in the wall is not known. Alterations were taking place at the time and the envelope was dropped into a wall section before it was closed up. The note was signed by Norris and initialled by Willcocks.

Over the years the building changed hands, Halifax Naval W/T transmitters moved to Newport Corners midway in the Second World War, and the Fleet Mail Office took over the building.

What of the four who left their names for posterity?

Telegraphists Armstrong and Norris went back to sea soon after, drafted to the destroyer *Fraser*. They survived the *Fraser* disaster in June 1940, only to be

S. 1320e. Naval Message.
5000 Pads of 200
9-29-11853
N.S. 915-9-1320f

CALL SIGNS, DISTINGUISHING SIGNALS, SERVICE INSTRUCTIONS, ETC.

For use in Signal Department only

FOREMAN IN CHARGE

TO: DEMOLITION GANG: FROM:

Text and Time of Origin. (Write Across)

18 th JANUARY 1940:				5
				10
				15
W/T STAFF: HALIFAX NAVAL W/T STATION				20
				25
D. G. WILLCOCKS,	P.O. TEL. 1/2 R.C.N.			30
J. E. BELANGER,	Ldg. TEL. R.C.N.			35
C. A. NORRIS,	TEL. T.O. R.C.N.			40
A. W. ARMSTRONG,	TEL. T.O. R.C.N.			45
				50
MAY ALL OUR RELATIVES, GRAND OR GREAT				55
GRAND CHILDREN, BE INFORMED OF OUR				60
BEING PRESENT HERE AT THIS DATE:				65
				70
				75
Cyril A. Norris				80
				85
18 th January 1940- 2248 Q.				90
				95
				100

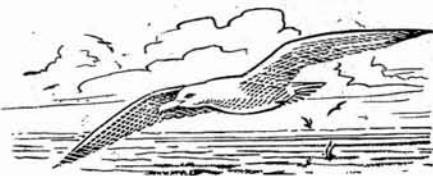
System or Wave Frequency	P.O. of Watch	Ldg. Hand of D.O.	Time Rec'd. in D.O.
Type of Code or P/I.	Reader	Time of dispatch	Time Rec'd. in Coding Office
Cabinet No.	Sender	Time of receipt	Date

This 21-year-old note came to light in February when a wall section of the Fleet Mail Office in the Halifax Dockyard was removed. "Tel. T.O." means Telegraphist, Trained Operator. (CN-6166)

lost in the destroyer *Margaree* in October 1940.

PO Willcocks served until the end of the war and then worked for an electronics company before returning to England.

Ldg. Tel. Belanger continued in the service and was retired in the rank of CPO. He then entered the Civil Service and is with the Communications Division of the Department of External Affairs in Ottawa.



THE ATLANTIC BATTLE RECONSIDERED

When Captain Donald Macintyre, RN, brought out his personal recollections of the war at sea under the title *U-Boat Killer*, there was some feeling among those who read the book that he had been less than fair to the young and enthusiastic Royal Canadian Navy.

Captain Macintyre has now summed up anti-submarine operations from the outbreak of the Second World War to May 1943 (by which time he considers the sea battle had been won) in *The Battle of the Atlantic*. In it, the RCN again comes under his scrutiny and he is critical of both the training and equipment of the RCN in the early part of the war.

How fair are his criticisms? This was the question put to Vice-Admiral E. R. Mainguy, former Chief of the Naval Staff, who now resides in Toronto. Admiral Mainguy commanded destroyers, was senior officer of escort groups and served as Captain (D) Newfoundland during some of the bitterest months of the Atlantic battle. This is how he rates Captain Macintyre's book:

THIS IS an accurate and readable account of the vital "Battle", which clearly and simply illustrates the many lessons learnt, and re-learnt, having been forgotten or ignored.

BOOKS for the SAILOR

The comments regarding Canadian naval forces are quite fair, and it would be stupid for anyone to take offence at any of the occasional impartial criticisms.

However, there were more reasons than mere "national pride" for our wishing to keep our ships in Canadian groups. They were equipped with a mixture of British, American, and Canadian gear, to some extent whatever was available. Naturally we received new British or American equipment some considerable time after it has been established in their own ships. The stores problem was complicated, to put it mildly. Also Canadian ordinary living conditions, customs, and even language were not the same as British or American!

But, as this account points out, our main problem was lack of trained manpower. Ships could be built far more quickly than it was possible to provide

them with efficient companies. Owing to the almost complete, pre-war Canadian lack of interest in naval affairs, we suffered a pathetic dearth of people who knew anything of men-of-war or, even, anything about the sea. The expansion from 12 to over 350 ships, and from less than 3,000 officers and men (including all types of Reserves) to over 90,000 in less than six years indicates, roughly, the difficulty. Nearly everything started from scratch—barracks, training establishments, dockyards, bases, etc., etc.

In early 1939, the year the war began, there were eight naval officers at Headquarters in Ottawa; one was "on loan" from the RN!

Practically all had to learn on the job and they did remarkably well.

The lesson should be remembered by all Canadians until it is definitely proven that navies are of no use.—E.R.M.

THE BATTLE OF THE ATLANTIC, by Captain Donald Macintyre, RN; published in Canada by British Book Service (Canada) Ltd.; Kingswood House, 1068 Broadview Avenue, Toronto 6; 208 pages; \$5.

TREES ASSIGNED SHIPS' NAMES

The trees which were planted throughout HMC Dockyard, Halifax, to perpetuate the names of Her Majesty's Canadian Ships in commission at Halifax during 1960, the 50th Anniversary Year of the RCN, have now been numbered and each has been identified with a ship of the Command as follows:

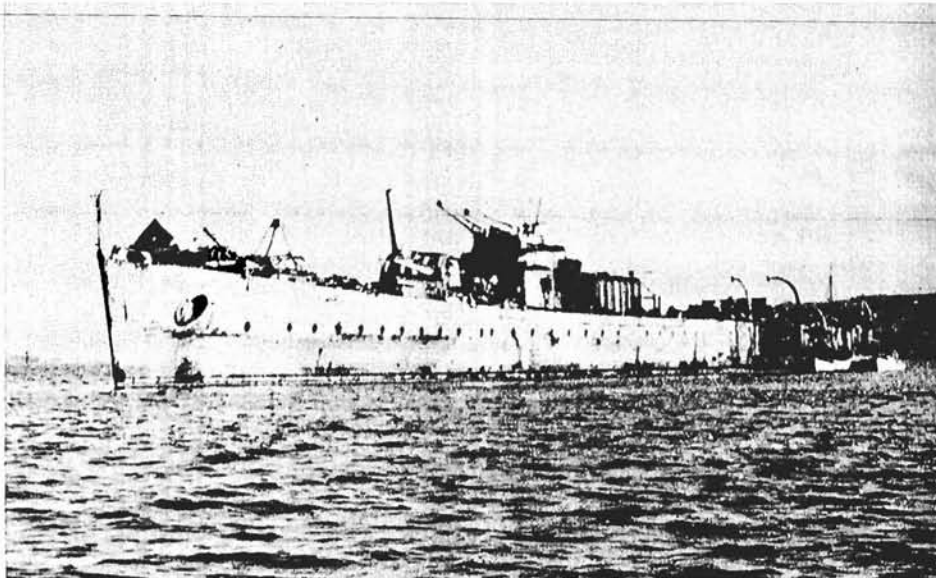
1. *Bonaventure*; 2. *Cape Scott*; 3. *Quinte*; 4. *Resolute*; 5. *Fundy*; 6. *Chignecto*; 7. *Thunder*; 8. *Chaleur*; 9. *Porte St. Jean*; 10. *Granby*.

11. *Nootka*; 12. *Micmac*; 13. *Huron*; 14. *Haida*; 15. *Iroquois*; 16. *Cayuga*; 17. *Athabaskan*; 18. *Algonquin*; 19. *Sioux*; 20. *Crescent*.

21. *Chaudiere*; 22. *Gatineau*; 23. *St. Croix*; 24. *Restigouche*; 25. *Kootenay*; 26. *Terra Nova*; 27. *Columbia*; 28. *New Waterford*; 29. *La Hulloise*; 30. *Swansea*.

31. *Inch Arran*; 32. *Outremont*; 33. *Fort Erie*; 34. *Buckingham*; 35. *Cap de la Madeleine*; 36. *Victoriaville*; 37. *Lanark*; 38. *Lauzon*; 39. *Loon*; 40. *Corporant and*, 41. *Mallard*.

Wooden name-boards are being placed by each tree.



Reference was made in the "Letters to the Editor" in the February Crowsnest to the loss of HMS York in Suda Bay, Crete, in 1941. Now, from Lt. J. Smith, of RCSCC Agamemnon, Windsor, Ontario, comes this picture he took of the hulk while he was serving in HMS Phoebe in 1947. He points out that the footnote, in which the last days of the cruiser were described, "made no mention of the heroic efforts of the fleet salvage officer and naval divers who, working under extreme conditions and constant enemy dive bomber attacks, came within days of saving the York."—(CN-6181)

LETTERS

Dear Sir:

L.W.T., in his enjoyable and nostalgic article "The Last Midshipman," in the February, 1961, issue of *The Crownsnest*, says, in paragraph eight: "This appellation came from the uniform he was given in 1748, that of warrant officer with three buttons placed horizontally on the sleeve. It was alleged the buttons were there to make it difficult for him to use his sleeve for a handkerchief."

Actually, except that it was some time during the XVIII Century, it is not known when or why the sobriquet "Snotty" came into use. And, in spite of the story, sometimes attributed to Lord Nelson when a captain, who ordered the boatswain "sew three buttons on these little snotters' sleeves," the three buttons obviously had nothing to do with it.

The uniform given to midshipmen in 1748 was not that of a warrant officer, nor were the sleeve buttons placed horizontally! The original uniforms were prescribed for flag-officers, captains (of over and below three years' seniority), masters - and - commanders, lieutenants and midshipmen. The three sleeve buttons on the full dress uniform were placed horizontally for all ranks of commissioned officer, and, on the frock uniform, horizontally for flag-officers and lieutenants, and vertically, on a slash, for captains and masters-and-commanders. Midshipmen had only one uniform and the three buttons were placed, as for captains, etc., *vertically* on a slash; they continued to be so worn until 17 November, 1787, when they were ordered to be worn horizontally on a round cuff. Warrant officers were not given a uniform until the latter date!

In paragraph twenty-five, L.W.T. says: "Midshipmen's clothing underwent many changes through the years, although his uniform only extends to the mid-1700s when he was ordered to wear the uniform of the warrant. He had a stand-up collar with white facing and it is from this facing turning outward that the white patch comes." He thus repeats the "warrant" error. The collar on the original midshipman's coat did *not* stand up. It lay down and was covered with white velvet. It had a plain buttonhole in the left end and a plain button on the underside of the right end so that, in cold weather, it could be turned up and buttoned across from left to right, appearing then as a *blue* standing collar.

There is a specimen of the midshipman's original coat in the National

Maritime Museum at Greenwich, England. In the Museum of the Royal United Service Institute in London, there is an original full dress coat and a frock of a lieutenant. I have both seen and handled these uniforms.

L.W.T. states, in paragraph twenty-six: "It is not known when he was first issued a sword, but in later years when the old midshipman began to give way to the young gentleman, it was found the sword was too long for him to handle and he was required to provide himself with a dirk." This is completely misleading. Although a certain uniformity in officers' swords may have automatically developed, there was no regulation pattern until 4 August, 1805, when officers were ordered to wear "the ornamental sword by Admirals. Captain & Commanders & the plain sword by Lieutenants & Midshipmen."

Official concern over the inconvenient length of the sword for midshipmen was not evinced until 1 January, 1825, when the Regulations prescribed for midshipmen: "*Swords*.—Of the same pattern as Masters, but of such length as may be convenient." Further, on 14 January of the same year, Commanders-in-Chief

were instructed to "observe that the Young Gentlemen are to wear Swords of such proportionate lengths as they may think proper, but that the use of Dirks and weapons of that description is discontinued." Dirks of various patterns had been worn *unofficially* as a matter of convenience for many years previously, not only by midshipmen but by other officers as well; in fact there is a portrait in the National Maritime Museum of Vice-Admiral George Darby in undress uniform which shows him wearing a dirk! This portrait is by George Romney and was commenced in 1783 and probably finished in 1786.

The first official mention that a dirk WAS to be worn is contained in the Regulations of 19 June, 1827, when: "Masters, Mates, Masters'-Assistants, and Midshipmen, are to wear a sword of the above pattern, and Volunteers of both classes are to wear dirks only." It was not until 1856, by the Regulations of 11 April, that midshipmen were finally ordered to wear the dirk! Incidentally, swords were not an "issue."

Yours very truly,

D. R. OVERALL-HATSWELL,
Sometime Midshipman,
Royal Navy.

"Rancho de Loma,"
4695 White Oak Avenue,
Encino, California.

ABOUT HMS IROQUOIS

Dear Sir:

The interesting article about the badge of HMS *Iroquois* in the February *Crownsnest* prompted me to look through some old issues of the British "Navy List" and of Jane's Fighting Ships. In the 1919 edition of the latter I find her listed by name, not by "Q" number, as one of the "24" Class of minesweepers. This was one of several classes of double-ended craft (it was very difficult to tell which way they were going, especially when observing through a periscope), they were 24 in number and were named after Derby winners. Other names were *Cicero*, *Flying Fox*, *Sir Bevis*, *Ormonde*, *Silvio* and *Merry Hampton*. They were sometimes called the "Race-horse" Class but Jane's preferred "24" Class to avoid confusion with the *Racecourse* Class of paddle minesweepers: HM Ships *Epsom*, *Goodwood*, *Ascot* etc.



The 1923 issue lists the *Iroquois* as having been converted for surveying service. That for 1934 shows the *Iroquois*, *Ormonde* and *Herald* (ex-*Merry Hampton*) in the RN and the *Moresby* (ex-*Silvio*) in the RAN, all as surveying ships. Successive issues of the *Navy List* shows the *Iroquois* as "Commissioned at Devonport on 30th November 1922", "Recommissioned at Hong Kong, 10th June 1925", "Recommissioned at Hong Kong on 5th March 1928" and finally that she was paid off and laid up at Portsmouth on 26th January 1932. The issue for May 1936 is the first to omit her name. *British Warship Names*, by Manning and Walker, states that she was sold in 1937.

How her badge got to Londonderry is still a mystery, but it seems possible that it was "rabbitted" when the ship paid off or when she was broken up (which may have been at Derry) and later presented to the canteen where the Sea Cadets found it.

E. C. RUSSELL.

Office of the Naval Historian,
Naval Headquarters.

THE NAVY PLAYS

Ottawa Rink Wins Sixth Annual 'Spiel

The championship event in the Royal Canadian Navy Curling Association's fifth annual bonspiel, in Ottawa March 27 to 30, went to Commodore W. G. Ross, of Naval Headquarters. He won the Westinghouse trophy.

Thirty-three rinks from 11 ships and establishments were entered in the 'spiel. In addition to the established Westinghouse and Ross trophies, they competed for two new awards, the MacGillivray and RCN Curling Association trophies, donated this year by Commodore John MacGillivray and Rear-Admiral R. A. Wright, respectively.

Other winners in the four-day spiel were CPO Hal Davis, of Naval Headquarters, who took the RCN Curling Association Trophy, Lt.-Cdr. Vic Skinner, of Naval Headquarters, who won the MacGillivray trophy, and out-of-towner CPO Bruce Tobin, *Shearwater*, captor of the Ross trophy.

Guest speaker at the bonspiel banquet was Lt.-Cdr. C. B. (Tiny) Hermann, RCN(R) (Ret) president of the Ottawa Valley Curling Association. Among the honours dispensed at the banquet was one to Cdr. Bill Onysko, from HMCS *Niagara*, for being the only skip to lose five games.

Host rink again was the RCN Curling Association of Ottawa. The committee chairman was Cdr. G. H. Dawson, and other committee members were Lt.-Cdr. E. R. Harper, Lt.-Cdr. E. Y. Porter, Lt.-Cdr. K. H. Doolittle, Lt.-Cdr. D. H. McNicol, Don Moir, CPO H. E. Davis, CPO Doug Howes, Staff Sgt. George Sibbald and F. Hickman.

Visiting rinks, who travelled at their own expense, were accommodated by members of the host club.

Shearwater Tops Swimming Meet

Shearwater took major honours in the Nova Scotia teen-age swimming championships in April. It was a surprise victory over the strong Halifax YMCA Neptunes.

Thirty-one teen-age records were broken. In the overall standing *Shearwater* posted 361 points, while "Y" had 299, Greenwood 139, Banook 135, *Corn-*



Commodore Paul D. Taylor, Commanding Officer Naval Divisions, centre, congratulates the first rink to win the Navy Trophy presented this year for annual competition between curling rinks from the three armed forces and RCMP in the Toronto-Hamilton-London area. Members of the winning rink from York, Toronto's naval division are, left to right, E. L. Lansdown, Sub-Lt. Brad Sumner (skip), Commodore Taylor, Lt. W. H. Wilson and Lt. T. J. MacGougan. (COND-7029)

wallis 123, *Stadacona* 53, Beaverbank 29 and Halifax City Recreation 28.

The girls' aggregate showed: *Shearwater* 186, "Y" 131, Banook 99, Greenwood 68, *Cornwallis* 35, Halifax 23, *Stadacona* 10 and Beaverbank 5.

Boys' aggregate: *Shearwater* 175, "Y" 168, *Cornwallis* 88, Greenwood 71, *Stadacona* 43, Banook 36, Beaverbank 24, and Halifax 5.

Prairie Cadets Hold Bonspiel

Sea Cadets, Air Cadets and Army Cadets in Alberta competed in an annual tri-service cadet bonspiel in mid-April with the Sea Cadets coming out well in the play. RCSCC *Cayuga* was host to the bonspiel at the Wainwright curling rink. Nineteen rinks were entered and the main event was won by RCAC Derwent.

RCSCC *Cayuga*, Wainwright, "B" entry took the third event and RCSCC *Athabaskan* rink from Fort Saskatchewan won the fourth event.

A banquet was held in the clubrooms following the bonspiel.

Montrealer Wins Squash Title

Lt. R. H. Gaunt, RCN(R), of Montreal, took the Maritime open squash championship in the "A" Class; CPO John Stoddard, *Cornwallis*, won the

"B" Class; J. Russell, of Hamilton, Ont., won in the "C" Class, and CPO A. E. Coe, FOAC staff, won in the Veteran's Division.

The meet was held on April 7, 8 and 9 at *Stadacona*.

Hockey Title To Shearwater

Les Shatford fired three goals on April 8 to lead *Shearwater* Flyers to the Atlantic Command hockey championship for the second consecutive year.

Flyers defeated Fifth Escort Squadron, 7-4, to nail down the crown.

Flyers led 2-1 at the end of the first period, increased their margin to 5-2 in the second and each team fired a brace of goals in the third period.

Rugged Types up Before Breakfast

Engineering artificers in the *Terra Nova* set up a "breakfast club" of petty officers second class during a cruise to Charlotte Amalie, Virgin Islands, following exercises in the Bermuda area.

But the breakfast club wasn't exactly that. It consisted of members mustering at dawn daily on the quarterdeck for PT and fresh air. Penalties were provided for those late or missing and

membership was forfeited for being absent twice in a row. Attendance was good at sea but began to fall off after four days in Charlotte Amalie.

The "First Lighters", as they were known, spent their time running, swimming, playing ball and taking PT.

Shore 'A' Team Hockey Champs

A Nova Scotia tri-service hockey series saw Naval Shore Establishment "A" down all comers and then eliminate HMC Ships in the final to take the trophy.

Leading up to the finals, Army "A" downed Naval Shore Establishment "B"; NSE "A" defeated Army "B"; HMC Ships defeated Greenwood; NSE "A" downed Army "A"; NSE "B" downed Army "B", and Greenwood defeated Army "A".

In the consolation Greenwood edged out NSE "B".

York Winner of Tri-Service 'Spiel

HMCS York curlers topped the 16 Navy, Army, Air Force and RCMP rinks from the Hamilton, London, Toronto areas when they curled the first area Tri-Service Bonspiel on April 5. Held in Hamilton, the event, it is hoped, will become an annual affair.

The winning rink was the first to be presented with a new award, the Navy Trophy, donated by the RCN Curling Association (Hamilton).

York's rink consisted of Lt. E. L. Lansdown, Sub-Lt. Brad Sumner (skip), Lt. W. H. Wilson and Lt. T. J. MacGougan.

Members of the York rink had taken an active part in the formation of the HMCS York Curling Club earlier in the year. All messes are represented and eight rinks curled on Sundays at RCAF Downsview Curling Rink.

Shearwater Has Judo Club

A judo club has been formed at HMCS Shearwater and application has been made to the Nova Scotia Black Belt Association for admission.

At a recent meeting club president CPO Ken Busch welcomed Stadacona Judo Club instructor Perry W. Teale (Black Belt) and Alan N. Swaney (Blue Belt), who gave a demonstration of judo. Friendly rivalry was predicted between the Shearwater club and the Stadacona and RCAF Greenwood clubs.



There's no curling in Washington, D.C., but that didn't stop four former prairie residents attached to HMCS Niagara from forming a rink and journeying north to the RCN Curling Association's bonspiel in Ottawa to defy all comers. Lack of practice told its tale, but the jaunty plumes on their blue and white hats never drooped. The foursome was made up of (front row) Lt.-Cdr. Ben Southon and Cdr. Bill Onysko (skip) and, behind them, Cdr. Jim Thomson and Lt. Cliff Way.

Identity Card For Pensioners

A laminated wallet-size Certificate of Service has been introduced by the RCN for issue to officers and men honourably released and qualified for an annuity under the Canadian Forces Superannuation Act or a pension under the Defence Services Pension Continuation Act.

The purpose of the certificate is to provide retired officers and men with a

readily available identification card denoting former service in the RCN. It is expected to prove useful when pensioned personnel apply for membership in naval messes or other naval institutions, when applying for employment and for identification in the event of mobilization or during an emergency.

The front of the card has spaces for official number, rank, name and dates of enlistment and retirement. On the back are spaces for date of birth, physical characteristics, medals and awards, blood group and signature.

The certificate (Form CNS 4007) will be prepared in Naval Headquarters and forwarded to eligible personnel at the time of their release from the RCN.



RETIREMENTS

CPO ARTHUR BOWDEN, CIHT4, of North Shields, Northumberland, England; joined RCNR April 14, 1941; transferred RCN January 31, 1945; served in Montreal division, *Stadacona*, *Columbia*, *Star*, *Hochelaga*, *Matane*, *Niobe*, *Peregrine*, *Scotian*, *St. Hyacinthe*, *Warrior*, RCNAS Dartmouth, *Cornwallis*, *Portage*, *Shearwater*, *Donnacona*, *Quebec*, *Patriot*, PNO Quebec, PNO Montreal; awarded CD; retired April 15, 1961.

CPO ALEXANDER BROWN, C2ER3, of Winnipeg, Manitoba; joined RN January 20, 1932; transferred RCN April 29, 1944; served in *Niobe*, *Avalon*, *Stadacona*, *Hochelaga II*, *Chaleur II*, *Glace Bay*, *Scotian*, *Quinte*, *Stadacona*, *Givenchy*, *Naden*, *Cayuga*, *Rockcliffe*, *Ontario*, *Magnificent*, *Cornwallis*; awarded RCN Long Service & Good Conduct Medal and CD; retired April 28, 1961.

CPO HARRY HERBERT STANLEY CARSON, C1SN4, of Strasbourg, Sask.; joined January 15, 1940; served in *Naden*, *Stadacona*, *Acadia*, *Spikenard*, *Camrose*, *Cornwallis*, *Niobe*, *HMS Osprey*, *Somers Isles*, *Hunter*, *Swansea*, *Huron*, *Wallaceburg*, *Haida*, *Stadacona*, *New Liskeard*, *Assiniboine*; awarded CD; retired March 30, 1961.

CPO ROLAND JOSEPH PIERRE COTE, C2AT4, of Montreal, Que.; joined March 20, 1946; served in *Donnacona*, *Naden*, *Stadacona*, *Niobe*, RNAS Worthy Down, RCNAS Dartmouth, *Warrior* (803), RNAS Eglinton (19CAG), *Magnificent*, *Shearwater*, *Montcalm*, *D'Iberville*; awarded CD; retired April 30, 1961.

CPO GILBERT MAURICE COX, C2HT3, of Harrington, Labrador; joined July 19, 1938; served in *Stadacona*, *Prince Henry*, *Protector*, *Scotian*, *Avalon*, *Peregrine*, *Cornwallis*, *Iroquois*, *Warrior*, *Magnificent*, *Quebec*, *Cape Scott*; awarded Long Service and Good Conduct Medal; retired April 17, 1961.

CPO NORMAN BENJAMIN CROMPTON, P1ER4, of Carleton Place, Ont.; served in RCN July 15, 1940, to Aug. 14, 1947; transferred RCN(R) Aug. 22, 1949; rejoined RCN March 27, 1950; served in *Carleton*, *Naden*, *Wolf*, *Malaspina*, *Bytown*, *Cataraqui*, *Trentonian*, *Niobe*, *Peregrine*, *Iroquois*, *Stadacona*, *Haida*, *Nootka*, *Wallaceburg*, *Antigonish*, *Athabaskan*, *Ontario*, *Beacon Hill*, *Micmac*; awarded CD; retired April 8, 1961.

CPO WILLIAM GEORGE CURRIE, C2WS4, of Saskatoon, Sask.; joined RCNVR Sept 20, 1939; transferred RCN Jan. 15, 1940; served in Ottawa Division, *Naden*, *Stadacona*, *Gaspé*, *Venture*, (Raccoon), *Drummondville*, *Lunenburg*, *Stratford*, *Avalon*, *Brandon*, *Collingwood*, *Cornwallis*, *Iroquois*, *Bytown*, *Warrior*, *Scotian*, *Carleton*, *Magnificent*, *Haida*, *Huron*, *Swansea*, *Quebec*, *Lauzon*, *Micmac*, *Patriot*, *Victoriaville*; awarded CD; retired April 16, 1961.

CPO HOWARD CLIFTON DOWLE, C2BN4, of Winnipeg, Man., served in RCNVR March 24, 1938—April 16, 1939; transferred RCN April 17, 1939; served in *Naden*, *Stadacona*, *Assiniboine*, *Skeena*, *Niobe*, *Eyebright*, *Avalon*, *Givenchy*, *Prince Rupert*, *Cornwallis*, *Capitano*, *Prestonian*, *Unicorn*, *Ontario*, *Niobe*, *HMS Excellent*, *Malahat*, *Crescent*; awarded CD; retired April 16, 1961.



Ord. Sea. Jim Daley, of the *Sussexvale*, explores the amusing, and possibly educational, simulated jungle in Luna Park, Sydney, Australia, during this year's training cruise to New Zealand and Australia. (E60340)

CPO BENOIT FOUQUET, C1CM4, of East Angus, Quebec; joined March 18, 1936; served in *Stadacona*, *Saguenay*, *Ottawa*, *Naden*, *Avalon*, *York*, *Peregrine*, *St. Hyacinthe*, *Uganda*, *Naden*, *Warrior*, *Montcalm*, *D'Iberville*, *Shearwater*, *Magnificent*, *Bonaventure*, *Donnacona*; awarded CD; retired March 17, 1961.

CPO LLOYD DOUGLAS GREENWOOD, C1ER4, of Toronto, Ontario; joined RN Feb. 27, 1933; transferred RCN Jan. 30, 1937; served in *St. Laurent*, *Skeena*, *Stadacona*, *Fundy*, *Saguenay*, *Mayflower*, *Naden*, *Collingwood*, *Avalon*, *Ettrick*, *Givenchy*, *Niobe*, *Warrior*, *Scotian*, *Nootka*, *Magnificent*, *Labrador*, *Bonaventure*; awarded Long Service and Good Conduct Medal; retired April 17, 1961.

PO WILLIAM LEE HOWIE, P1ER4, of Simpson, Sask.; joined March 24, 1941; served in *Naden*, *Stadacona*, *Avalon*, *Fort William*, *Cornwallis*, *Niobe*, *Long Branch*, *Arnprior*, *Iroquois*, *Victoriaville*, *Peregrine*, *Warrior*, *Magnificent*, *Huron*, *New Liskeard*, *Fort Erie*; awarded CD; retired March 24, 1961.

CPO RICHARD EDMUND THOMAS JAMES, C1FC4, of Shetland Islands, Scotland; joined September 16, 1940; served in *Naden*, *Cougar*, *Outarde*, *Givenchy*, *Beaconhill*, *Grou*, *Rockcliffe*, *Crescent*, *Cornwallis*,

Stadacona, *Niobe*, *HMS Excellent*, *Cayuga*, *Assiniboine*; awarded CD; retired April 22, 1961.

CPO LLOYD GEORGE KIRKPATRICK, C2SG3, of Fredericton, N.B.; joined RCNVR April 7, 1938—Aug 28, 1945; transferred RCN March 11, 1946; served in Saint John division, *Stadacona*, *Peregrine*, *Captor II*, *Haligonian*, *St. Stephen*, *Albro Lake* radio station, *Nootka*, *Shearwater*, *Magnificent*, *New Liskeard*, *Cornwallis*, *Algonquin*, *Brunswick*; served as convoy signalman in *Beaverburn*, *Hoperidge* and *Britannia*; awarded LS & GC Medal; retired March 21, 1961.

CPO FRANCIS HERBERT McDONALD LOWE, C2RP3, of Red Deer, Alberta; joined April 17, 1939; served in *Naden*, *Stadacona*, *Assiniboine*, *St. Francis*, *HMS Candytuft*, *Arvida*, *Avalon*, *Shawinigan*, *Sorel*, *Ambler*, *Albarni*, *HMS Stayner*, *Niobe*, *Monnow*, *Peregrine*, *Warrior*, *Ontario*, *Magnificent*, *Cornwallis*, *Algonquin*, *Labrador*, *Queen Charlotte*; awarded LS & GC Medal; retired April 16, 1961.

CPO JAMES ALEXANDER MACKIE, C1SG4, of Vancouver, B.C.; joined March 1, 1937; served in *Naden*, *Stadacona*, *HMS Victory*, *Restigouche*, *St. Laurent*, *Niagara*,

Givenchy, St. Hyacinthe, Givenchy, Prince Robert, Peregrine, Athabaskan, Cornwallis, Ontario, Venture, Oriole; awarded LS & GC Medal; retired April 21, 1961.

RALSTON MacVICAR, P1CK3, of Cape Breton, N.S.; joined March 24, 1941; served in *Naden, Prince Robert, Timmins, Bellechasse, Givenchy, Stadacona, SNO Lunenburg, Micmac, Scotian, Warrior, Magnificent, Swansea, Toronto, Cornwallis, Iroquois, La Hullose, Fort Erie*; awarded CD; retired April 25, 1961.

CPO WOODROW FOCH MASKELL, C2WS4, of West Jeddore, N.S.; joined RCNVR May 21, 1940; transferred RCN December 1, 1941; served in *Stadacona, Hochelaga II, Weyburn, Carleton, Cornwallis, Peregrine, Poundmaker, Micmac, Givenchy, Naden, Cataragui, Magnificent, New Liskeard, Niobe, HMS Excellent, Huron, Iroquois, Cape Breton, Hunter, York*; awarded CD; retired March 10, 1961.

CPO GEORGE HUNTER MCGINN, C2ER4, of Kamloops, B.C.; joined April 21, 1939; served in *Naden, Ottawa, Avalon, Stadacona, Gatineau, Scotian, Peregrine, Huron, Iroquois, Micmac, Qu'Appelle, Portage, St. Stephen, Cornwallis, Haida, La Hullose, Montcalm*; awarded LS & GC Medal; retired April 20, 1961.

CPO WALTER DAVID NETTLETON, C1WS4, of Leeds, England, joined March 18, 1936; served in *Stadacona, St. Laurent, Saguenay, HMS Excellent, Restigouche, St. Croix, Cornwallis, Niobe, HMS Belfast, HMS Glasgow, Uganda, Naden, Cataragui, Magnificent, Micmac, Shearwater, Carleton, Bytown*; awarded LS & GC Medal; retired March 17, 1961.

CPO JAMES CONLEY OSBORNE, C2SN4, of Fernie, B.C.; joined April 24, 1939; served in *Naden, Ottawa, Stadacona, St. Malo, Camrose, Q-072, Chambly, Beaver, Matapedia, Moncton, Hochelaga, Cobourg, Avalon, Scotian, Cornwallis, Niobe, Crusader, Peregrine, Micmac, Magnificent, Haida, Huron, Shearwater, Algonquin, HMS Vernon, Saguenay, Chaudiere*; awarded LS & GC Medal; retired April 21, 1961.

CPO FRANCIS ARTHUR PELLOW, C2ER4, of Calgary, Alberta, joined April 29, 1939; served in *Naden, Restigouche, Stadacona, Vison, Marlis, MJE Pictou, St. Francis, Chedabucto, Hochelaga II, HMS Lightfoot, Niobe, HMS Monnow, Petrolia, Avalon, Protector, Humberstone, Orangeville, Huntsville, Scotian, RCNAS Dartmouth, Givenchy, Antigonish, Rockcliffe, ML124, Athabaskan, Ontario, Crescent, Assiniboine*; awarded LS & GC Medal; retired April 28, 1961.

CPO JOSEPH RAYMOND POIRIER, C1ER4, of Quebec, Que.; joined April 24, 1939; served in *Stadacona, Saguenay, Swift Current, Scotian, Peregrine, Cape Breton, Portage, Iroquois, Magnificent, Toronto, Quebec, Montcalm, D'Iberville*; awarded LS & GS Medal; retired April 23, 1961.

PO JOHN AUGUSTINE SUTHERLAND, P1PW3, of St. Peters, P.E.I., joined March 24, 1941; served in *Naden, Givenchy, Prince Henry, Stadacona, Niobe, Peregrine, Cornwallis, Haida, RCNAS Dartmouth, Shearwater, Magnificent, Bytown, Labrador, Star, Saguenay, Micmac*; awarded CD; retired March 31, 1961.

PO ARTHUR ROBERT TAYLOR, P1ER4, of Ryckmans Corners, Ont., joined RCNVR June 4, 1940; transferred RCN April 21, 1941; served in *Toronto division, Stadacona, Avalon, Collingwood, Kenogami, Avalon II, Chilliwack, Hochelaga, Border Cities, Cornwallis, Peregrine, Grandmere, Shelburne, Provider, Scotian, Micmas, Iroquois, New Liskeard, York, Magnificent, Shearwater, Montcalm, La Hullose, Algonquin, Lauzon, Minas, Wallaceburg, Sault Ste. Marie, Bonaventure, Lauzon, Star*; awarded CD; retired April 20, 1961.

CPO JOHN PETER TOFIN, C2ER4, of Ashcroft, B.C.; joined April 24, 1939; served in *Naden, St. Laurent, Stadacona, Swift Current, Cornwallis, Quesnel, Peregrine, Arrprior, Lewis II, Givenchy, Uganda, Griffon, Crescent, Sioux, Beaconhill, Sault Ste. Marie*,

Ontario, Digby, Cayuga, St. Laurent; awarded LS & GC Medal; retired April 23, 1961.

CPO JOSEPH ALPHONSE PAUL-EMILE VEZINA, C1HT4, of St. Michel, Que.; joined RCNVR January 4, 1931; transferred RCN Sept. 17, 1943; served in *Stadacona, St. Laurent, Prince Henry, St. Hyacinthe, Avalon, Cornwallis, HMS Puncher, Scotian, Bytown, Donnacona, Labrador, Huron, D'Iberville*; awarded CD; retired March 17, 1961.

PO CURTIS ROBERT YOOL, P1PH4, of Quesnel, B.C., joined January 27, 1941; served in *Naden, Givenchy, New Westminster, Stadacona, Cornwallis, Elk, Peregrine, Noranda, Scotian, Ontario, Bytown, Niagara, Labrador, Saguenay*; awarded CD; retired March 24, 1961.

OFFICERS RETIRE

LT.-CDR. FRANK BERTHON BARCLAY, CD, of London, England, and Victoria; joined RCNVR June 9, 1940, RCN(R) Ret'd List October 11, 1945, transferred RCN August 17, 1951; served in *Stadacona, Bittersweet, Captor, Givenchy, Strathadam, Naden, Malahat, Chatham, Bytown, Magnificent, Sioux*; last appointment, naval adviser with the Canadian Delegation to Vietnam; commenced leave April 6, 1961; retires August 17, 1961.

LT. MAURICE A. CAREY, DSM, CD, Sutton, Surrey, England, and Mimico, Ont.; joined RCN November 6, 1928, as a boy seaman, promoted to warrant rank July 27, 1945; served in *Stadacona, Champlain, Ypres, Saguenay, HMS Victory, HMS Excellent, HMS Warspite, Venture, Gaspé, Arrowhead, Peregrine, Niobe, HMS President, Magnificent, Donnacona, Labrador, Cornwallis*; awarded Long Service and Good Conduct Medal and CD; last appointment, on the staff of the Operations Division, Fleet School, Stadacona; commenced leave March 26, 1961, retires on November 11, 1961.

LT.-CDR. ERNEST CASSELS, CD, of Singapore, and Halifax; joined RCNR as a mate November 25, 1940, promoted lieutenant December 1, 1942, discharged January 1946; joined RCN(R) active list May 1940, transferred RCN March 1954; served in *Stadacona, St. Eloi, Thomas J. Carroll, Venture, Beaver, Chambly, Avalon, Cobalt, Bittersweet*,

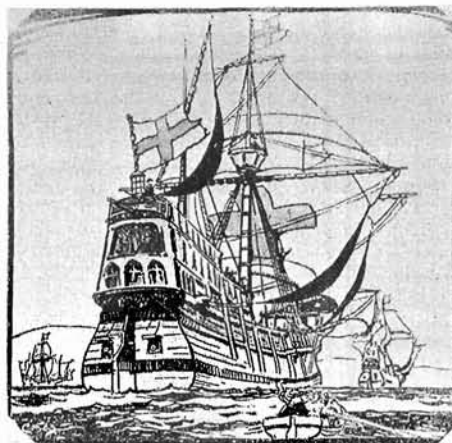
Scotian, Sackville, Cornwallis, Brockville, Naden; last appointment officer-in-charge, Seamanship Training Centre, Fleet School, HMCS Naden; commenced leave March 7, 1961, retired June 20, 1961.

LT.-CDR. KENNETH HARVEY DOOLITTLE, CD, BED, BA, of Maymont, Sask., and Ottawa; joined RCNVR July 11, 1924, as an ordinary seaman, promoted to warrant rank June 1, 1943, transferred RCN July 20, 1951; served in *Naden, Divisional Headquarters, Victoria, Stadacona, Cornwallis, Chippawa, Unicorn, Uganda, Ontario, Hochelaga, Bytown*; last appointment, on staff of Director of Naval Training at Naval Headquarters, Ottawa; commenced leave April 22, 1961, retires July 20, 1961.

LT.-CDR. ROBERT MICHAEL DUNBAR, CD, of Ottawa; joined RCN as an ordinary seaman, promoted to warrant rank October 18, 1941; served in *Naden, HMS Victory, HMS Courageous, HMS Furious, Vancouver, HMS Pembroke, Ottawa, RN Signal School, HMS Dominion, Stadacona, Naval Headquarters, St. Hyacinthe, Burrard, Avalon, Wentworth, Scotian, Bytown, Givenchy, Warrior, Niobe, Magnificent, Cornwallis*; last appointment, on staff of the Director of Naval Communications, Naval Headquarters, Ottawa; commenced leave March 7, 1961, retires on October 2, 1961.

LT.-CDR. ERIC RAYLAND FLEMING, CD, of Bella Coola, B.C., and Victoria; joined RCNR May 26, 1941, transferred RCN January 20, 1949; served in *Niobe, Stadacona, Venture, Chaleur, St. Laurent, Givenchy, Uganda, Rockcliffe, Naden, Malahat, Bytown, Athabaskan, Donnacona, Hochelaga*; last appointment, Inspector Supply and Fleet Accounting West Coast; commenced leave April 2, 1961, retires July 14, 1961.

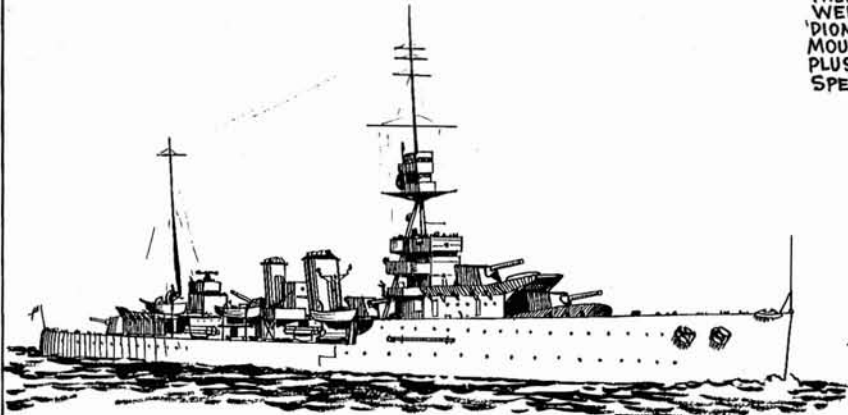
LT.-CDR. JOHN OGILVIE TAYLOR LEE, CD, of Vancouver and Victoria, joined RCNVR April 24, 1940, transferred RCN December 22, 1949; served in *Stone Frigate, Naden, Givenchy, Cougar, Stadacona, St. Clair, Niobe, Bytown, Shelburne, Scotian, Discovery, Cayuga, Patriot*; last appointment for duty with Command Technical Officer on staff of the Flag Officer Pacific Coast, commenced leave April 14, 1961, retires July 26, 1961.



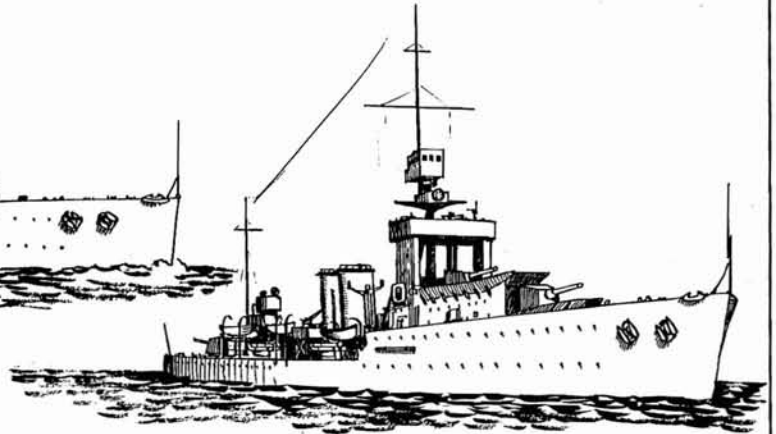
Naval Lore Corner

Number 92 THE DOUGHTY "D's"

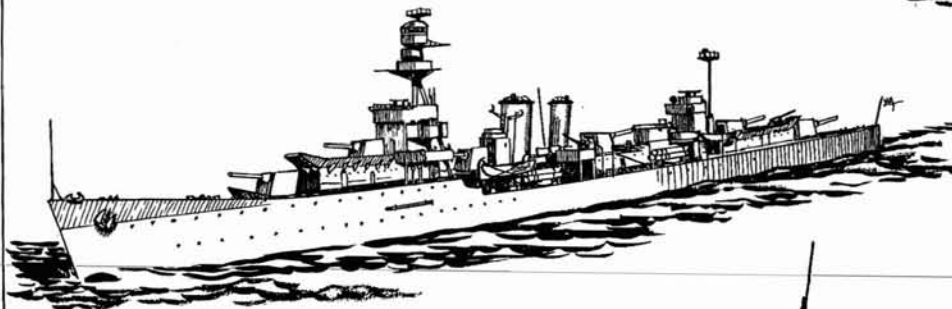
THE 'D' CLASS WERE THE LAST OF A LONG LINE OF SMALL LIGHT CRUISERS CONCEIVED DURING WORLD WAR I. OF 8 SHIPS COMPLETED (4 WERE CANCELLED) 'DANAÉ', 'DAUNTLESS', AND 'DRAGON' SAW SERVICE BEFORE THE END OF THE WAR. SMALLER THAN THEIR FOREIGN CONTEMPORARIES, THEY WERE HANDY VESSELS AND GAVE A GOOD ACCOUNT OF THEMSELVES IN WORLD WAR II. ALL EXCEPT 'DESPATCH' WERE FITTED AS FLAGSHIPS. 'DUNEDIN' AND 'DIOMEDE' SERVED IN THE R.N.Z.N. OF 4,850 TONS, THEY MOUNTED SIX 6-INCH GUNS IN SINGLE MOUNTINGS PLUS THREE 4-INCH GUNS AND 12 TORPEDO TUBES. SPEED WAS 29 KNOTS....



H.M.S. DAUNTLESS AS SHE APPEARED IN 1928 WHEN SHE WAS BADLY DAMAGED BY GROUNDING OFF HALIFAX, NOVA SCOTIA. SHE WAS SOLD FOR SCRAP IN 1946...

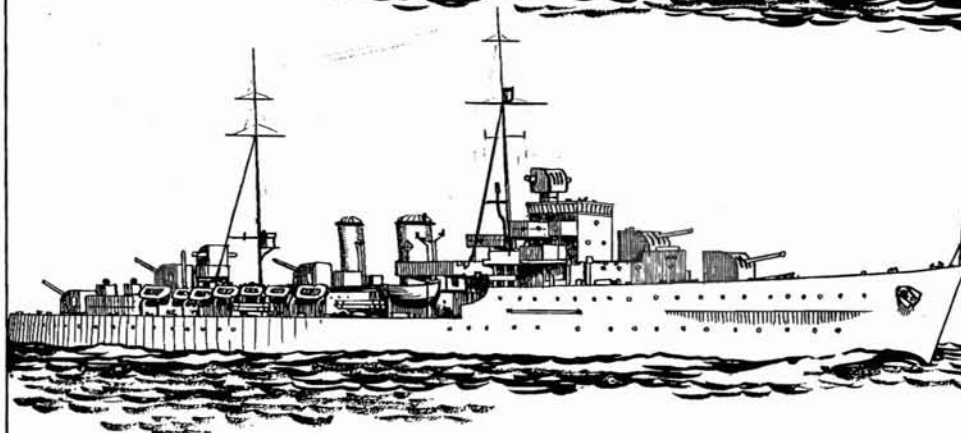
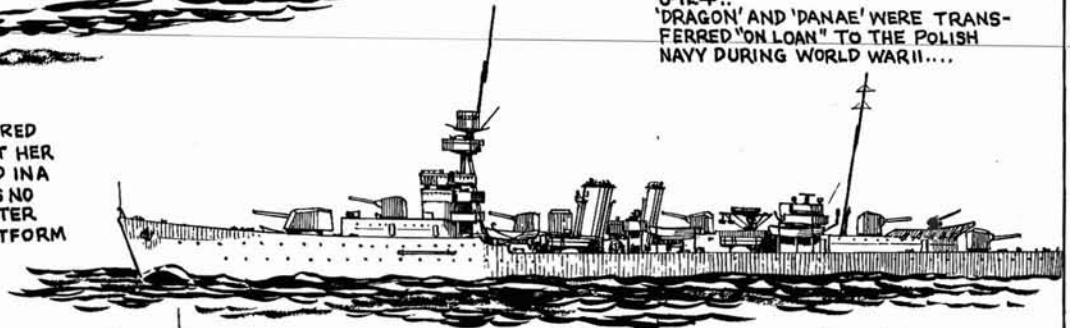


H.M.S. DAUNTLESS (ABOVE) WITH SEA-PLANE HANGAR BENEATH HER BRIDGE (1918). IT WAS LATER REMOVED.



H.M.S. DUNEDIN (LEFT) AND HER SISTERS 'DELHI', 'DURBAN', 'DESPATCH' AND 'DIOMEDE' WERE PROVIDED WITH TRAWLER BOWS TO IMPROVE THEIR SEA-KEEPING QUALITIES. 'DUNEDIN' WAS SUNK IN THE SOUTH ATLANTIC IN 1941 BY U-124... 'DRAGON' AND 'DANAÉ' WERE TRANSFERRED "ON LOAN" TO THE POLISH NAVY DURING WORLD WAR II....

H.M.S. DIOMEDE (RIGHT) DIFFERED FROM HER SISTERS IN THAT HER FORWARD GUN WAS MOUNTED IN A GUN-HOUSE AND THERE WAS NO BLAST SCREEN ON THE SHELTER DECK. NOTE AIRCRAFT PLATFORM ABAFT FUNNELS.



H.M.S. DELHI (LEFT) AS REFITTED AND REARMED LATE IN WORLD WAR II. HER BRIDGE WAS MODERNIZED AND LIGHTER MASTS WERE STEPPED NEGATIVE CONTROL PLATFORMS. SHE WAS RE-ARMED WITH FIVE 5-INCH 38 CAL. (U.S.) GUNS AND NUMEROUS 40 AND 20 MM A.A. GUNS IN U.S.A. 'DELHI' WAS SCRAPPED IN 1948. HER SISTERS 'DRAGON' AND 'DURBAN' WERE EXPENDED AS BLOCK SHIPS FOR THE ARTIFICIAL HARBOUR AT ARROMANCHES, FRANCE IN 1944..

Roger Duhamel

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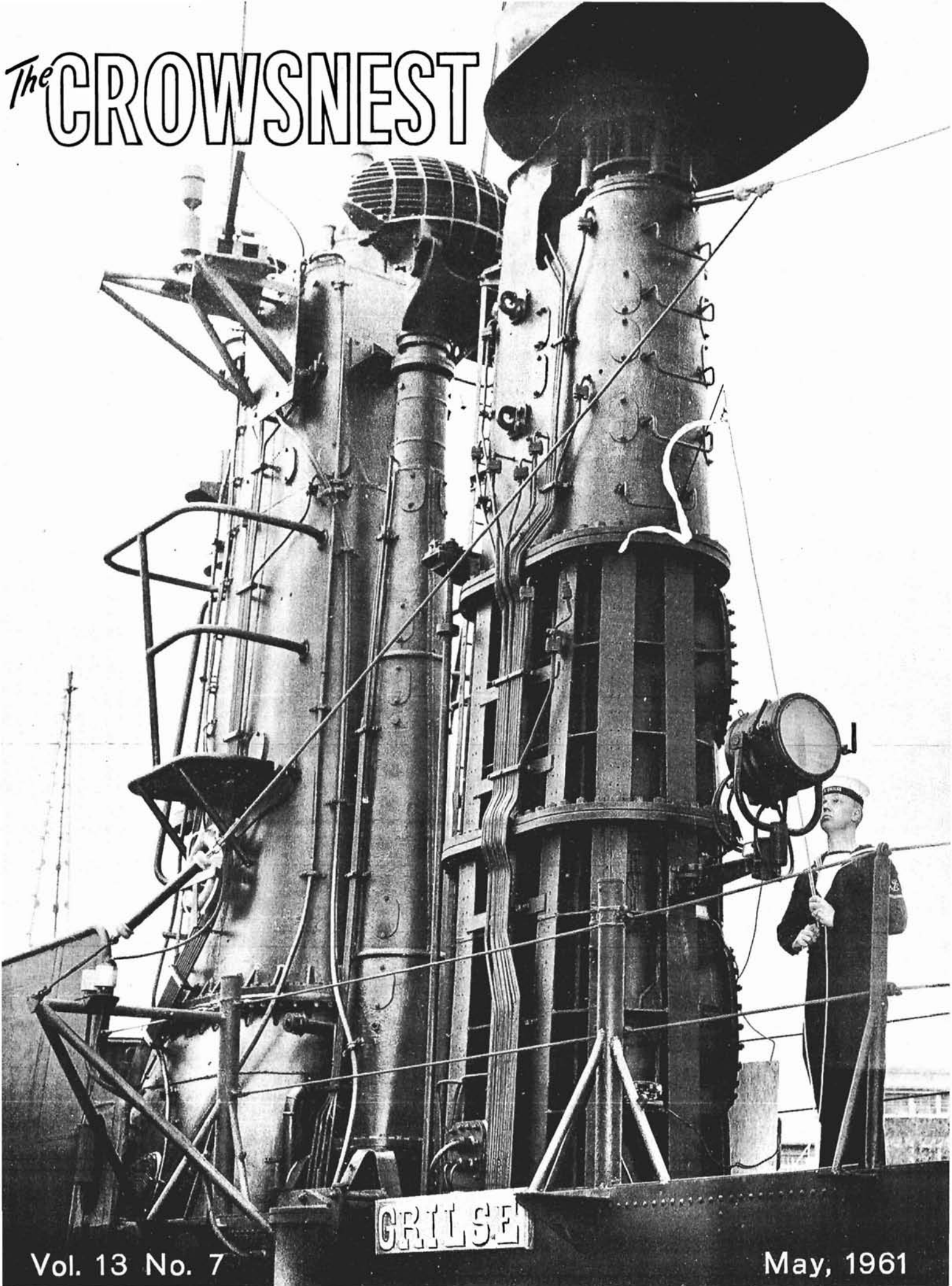
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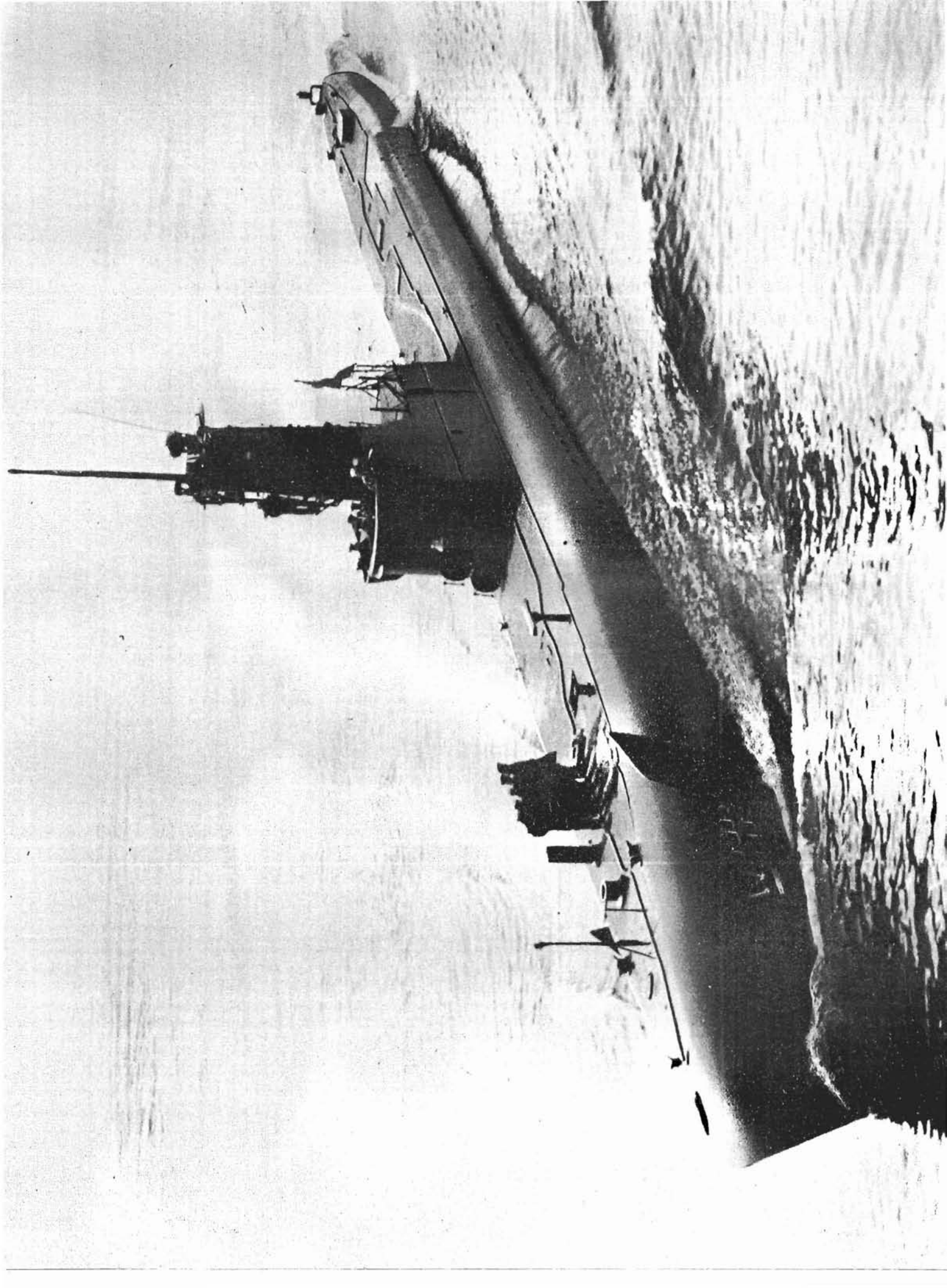
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The CROWSNEST





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The Cover—Small and insignificant though it may appear, the commissioning pennant means that a warship is in business. Here the pennant is hoisted on the occasion of *HMCS Grilse's* entry into service with the Royal Canadian Navy. (O-13629-19)

LADY OF THE MONTH

The seventh submarine to be operated by the Royal Canadian Navy, *HMCS Grilse* received her name and her commission at Groton, Connecticut, on May 11. The twin ceremonies formed a Canadian occasion in U.S. territory, with the destroyer escorts *Terra Nova* and *Chaudiere*, the *Stadacona* band and a guard from *Cornwallis* in attendance.

The *Grilse* was still the U.S. Submarine *Burrfish* when the picture on the opposite page was taken as she was undergoing trials preparatory to her transfer. Further exercises and trials, with her Canadian crew on board, were to keep her busy until June 20, the scheduled date of her departure for Esquimalt via the Panama Canal. She is due in her new home in mid-July. (CN-6185 from USN Photo)

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.

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RCN NEWS REVIEW

On Battle of the Atlantic Sunday the naval Sunset Ceremony was performed within the ramparts of the Halifax Citadel for the first time. New entry sailors from Cornwallis performed the ceremony, using embossed silver drums which the Province of Nova Scotia gave the Navy last year on the RCN's golden jubilee. (HS-65013)

Sterling Drums For West Coast

A magnificent gift of sterling silver drums will be presented to the Royal Canadian Navy by the Province of British Columbia and the city and municipalities of Greater Victoria on the evening of June 16.

The drums—a bass drum, two tenor drums and six side drums—were ordered last year from England as a 50th Anniversary present to the Pacific Command of the Royal Canadian Navy from British Columbia, the City of Victoria and the Municipalities of Esquimalt, Oak Bay and Saanich. The gift was suggested by the directors of the Armed Services Centre in Victoria.

Convoy Exercise Held Off N.S. Coast

A joint U.S.-Canadian-United Kingdom naval exercise, New Broom Ten, was conducted in the Nova Scotia area from April 10 to 18 to provide training in anti-submarine warfare and in escort and protection of shipping from air, surface and submarine attack.

Logistic support ships acting as convoys sailed from the vicinity of Yarmouth, N.S., and Halifax, on April 10 and joined to form a north-bound convoy. This convoy split later into two groups, each escorted by U.S. and Cana-

dian escort forces and maritime aircraft, against exercise opposition by submarines.

The convoys later united in the Gulf of St. Lawrence and returned to Halifax, again conducting convoy escort exercises on passage.

Rear-Admiral K. L. Dyer, Commander Canadian Atlantic Sub-Area, conducted the exercise. The Carrier Support

Group, or Task Group 214.1, was under the command of Commodore James Plomer, Senior Canadian Officer Afloat.

RCN participation in New Broom Ten included the *Bonaventure*, *Columbia*, *Terra Nova*, *Restigouche*, *Chaudiere*, *Kootenay*, *Athabaskan* and *Sioux*. HMS *Aurochs* also took part.

Argus maritime patrol aircraft from Squadrons 404 and 405, based at RCAF Station, Greenwood, N.S., operated with surface units and carrier-borne aircraft in the anti-submarine phases of the exercise.

Former Grilse Grooms New One

HMCS *Grilse* received many messages of congratulations and best wishes on her commissioning at Groton, Connecticut, May 11, but one from the Royal Canadian Naval Sailing Association struck an unusual note:

YOU HAVE MY NAME
NOT YET MY FAME
FOR UNDERSEA BOAT I AM NOT
BUT JUST A SLOOP-RIGGED
SAILING YACHT X
SO THIS TO WISH YOU ALL THE
BEST
FROM RCNSA GOLDCREST X
BEST WISHES FOR A VERY SUCCESSFUL COMMISSION FROM
COMMODORE, OFFICERS AND
MEMBERS OF THE RCNSA.

Until the submarine's name was chosen, the yacht in question was known as the *Grilse*. To avoid confusion in correspondence and messages, she was renamed *Goldcrest*.

Eight Ships Will Tour Great Lakes

Eight warships of the Atlantic Command are visiting the Great Lakes this summer, calling at 16 Canadian and United States lake ports.

Opening their cruise with a visit to Montreal on the Victoria Day week-end six minesweepers of the First Canadian Minesweeping Squadron will operate on the lakes throughout the month of June.

The minesweepers will be followed by the frigates *Buckingham* and *Lauzon*, which operate under the Commanding Officer Naval Divisions throughout the summer training Royal Canadian Navy (Reserve) new entries from across Canada. The *Buckingham* will arrive at Hamilton June 2, followed by the *Lauzon*, arriving June 23.

For three ships of the minesweeping squadron it will be a return to home waters. They are the *Resolute*, built at Kingston, and the *Quinte* and *Thunder*, built at Port Arthur. Other units of the squadron are the *Chignecto*, *Fundy* and *Chaleur*.

Ports to be visited by the various ships of the minesweeping squadron include Windsor, Sarnia, Fort William, Meaford, Goderich, Hamilton, Port Stanley, Oshawa, Kingston and Fort Niagara, New York.

The frigates, operating out of Hamilton, will train an anticipated 600 to 700 new entries from the Great Lakes Training Centre. During the training period, the ships will visit Toronto, Bay City, Michigan; Parry Sound, Midland, Owen Sound, Windsor, Collingwood, Port Arthur, and Milwaukee.

430 Cadets Train In Atlantic Command

A total of 430 cadets from University Naval Training Divisions across Canada are taking their annual summer training in ships and establishments on the East Coast.

Shore training for the cadets, most of whom are in their first and second year, will take place at *Cornwallis*.

The first of three four-week summer training cruises for the UNTDs began in mid-May. The frigates *Fort Erie*, *Inch Arran*, *New Waterford*, *Swansea*, *Lanark* and *Outremont* sailed from Halifax May 15 with 26 cadets embarked in each ship and were to call at San Juan, Puerto Rico; Port of Spain, Trinidad; and Bermuda in the course of their training exercises, returning to Halifax June 12.

A second cruise, June 26 to July 24, involves calls at Saint Lawrence River

and Gulf ports. The third cruise is scheduled from July 31 to August 28. Details of places to be visited will be announced later.

The official annual summer training period for UNTDs began May 3 and will conclude September 9. Programs afloat and ashore are being co-ordinated by Lt.-Cdr. Charles W. Fleming, Reserve Training Commander East Coast.

Hospital Becomes Separate Command

On February 20 the Canadian Forces Hospital, Halifax, became a separate command with Surgeon Captain F. G. W. MacHattie as the first commanding officer.

Early in March the first promotions since the change in command were made in the Medical Branch and seven requestmen were seen by Captain MacHattie in the Principal Medical Officer's office in the hospital.

Promoted were CPO Austin Singer (CIRR), CPO Bruce Burroughsford (C2MA), CPO Kenneth Powell (C2MA), PO Earl Bryan (PIMA), PO Daniel Olynch (PIMA), PO Charles MacMillen (PIRR) and PO Paul Deschamps (PIRR).

Auriga Returns To United Kingdom

"Thank you for a wonderful send-off. We are all sorry to leave but glad to be on our way home," were the words of the captain of Her Majesty's Submarine *Auriga* April 25 as the boat slipped from the Dockyard to conclude an 18-month commission with the Royal Navy's Sixth Submarine Division at Halifax.

The fire tug streamed great jets of water and ships sounded whistles and sirens as the *Auriga* dropped her lines

and got underway. A bevy of naval tugs followed her up the harbour, the *Stadacona* band played rousing airs and a larger than usual crowd of relatives and friends of British submariners here waved her bon voyage.

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, said in a message to the departing submarine:

"We are all very sorry to see you go and will remember all the good work you have done for us. We hope your passage is pleasant. Goodbye and good luck".

Ships' companies of three Canadian destroyer escorts packed their quarter-decks just north of the *Auriga's* berth at Jetty Five to see her off. Admiral Dyer and members of his RCN and RCAF staffs were on hand personally to bid farewell to the captain, Lt.-Cdr. H. F. Bickford-Smith, and his crew.

The *Auriga* flew a 280-foot paying-off pennant, signifying the end of her commission, as she departed. She will be replaced on the Halifax station by another British submarine.

Emergency Exercises Planned

Large scale exercises, designed to test the ability and readiness of the Royal Canadian Navy's Atlantic Command to meet any emergency, will be held from time to time over the next few months. A similar exercise was held in the Pacific Command last fall.

In order to provide for realistic evaluation, the exercises will be held under conditions as close to those of a genuine emergency as possible. No advance warning will be given the naval personnel who will take part and no public announcement will be made before the start of the exercises.



His Excellency Sir Charles Gascoigne, Governor of Bermuda, is shown with crew members of the Tracker aircraft which flew him off the *Bonaventure* during the ship's visit to Bermuda in February. Pictured are CPO H. K. Mills, Cdr. W. A. Walton, His Excellency, and Ldg. Sea. D. W. McKnight. (BN-3955)

An important part of the exercises will be the recall to their ships and establishments of all naval personnel on overnight leave ashore. Depending on the time of the recall, radio and television stations and other mass communications media will be asked to cooperate in broadcasting the recall message.

Frigate Takes Part In Ceremonies

The frigate *Cap de la Madeleine* sailed from Halifax on April 27 to represent the Royal Canadian Navy at ceremonies in the British West Indies and in New Brunswick during May.

The ship was at the official opening of the new deep water harbour of Bridgetown, Barbados, by the prime minister of the West Indies Federation May 6, and later was to take part in anniversary celebrations of the City of Saint John, N.B.

The *Cap de la Madeleine*, commanded by Cdr. Kenneth E. Grant, is senior ship of the Ninth Canadian Escort Squadron.

She called first at San Juan, Puerto Rico, May 2-3, then visited Barbados May 5-10. She was to be in Saint John, N.B., May 17-23, arriving home the following day.

U.S. President Backs Navy Week

President John F. Kennedy was among those lending their moral support to Navy Week in Canada, May 7 to 13. In a message to the Navy League of Canada, the President of the United States said:

"I take this opportunity to join with Canada's Navy League in paying tribute to the men and women of the Royal Canadian Navy who help to defend and preserve the freedom of both our countries.

"As commander-in-chief of the armed forces of the United States, I would like to extend on behalf of our navy a warm hand of friendship to the Royal Canadian Navy and to join in the salute to Canadian sailors and sea cadets."

Joint 'Sweeping Exercise Held

A joint Canadian-United States naval mining and mine counter-measures exercise was held in early May off Charleston, S.C.

The exercise, Sweep Clear Six, was conducted by Vice-Admiral E. B. Taylor, USN, Commander of the Ocean Sub Area, Atlantic, and Rear-Admiral W. R. Loud, USN, Commander Mine Force, U.S. Atlantic Fleet.

Six Canadian and 18 U.S. mine-sweepers, one maritime air patrol

squadron, and two clearance diving teams participated in the exercise.

Tri-Service Role Of Corps Stressed

In order to make the tri-service function of The Royal Canadian Dental Corps clearly understood in the professional field and by various interested civilian associations, the top appointment of the Corps has been re-designated as the "Director General of Dental Services for the Canadian Forces".

Although the RCDC is a component of the Army, it is also responsible for the dental care of the RCN and RCAF. The previous title for the chief of the Corps was simply "Director General of Dental Services". Since he is an Army officer some members of the public incorrectly assume that he has a responsibility to the Army only. The present director general is Brigadier K. M. Baird, of Ottawa.

Most military dental personnel see service with each of the three services sometime during their careers. They serve with the navy both ashore and afloat.

The corps was originally established in the spring of 1915 as the "Canadian Army Dental Corps". Just before the outbreak of the Second World War, it was designated as "The Canadian Dental Corps" and charged with providing dental care for the Canadian Armed Forces. In January 1947, the word "Royal" was added to the title of the corps.

Fleet Club For Stadacona

A Fleet Club for leading seamen and below is being established in "B" block at HMCS *Stadacona*, opposite the dockyard's North Gate. Entrance will be from Barrington Street.

To be operated as a non-public fund activity, the Club will be similar to the Fleet Club at HMCS *Naden*.

Among the facilities will be showers, TV lounge, small games room, and laundry and dry cleaning pick-up services.

Three hundred lockers are now available at a cost of \$3.25 a month. Additional lockers will be provided as required.

FLAG STRUCK AT NORE

AT SUNSET on March 31, the flag of the last Commander-in-Chief, the Nore, Admiral Sir Robin Durnford-Slater, KCB, was struck, and the Nore Command as such ceased to exist. So ends an important chapter of Britain's Naval History, and what memories it conjures up: the skilled shipbuilders of the reign of Charles I; the Dutch Wars, with the darkest hour of De Ruyter's raid up the Medway; the building of HMS *Victory*; Richard Parker and the mutiny of 1797; links with the young Nelson in the *Albermarle* and *Boreas*.

More recently the command served as a window on the Continent in two World Wars; assembled much of the armada of little ships for Dunkirk and served as a life-line for the allied armies in Europe after the invasion. A turbulent history, full of ups and downs.

The Nore buoy was a naval anchorage even before the dockyard was begun at Chatham in 1545. During the war with Spain, which had an outpost in the Low Countries, the Nore became our principal naval base. It grew even more in importance during the seventeenth century wars with the Dutch. The effect on the nation can be imagined when in June 1667, the Dutch

Squadron under the command of Admiral De Ruyter sailed up the Medway, captured the unfinished fort at Sheerness and burned the British Fleet as it lay at its moorings, the *Royal Charles* being towed back to Amsterdam, where her stern is still preserved.

No wonder Samuel Pepys was much troubled by the event and, on becoming Secretary of the Admiralty, added to his efforts to restore the prestige of the Navy by having repairs made to Chatham Church, the windows of which had been shattered by the Dutch gunfire. But the Dutch raid was never a preliminary probe for invasion as Dieppe was to be in a later war, and the Nore Command recovered and grew from strength to strength.

The hatchets of former days have long been buried, and now, in the Western Alliance, the Dutch and British are perhaps more closely integrated than any of the powers banded together in the face of a common danger. This fact was given a happy emphasis by the attendance at the official closure ceremonies of the Commander-in-Chief of the Netherlands Home Station flying his flag in one of their latest destroyers, the *Limburg*.—*Admiralty News Summary*.



RCN personnel, many of them wearing the new Submarine Branch badge, marched on board HMCS Grilse during the commissioning ceremony at Groton, Conn., on May 11. Many of the crew have had previous experience in the Royal Navy submarine branch and on board RN submarines. Minutes after they went on board, coverings were removed from the superstructure disclosing the RCN's maple leaf and the new pennant number, 71. (0-13629-25)

HMCS GRILSE

A DISTINGUISHED international assembly witnessed the naming and commissioning of HMC Submarine *Grilse* at the United States Naval Submarine Base at Groton, Connecticut, on May 11.

Hon. Pierre Seigny, Associate Minister of National Defence, was guest of honour and Mrs. Seigny named the *Grilse*. Hon. Paul B. Fay, Jr., Under Secretary of the Navy, represented the government of the United States.

Other Canadian guests attending the ceremony included: Egan Chambers, Parliamentary Assistant to the Minister of National Defence; D. A. Golden, Deputy Minister of Defence Production; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Air Marshal Hugh Campbell, Chief of the Air Staff, and J. C. Rutledge, Director of Shipbuilding, Department of Defence Production.

American guests in addition to Mr. Fay included: Vice-Admiral W. M. Beakley, Deputy Chief of Naval Opera-

tions and Readiness; and Vice-Admiral E. W. Grenfell, Commander Submarine Forces Atlantic.

HMC Ships *Terra Nova* and *Chaudiere* arrived at the submarine base May 10 to take part in the ceremony, with the band from *Stadacona* and a guard from *Cornwallis* embarked. Their presence greatly contributed to making it an RCN occasion.

On the ships' arrival, to the delight of American civilians and sailors alike, the tune, "With a Little Bit of Luck", played by the *Stadacona* band, was plainly audible from the *Terra Nova's* quarterdeck as she manoeuvred under two bridges in a mist towards her berth. The fog had lifted by the next morning and held off until the day after the commissioning.

The transfer ceremony began at 3 p.m. outdoors under a cloudy sky. Participating guests were seated on a platform constructed on the jetty between the two destroyer escorts on one side and the submarine on the other.

Admiral Burke Welcomes Grilse

Admiral Arleigh Burke, Chief of Naval Operations for the U.S. Navy, has extended his personal good wishes to the officers and men of HMCS *Grilse* in a letter to the commanding officer, Lt.-Cdr. E. G. Gigg.

In his letter, Admiral Burke said: "The importance of seapower to the survival of a maritime nation is a basic principle which history has proven repeatedly and which cannot be overemphasized. Seapower is vital to the free world's economy in peace and indispensable to its security in war. Together, through the intelligent use of seapower, the free nations of the world increasingly are strengthening their economies and improving their collective security. In time of strife, if ready, properly trained, and carefully co-ordinated, this powerful asset can mean the very difference between survival and defeat.

"You have been honoured with a major responsibility, one in which you can contribute significantly to the greater security of your own country and its allies. I am confident that you will successfully carry out your assigned duties, that you and your crew will bring honour and credit to your ship, your Navy, and together you will be a source of pride to your country.

"May God's help be with you in the many tasks ahead. Good luck and smooth sailing."

Lt.-Cdr. E. G. Wood, USN, commanding officer of the *Burrfish*, introduced Chaplain Schnurr, USN, who gave the invocation. Lt.-Cdr. Wood then introduced Vice-Admiral Grenfell, who spoke of the lasting co-operation between the two navies and in turn introduced Mr. Fay, who expressed similar appreciation as did Vice-Admiral Beakley. Vice-Admiral Grenfell, who directed this portion of the ceremony, then ordered Lt.-Cdr. Wood to pay off the *Burrfish*.

Lt.-Cdr. Wood acknowledged the order, and in turn ordered the colours and commissioning pennant hauled down. This order was carried out on the first note of the U.S. National Anthem played by the band. Then, as the band played "Anchors Aweigh", the U.S. Navy crew marched off the submarine and took up a position on the jetty.

At this point, Vice-Admiral Grenfell invited Mr. Sevigny to step to the table to sign the transfer papers. On completion of the signing, Vice-Admiral Grenfell introduced Commodore O. C. S. Robertson, who presented a bouquet of roses to Mrs. Sevigny and invited her to re-name the ship.

Mrs. Sevigny stepped forward and said: "I name this ship *Grilse*, may God bless her and all those who sail in her". She then unveiled the nameplate on the conning tower.

Commodore Robertson introduced the Associate Defence Minister. In his



Lt.-Cdr. Edmund G. Gigg, commanding officer of HMCS *Grilse*, is shown talking to Mrs. Pierre Sevigny, who bestowed on the submarine the name it bears in the RCN. (0-13629-22)

address, Mr. Sevigny said nowhere has good-will and co-operative effort been more apparent than in the association between the navies of the United States and Canada.

"Partnership today means such things as free exchange of information, com-

mon tactical doctrines and communication procedures, standardization of methods and materials, exchange of personnel, and, on the part of the U.S. Navy, a most generous provision of facilities for the training of officers and men and of ships and air squadrons".

"With an expanding world population creating a growing demand for food and goods transported by ships, dependence on the sea is steadily increasing", Mr. Sevigny said. "With the Soviet and satellite navies gaining in strength and destructive potential, the threat to the security of the seas has assumed greater and more menacing proportions.

"When viewed in this context, it is not overstating things to say that the need for a naval force capable of ensuring the freedom of the seas is greater than it has ever been before."

In closing, Mr. Sevigny had these words for the officers and men of the *Grilse*: "Some of you have trained and served in submarines of the Royal Navy. All of you have taken training at the United States Naval Submarine School, in New London, and in U.S. Navy Submarines. In so doing, you have established kinship with these two great submarine services, with their glorious records and high traditions. In will be your desire, I know, to carry on these traditions, and as well to establish ones that are your own.

"I am well aware of the quiet but very great pride that submariners take in their profession. May I assure you

The RCN's New Submarine

HMCS *Grilse* is the former United States Navy submarine *Burrfish* (SSR 312). She is on loan to Canada for five years. The *Grilse* was commissioned in the RCN at Groton, Connecticut, May 11, 1961.

Displacement: 1,800 tons surfaced; 2,400 submerged.
 Dimensions: 311 feet long; 27-foot beam; 20-foot draught.
 Machinery: 4 engine-generator combinations of Fairbanks-Morse diesel engine rated at 1,600 HP, each driving an Elliott 1,100 KW generator. Auxiliary engine-generator combination Fairbanks-Morse diesel engine rated at 450 HP, driving an Elliott 300 KW generator.

Speed: Surface approximately 20 knots; submerged 10 knots.

Complement: 7 officers, 72 men.
 Armament: 4 21-inch bow torpedo tubes.
 Hull No: SS 71
 Builders: Portsmouth Navy Yard, Portsmouth, N.H.
 Laid down: February 24, 1943.
 Launched: June 18, 1943.
 First commissioned as USS *Burrfish*: September 14, 1943.

that today your pride is widely shared. Speaking for your government and for your fellow-citizens of Canada, I wish you Godspeed, good sailing and every success in the commission that lies ahead”.

Following Mr. Sevigny, Commodore Robertson introduced the Chief of the Naval Staff.

Vice-Admiral Rayner thanked U.S. Navy authorities for their assistance and co-operation and, to the captain, officers and men of the *Grilse*, he said:

“You stand here today, very much as pioneers facing the future. It is an important occasion for you, but even more important is your period of testing that has yet to come. I know that you have been preparing yourselves for this day with diligence and enthusiasm.

“In the months to come, the eyes of many of your shipmates in the service, and also of many other Canadians, will be on you, for anything new always has its spectators. I have every confidence that your service and performance in the *Grilse* will bring credit to the Royal Canadian Navy.

“Today we are beginning a fresh venture, and one to which we look with hope and pride. You are the pioneers, and to the Captain, officers and men of *HMCS Grilse*, I say—good luck, good sailing, and God bless you”.

Following Vice-Admiral Rayner's remarks, the Protestant commissioning service was conducted by Captain Harry Ploughman, Deputy Chaplain of the

Fleet (P). Then, Chaplain J. E. Whelly, Chaplain of the Fleet (RC) and Deputy Chaplain General (RC), conducted the Roman Catholic service.

On completion of the services, Lt.-Cdr. Edmund G. Gigg, commanding officer of the *Grilse*, ordered the submarine commissioned by saying: “Commission *Grilse*. Coxswain pipe.” The commissioning pennant was hoisted, and White Ensign and Blue Ensign raised.

In his address to the ship's company, Lt.-Cdr. Gigg said: “We are pleased to have the opportunity to serve in *HMCS Grilse*, and participate in the rebirth of submarines in Canada”.

He also said: “We are also most grateful to the United States Navy and in particular to the Submarine Service for the extent to which they inconvenienced themselves to ensure we were properly trained and the submarine well prepared for the transfer. In addition, the personnel of the Submarine School and the officers and men whom you have just seen pay off the *Burrfish* have been most kind. We know that with the close associations and friendship between us a simple ‘thank you’—which may not appear enough to many other people—will convey to them the proper appreciation.

“And, of course, wherever there are ships and sailors there is always a loving bond with the so-called ‘weaker sex’. The extended separations—which for us means anything over a few days



Here is the RCN's new Submarine Branch badge, worn on the left sleeve of qualified lower deck submariners. It is a heraldic portrayal of a dolphin. (0-893-225)

—the extended separations from our wives, children and sweethearts will soon be over and we are all anxiously looking forward to our arrival at Esquimalt”.

Lt.-Cdr. Gigg then ordered: “Executive officer, man the *Grilse*”.

While the band played “Heart of Oak”, the Canadian crew boarded the *Grilse*. The commanding officer was then piped on board.

Immediately following the commissioning, a reception was held on board the *Terra Nova* and *Chaudiere* for the guests.

A planned special presentation of the Sunset Ceremony at the U.S. Coast Guard Academy on the day after the commissioning by the *Stadacona* band and *Cornwallis* guard was cancelled because of rain.

On May 12, Mr. and Mrs. Sevigny toured the submarine base, and were shown through the *Grilse*. Following lunch on board the *Terra Nova*, the guests of honour visited the Mystic Seaport Museum and were taken on a tour of the Electric Boat Division of General Dynamics Corporation.

Members of the ship's company of the *Grilse* have all completed an extensive training program at the U.S. Naval Submarine School and on board various USN submarines. In addition, many completed earlier training at *HMS Dolphin*, the Royal Navy submarine school at Portsmouth, England, and in RN submarines.

For the submarine now, exercises and workups are scheduled until June 20 at which time the *Grilse* will leave New London for the Panama Canal area on the first leg of her journey to Esquimalt. On July 7 the *Grilse* will arrive at San Diego, California, and will depart July 10 to arrive at Esquimalt July 14.



Hon. Pierre Sevigny, Associate Minister of National Defence, signs the transfer papers on behalf of the Government of Canada at the commissioning of *HMCS Grilse*. Vice-Admiral E. W. Grenfell, Commander Submarine Forces Atlantic, looks on. The *Grilse* is the former *USS Burrfish* and has been obtained on loan from the USN for five years. (0-13629-6)

Rear-Admiral Tisdall Retiring

Successor Is Commodore Brock

THE FORTHCOMING retirement of Rear-Admiral E. P. Tisdall will bring to an end an active association with the Royal Canadian Navy that began 40 years ago.

Rear-Admiral Tisdall will proceed on retirement leave on June 30 and will be succeeded on that date as Vice-Chief of the Naval Staff by Commodore Jeffrey V. Brock, who will be promoted to the rank of rear-admiral.

Captain R. P. Welland became Assistant Chief of the Naval Staff (Air and Warfare) in succession to Commodore Brock on May 10 and was promoted to the rank of commodore on that date.

The retiring Vice-Chief of the Naval Staff will long be remembered in the service as the chairman of the Ad Hoc Committee on RCN Personnel Structure, whose recommendations were incorporated in what is known among naval personnel as "The Tisdall Report" and are now being implemented.

Rear-Admiral Ernest Patrick Tisdall, CD, RCN, was born in Newchwang, North China, on October 29, 1906, the son of an English banker.

His early education was at Malvern Link School, Malvern, England. On coming to Canada in 1918, he entered University School, Victoria.



REAR-ADMIRAL E. P. TISDALL
Retirement approaching

He attended the Royal Naval College of Canada, Esquimalt, during the 1921-22 term, the college's 12th and last. It closed that year and Rear-Admiral Tisdall did not resume his naval training until 1924, when he went to the Royal Navy as an RCN cadet.

He served in various RN ships and establishments until 1933, except for a two-year period in the Canadian destroyer *Vancouver*. While with the Royal Navy, Rear-Admiral Tisdall had specialized in gunnery, and it was as a gunnery officer that he was appointed to *Stadacona* in 1933.

Subsequently he served in the *Saguenay* as Flotilla Gunnery Officer (1934-35), and in another destroyer, the *Fraser*, as first lieutenant and flotilla gunnery officer (1937-39).

He commanded the Royal Guard at Victoria for King George VI during the 1939 Royal Visit and the next day was in command of the parade at which His Majesty presented the King's Colour to the Royal Canadian Navy.

Following the outbreak of the Second World War, Rear-Admiral Tisdall commanded the *Skeena* from December 1, 1939, to March 1, 1940.

He came ashore in 1940 as executive officer of *Stadacona* and two years later was appointed to Naval Headquarters as Director of Naval Training. He returned to the Battle of the Atlantic in 1942 as commanding officer of the destroyer *Assiniboine*.

Rear-Admiral Tisdall came ashore again the next year as superintendent of the Naval Armament Depot, Dartmouth.

In 1944 he was appointed to stand by the cruiser *Ontario*, then under construction in the United Kingdom, and was her executive officer when, following her commissioning in 1945, she proceeded to the Far East to join the war against Japan.

The *Ontario* was too late to take part in operations against Japan, but she escorted the first convoy through the Straits of Malacca and was present for the liberation of Hong Kong. The *Ontario* landed two companies of sailors to help to maintain order in the newly-freed city.

For a short time in 1946, Rear-Admiral Tisdall commanded the *Ontario* before taking up the post of executive officer of *Naden*.

From 1947 to 1949 he served at Naval Headquarters as Director-General of Naval Ordnance and then became Director of Weapons and Tactics.

He returned to the *Ontario* as commanding officer in August 1951. His ship was chosen to convey Their Royal Highnesses the Princess Elizabeth and the Duke of Edinburgh from Charlottetown to Sydney, N.S., and St. John's, Newfoundland.

In the late summer and fall of 1952, he commanded the *Ontario* on a cruise around the continent of South America calling at Balboa, Valparaiso, Falkland Islands, Buenos Aires, Montevideo and Rio de Janeiro.

He was appointed to Naval Headquarters in September, 1956, as chairman of a committee set up to study the personnel structure of the RCN, and as assistant to the Chief of the Naval Staff.

He took up the appointment of Vice-Chief of the Naval Staff on January 23, 1958, with the rank of rear-admiral.

Admiral and Mrs. Tisdall have two children. Their son, Lt. C. P. Tisdall, is engineer officer of HS 50, anti-submarine helicopter squadron at Shearwater, and their daughter Barbara, is a nurse-in-training at Royal Victoria Hospital, Montreal.



COMMODORE J. V. BROCK
To be Vice-Chief of the Naval Staff

OFFICERS AND MEN

Director General Ships Retires

Commodore Frank Freeborn, Director General Ships at Naval Headquarters, proceeded on retirement leave April 19.

He has been succeeded by Captain Sturton Mathwin Davis, who had served as deputy to Commodore Freeborn since July 1960.

The Director General Ships is responsible, under the Chief of Naval Technical Services, for the design, production, procurement and conversion of ships for the Royal Canadian Navy.

Commodore Freeborn was born in Leemington-on-Tyne, England, on September 13, 1903, and came to Canada in 1928. He joined the Special Branch of the RCNVR at Halifax in June, 1942, transferred to the Constructor Branch in the same year and was appointed for duty with the Supervising Naval Engineer, Maritimes.

In October 1943 he became Coordinator of Outside Bases on the staff of the Commodore Superintendent, Halifax. While holding this post he transferred to the RCN as a Constructor Commander in September 1945.

In May 1946 he went to the Pacific Coast for duty with the Engineer Superintendent, HMC Dockyard, Esquimalt. He later became Deputy Superintendent of the dockyard. In September 1947 he was made Manager of the Constructive Department in the Esquimalt Dockyard.

WEDDINGS

Able Seaman C. S. Banks, *Kootenay*, to Jacquelyn Gillespie, of Moncton, N.B.

Able Seaman W. G. Boes, *Kootenay*, to Roslyn Cohen, of Montreal.

Lieutenant Bruce Allan King, *Stadacona*, to Elizabeth Jean Morrell, of Digby, N.S.

Lieutenant Edmund John Kulin, *St. Croix*, to Elizabeth Ann Turner, of Rosemere, Quebec.

Able Seaman Ronald Albert William Montgomery, *Miramichi*, to Jean End Adamson, of Auckland, New Zealand.

Petty Officer Gordon Gale Pettigrew, *Naden*, to Marjorie Gwendolyn Mahon, of Saanichton, B.C.

Lieutenant Ronald Robert Richards, *Iroquois*, to Nancy Ann Frank, of Halifax.

Able Seaman Ronald Ross, *Churchill*, to Miss Margaret Hannam, Worcester, Mass.

Able Seaman Wayne E. Wilson, *Kootenay*, to Joan Davey, of Dartmouth, N.S.



This handsome trophy, known as the "Ship Efficiency Award", has been presented to the Fifth Canadian Escort Squadron by the employees of the Naval Supply Depot, Montreal, and has been awarded for 1960-61 to the destroyer escort *Kootenay*, whose badge appears at the base. (HS-64918)

In June 1949 Commodore Freeborn went to Naval Headquarters as Deputy Naval Constructor - in - Chief. Three months later he was appointed to Montreal as Principal Naval Overseer, Montreal Area. In this appointment he played a major role in the construction of HMCS *St. Laurent*, lead ship of her class and the first of the modern destroyer escorts to be built for the RCN.

Commodore Freeborn took up the appointment of Naval Constructor-in-Chief at Naval Headquarters in July 1956. The title was changed to Director General Ships on March 1, 1961.

Commodore Freeborn's successor, Captain Davis, was born on April 18, 1919, in Birkenhead, England.

A member of the Royal Corps of Naval Constructors he entered the RCN(R) in January 1950.

In July 1953 he was appointed to the staff of the Naval Constructor-in-Chief and in 1954 transferred to the RCN on a short service appointment.

He transferred to the regular force in 1955 and later was appointed to the staff of the Commodore Superintendent Atlantic Coast as Manager Constructive Department.

He became Principal Naval Overseer, Montreal Area, in July 1956, and in

BIRTHS

To Petty Officer W. Billard, *Cornwallis*, and Mrs. Billard, a son.

To Petty Officer Germain Bouchard, *Naden*, and Mrs. Bouchard, a daughter.

To Petty Officer Patrick Burke, *New Waterford*, and Mrs. Burke, by adoption, a son.

To Leading Seaman Ronald J. Chafe, *Churchill*, and Mrs. Chafe, a son.

To Lieutenant Jeffreys Cowie, *New Waterford*, and Mrs. Cowie, a son.

To Petty Officer D. P. Craig, *Kootenay*, and Mrs. Craig, a daughter.

To Able Seaman A. Fast, *Grilse*, and Mrs. Fast, a son.

To Leading Seaman William Foreman, *New Waterford*, and Mrs. Foreman, a son.

To Commissioned Officer William Gray, *Restigouche*, and Mrs. Gray, a son.

To Lieutenant G. Griffin, *Naden*, and Mrs. Griffin, a son.

To Petty Officer M. S. Greeley, *Kootenay*, and Mrs. Greeley, a daughter.

To Petty Officer John Grodde, *Bonaventure*, and Mrs. Grodde, a son.

To Able Seaman R. A. Jordan, *Churchill*, and Mrs. Jordan, a son.

To Lieutenant J. D. Large, *Restigouche*, and Mrs. Large, a son.

To Lieutenant D. N. Mainguy, *Kootenay*, and Mrs. Mainguy, a son.

To Petty Officer M. J. Messervey, *Kootenay*, and Mrs. Messervey, a son.

To Able Seaman Gordon Morris, *New Waterford*, and Mrs. Morris, a son.

To Leading Seaman W. Nasby, *Grilse*, and Mrs. Nasby, a son.

To Sub-Lieutenant A. N. O'Rourke, *Kootenay*, and Mrs. O'Rourke, a daughter.

To Leading Seaman I. Reeve, *Grilse*, and Mrs. Reeve, a son.

To Lieutenant J. Rodacanachi, *Grilse*, and Mrs. Rodacanachi, a son.

To Able Seaman Roland Smith, *New Waterford*, and Mrs. Smith, a son.

To Able Seaman J. Wilsher, *Grilse*, and Mrs. Wilsher, a son.

To Able Seaman Harry Woznow, *Naden*, and Mrs. Woznow, a son.

To Able Seaman T. P. Wright, *Churchill*, and Mrs. Wright, a son.

August 1958 went to Naval Headquarters for duty on the nuclear survey team.

Captain Davis completed a course at the National Defence College, Kingston, and in July 1960 was appointed Deputy Naval Constructor-in-Chief at Naval Headquarters.

Naval Divers Recover Body

Naval divers on April 27 recovered the body of I. J. Curley, 62, a drowning victim in Pictou, N.S., harbour.

Three members of the RCN Diving Establishment, Dartmouth, went to Pictou the previous day in response to a request by the RCMP.

They were CPO Norman H. Mitts, in charge, and Leading Seamen Thomas Cowan and Glendon A. Frauzel.

Buckmaster's Group Wins Drama Award

At the Regional Drama Festival held in Corner Brook, Newfoundland, the week of March 20-25, the Buckmaster's Players of St. John's, with their play *Flare Path*, won the award for the best play of the festival. Two other awards also went to this group—the award for the best visual presentation and the award for the best supporting role.

The Buckmaster's Players were formed in September 1959, with the object of providing an outlet for the dramatic and entertainment talents of Her Majesty's Forces who are serving in or have served in Buckmaster's Field and RCAF Station Torbay, as well as their immediate families and civilians employed by the Department of National Defence.

The first production of the group was *When the Sun Shines*, which ran for three nights in November, 1959. This was followed in 1960 with *Reluctant Heroes*, which had four performances, and then *Flare Path*, which played in St. John's for five days during the week of March 13, before being performed at the Regional Drama Festival in Corner Brook. The three plays were well received by the public.

The players are directed by Lt.-Cdr. R. S. Portchmouth, who is staff officer (administration) at *Cabot*, the St. John's naval division. He was active in dramatics at both *Cornwallis* and *Shearwater* before his Newfoundland appointment.

Royal Roads Cadets On Camping Trip

Some 80 officer cadets from Royal Roads left their college early on the morning of May 11 for "Exercise North-bound."



The Fleet Mail Office staff in the Halifax Dockyard was congratulated on May 3 by Cdr. J. Kevin Power, left, secretary to the Flag Officer Atlantic Coast, on the 50th Anniversary of the Canadian Postal Corps. Showing Cdr. Power the post office cash account system are Sgt. C. R. Morneau and Sgt.-Major R. H. Woods. The Fleet Mail Office in Halifax is one of the largest Canadian Postal Corps establishments. (HS-65003)

For six days the cadets camped on scenic Portland Island, off Sidney.

The exercise was the third annual event of its kind in the service college's program and again this year was under the overall direction of Lt.-Col. H. E. C. Price, deputy commandant of the college.

Divided into squadrons, the cadets enjoyed full program of sports, including softball, volleyball, swimming, fishing, hiking, and rifle shooting. Visits were made to several nearby islands of the Gulf Islands group.

Postal Corps 50 Years Old

Officers and men of the Canadian Postal Corps, smallest corps in the Canadian Army, on May 3 celebrated their 50th anniversary.

Although they are an Army corps, the 29 officers and 212 men perform a tri-service function, serving all three armed services around the world. One of the largest detachments of the Corps is in Halifax where they operate a Fleet Mail Office for the Royal Canadian Navy.

During the birthday celebration in Halifax they were visited and congratulated by Cdr. Kevin Power, secretary to the Flag Officer Atlantic Coast,

who thanked them for doing a good job for the Navy and by Colonel G. H. Spencer, officer-in-charge of administration, Eastern Command.

Postal Corps members observed their natal day throughout the world. In Brussels, Belgium, a detachment held a memorial service for those killed during the Second World War and a similar service was held in Choloy, France, where members serve Canada's Air Division. Other observances were in Ottawa and at Montreal's Base Post Office.

Members of the Postal Corps were originally militia soldiers who by day were employed by the Post Office Department and who served the forces on a part-time basis. They were mobilized for the First World War and served in overseas theatres of war both in that conflict and in the Second World War.

Personnel are now on duty in France, Germany, Egypt and the Congo.

416 Give Blood At Cornwallis

Personnel of *Cornwallis* contributed 416 pints of blood during a Red Cross blood donor clinic at the training establishment in April.

The blood donor clinic was the 32nd to be held at *Cornwallis* since the start of the free blood transfusion service in 1948. These clinics have resulted in a total donation of 20,088 bottles of blood.

Promotions and Appointments

The following promotions and appointments were announced recently by Naval Headquarters:

Captain Frank B. Caldwell was appointed Deputy Naval Comptroller at Naval Headquarters effective May 23 and was promoted to the rank of commodore on taking up his new appointment.

Cdr. William P. Hayes was promoted to the rank of captain and succeeded Commodore Caldwell as Commander Fifth Canadian Escort Squadron and commanding officer of HMCS *Gatineau*.

Captain Stuart E. Paddon has been appointed Director General Fighting Equipment on the staff of the Chief of Naval Technical Services at Naval Headquarters, effective June 15. He will be responsible for the design, production and procurement of fighting equipment systems for use both ashore and afloat, including weapons, communications, detection and navigation.

Captain Gordon C. Edwards has been appointed Commander Third Canadian

Escort Squadron and commanding officer of the *Athabaskan*, effective May 25.

Cdr. Victor Wilgress has succeeded Captain Edwards as Director of Naval Aircraft Requirements and has been promoted to the rank of captain.

Cdr. Philip J. Pratley has succeeded Captain Wilgress as commanding officer of HMCS *Chaudiere*, attached to the Fifth Canadian Escort Squadron.

Cdr. Donald W. Knox took command of HMCS *Columbia* April 25. The *Columbia* is attached to the Fifth Canadian Escort Squadron. Since January 1960 he had served as Commander (Air) on board the *Bonaventure*.

Cdr. Robert H. Fallis has been appointed as Commander (Air) on board the *Bonaventure*, succeeding Cdr. Knox.

Lt.-Cdr. F. Roger Fink was promoted to the rank of commander, effective May 22. He is serving at Naval Headquarters on the staff of the Director of Naval Air Requirements. He was awarded the George Medal by Her Majesty, Queen Elizabeth II, for his part in the 1955 helicopter rescue of 21 seamen from the Liberian freighter *Kismet II* which ran aground on the rocky northern coast of Cape Breton Island.

Lt.-Cdr. Eric Jardine Dawson was appointed officer-in-charge of the Naval Engineering Design Investigation Team effective May 5 and was promoted to the rank of commander on taking up his new appointment.

Lt.-Cdr. William Paul Rikely has been appointed in command of HMCS *Victoriaville*, the frigate attached to the Seventh Canadian Escort Squadron. Since November 1959 Lt.-Cdr. Rikely had served as executive officer of the *Inch Arran*.

Farewell Dinner Held by Wrens

More than 70 wren officers and wrens, representing *Shelburne*, *Shearwater*, *Stadacona* and *Cornwallis*, held a testimonial dinner March 25 for Lt.-Cdr. (W) W. Grace Lyons at Chez Leo Restaurant, Annapolis Royal.

Among those present were Lt.-Cdr. Jean Crawford-Smith, Staff Officer (Wrens), from Naval Headquarters in Ottawa; Lt. L. F. A. Tait, SO(Wrens) to the Commanding Officer Naval Divisions in Hamilton, and Lt.-Cdr. C. E. Ogilvy, who has succeeded Lt.-Cdr. Lyons in appointments as Administration Officer (Wrens) to the Flag Officer Atlantic Coast and Training Officer (Wrens) at *Cornwallis*.

CPO Phyllis Bayley presented, on behalf of the regular wrens, a silver tray with steins, each bearing the badge of an establishment where wrens serve



Lt.-Cdr. W. Grace Lyons, retiring from wren duties, is presented with silver tray and steins by CPO Phyllis Bayley at a farewell dinner on March 25 in Annapolis Royal, N.S., attended by more than 70 wren officers and wrens.

(*Stadacona*, *Shelburne*, *Shearwater*, *Cornwallis*, *Naden* and *Bytown*). Lt. Tait presented a stein on behalf of reserve wrens. A complimentary letter from Rear-Admiral P. D. Budge, Chief of Naval Personnel, was read along with several telegrams.

Following an enjoyable dinner, the group repaired to Conestoga Block in *Cornwallis* where the skit "A Day in the Wren Block in *Stadacona*" was presented, followed by a sing-song and a late snack.—A.V.M.

Civil Servants Receive Awards

On Monday, May 8, 25-year service pins were presented by Captain A. O. Solomon, Naval Secretary, to Miss R. S. Nysater and H. S. Blight.

Miss Nysater is Assistant Naval Secretary (Naval Personnel) and secretary to the Deputy Chief of Naval Personnel, and Mr. Blight is Assistant Naval Secretary (Plans) and secretary to the Assistant Chief of Naval Staff (Plans).

On January 16, 1961, Miss Nysater completed 35 years of service with the department, all of it devoted to the naval aspects of the department. Miss Nysater was first employed as a Typist Grade 1 in Naval Stores on January 16, 1926.

Mr. Blight began his Civil Service career in Central Registry on November 11, 1930, and was a clerk before his enlistment in the Corps of Military Staff

Clerks, Canadian Active Service Force on December 1, 1939. Following his discharge from the Army in June, 1946, with the rank of sergeant-major, he returned to employment in Central Registry but was soon to join the Naval Secretariat.

Including six-and-a-half years in the Canadian Army, he has now served the Department of National Defence for more than 30 years.

Dinner Honours Admiral Hose

If the Navy can be said to have an elder statesman, the honour undoubtedly goes to Rear-Admiral Walter Hose, born at sea 86 years ago and veteran of two navies. In particular he is regarded as the founder of the RCNVR, the "Wavy Navy" which preceded the present RCN(R).

His years of service to the Royal Navy and, commencing in 1912, to the Royal Canadian Navy were recalled at a testimonial dinner in Windsor, Ontario, where he resides, on the eve of Battle of the Atlantic Sunday.

Hosts for the occasion were the members of the Naval Officers' Association, Windsor branch, and the guest speaker was Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Admiral Rayner had earlier sent this message to Admiral Hose:

"On the auspicious occasion of the testimonial dinner in your honour, on

the eve of the anniversary of the Battle of the Atlantic, I wish to convey to you the warmest good wishes of the Naval Board and all ranks of the Royal Canadian Navy and Reserve. Your distinguished career in two navies spanning 44 years of devotion to duty, determination and outstanding leadership are now part of our naval tradition."

To this, Admiral Hose replied:

"Your kind message on the eve of the Battle of the Atlantic commemoration I very deeply appreciate.

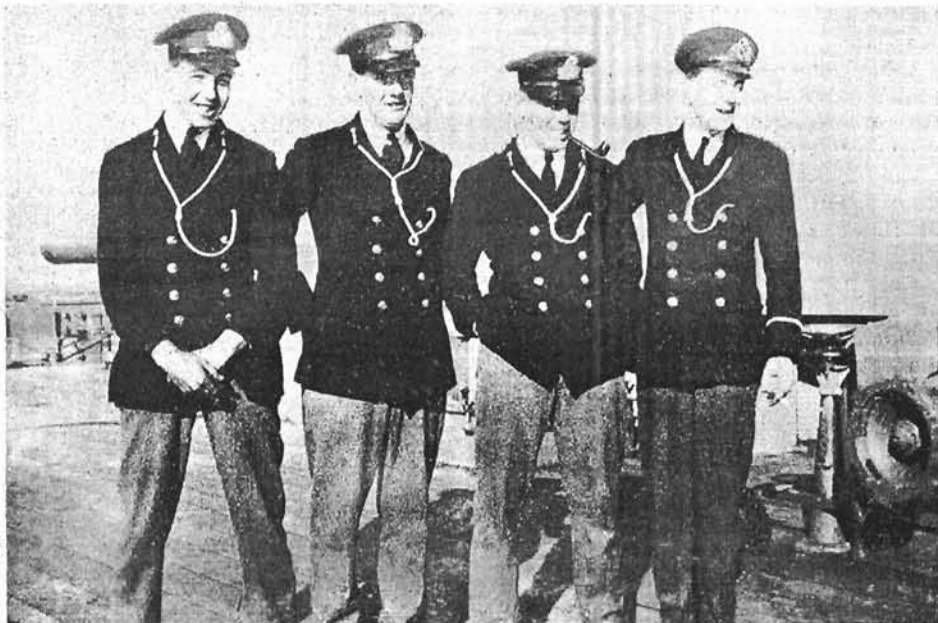
"The personal loyalty and regard which I have always received from all ranks of the Canadian Naval Services has been my surest support throughout my service with them and has endeared them to me for the rest of my life."

Air Crewmen Donate Blood

Forty-seven naval air crewmen of VS 880, HMCS *Shearwater*, attended the Red Cross blood donor clinic May 12.

A few days earlier one of their squadron mates was seriously injured in an accident. Blood transfusions were required to give him a chance for recovery. The blood was supplied by unknown donors who had recently attended a Red Cross clinic.

Recognizing the value of the free blood transfusion service they called the Red Cross and made arrangements to donate their blood.



Forty years ago four cadets from the Royal Naval College of Canada posed informally for this snapshot. Their naval careers, just begun, were threatened with early termination when the college closed its doors forever in the spring of 1921 but, surmounting this obstacle, all persisted in their chosen profession and all attained Flag rank. A year ago all were serving actively in the Royal Canadian Navy. Then, on July 31, 1960, Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast (second from right), proceeded on retirement leave. On January 22 last, Rear-Admiral B. R. Spencer, Chief of Naval Technical Services (second from left) died, following a heart attack. On June 30 Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff (left), will proceed on retirement leave. The fourth member of the group is Rear-Admiral R. A. Wright, Naval Comptroller, who entered the RCN as a paymaster cadet, as shown by the white distinction cloth on his sleeve.

Red Cross officials, in thanking the squadron, said it was this type of enthusiasm and participation that made it

possible for the Red Cross to ensure that blood, in adequate amounts and of the proper type, was always available.



A reunion of the original first and second classes of artificer apprentices who trained in Galt, Ontario, in 1941 and 1942 was held in the frigate *Victoriaville* on March 27. The guest of honour was Superintendent John Reader, RCMP, who was the original class officer as a lieutenant (E), RCNR. Front row, left to right, Lt. J. Turner, Chief Petty Officers E. Eckstien, K. McDonald, E. Blaney, M. Keohane, J. Palmer and Lt. C. Heustis. Back row: CPO H. McCartney, Lt.-Cdr. K. Fiddy, CPO J. McMaster, Lt.-Cdr. G. Dunfee, Supt. Reader and Chief Petty Officers W. Hodgson, P. Lysens, W. Lavis and G. Pilkington. (HS-64662)

Although thousands of Canadians undertook naval service during the First World War, most of them served with the Royal Navy and the number of ships and men based in Canada was small. Even this tiny force found it difficult to survive the years after the war, as Admiral Bidwell relates in the second instalment of reminiscences of his service life. Extinction of the RCN was threatened and the service only sur-

vived because the formation of the RCNVR and RCNR gave it a valid reason for continued existence. Admiral Bidwell tells here how the RCN passed through its days of discouragement to become the small but efficient force of 1939 that was able to expand during the Second World War to a sturdy fleet in which nearly 500 ships and 100,000 officers, men and women served.

RANDOM MEMORIES



THE END of the First World War found the RCN in a fairly healthy condition, though it was affected by the general

rush of demobilization only to be expected at the end of a war widely advertised as "a war to end all wars". Considerable expansion had taken place and a force chiefly comprising small trawlers and drifters had been formed for coast defence duties and was mostly manned by reservists. This was later disbanded, but a nucleus training squadron was started for RCN training, comprising the cruiser *Aurora*, a gift from the Admiralty, two destroyers, the *Patriot* and *Patrician*, and two submarines.

My first job in the RCN proper was my appointment, together with Mainguy,¹ who was still serving with me, as sub-lieutenant, RCN, in the *Aurora*. The RCN's second start looked promising . . . but not for long. We joined this fine cruiser during the second year of existence of the Canadian Training Squadron, and, alas, it proved to be the last. It was a bold venture in its day and served to keep naval matters alive to the public, while carrying out much valuable training and flag-showing; but it perished through lack of funds in a war-weary country.

We still leaned heavily on our Mother service, the Royal Navy, both for many of our more senior officers and for practically all our advanced training. But it was indeed a joy to be in one's own service again and serving with one's own officers. In the Canadian Squadron we met many of those who would add to the legends of the RCN, and help to build it up to what it eventually became.

1. Vice-Admiral E. R. Mainguy, RCN (Ret), of Toronto.

The navigator of the *Aurora* was a young newly-qualified lieutenant called L. W. Murray,² who ended up as the first Canadian C-in-C in the Second World War. Several other colourful characters were aboard, including J. O. Cossette³ and the senior Hibbard, who was mate of the upper deck and perhaps the best-known raconteur the Canadian Navy ever had. (Incidentally, his two younger brothers finished up as Commodore and Rear-Admiral respectively.)⁴

My first trip in this vessel is remembered by me due to an incident on my first night watch. I had been warned by the man I relieved that there was a small-boat fishing fleet in the vicinity, and the first thing I might expect to see

Part Two of a Series

by

Rear-Admiral R. E. S. Bidwell
RCN (Ret)

was a lantern being flashed on a sail. Very shortly I saw exactly this—so I thought—and it was not until I had altered the course of the squadron, called the captain who had appeared on the bridge, that the phenomenon I had sighted had resolved itself into the rising tip of a crescent moon on a collision course. It was on a later occasion in the West Indies that I nearly called our long-suffering captain on sighting an undoubted flying saucer, but that is another story.

2. Rear-Admiral L. W. Murray, RCN(Ret), now living in England.
3. Rear-Admiral (S) M. J. R. O. Cossette, RCN(Ret), of Ottawa.
4. Lt.-Cdr. H. J. F. Hibbard, RCN (Ret), of Cobourg, Ont.; Commodore G. M. Hibbard, RCN (Ret), of Charlottetown, and Rear-Admiral J. C. Hibbard, (RCN (Ret), of Victoria.

We did one fine West Indies cruise in this squadron, during which we encountered the only full-scale hurricane I have ever been through at sea, and several times the good ship rolled to beyond what the constructors ominously call the "vanishing angle". Luckily all that vanished was the upper-deck ship's office, together with the service certificates of most of the ship's company, and all the pay records. The author, who was keeping the first watch when all this started, was unable to get aft and he, the captain and several other key officers were compelled to stay for'ard on the bridge until well on in the forenoon watch next day.



ON OUR RETURN to Halifax on the conclusion of this splendid cruise we were greeted with ominous news. A new economy wave had set in

(there had been a change of Government) and the squadron was to be paid off, and so was most of the Navy as far as we could gather.

Admiral Walter Hose,⁵ who was now the Director of the Naval Service, came to see us, and explained that things financially were at a low ebb. He predicted that the squadron must be paid off shortly, though the destroyers might be retained for reserve training; and said that all presently serving officers who had a job ashore to go to, or who wished to return to a university for training in a future profession were free to do so.

This appeared to be a serious matter, and Mainguy and I decided to go on leave (on half-pay) and consider the matter. We neither of us had a job to

5. Rear-Admiral Walter Hose, RCN (Ret), Windsor, Ont.

go to and we neither of us wanted very much to go back to college and try to start in with another profession.

At the end of about four months of delicious idleness at Kingston, Ont., where I was then living, we both received new appointments, Mainguy to the destroyer *Patriot*, and I to further service in the RN. In due course I found myself as a junior lieutenant in the battleship *Malaya*.

So I was away from my own service once more and this time for three years. During this time the RCN continued to have its ups and downs, mostly downs. Due to the efforts of Admiral Hose we had managed to retain our two destroyers, which had been kept as an auxiliary to the training of the RCNVR.

It had been decided for economy's sake that the best way of maintaining a Navy was to concentrate on the training of the newly re-organized Volunteer Reserve, and for this reason one destroyer on each coast had been kept in commission, plus a few trawler minesweepers. On this meagre allotment of ships, and with annual decreases in its budget, the RCN continued to exist—but only just. In fact, for a short time in the late '20s it had been decided to scrap it completely; this however was

a temporary decision, later reversed, and since I was serving in the RN at this time, I did not even hear of it. But unquestionably we were in a real slump, and it was not until a decision was made to build (at Thornycrofts in England) two new modern destroyers exclusively for Canada that the RCN started to climb out of its last and worst slump.



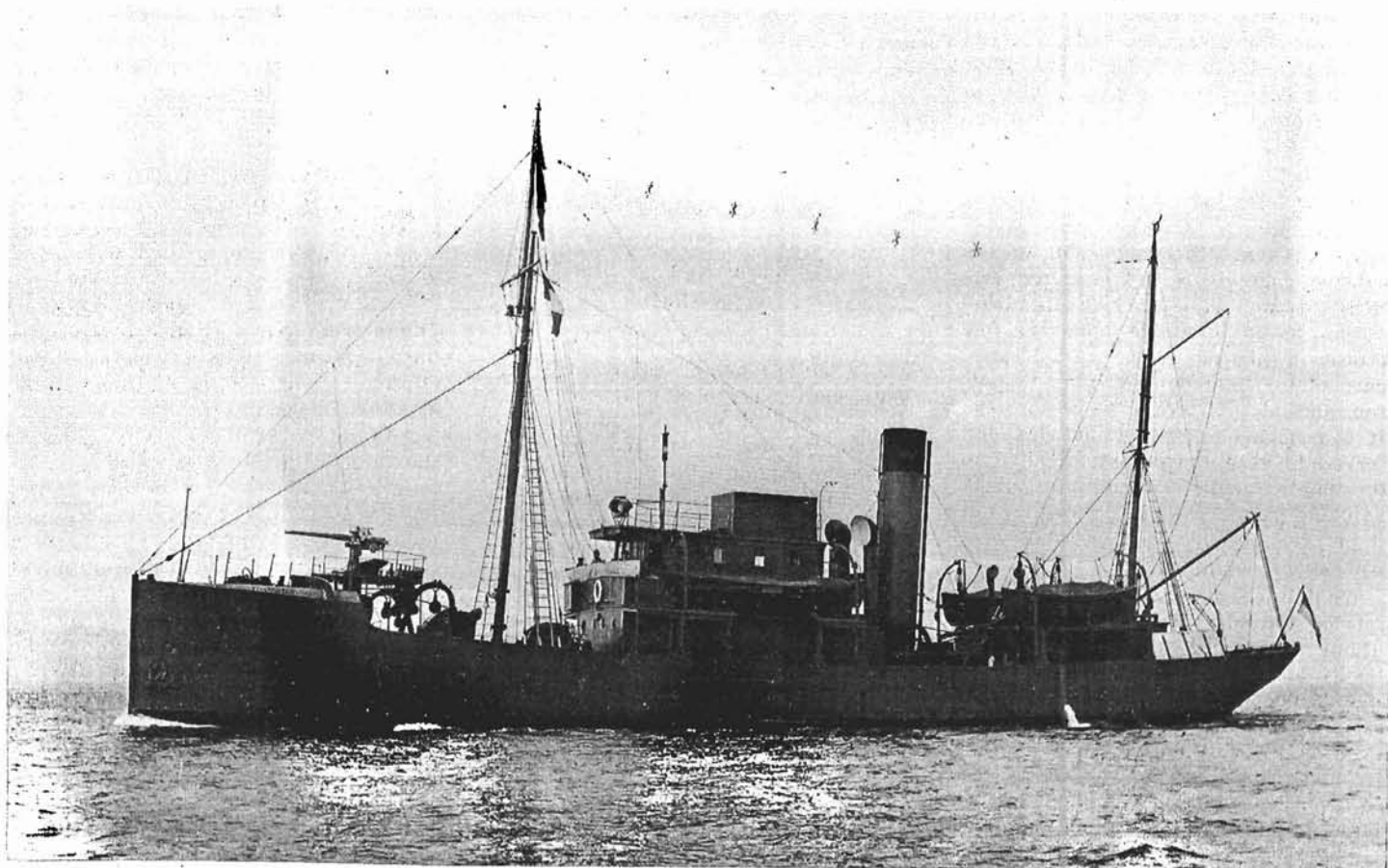
BY THE TIME the *Saguenay* and *Skeena* decision was made I had returned from the RN, having in the meantime qualified as a Torpedo Officer (the old fashioned kind, who dealt with torpedoes and electrics). I had been "T" officer of both the *Nelson* and *Tiger* when I received my next RCN appointment as commanding officer of that doughty survivor of an earlier RCN period, HMCS *Armentieres*.

This was my first command. These words may not mean much to anybody not in the sea-service, but to one who goes to sea for a living, they mean much, very much. It is a thing that never wears off, never becomes ordinary, becomes indeed a part of one. The anxiety

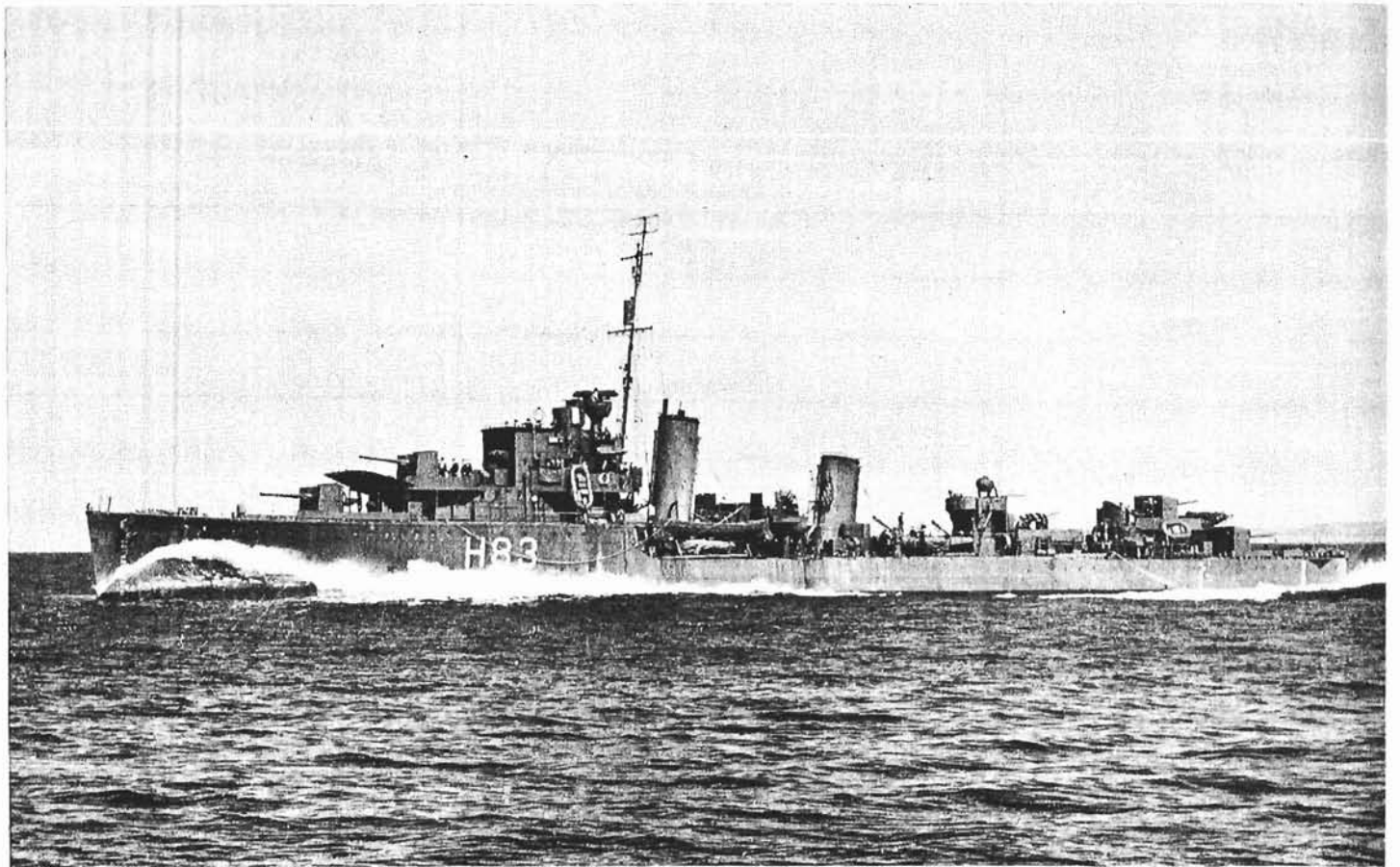
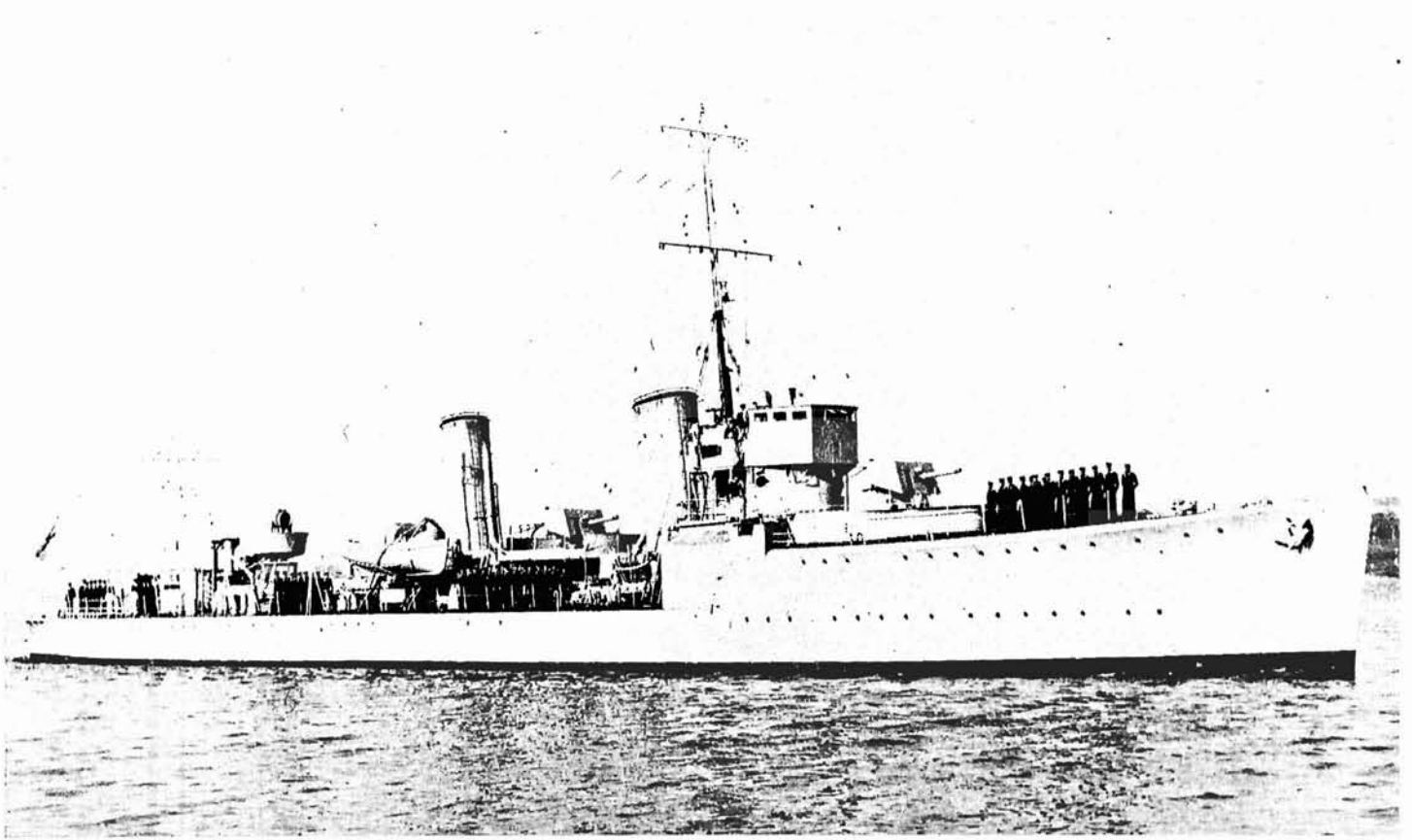
and worry that I first experienced *did* wear off, but not the glorious feeling of command.

Our original destroyers on the two coasts had been by this time replaced by two slightly more modern ones, the *Champlain* and the *Vancouver*, and to the latter I was appointed as first lieutenant after a period in the *Armentieres*. These were fine little ships, built by Thornycroft, and after the *Saguenay* and *Skeena* made their appearance, they were allowed to keep in commission, thus bringing our total up to four destroyers plus four minesweepers of the *Armentieres* variety. So the expansion of the RCN was really underway.

It must be remembered that at this time (the early '30s) the international situation was worsening, the rise to power of Hitler was commencing, the postwar splurge of the '20s was over, and the great depression which followed it was slowly receding and so was the depression of the RCN. The number of personnel in the regular force was still ludicrously small, but the Volunteer Reserve had expanded and gained in efficiency; it was beginning to show signs of taking its future role of the element of real expansion within the Navy.



HMCS *Armentieres*—Admiral Bidwell's first command. (E-032).



HMC Ships Champlain and St. Laurent (H-83) were two destroyers commanded by Admiral Bidwell as the storm clouds of the Second World War were gathering. (O-1256-1; H-1847).

Meanwhile, we carried on briskly with our training; by that time I was in command of the *Champlain* (still with us, but shortly to be scrapped), accompanied by the proud *Saguenay*, which was commanded by one of our best known old-timers, Commander Agnew.⁶

He had many stores to tell about the old-time RCN, several of which related to his experiences as first lieutenant of the original destroyer *Patriot*. His captain, another well-known old-timer, had got the idea that his first lieutenant was probably the laziest officer afloat, even by RCN standards, and so one early morning he set a trap and "fell in" with the hands at 6 a.m. to see whether the first lieutenant appeared. Sure enough when he came on deck there were no signs of the Number One, and a sleepy gunner was telling off the hands. The Captain said nothing but, calling a signalman, he wrote a note summoning the first lieutenant to his presence. In a few minutes the first lieutenant appeared, and the Captain angrily demanded an account of his absence.

Agnew seemed completely at ease, and explained that it was his habit to retire to solitude just before the hands fell in.

"But this time, sir, for some reason there was no paper. I looked everywhere, but there was simply none, and had it not been for the timely arrival of your kind message, I'd be there still."

There was also the case of the abortive Christmas party in one of the smaller West Indies Islands to which the Captain and the first lieutenant had been asked as guests of the Governor.

6. Commodore R. I. Agnew, RCN, deceased.

It was a good party, turkey and plum pudding in generous rations, Christmas crackers, and lots of champagne. However, the festivities were brought to an early end by the breathless arrival of an urgent messenger.

"I'm very sorry, sir," spoke the Captain, "but we must go at once. There is a hurricane crisis in one of the islands. . . ."

Within a few moments our destroyer was weighing anchor, and shortly afterwards as she headed to sea the first lieutenant appeared on the bridge and, smartly saluting, reported: "Anchor and cables secured for sea, sir".

The Captain looked on him coldly.

"You damn fool," he said. "You're wearing a PAPER HAT."

"Ah, ye-yes, sir" stammered the first lieutenant. "As a matter of fact, sir, so are you."



IN THE LATE 1930s international tension steadily increased. My good ship the *Champlain*, finally wore out in 1937 and we paid her off to the scrap heap. However, the Admiralty had been keeping a sympathetic eye on

our efforts and it was found that a half flotilla of modern destroyers was "going spare" and could be sold to the RCN to assist us in our slow build up.

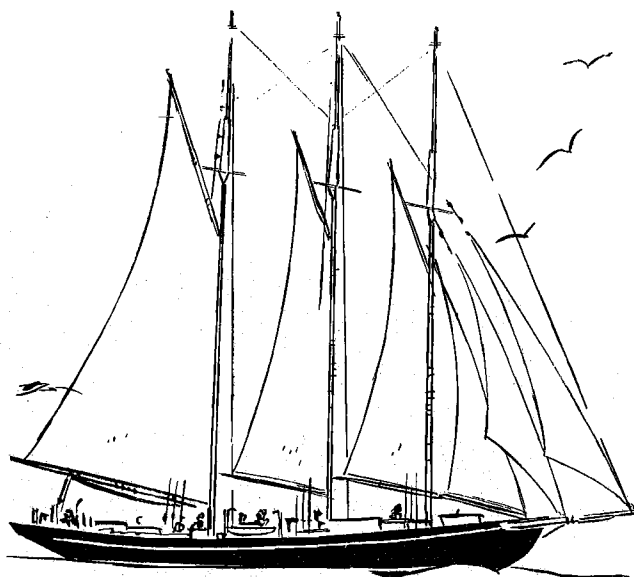
To my great joy I was appointed to one of the first two, and in February of 1938 I departed for England with most of my officers and an augmented crew from the *Champlain* to commission this fine ship as HMCS *St. Laurent*. The other ship was re-named *Fraser* (Cdr. Brodeur)⁷ and in company we sailed to join what we might now begin to call the RCN Fleet.

The following year, 1939, two more of these ships were commissioned into the fleet, and the first Canadian minesweepers were built.

And so it came about that at the start of the war Canada had a fleet of six destroyers and an assortment of minesweepers. Our RCN "regulars" were well-trained in their professional duties, but pitifully small in numbers; but we had a numerous and healthy, though half-trained, force in our naval reserves, who were in the following few years to become the main part of a force which expanded up to nearly 100,000.

7. Rear-Admiral V. G. Brodeur, RCN (Ret), Vancouver.

This is the second of four articles by Rear-Admiral Bidwell. A third instalment will appear in an early issue.



THE BENEVOLENT FUND

FEWER APPEALS for assistance were made to the Royal Canadian Naval Benevolent Fund in 1960, but donations also showed a decrease, Vice-Admiral H. T. W. Grant, RCN(Ret), reported at the 16th annual general meeting of the fund at Naval Headquarters on April 10.

Admiral Grant was elected president of the RCNBF for a sixth term and Vice-Admiral H. S. Rayner, Chief of the Naval Staff, was elected honorary president.

Vice-presidents for two-year terms are: Cdr. T. R. Durley, RCN(R) (Ret), Montreal, and CPO R. N. Langton, RCN, *Naden*. Elected vice-presidents for one-year terms are: Captain R. P. White, RCN(R) (Ret), Ottawa, and CPO F. R. Henderson, *Shearwater*.

Lt.-Cdr. Harry McClymont continues as general secretary and treasurer.

Directors of the RCN Benevolent Fund are: Captain A. W. Baker, RCN(R) (Ret), Cedarhurst, Ont.; Rear-Admiral P. D. Budge, Ottawa; Aubrey B. Campbell, CLU, Halifax; A. B. Coulter, Ottawa; Rear-Admiral W. B. Creery, RCN (Ret), Ottawa; Cdr. T. R. Durley, RCN(R) (Ret), Montreal; Chaplain (P) I. R. Edwards, *Naden*; Chaplain (P) A. G. Faraday, *Stadacona*; Captain P. B. German, RCN (Ret), Ottawa; CPO F. R. Henderson, *Shearwater*; CPO M. H.

Keeler, *Bytown*. CPO R. N. Langton, *Naden*; Miss A. I. McPhee, Ottawa; Captain E. A. Thompson, RCN (Ret), Halifax; Captain R. P. White, RCN(R) (Ret), Ottawa; Vice-Admiral H. G. DeWolf, RCN (Ret), Ottawa, and CPO D. H. Nelson, RCN (Ret), Esquimalt.

"This being our 16th annual meeting, the fund can hardly be called old and it is certainly not old enough to go on pension," Admiral Grant told the delegates. "By this I mean that it is too young to rest on its laurels and live off the earnings of capital funds built up by those who served before, who are now, in the main, wrestling with life ashore and, in some cases, finding out that 'Civvy Street' is not all a bed of roses.

"Yet I fear this is the position today, for, if you look at our balance sheets over the past few years, it will be seen that annual contributions amount to only one-third of the money paid out in the work of the fund. The difference is made up by interest accruing from our government bonds—a happy position, possibly, but I would reiterate that it was made possible largely by an older generation of sailors, whose services embraced the years of war.

"Today I single out those who contribute by assigned pay as the main supporters of the fund. They total

roughly 16 per cent of all serving personnel. I wonder if they really miss from their pay cheques their voluntary contributions of 25 cents a month and upwards? Of one thing I am sure, it does more good in the fund than in a parking metre.

"This is not by any means to belittle the less personal but generous contributions of naval messes ashore and afloat. But it is obvious that in our way of life the calls on these from every quarter for charity, for sports and, quite rightly, for the pursuit of happiness, are relentless and telling. So it is really the naval pay assigners who are pulling their weight and, though their reward may be neither here nor there, they are moulding and shaping, in their fashion, the character of the modern Navy.

"While on this subject I would, on your behalf, gratefully acknowledge a gift very much in the tradition mentioned above. Lt. Gilbert Milne, RCN (R) (Ret), in collaboration with other officers who served in the Second World War and whose names have appeared in *The Crow'snest*, has made over to the fund all royalties from his recently published book, *H.M.C.S.* To date the sum of \$1,644 has been received by the fund and, in passing, I might mention that this represents a gift of 25 cents a month for 550 years."

COMPARATIVE STATEMENT OF STATISTICS 1956-1960

	1956	1957	1958	1959	1960
Claims dealt with	709	727	799	903	704
Claims Approved	549	551	659	764	543
Claims NOT Approved	160	176	140	139	161
Grants Approved	\$ 91,184	\$ 91,165	\$ 110,527	\$ 102,332	\$ 96,970
Loans Approved	48,442	73,319	83,371	71,140	77,535
Loans Written Off or Converted	12,340	9,791	10,617	8,117	7,559
DONATIONS:					
Ships and Establishments	18,558	21,760	14,144	13,685	10,336
Reserve Divisions	1,049	864	1,210	195	785
Assigned Pay	9,623	32,012	30,610	26,066	23,244
Sundry	1,117	1,827	785	573	396
Administrative Expenses	24,088	34,919	33,321	24,304	26,111
Invested Capital	2,660,000	2,700,000	2,750,000	2,780,000	2,780,000
Interest on Bonds	82,875	85,172	95,641	112,888	114,227
Net Capital Worth	\$2,723,342	\$2,756,691	\$2,810,154	\$2,847,123	\$2,890,355

GIFTS MADE IN 1960 TO BENEVOLENT FUND

<i>Serving Naval Personnel</i>		
<i>By Monthly Assignment</i>		\$23,244
<i>RCN Ships and Establishments:</i>		
Aklavik	Ship's Fund	\$ 60.
Albro Lake	Ship's Fund	120.
Aldergrove	Ship's Fund	30.
	Chief and POs' Mess	25.
Algonquin	Ship's Fund	\$ 418.
Assiniboine	Wardroom Mess	50.
Avalon	Regimental Fund	59.
Avalon and Cabot	Officers and Men	55.
Bonaventure	Ship's Fund	1,500.
Cayuga	Ship's Fund	200.
Chaleur	Ship's Fund	20.
Churchill	Ship's Fund	70.
Cornwallis	Ship's Fund	3,500.
	Chief and POs' Mess	120.
	Wardroom Mess	180.
Coverdale	Ship's Fund	10.
Cowichan	Ship's Fund	15.
Gloucester	Ship's Fund	120.
Haida	Ship's Fund	15.
Margaree	Ship's Fund	240.
Naden	Ship's Fund	960.
	Wardroom Mess	193.
Niobe	Men Serving U.K.	107.
	Officers' Club	82.
Outremont	Ship's Fund	120.
Saguenay	Ship's Fund	221.
Stadacona	Ship's Fund	492.
	Chief and POs' Mess	250.
	Wardroom Mess	1,000.
Stettler	Ship's Fund	100.
<i>Naval Divisions:</i>		
Chatham	Chief and POs' Mess	25.
Chippawa	Chief and POs' Mess	25.
	Ship's Fund	50.
Hunter	Ship's Fund	40.
Nonsuch	Ship's Fund	15.
Prevost	Ship's Fund	75.
Star and Patriot	Ship's Fund	300.
Unicorn	Wardroom Mess	35.
	Chief and POs' Mess	60.
	Ship's Fund	60.
York	Trafalgar Ball Comm.	100.
<i>Other Sources:</i>		
Baker, Captain, A. W., RCN (R) (Ret)		60.
Canadian Joint Air Training Centre (Off. Mess)		10.
Canadian Naval Assoc. (South Waterloo)		10.
Collins, R. C.		5.
De Wolf, Vice-Admiral H. G. RCN (Ret)		20.
Edwards, Rev. I. R., RCN		11.
George, Lt., W. G. S., RCN (Ret)		30.
Grant, Vice-Admiral H. T. W., RCN (Ret)		20.
Joyce, D. R.		5.
MacLachlan, Cdr. K. S., RCN, (Ret)		100.0
Miscellaneous Contributions		15.
McLean, A. M.		1.
NOAC (Winnipeg Branch)		25.
Nova Scotia Technical College		25.
Stephens, Eng. Rear-Admiral, G. L., RCN (Ret)		20.
Taylor, Lt.-Cdr. N. B. J., RCN (Ret)		10.
Wrens' Association (B.C.)		25.
Zwicker, L. E.		3.
Total Donations		\$34,761

Turning to the financial statement, Admiral Grant said the board of directors had reviewed the policy of placing a 40 percent reserve on loans to offset those which proved to be uncollective. It had been decided that, in the light of past experience, a reserve of 30 percent was sufficient and more realistic.

He said the Central Claims Committee had been reorganized as a separate entity from the administrative organization in Ottawa and had been empowered to deal with the claims in the central area on a similar basis to the East and West Coast Committees.

"Your fund appreciates the assistance of Miss J. R. Casey, who was recently appointed as a social worker on the staff of the Flag Officer Atlantic Coast and who is now a member of the Eastern Claims Committee," Admiral Grant said. "I feel, too, that special mention should be made of our service padres who served or are still serving on claims committees. As specialists in their own field, they know only too well the difficulties experienced in many homes and, working with the claims committees, have been a tower of strength to the fund."

During his discussion of the annual statement, Admiral Grant pointed out that 543 servicemen, ex-servicemen and dependents were assisted by an outlay of \$174,505, or an average of \$300 a person.

"Before concluding, I wish to record with much regret the death last November of Charles R. W. Hobson, a former yeoman of signals, who was a founding member and a director for some years, and also the recent passing of Mr. Jackson Dodds in Montreal. Mr. Dodds was a founding member and contributed much to the fund in its formative years.

"Finally, on behalf of your board of directors, I would express our grateful thanks to our sister service benevolents funds for their whole-hearted co-operation in all cases where two or more services were involved; also to our auditors and claims committees for much time without remuneration and again to all donors for their generosity.

"It has been a great honour to serve as president and chairman of the board in this work so intimately concerned with the welfare of the Navy."



Navy life during the Second World War is being retold in pictures for Canadian naval personnel, thanks to the Encyclopedia Britannica of Canada Ltd. As an appropriate opening to Navy Week (May 7-13), the company made the first of a series of presentations of the book "H.M.C.S.," a collection of wartime photographs by former naval photographic officer Gilbert Milne. Copies of the book, along with Britannica's 1961 yearbook, are going to every ship in the fleet, as well as fleet establishments and naval divisions. Here the first presentation is made to Commodore P. D. Taylor, Commanding Officer Naval Divisions, at HMCS York, Toronto. Left to right are: Commodore Taylor, Mr. Milne, K. R. Swinton, Canadian, president of Britannica, who made the presentation, and Commodore R. I. Hendy, Senior Naval Officer Toronto Area. (COND-7093)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Kootenay

The *Kootenay* sailed on March 21 for Exercise "Beagle One", but before arriving in the exercise area was diverted to search for the 65-foot fishing vessel *Musquaro*, which had radioed to the *Nootka* that she was in trouble and required assistance.

Her position was given as 40 miles southeast of Sambro Light Vessel. The *Kootenay* was joined within the hour by the *Restigouche* and an RCAF Canso aircraft.

At about 1325, approximately 1½ hours after starting the search, voice contact was made with the *Musquaro*, and finally at 1446 she was sighted. The *Restigouche* and the *Canso* were released and *Kootenay* remained with the *Musquaro*.

During this period and until 2000, high seas, winds of over 35 knots, and heavy icing conditions were experienced. The *Musquaro* radioed that her pumps were inoperative, her engine was running roughly, and that she was accumulating a great deal of ice. Her crew was bailing by hand and also busy chipping the ice away. They had not had anything hot to eat or drink since the previous evening.

Plans were made to take her in tow or, if necessary, to take her crew off, but they were able to keep their engine going and maintain their bailing. As the weather gradually began to abate, the *Musquaro* made some headway and finally at 0200 the *Kootenay* was relieved by the tug *Saint Charles* which escorted the *Musquaro* to Halifax.

It was during this storm that several fishing vessels from Lockeport were lost at sea without a trace of their crews. Having seen at first hand an example of the ordeal that the crews of the Lockeport vessels must have endured before they sank, the ship's company of *Kootenay* decided to donate \$500 to the fund set up for the families of the Lockeport men lost at sea.

Fifth Escort Squadron

Two ships of the Fifth Canadian Escort Squadron, the *Restigouche* and *Columbia*, sailed from Halifax April 26 for an eight-day formal visit to Wash-



The White Ensign is hoisted at the ensign staff of HMCS Grilse as crew members of the U.S. Submarine Diablo (background) stand at attention while manning the side during the commissioning of the Grilse. (0-13629-16)

ington, D.C. Captain W. P. Hayes, commander of the squadron, was embarked in the *Restigouche*.

The purpose of the visit was to enable as many Americans as possible from the Pentagon and official Washington circles to tour and inspect the modern Canadian destroyer escorts. Showing the

flag with a will, the warships were toured by at least a thousand people.

Approaching the national capital via the Potomac River on April 29 the ships berthed at Pier 4, Naval Weapons Plant, securing to the inappropriate strains of "Anchors Aweigh" from a Marine Corps band on the jetty. Two RCN officers

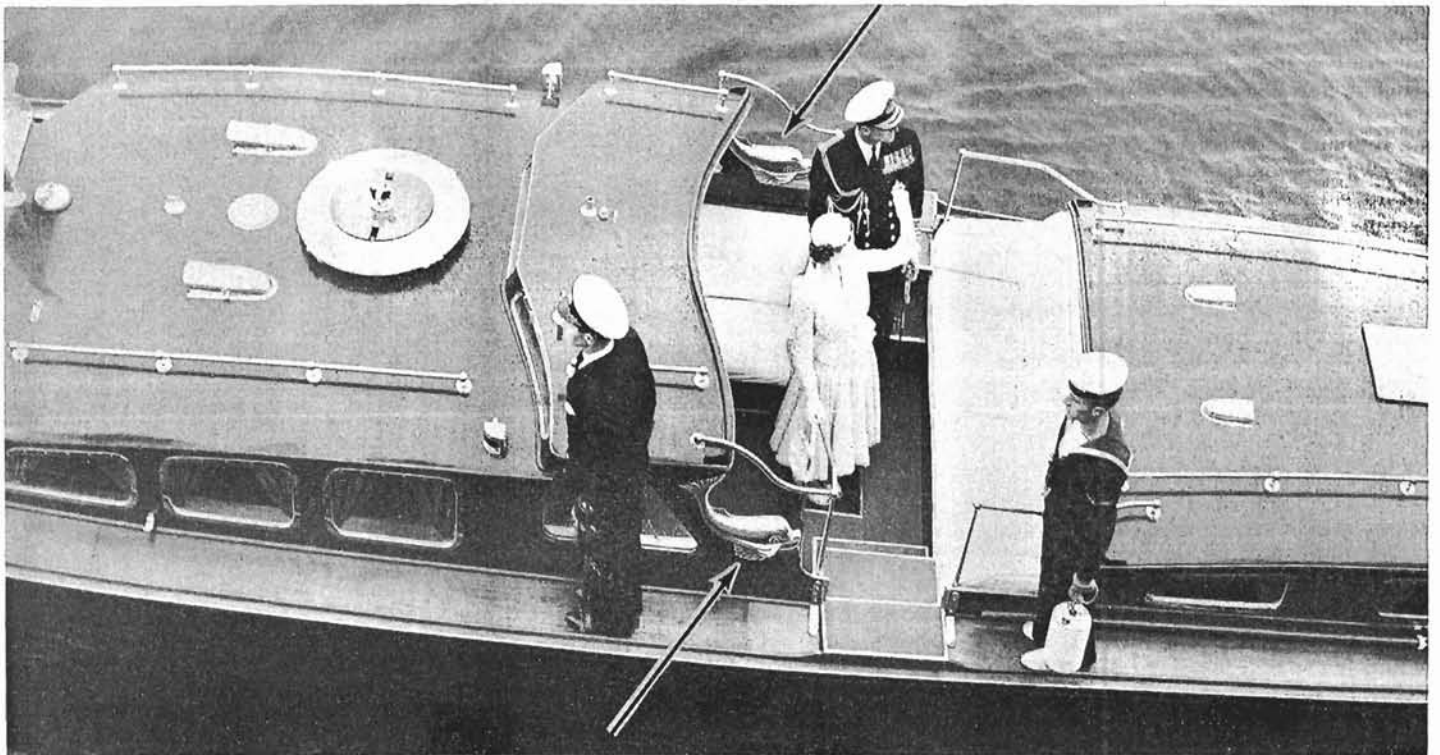
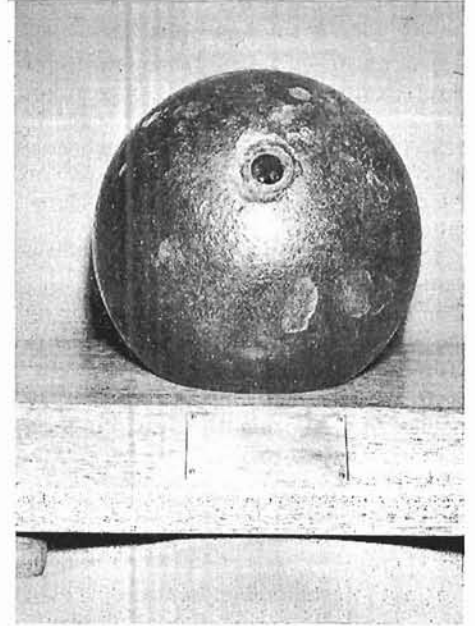
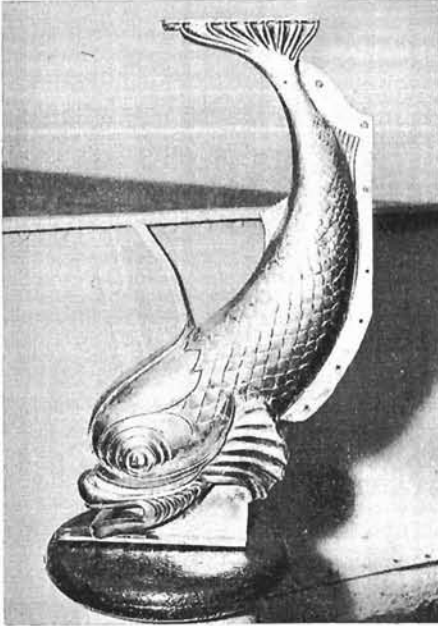
from the Canadian Joint Staff, Cdr. Richard Carle and Lt.-Cdr. Richard Ratcliffe, were among those on hand to greet the ships and complete arrangements for the Washington stay.

From Tuesday to Friday inclusive, daytime tours were conducted for officers and employees of the Bureau of Ships, Bureau of Weapons, the U.S.

Coast Guard, staff of the Chief of Naval Operations, and many other USN officials. Senior naval officers inspecting the destroyer escorts included Rear-Admiral R. K. Jones, Chief of BuShips; Rear-Admiral P. D. Stoop, Chief of BuWeapons; Rear-Admiral Schultz, Assistant Chief of Naval Design; Vice-Admiral Crawford, RN, who heads the

British Naval Staff in Washington, and Air Marshal C. R. Slemon, RCAF, Deputy Commander of NORAD.

On the first evening, Rear-Admiral T. H. Robbins, Jr., Commandant Potomac River Naval Command, received officers of both ships and senior officers of the Canadian Joint Staff. Monday, May 1, included official calls and the



Exploring the bottom of Bermuda's turquoise sea during Wintex 61, the diving team attached to HMCS Cape Scott emerged with a couple of interesting souvenirs. One was a brass dolphin, which must have come from some admiral's barge; the other what was loosely described as a cannon ball but which would appear to be an ancient mortar shell. The dolphin has become an ornamental stand for the Cape Scott's brow Kisbie buoy and the antique ammunition has been mounted and presented to the repair ship's commanding officer, Cdr. A. H. Rankin. In the picture at centre above the divers are Leading Seamen Leo Goneau and D. J. Schwartz, Lt.-Cdr. E. D. Thomson and Petty Officers C. Victor Stolks and V. N. Melanson. The picture below, of HMV Britannia's barge with Her Majesty the Queen and His Royal Highness the Prince Philip on board at Stockholm, shows how the dolphins were installed. A second dolphin presumably awaits recovery by next year's diving team. (CS-869; CS-868; CS-870; SL-0128)

Canadian ambassador, the Chairman of the Joint Staff, the Naval Member (Commodore O. C. S. Robertson) and high-ranking officers of Canada and the U.S. forces were entertained at lunch in the Restigouche. That evening, the ships entertained 400 people at a reception on both quarterdecks.

Although a busy week for the ships and hosts, it was, on most accounts, a highly successful visit. Many of the visitors were highly impressed with the Restigouche class destroyer escorts. The general appearance of both ships was excellent, due mainly to the efforts of the ships' companies before and during the Washington stay.

Throughout the week, tours of the capital were arranged for members of the ships' companies and the USO gave a dance in honour of the visitors and provided other entertainment for the men throughout the week.

The ships sailed on May 6 for Newport for a five-day operational visit before proceeding to Halifax.

Ships' companies were grateful to members of the staff of HMCS *Niagara*, who went out of the way to make the Washington visit as enjoyable as possible.

HMCS *Bonaventure*

The *Bonaventure* was alongside in the dockyard at Halifax from April 27 to May 23, during which time her self-maintenance program was being progressed.

Although no participation was possible in surface or air operations, the ship was most active in various worthy contributions to the community.

On May 11, a record donation of 457 bottles of blood was made to the Red Cross. The last clinic, during the winter refit in Saint John, N.B., realized just over 300 donations.

Then, on May 17, a cheque for \$1,036 was presented to the Royal Bank for the Lockport Relief Fund, thus swelling that fund over the \$30,000 mark. The carrier's generous contribution was inspired by her part in the search and rescue operation for distressed fishing vessels on the Emerald Banks in which three vessels with 17 crew members were lost, leaving 60 Lockport children fatherless.

A cheque for \$500 was presented on May 19 to the Salvation Army in the Red Shield campaign. AB Donald L. Bond, 18, himself a Salvationist, represented the ship's company as he turned the cheque over to Brigadier John J. Smith, Nova Scotia campaign director and a former Torontonion who has served in the same group as had Bond.



The Cornwallis band passes through the gateway of the Citadel at Halifax on Battle of the Atlantic Sunday. On that day the naval Sunset Ceremony was presented within the walls of the Citadel for the first time. (HS-65012)

Also on the 19th, a cheque for \$375 was raised for presentation to the HMCS *Iroquois* PO Wagerman Fund. The petty officer, severely burned himself, lost five children in a house fire recently in Halifax.

On Tuesday, May 23, the ship sailed with aircraft of HS 50 and VS 88 embarked. Eleven new Tracker crews are now with the seagoing flyers, so the *Bonnie's* first job will be to requalify these new teams. Visits were made to Quonset Point, Rhode Island, and New York.

PACIFIC COMMAND

HMCS *Ottawa*

An active chapter in the life of a busy ship concluded in the middle of April when the *Ottawa* completed her second commission.

The event was marked by a ship's company dance at Victoria's Crystal Garden, attended by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, and Mrs. Finch-Noyes.

It was an evening of fun—and reminiscence. Cdr. I. B. B. Morrow said his time with the *Ottawa* had been "the happiest command of his career . . . and the best two years of his naval service." He paid a warm tribute to officers and men of the destroyer-escort, and to the ship itself.

Cdr. Morrow assumed command late in April 1959 while the ship was undergoing her first refit. Between that time and now the "green" crew was developed into a first-class operational team.

The ship is now in the early stages of her second refit.

During her second commission the *Ottawa* steamed a total of 66,950 miles. April 1960 saw the ship chalk up her greatest mileage for one month, 7,240 miles. During the same commission period, *Ottawa* was at sea for 302 days out of 711 or 42 percent of the time. The ship was away from her home port for 388 days or 55 percent of the time.

The spring cruise of 1960 took the ship away from home waters for three months, during which time intensive anti-submarine exercises were carried out across the Pacific Ocean. Pearl Harbour, Yokosuka, Okinawa, Hong Kong, Kobe and Adak were among the ports visited. Other shorter trips took the ship to California, Hawaiian and B.C. ports.

The *Ottawa* took part in the major exercises "High Hat" in February 1960 and "Upper Cut" in July 1960. She has participated in numerous other anti-submarine and patrol exercises with other units of the RCN and USN Pacific Fleet.

In September 1959 the *Ottawa* took Dr. Franz Joseph Strauss, the Minister of Defence for the Federation of West Germany, and his party, from Esquimalt to Vancouver, during his visit to Canada. She also carried two groups of officers from the Imperial Defence College for day cruises, as well as groups of students, staff and faculty members from high schools, and from the University of British Columbia, including the latter's president, Dr. Norman McKenzie, for demonstration cruises.

From August 19 to 22 in 1960, the *Ottawa* participated in the opening of the Pacific National Exhibition in Vancouver, and recently was chosen to take 50 delegates of the B.C. Teachers' Federation conference for an afternoon demonstration cruise.

Officers and men of all ranks in the *Ottawa* are proud of their ship and pay tribute to the hard work of everyone in her.

There is special mention for Lt.-Cdr. Henry "Hank" Wade, the ship's executive officer; and the ship's buffer, PO Alan Butler.

They will remember such members of the crew as Ldg. Sea. Andrew Hudock, for his famous cartoons and practical jokes and Ldg. Sea. Gerry Turcotte with his inexhaustible supply of stories.

HMCS *Ottawa* also proved she can hold her own in the sports field, having won the Pacific Command Basketball Championship in 1960, and in being the present holder of the *Cape Breton* trophy for golf.

The ship has always taken an active part in community affairs. The Ship's Fund, obtained from the ship's canteen

profits, has disbursed over \$1,700 in the past 23 months to such causes as the Community Chest, World Refugee Year, the Red Cross, the Maritime Museum of British Columbia, the Victoria College Building Fund, and the *Victoria Daily Colonist* 500 Christmas Fund.

HMCS *Saguenay*

On March 2, the *Saguenay*, with Captain J. A. Charles, senior officer of the Second Canadian Escort Squadron, embarked, together with her sister ships, *Ottawa* and *St. Laurent*, left Esquimalt for Hawaii and three weeks of operations with the USN.

The wardroom held a mess dinner on March 4 in honour of Captain Charles at which time, and with all due ceremony, he was invested as "Super-Chief Honorary" of the illustrious *Saguenay* tribe by the "Chief of the *Saguenays*," Cdr. E. M. Chadwick.

The ships joined on March 7 with Carrier Division 17, Rear-Admiral R. A. Townsend, USN, flying his flag in the carrier *Kearsarge*, and proceeded to Pearl Harbour, exercising en route.

For the next week and a half the *Saguenay* exercised with the *Kearsarge* and her consorts in anti-submarine operations.

On conclusion of the exercises a group photograph was taken, the Canadian ships being given the place of honour, close in around the carrier's bows.

The *Saguenay* distinguished herself by getting four "kills" in three days before an unfortunate roll of the umpire's dice declared her "sunk". Accepting defeat graciously, with a bone in her teeth, the *Saguenay* headed for Port Allen, Kauai, for a visit and recreational leave.



The ship's badge of HMCS Grilse. (0-893-218)

In Kauai the ship's company relaxed with a beach party at which the supply department won the inter-department tabloid sports meet, and the wardroom won the tug-of-war. (There has been much conjecture as to what won the tug-of-war for the officers, skill, strength, or weight).

The wonderful hospitality of the people of Kauai, who opened their churches and homes to the ship's company, made the stay most enjoyable.

After a short stop in Pearl Harbour to refuel, the *Saguenay* sailed for home, her crew worked-up to high efficiency and knowing they had done their job well. On April 4 the *Saguenay* was home once again to balmy spring days and a chance to enjoy the last of the spring blossoms while her compatriots of the East Coast experienced another snowfall.—J.G.D.

NAVAL DIVISIONS

HMCS *Queen*

On February 6, Cdr. T. S. Cook turned over command of the Regina Naval division to Lt.-Cdr. W. M. Stan. In his remarks to the ship's company at divisions, Cdr. Cook said, because he could no longer devote enough time to the job, he felt obliged to step aside and let someone else take over.

Captain's inspection, a march past and the award of sport trophies completed the evening's training.

In accepting command, Lt.-Cdr. Stan, former executive officer, promised full co-operation with officers and men. He noted the steady increase in recruiting and that Regina had surpassed some of the other divisions in this respect.

Top scorers in the rifle tournament were PO H. Wade and Wren PO G. M. Hameluck.

Badminton award winners were Sub-Lt. (W) M. Lyons and Lt. O. J. Burgess.—J. O'B.

HMCS *Chippawa*

Five United States Navy officers travelled to Winnipeg from the Minneapolis Naval Air Station to join HMCS *Chippawa* in Battle of the Atlantic Sunday observances.

Following the church service and wreath laying ceremony, the commanding officer of *Chippawa*, Cdr. J. W. Dangerfield, presented Captain R. T. Keiling, commanding officer of the Minneapolis Naval Air Station, with a *Chippawa* ship's badge.

Close to 1,000 regular force, reserve and cadet personnel took part in the Winnipeg parade.

The American officers were accompanied on the weekend visit to Winnipeg by their wives.—R.G.N.

SEAGOING INTERNATIONAL LAW

AT 0300 a hundred miles off shore in the Caribbean, the officer of the watch of a Canadian destroyer escort sees a dim light flickering close on his beam among the shadowy wave troughs. Minutes later he has rescued four sodden, wounded and frightened airmen who speak only Spanish.

An hour later an angry gunboat from their island republic demands their immediate surrender, on the grounds that they are common criminals who have just bombed the capital city of their own country.

What should the Canadian captain do? Keeping the rebels on board may lead to a fight with a warship of a country friendly to Canada. Surrendering them on the high seas to face a firing squad back home goes against the grain of any true seaman.

When is an insurgent a criminal, and at what moment does he become a belligerent, entitled to be treated as a prisoner of war? (He may even get to be a national hero if he wins.)

Queen's Regulations, Chapter 64, of course, offers pretty plain guidance about protecting refugees from imminent

personal danger. But is a military execution "imminent violence" or is it a proper process of law?

Commander Brittin's book, explaining some of the finer points of international law for non-legal seamen, offers some good, clear advice. But one of the book's most useful features is the section

BOOKS for the SAILOR

concerning present-day treaties and agreements.

The answer to the foregoing problem is probably buried in the 1949 Geneva Convention "for the Amelioration of the Condition of the Wounded, Sick and Shipwrecked Members of Armed Forces at Sea".

Article 14 of the Convention recognizes the right of belligerent warships to demand the surrender of wounded enemy survivors carried in any hospital

ship or merchant ship on the high seas. Article 15, however, authorizes neutral warships to retain on board any such persons, provided they are delivered to a neutral port and steps taken to ensure that they do not return as combatants.

Today's naval officer is expected to know, and abide by, many international treaties which did not exist 15 years ago. The atrocities of the Second World War have produced many new agreements to protect innocent persons from punitive measures which were still legal in 1945. Fortunately, the new treaties merely codify most of the previously unwritten rules of war at sea, chivalry and humanity. But in today's fast-moving world of cold wars and civil "tumults", many captains will welcome some up-to-the-minute guidance in the varied problems which can confront a sea officer in the small hours of the morning in remote corners of the ocean.—K.E.G.

INTERNATIONAL LAW FOR SEAGOING OFFICERS, by Cdr. Burdick H. Brittin and Dr. Lisolette B. Watson; second edition (1960); published by U.S. Naval Institute,

A SAILOR WHO LOVED HIS SHIP

J ARTHUR RANK or Hollywood will never seek the movie rights for *Macnamara's Band*. In some ways this is a pity, for the book is a straightforward, unexcited account of life at sea during the Second World War, devoid of heroics, as many a sailor knew it.

Bernard Griffiths, a "tel" on board HMS *Duff*, loved his ship and got along well with his shipmates. This was made easier because there were no frenzied neurotics on board—a current dramatic necessity. He even liked the captain.

Griffiths sums it all up on the last page:

"Taking the long view, I know that the *Duff* was not a famous ship and I know, too, that her exploits, so thrilling to us were paralleled and even surpassed by many Royal Naval ships during the war. No doubt there were many other happy ships, too. But I hold to the belief that few ships' companies could have had that spirit so firmly implanted as that which our Skipper imbued in us. His leadership and his moral strength, unexpressed yet con-

stantly with us, made us proud to serve in the *Duff*, proud to serve under him."

The "Skipper" was Lt. Frederick Brock, RCNVR, who took command of the ship on November 17, 1943, was promoted to lieutenant-commander on

THE RYERSON AWARD FOR YOUNG WRITERS

An annual \$1,000 cash award for the best book-length prose manuscript submitted by an author under the age of 30 has been announced by the Ryerson Press.

To compete for "The Ryerson Award for Young Writers", as it is called, an author must be a Canadian citizen or a permanent resident of Canada and, in the case of the upcoming award, must be under 30 years of age on December 31, 1961. Manuscripts for the 1962 award must be postmarked no later than December 30, 1961.

A brochure, setting out full details of the award, is available from The Ryerson Press, 299 Queen Street West, Toronto 2B, Ontario.

July 1, 1944, and is now a businessman in Rothesay, New Brunswick. At the outbreak of the war, he was in command of the Saint John naval division. In 1940 he volunteered to serve on loan with the Royal Navy and spent most of the war at sea in HM Ships.

On the appearance of *Macnamara's Band*, Lt.-Cdr. Brock was approached by the Saint John *Telegraph-Journal*.

"I was completely bowled over," he said. "You know, I was the only Canadian in the entire ship's company of 186 men, including 10 officers. They were a good crew—but I often wondered how they felt about having this 'interloper' from Canada in command."

Now he knows.

The *Duff* was a Captain class frigate, which is how the Royal Navy described the destroyer escorts they received on lend-lease from the United States. The book's title derives from the ship's custom of playing the song "Macnamara's Band" over the PA system on leaving harbour.

Although the jacket endeavours to give the impression that the *Duff* was a

famous U-boat killer, for the most part she helped to screen light coastal forces in the Channel and North Sea. Her chief enemies were E-boats and human torpedoes, but it was a mine that brought her career to an end in late November 1944. She was towed to port but never fought again.

Macnamara's Band is one of an excellent series of war stories—all paperbacks—published in England.—C.

MACNAMARA'S BAND, by Bernard Griffiths; published by William Kimber and Co. Limited, 46 Wilton Place, London, SW1 (1960); 192 pages; 50 cents.

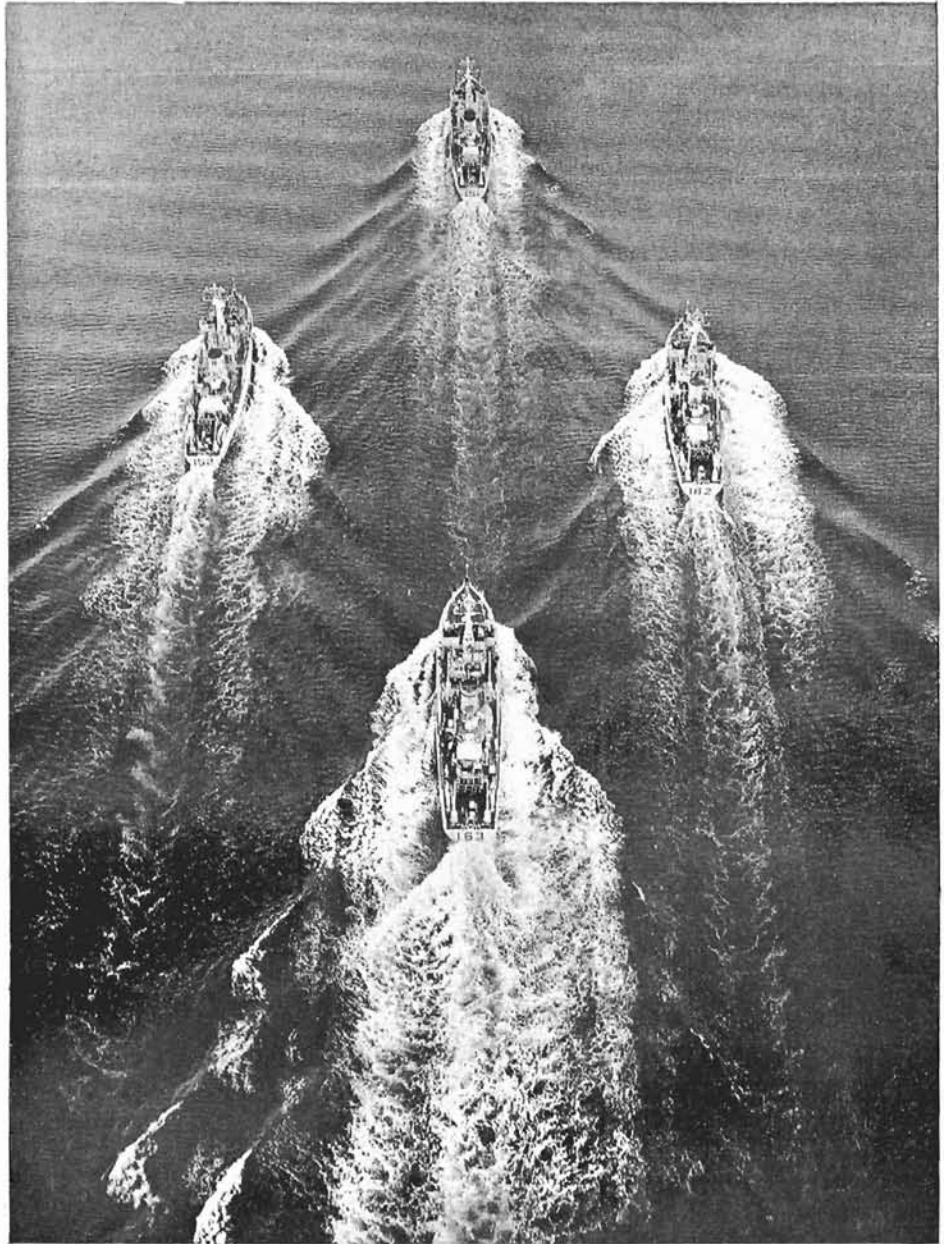
UNDERSEA WARFARE

IN *THE FIGHT FOR THE SEA*, the author, Cdr. D. D. Lewis, USN, undertakes two tasks: a history of anti-submarine warfare and an assessment of the present situation *vis-a-vis* the Russian underseas fleet and of the chances in a future conflict with the USSR.

The connection between the two is chronological—there is no argument from the past to the future, merely extension of the chronicle of anti-submarine operations. This chronicle is thorough and readable—and eminently fair to all participants.

Although submarines have taken part in war-like operations since the American revolution, no serious attempts to fight them were made until 1914, so it is there that this book starts. The record from there to 1945 is covered by describing typical or outstanding operations and discussing the developments in policies, techniques and tactics.

It is evident that Lewis puts policies first, for in Chapter 14, *The Allies Take The Offensive*, the change of fortune in the Battle of the Atlantic is ascribed to the appointment of new Commanders-in-Chief to Western Approaches and Coastal Commands—officers with more aggressive policies, who diverted some of their forces to the Biscay offensive in the summer of 1943. Not until the next chapter, and with no explicit connection, does he show that the defeat of the U-boats on the convoy routes in the spring of the year made the diversion of forces possible, and the return of the enemy to the North Atlantic in September made it necessary to call off many of the forces deployed in the Bay.



Ships of the Pacific Command's Second Canadian Minesweeping Squadron formed this symmetrical pattern as they left Esquimalt recently to begin a six-week exercise. In the "diamond" formation are the *Fortune* (top), *James Bay* (left), *Cowichan* (right), and *Miramichi*. They were on their way to exercise with the USN in the Long Beach, California area, and later visit Portland, Ore., to participate in that city's famous Rose Festival from June 7 to 11. (E-60893)

For the post-war period, the author has made what almost amounts to an intelligence appreciation, but based on the open literature. That an enormous amount of intelligence can be derived from the press has been demonstrated frequently, and the author has the advantage of an informed background to support his effort. Since he is a serving officer, the text was read for security in the U.S. Navy Department. This does not guarantee his opinions either way, but they probably are closely related to those officially held. The main conclusion is that future anti-

submarine warfare will be a difficult problem.

The Fight for the Sea is, on the whole, not aimed at a technical audience. It can, however, serve as an introduction to modern submarine and anti-submarine strategy and be quite useful for background information for, say, journalists who may need to know something of the subject, but for a seaman it will be of lesser use.—Ph. Ch.

THE FIGHT FOR THE SEA; the Past, Present and Future of Submarine Warfare in the Atlantic, by Commander D. D. Lewis, USN, Nelson, Foster & Scott, Toronto; 350 pages, illustrated; \$6.95.

THE NAVY PLAYS

Churchill Sailors Leaders in Sport

Sailors at HMCS *Churchill*, though relatively few in number, have fielded teams for competitive sports against all comers down through the years and, according to the results for the past season, these teams have had plenty of determination to win.

In hockey the "Navy Whites" emerged the winners from the Fort Churchill Intermediate Hockey League race, defeating both the Canadian Army and the RCAF in playoffs.

In the Senior Hockey League the "Navy Blues" came through a fine season and were runners-up in the finals, losing to Defence Research Northern Laboratories in a best-of-five series.

Turning to curling, in which there is heavy Navy participation, a rink skipped by PO Bert Watts won the annual Hudson's Bay Company bonspiel against 40 rinks of civilians and service personnel. The Watts rink also won the town of Churchill's Curling Club championship as well as the second event in the Inter-Service Challenge Cup bonspiel.

Earlier last year a Navy team took the broomball championship for the second consecutive year, and hopes are high to keep it for a third year.

At last summer's annual First of July sports carnival the Navy won the softball, volleyball and horseshoe competitions, tying for aggregate points with the United States Army.

In September the senior softball championship trophy that had adorned the quarterdeck for five consecutive years remained for a sixth after a hard-fought series against civilian and service competition.

Finally the Navy came from behind in December to defeat U.S. Army and take the Inter-Service Volleyball Cup.

Ketch To Wear RCNSA Colours

A new 37-foot ketch, nearing completion at Pinaud's yard, Baddeck, will be entered in the 360-mile ocean yacht race, from Marblehead to Halifax, starting July 9.

The ketch was built for Lt.-Cdr. J. O. T. Lee of the RCN Sailing Association. Called *Skaimsem*, she will enter under RCNSA colors.

Three other RCNSA entries are *Pickle*, a 58-foot yawl sailed by CPO Charles Church, *Tuna*, 39-foot sloop, skippered by Lt. Morris Carey and *Goldcrest*, with Cdr. K. M. Roy at the helm.

Up to May 1, two months before entries closed, 53 entries has been filed and it was predicted at least 70 would start. In 1959 there were 44 starters.

Among the latest American entries are Wells Morss' mahogany yawl *Legend*, winner of the Class A in the 1958 Bermuda race, Peter Richmond's *Magic Carpet*, overall Halifax winner in 1959 and veteran Commodore DeCoursey Fales' schooner *Nina*, which has led Class A in the last two Halifax races.

St. Croix Has Good Hockey Year

HMCS *St. Croix* reviewed its hockey accomplishments over the past season and discovered a successful season, with 48 wins, three ties and only ten losses in regular play.

For championship play, to represent the Fifth Squadron, the team was reinforced with star goalie Glen Neusteater and veteran forward Spud Gregory and,



The Go-Kart craze continues among 15-odd members of the Royal Navy's Sixth Submarine Division in Halifax. One Go-Kart is owned collectively, another privately, and competition takes the enthusiasts around the province. The frozen surface of the North West Arm was tested by M(E) I. C. D. Cupples and ERA P. Hatherley, above, but proved too slippery and the vehicle was abandoned for a revival of ice-boat racing. Lt.-Cdr. D. I. D. Strang, Staff Officer (Submarines) at the Maritime Warfare School, in appropriate garb, strides toward his speedy steed near the Dingle.

with coach Murdo MacRitchie and captain PO Bob Hamilton, they swept the Fleet championships by downing Seventh Squadron 6-2 in the finals.

In the Atlantic Command championships they lost to an experienced *Shearwater* team, after first defeating *Coverdale* in the semi-finals.

Naval Shore Establishments again were the downfall of the team in the Tri-Service Hockey championships played at RCAF Greenwood. Fifth Squadron downed Greenwood only to lose the final, 4-3, to Naval Shore helm.

Assiniboine Enters Whaleboat Race

A crew from the United States coast guard cutter USS *Taney* out-raced a crew from HMCS *Assiniboine* and won the 12th Naval District's first annual invitational whaleboat race in late April.

The *Taney* crew rowed the half-mile course in 4:57:4. The *Assiniboine's* time was 5:22:2.

A crew from Treasure Island naval station was third in 5:34, and the destroyer USS *Dedmonds* was fourth in 5:37.

These were the first whaleboat races to be held in the United States since the early 1930s and they may now be made nationwide.

Only west coast teams were invited for the contest. The boats were described as double-banked, ten-oared, 26-foot whaleboats.

West Coast Curlers Receive Trophies

Naden's Fleet Club was a busy place on April 28 as members of the RCN Curling Club and their friends met for the presentation of trophies and awards to the 1960-61 champions by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast.

The Pacific Command curlers held a total of 21 evenings of scheduled play and a two-day bonspiel.

Operations of the fleet contributed to a fairly low membership during the season and curling was restricted to one night a week. The new Esquimalt arena, with curling facilities, will open this summer and the naval curlers hope their next season will see a twice-weekly schedule and a 24-rink league.

RCN Boxers Lose In Semi-Finals

Four RCN boxers selected to represent Nova Scotia in the Canadian Amateur Boxing Championship bouts at

Drayton Valley, Alberta, put up terrific battles before losing out in the semi-finals.

In one match AB William Zilio, of HMCS *Kootenay*, outfought the Saskatchewan champ in a "Pier Nine brawl" to gain special mention but lost a decision in the semi-finals.

Two other matches, those lost on decisions by AB David A. Todd, of *Shearwater*, and AB James R. Fowler, of the *Athabaskan*, were acclaimed the best of the night.

The other boxer on the team, Ord. Sea. Hugh Mills, of *Stadacona*, also lost out after a rousing fight.

CPO A. E. Coe was team manager and PO Edward J. Roberts was the coach.

Fifty-four boxers from across Canada competed in the two-day meet. The event was sponsored by the Drayton Valley Athletic Association and had not been held in Alberta since 1957 when Camrose was the host.

RCN Beats USN At Softball

In the NATO minesweeping exercise Sweep Clear VI softball competition, the Canadian softball team defeated the U.S. team by a score of 10-6 on April 25 in the annual classic.

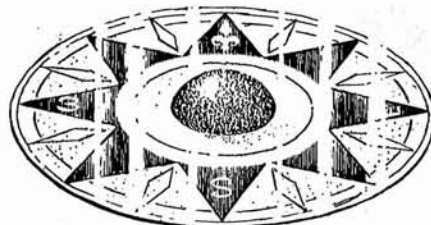
The Commander Wadds Trophy, signifying Sweep Clear softball supremacy, was presented to the Commander First Minesweeping Squadron on board HMCS *Chaleur* on April 28. The Commander Mine Force Atlantic Fleet sent a "My heartiest congratulations to your fine team" to the "First".

Officer Named To Bisley Team

Lt. George A. Grivel, of *Naden*, will join 20 other Canadian sharpshooters at the annual Bisley matches in England, July 8 to 22. He is the only Navy shot on the 1961 team.

Lt. Grivel finished in the top 18 among more than 700 competitors at the Dominion of Canada Rifle Association meet last year.

He took up marksmanship 14 years ago and has been a staunch member of the Pacific Command Rifle Association, of which he is now president. He has also been president of the Vancouver



Island Rifle Association and of the B.C. Rifle Association. The PCRA, of which he also once served as secretary-treasurer, was founded in 1946.

Stad Blanks Sub Soccer Eleven

Stadacona made two first-half goals stand up for a 2-0 shutout over 6th Submarine Squadron in an exhibition soccer game played at *Stadacona* in mid-May. Both squads are in the Nova Scotia Central Soccer League.

Queen Charlotte Leads at Darts

Dart tournaments aren't often in the news but from Prince Edward Island's naval division at Charlottetown comes word of the latest.

A Navy team captained by Ernie McGee won the annual Navy-Army dart tournament at HMCS *Queen Charlotte* for the third time since the tourney was inaugurated four years ago. Along with the championship went the Navy-Army trophy.

Mr. McGee, who has been on the Navy team since the tournament was organized, mentioned that this year's competition was the best ever, especially the final four games which were nip and tuck all the way.

LETTER

Dear Sir:

In the Volume 13 No. 4 issue of *The Crow'snest* on page 13 there is an article called "The Last Midshipman".

The writer has said in this article that with the promotion of Midshipman W. A. Cook to Sub-Lieutenant there will be no more midshipman patches worn in the RCN. It is true, I believe, that the rank "Midshipman" is no longer with us but Naval Cadets under the Regular Officer's Training Plan, who are now enrolled in the three Services Colleges of Canada and in civilian universities, do indeed wear the white midshipman patch during their third summer training period. The black patch with the white twist is worn by cadets of the first two phases. While wearing the midshipman patch our rank is "Cadet Midshipman".

Cadet Midshipman
W. P. DUMBRILLE,
0-21069

No. 2 Squadron,
RMC, Kingston, Ont.

"Cadet Midshipman", as used above, is a designation and not a rank. "Midshipman" does not appear in the *Navy List*.—Ed.

RETIREMENT COUNSELLING

UNTIL RECENT YEARS, retirement to pension has been a comparatively rare phenomenon in the Royal Canadian Navy, mostly confined to officers and men whose service predated the Second World War.

The pace has quickened in the past year or so, reflecting the sudden growth of the Navy in the early years of the war. Men who joined the RCN in 1940 and early 1941 have completed their time for pension and the automatic retirement age is catching up with officers who transferred to the regular force during or shortly after the war.

Most of these officers and men can look forward to a civilian career of 20 or 30 years before retirement time rolls around again. During their time in the service they have learned and made use of a variety of skills, many of which are applicable to civilian occupations. The question is where to find jobs that are suited to the ex-serviceman's background and aptitudes.

To answer some of the questions facing officers and men on their retirement, the Royal Canadian Navy has inaugurated a transitional counselling program and a pre-release counselling program.

The two related programs have been promulgated as General Orders 4.38/4 and 4.38/5.

The aim of the first of these, transitional counselling, is to provide personnel with vocational advice and guidance to assist them in planning future civilian employment. It is designed for officers and men who, on retirement, will have had 20 or more years of service. Transitional counselling may be requested five years before retirement or even earlier, if circumstances justify an early application. To obtain it, an officer or man requests, through his commanding officer, an interview with the personnel selection officer.

The first interview with the personnel selection officer is exploratory. Its purpose is to determine the extent of counselling and testing to be undertaken. The tests under the transitional guidance program are designed to determine the intelligence, personality, aptitude and general interests of the applicant. He also receives assistance in the preparation of a *resumé* which outlines for the prospective employer his training, experience, etc.

The aim of the program is to assist naval personnel to assess their own capabilities and employment potentials so that they may arrive at their own decisions as to the right steps to take in applying for civilian employment.

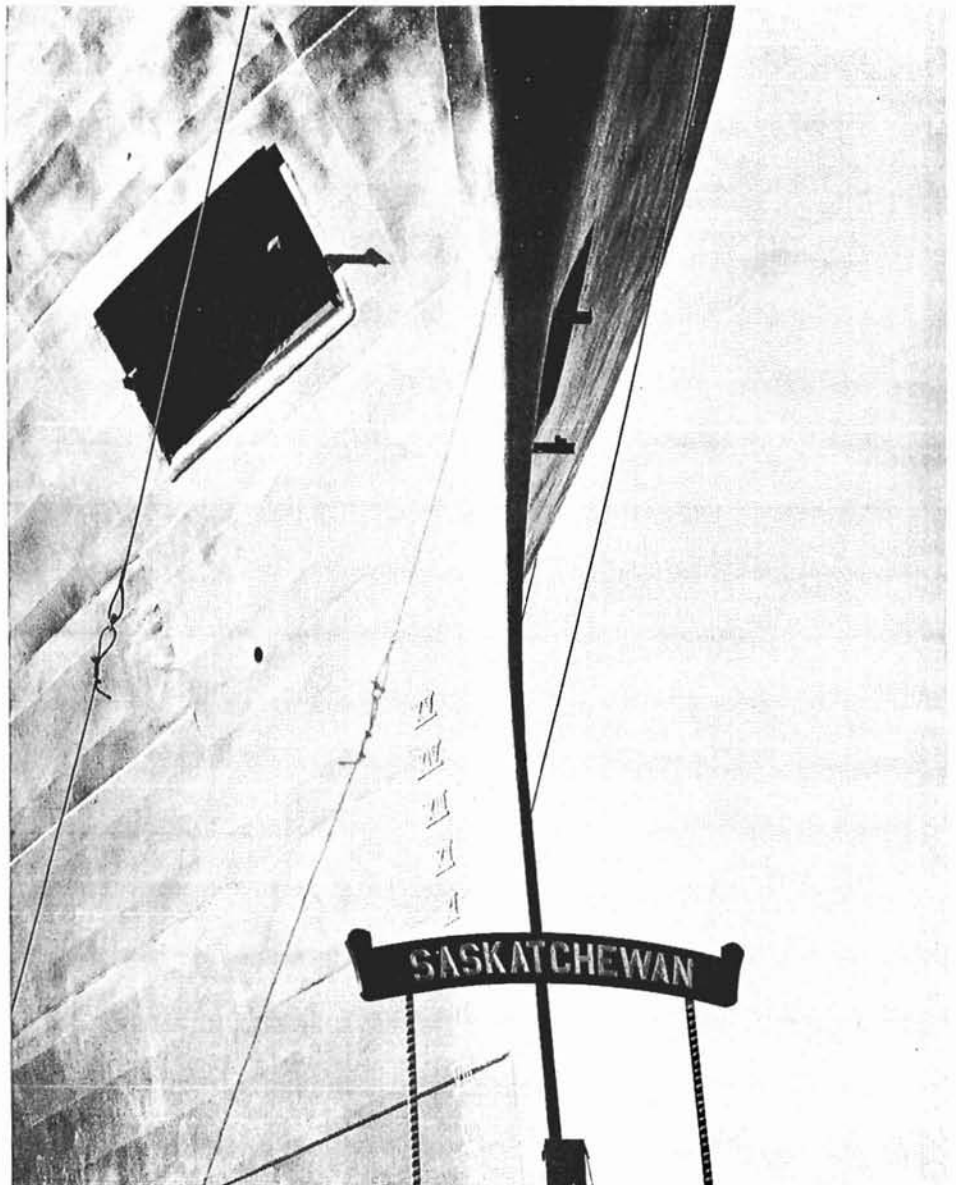
Deciding what job one is fitted for is one problem; finding the job is another.

This is where the second program, Pre-Release Counselling, comes in. The program makes it possible for naval personnel to register with the National Employment Service immediately before their release from the Navy. It involves the preparation of a document that will introduce the applicant, his skills and knowledge to a potential employer. The document is the *Armed Services Pre-*

Release Record (Form UIC 701V or UIC 702V).

The form is designed to give information likely to prove of most value to the National Employment Service, which will function as the placement agency.

As part of its rehabilitation program, the Navy is translating service trades and skills into civilian job descriptions. This "translation", in book form, will be held by the National Employment Service and personnel selection officers. The NES, in turn, has been asked to prepare a brochure that will give service personnel information on the assistance available from that source.



This is the view of the bow of the destroyer escort Saskatchewan that confronted members of the official party at the launching in Victoria last February 1. (1-59736)

RETIREMENTS

PO WALTER WILLIAM ADAM, P1BN4, of Ashcroft, B.C., joined March 1, 1937, served in *Naden, Skeena, St. Laurent, Nootka, Stadacona, HMS Osprey, Assiniboine, Restigouche, Avalon, Chambly, Kamsack, Buctouche, Coaticook, Matane, Givenchy, Ontario, Cornwallis, Gloucester, Acadia*; awarded CD; retired May 24, 1961.

CPO HAROLD CHARLES BOURNE, C1ET4, of London, England, and Vancouver; joined June 1, 1936; served in *Naden, Skeena, Stadacona, St. Laurent, Ottawa, Prince Henry, Brandon, Niobe, Loch Achanalt, HMS Vernon, HMS Marlborough, Givenchy, Rockcliffe, Ontario, Athabaskan, Beaconhill, Sioux, New Glasgow*; awarded Long Service and Good Conduct Medal; retired May 31, 1961.

CPO LYNTON BUNGAY, C2BN4, of Jersey Harbour, Fortune Bay, Nfld., joined RCNVR May 20, 1940; transferred to RCN March 27, 1941; served in *Stadacona, Protector, Moose, Glencove, Peregrine, Niobe, HMS Puncher, Cornwallis, Scotian, Diving Tender No. 4, Magnificent, Iroquois, Cornwallis, Swansea, Prestonian, Huron, Porte St. Louis, Quebec, Shearwater, Nootka, Micmac, Stadacona*; awarded CD; retired May 19, 1961.

CPO EDGAR MITCHELL CARTER, C2SN4, of Victoria; joined March 10, 1940, served in *Naden, Stadacona, Arras, Hochelaga, Arvida, Avalon, HMS Mansfield, Cornwallis, Star, Sault Ste. Marie, DE 569, Niobe, HMS Osprey, Arnprior, Royal Roads, Givenchy, Rockcliffe, Swansea, Ontario, Discovery, Magnificent, Brockville, Venture*; awarded CD; retired May 4, 1961.

CPO WILLIAM EDMUND JOHN CUBITT, C2C14 of Chauvin, Alberta; joined September 13, 1937; served in *Naden, St. Laurent, Stadacona, Avalon, Skeena, Stratford, Givenchy, Fort Colborne, Niobe, Restigouche, Cornwallis, Peregrine, Iroquois, Sault Ste. Marie, Uganda, Rockcliffe, (Diving Tender No. 2), Ontario, Athabaskan, Niagara, Cape Breton*; awarded Long Service and Good Conduct Medal; retired May 23, 1961.

CPO JOHN MAITLAND DILLON, C2ER4, of Coronation, Alberta and Red Deer, Alberta; joined May 6, 1940; served in *Naden, Malaspina, Chedabucto, Prince David, Givenchy, Stadacona, Niobe, Gatineau, Cornwallis, Peregrine, Stonetown, Kincardine, Antigonish, Rockcliffe, Haida, La Hullose, Huron, Buckingham, Algonquin, Victoriaville*; awarded CD; retired May 5, 1961.

CPO RAYMOND EDISON DOHERTY, C2LT4 of Halifax and Prospect, N.S., joined RCNR May 21, 1940, transferred to RCN November 26, 1940; served in *Stadacona, Protector, Raccoon, Hochelaga, Pictou, Cornwallis, Dauphin, Avalon, Hespeler, HMS Ferret, Matane, Orangeville, Kincardine, Huntsville, St. Thomas, Peregrine, Cornwallis, Buckingham, Middlesex, New Liskeard, Scotian, Haida, Micmac, Wallaceburg, Prestonian, Newport Corner, Niobe*; awarded CD; retired May 20, 1961.

CPO WILLIAM FRANCIS FERNIE, C1WV4, of Kamloops, B.C., joined June 1, 1936; served in *Naden, Skeena, St. Laurent, Restigouche,*

Stadacona, Arras, Prince Henry, Chaleur, Lachine, Cornwallis, Brockville, Discovery, New Liskeard, Sault Ste. Marie, Sioux, Haida, Porte St. Jean; awarded Long Service and Good Conduct Medal; retired May 31, 1961.

PO ALTON CHARLES HARTIN, P1WU2 of Saint John, N.B., joined RCNVR November 12, 1940 and RCN March 5, 1946; served in Div. Str. St. John, *Stadacona, Fredericton, Fort Ramsay, ML-083, ML 089, Truro, Hochelaga, ML113, Peregrine, Hallowell, Avalon, Cornwallis, Strathadam, Brunswick, Scotian, Warrior, Magnificent, Swansea, Nootka, St. Stephen, Huron, La Hullose, Lauzon, College Militaire Royal de St. Jean, Micmac, Cabot, Avalon, Kootenay*; awarded CD; retired May 10, 1961.

CPO CLAUDE ALEXANDER MANCOR, C1ER3, of Edinburg, Scotland, and Cedar PO, B.C., joined May 10, 1937; served in *Naden, Fraser, Comox, Stadacona, Assiniboine, Niobe, Hochelaga, Kamsack, Athabaskan, Peregrine, Cornwallis, Inch Arran, Givenchy, Grou, Uganda, Ontario, Crusader, Beacon Hill, Nonsuch, Sioux, Chippawa*; awarded Long Service and Good Conduct Medal; retired May 9, 1961.

CPO CHARLES ROBERT MANN, C1BN4, of Montreal, joined RCNVR April 1, 1934, transferred to RCN May 10, 1937; served in *Stadacona, Saguenay, St. Laurent, DEMS Montreal, Hochelaga, Prince Henry, Naden, Avalon, Cornwallis, Levis, Cornwallis, Peregrine, Niobe, Assiniboine, Carleton, Donnacona, New Liskeard, Prestonian, Lanark, Shearwater, Huron*; awarded Long Service and Good Conduct Medal; retired May 9, 1961.

CPO SYDNEY COULTON MANNING, C1ST4, of London, Ontario, joined RCNVR June 28, 1940, transferred to RCN February 17, 1941; served in *Stadacona, Provider, Cornwallis, York, Peregrine, Shelburne, Niobe, Warrior, Scotian, Nootka, Iroquois, La Hullose, Haida, Wallaceburg, Naden, Magnificent*; awarded CD April 16, 1953; retired May 22, 1961.

CPO SAMUEL McEWAN, C2BN3, of Glasgow, Scotland, and Toronto, Ont., served in RCNVR March 28, 1939-August 31, 1945, joined RCN January 26, 1946; served in Div. Str. Toronto, *Stadacona, St. Croix, Rimouski, St. Clair, Niobe, Fortune, Saskatchewan, Avalon, Cornwallis, York, Peregrine, Micmac, Warrior, Magnificent, HMS Excellent, Iroquois, Quebec, Bonaventure, Shearwater*; awarded CD June 18, 1952; retired May 24, 1961.

CPO FREDERICK KENDALL NORDLINGER, C2BN4, of Manson, Manitoba, joined May 6, 1940; served in *Naden, Prince Henry, Stadacona, Hochelaga, Thunder, Niagara, Westmount, Peregrine, Stormont, Fort Frances, Scotian, Givenchy, Rockcliffe (ML 124), Ontario, Niobe, HMS Dolphin*; awarded CD June 4, 1952; retired May 5, 1961.

CPO GEORGE MERIHA PERIGO, C1BN4, of Orillia, Ontario; joined July 15, 1940; served in *Naden, Stadacona, St. Laurent, Shelburne, Reo II, Cornwallis, Chilliwack, Avalon, Chicoutimi, Peregrine, Hochelaga II,*

Chaleur II, Carlplace, Niobe, HMS Excellent, Swansea, Magnificent, Iroquois, Huron, Star, York; awarded CD; retired May 28, 1961.

CPO THOMAS CLIFFORD PLUME, C2BN4, of Moose Jaw, Sask. and Winnipeg, Man.; joined May 20, 1937; served in *Naden, Fraser, Comox, Restigouche, Stadacona, Saguenay, Swift Current, Cornwallis, Brockville, Avalon, Scotian, Givenchy, Uganda, Rockcliffe, Ontario, Venture*; awarded Long Service and Good Conduct Medal; retired May 19, 1961.

CPO RODNEY FREDERICK GEORGE POULTER, C2ER4, of Gillingham, Kent, England, and Mt. Denis, Ont.; joined RCNVR May 14, 1941, transferred RCN March 14, 1944; served in Kingston Division, *Naden, Stadacona, Weyburn, Hochelaga II, Avalon, Long Branch, Scotian, Cornwallis, Inch Arran, Peregrine, Qu'Appelle, Prevost, RCNAS Dartmouth, St. Stephen, Crescent, Griffon, Donnacona, Prestonian, Magnificent, Cape Breton, Saguenay, Athabaskan, Hochelaga*; awarded CD; retired May 13, 1961.

CPO ROBERT STUART WARNE, C2BN4, of Brockville and Morrisburg, Ont.; joined May 6, 1940; served in *Naden, Stadacona, HMS Dominion, St. Laurent, Niagara, Prescott, Ambler, HMS Nabob, Hochelaga II, Chaleur, Beauharnois, Avalon, Cornwallis, Toronto, Baccaro, Middlesex, Scotian, Nootka, Niobe, HMS Excellent, Micmac, Donnacona, Iroquois, York*; awarded CD; retired May 18, 1961.

OFFICERS

LT.-CDR. ARTHUR CHARLES A. BAKER, CD, of Edmonton, joined RCNVR as sub-lieutenant February 28, 1940, demobilized April 15, 1946, and reverted to the retired list; entered active list of the RCN(R) October 20, 1950, transferred to RCN August 1, 1951; served in *Stone Frigate, Stadacona, Venture, Protector, Captor II, Burrard, Givenchy, Naden, Discovery, Bytown, Nonsuch*; last appointment, Staff Officer Administration, HMCS *Nonsuch*; commenced leave May 4, 1961, retires August 1, 1961.

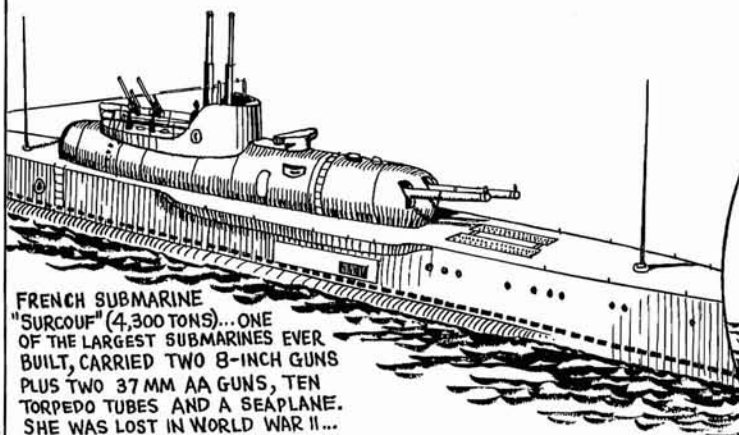
LT.-CDR. JOSEPH PAUL E. BUISSON, CD, of St. Laurent, P.Q., joined RCNVR June 22, 1942, demobilized and reverted to retired list September 18, 1945, entered active list of RCN(R) February 14, 1951, transferred to RCN February 22, 1951; served in *Montcalm, King's, Beaver, Stadacona, Meon, Tillsonburg, Cornwallis, Donnacona, Carleton, Bytown, Venture, Ontario, Hochelaga*; last appointment on the staff of Commander St. Lawrence at Montreal; commenced leave May 6, 1961, retires August 3, 1961.

LT.-CDR. STANLEY GORDON COOMBS, CD, of Edmonton, joined RCNVR as an ordinary seaman January 9, 1936; promoted to sub-lieutenant November 14, 1944, demobilized March 31, 1946, and reverted to retired list, transferred RCN January 22, 1951; served in *Cornwallis, Tecumseh, Fort Erie, Nonsuch, Discovery, Uganda, Bytown, York, Patriot, Discovery*; last appointment, HMCS *Nonsuch* as Area Officer Sea Cadets, Western Area; commenced leave on May 26, 1961, retires December 5, 1961.

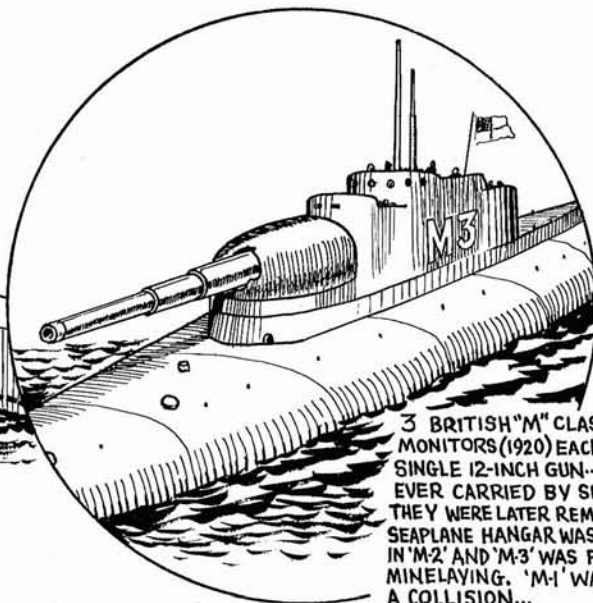
Naval Lore Corner

Number 93 SUBMARINE DECK GUNS

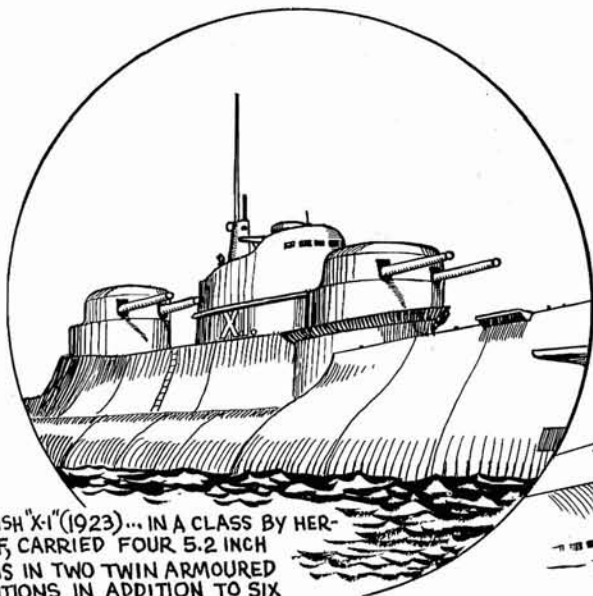
DECK GUNS NO LONGER EXIST IN MODERN SUBMARINES, HOWEVER, IT IS INTERESTING TO LOOK BACK AT SOME OF THE GUN ARMAMENTS MOUNTED BY SUBMARINES IN THE PAST...



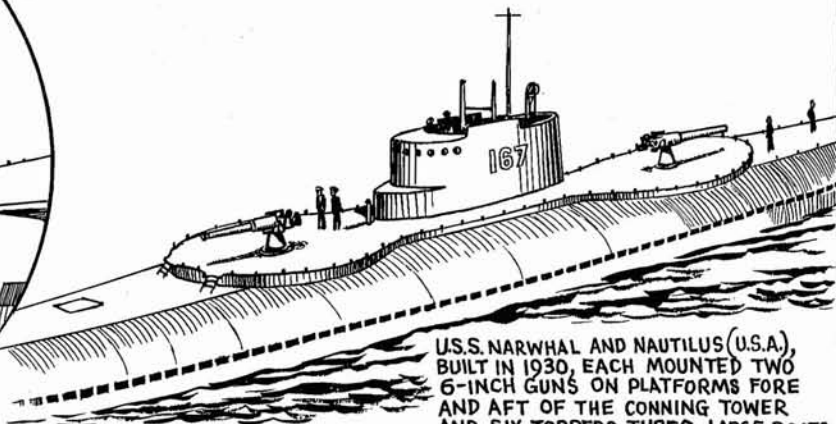
FRENCH SUBMARINE "SURCOUF" (4,300 TONS)... ONE OF THE LARGEST SUBMARINES EVER BUILT, CARRIED TWO 8-INCH GUNS PLUS TWO 37 MM AA GUNS, TEN TORPEDO TUBES AND A SEAPLANE. SHE WAS LOST IN WORLD WAR II...



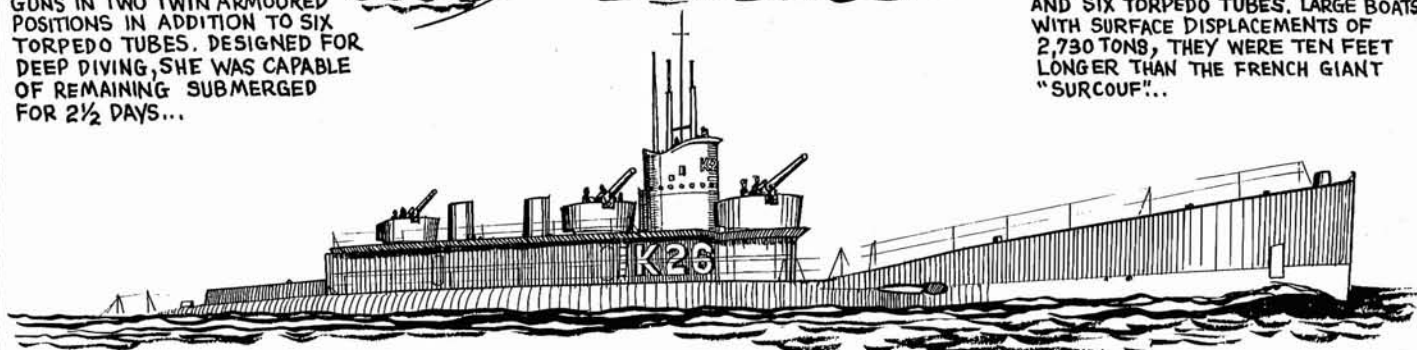
3 BRITISH "M" CLASS SUBMARINE-MONITORS (1920) EACH MOUNTED A SINGLE 12-INCH GUN--THE LARGEST EVER CARRIED BY SUBMARINES. THEY WERE LATER REMOVED AND A SEAPLANE HANGAR WAS SUBSTITUTED IN 'M-2' AND 'M-3' WAS FITTED FOR MINELAYING. 'M-1' WAS SUNK IN A COLLISION...



BRITISH "X-1" (1923)... IN A CLASS BY HERSELF, CARRIED FOUR 5.2 INCH GUNS IN TWO TWIN ARMoured POSITIONS IN ADDITION TO SIX TORPEDO TUBES. DESIGNED FOR DEEP DIVING, SHE WAS CAPABLE OF REMAINING SUBMERGED FOR 2½ DAYS...



U.S.S. NARWHAL AND NAUTILUS (U.S.A.), BUILT IN 1930, EACH MOUNTED TWO 6-INCH GUNS ON PLATFORMS FORE AND AFT OF THE CONNING TOWER AND SIX TORPEDO TUBES. LARGE BOATS, WITH SURFACE DISPLACEMENTS OF 2,730 TONS, THEY WERE TEN FEET LONGER THAN THE FRENCH GIANT "SURCOUF"...



BRITISH 'K-26' (COMPLETED 1923) WAS THE LAST STEAM SUBMARINE ORDERED BY THE ROYAL NAVY. SHE CARRIED THREE 4-INCH GUNS IN SEPARATE POSITIONS PLUS TEN TORPEDO TUBES. HER STEAM ENGINE GAVE HER A SURFACE SPEED OF 23.5 KNOTS...

Roger Duhamel

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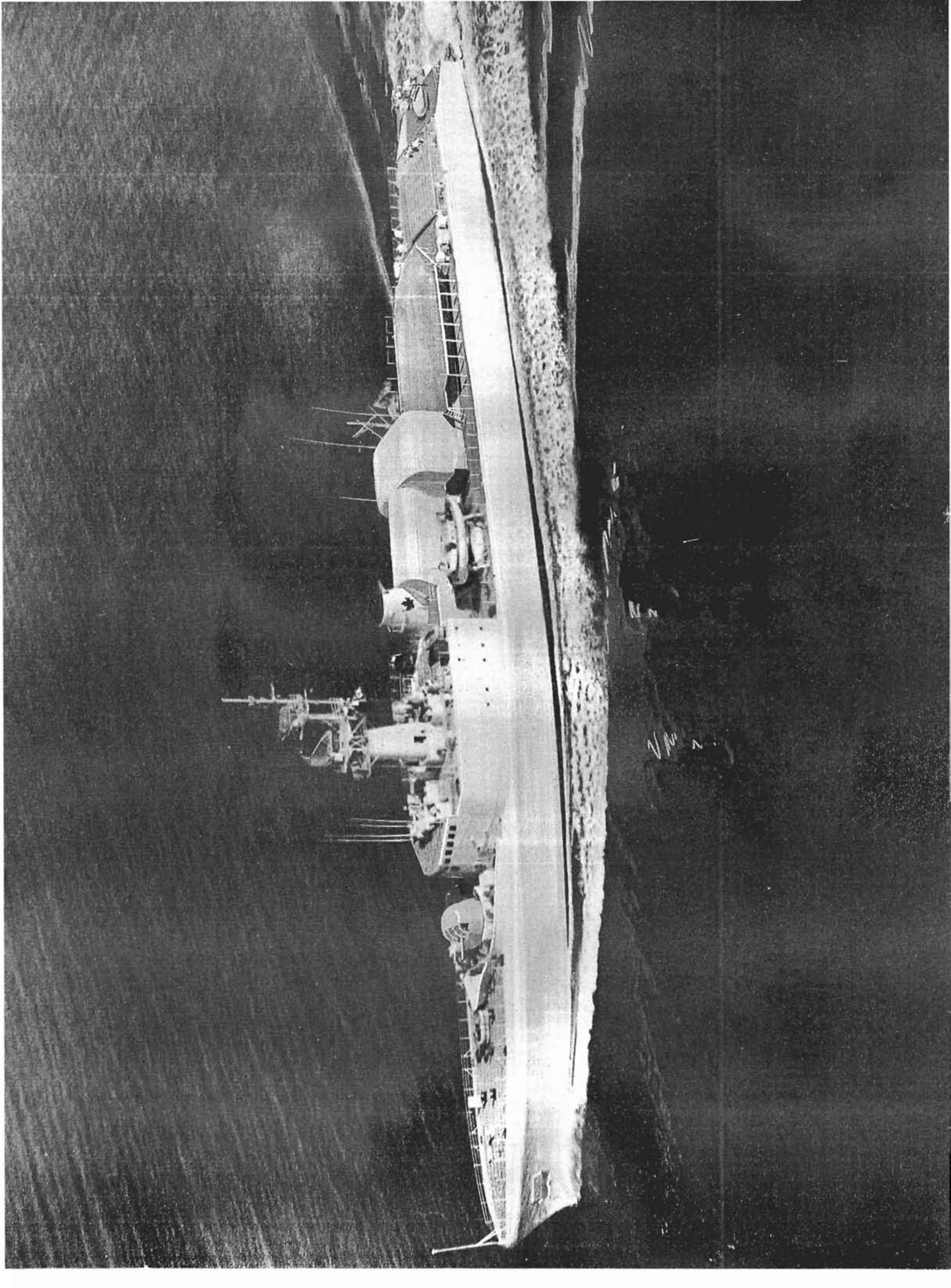


Vol. 13 No. 8

OUR NAVY

June, 1961

Issue



The CROWSNEST

Vol. 13 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE 1961

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The Cover—This picture of Ord. Sea. David W. Joss was taken on board HMCS *Gatineau* during the cruise of that ship and three others of her class to Portugal last summer to honour the 500th anniversary of the death of Prince Henry the Navigator. (CCC-5-303)

OUR NAVY

For the third consecutive year, the annual review of the Royal Canadian Navy's progress, published under the title *Our Navy*, makes its appearance as a special issue of *The Crowsnest*.

Some of the articles were first published in this year's Royal Canadian Navy issue of Canadian Shipping and Marine Engineering News, Toronto.

On the Opposite Page: It was announced in May by the government that approval had been given for the seven destroyer escorts of the St. Laurent class to be modified to accommodate helicopters and carry variable depth sonar. This is an artist's conception of how the ships will look when modifications are completed. Similar changes are being made in the earlier destroyer escort, HMCS *Crusader*.

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

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

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

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00

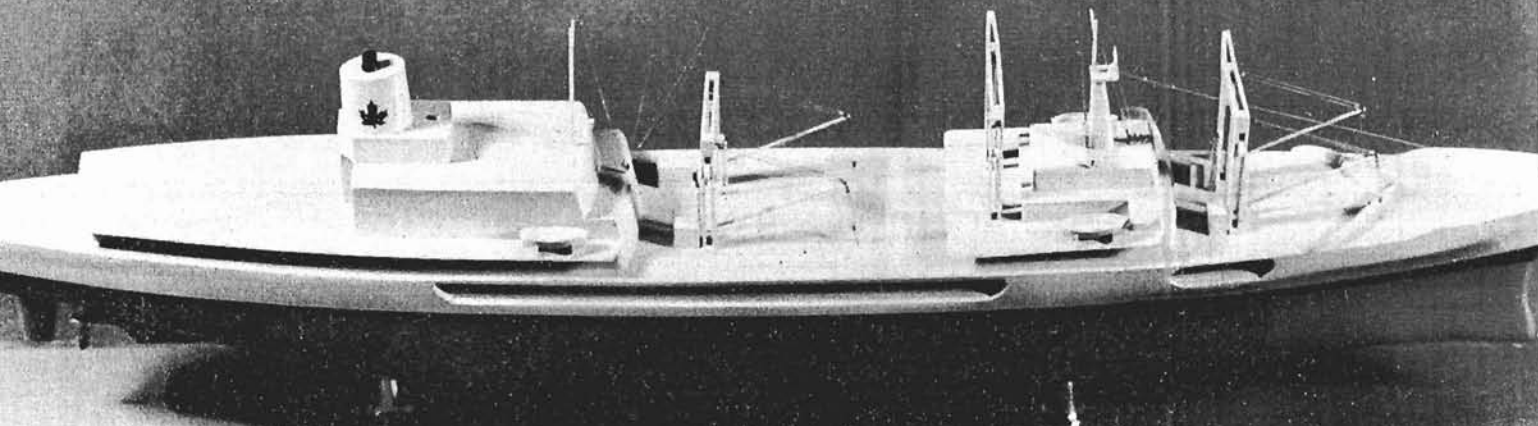
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THE QUEEN'S PRINTER,
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Communications, other than those relating to subscriptions, should be addressed to:

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



OUR NAVY—Then and Now

This shows a recently completed model of the 20,000-ton tanker-supply ship whose keel was laid on June 21 at Davie Shipbuilding Ltd., Lauzon, Quebec. When she joins the fleet as HMCS Provider, she will enable destroyer escorts to operate at sea for long periods without returning to their base for replenishment. (O-13716)

"It is important that the main objectives of our armed forces be widely understood, for the defence program on which we have embarked necessarily affects the life of every Canadian citizen, and is not without significance to citizens of other countries.

"The basic purpose of all our armed forces is to assist in the establishment and maintenance of peace . . . The events of the post-war years have, unfortunately, made it clear to everyone on this side of the Iron Curtain that an essential step on the difficult road to world peace is the establishment of collective strength to deter aggression wherever it may occur. Our forces in the Korean theatre, including the naval forces that left Esquimalt within 10 days of the first act of aggression, are engaged in doing that very thing."

WITH THOSE WORDS the then Minister of National Defence, the late Brook Claxton, began the lead article in what was to become the annual review of the Royal Canadian Navy entitled *Our Navy*. That was in 1952.

Mr. Claxton went on to define the role of the Navy. It was, he said, the "maintenance of the great ocean lanes . . . to participate with the Royal Navy and the United States Navy in the broad and taxing task of anti-submarine and general escort work across the North Atlantic."

Nine years later, the aim of Canada's armed forces remains essentially the same as set forth by Mr. Claxton in 1952. It continues to be, above all, the preservation of peace, and its validity has been proven by events.

Where there has been change has been in the roles, the tasks and composition of the armed forces. It is probable, in fact, that greater changes have taken place in Canada's navy, army and air force, between the end of fiscal years 1951 and 1960, than in any previous period of the same length, not counting wartime.

Nine years ago . . .

The manpower of the RCN totalled 13,500. (This figure did not include 107 wrens who had been enrolled on a temporary basis, to find out if there was a place for women in the peacetime navy.)

The RCN had 22 ships in commission—one aircraft carrier, two cruisers, eight destroyers, four frigates, four Algerine escorts and three smaller craft. (Elsewhere in the first *Our Navy* it was noted that this was the largest fleet ever possessed by the RCN in peacetime.)

The Navy had 50 aircraft in service—19 Sea Fury fighters, 22 anti-submarine Avengers, eight Harvard trainers and three helicopters. (The Sea Furies were the ultimate expression of the propeller-driven fighter; the sturdy but slow Avengers were of Second World War vintage; the helicopters had just been acquired.)

The Navy's budget in 1951-52 was \$236,000,000.

At the time, these were impressive figures.

Compare them to today's.

Today . . .

The RCN's personnel strength is 20,000. (This includes 476 wrens. The women have made their place.) More than half the officers and men are serving at sea.

There are 63 ships in commission—an aircraft carrier, 25 destroyer escorts, 18 frigates, 10 minesweepers, a submarine, two escort maintenance ships and six smaller craft.

Seven naval air squadrons operate more than 80 aircraft. These consist of CS2F Trackers, anti-submarine aircraft equipped and armed to "find, fix and strike"; Banshee twin-jet fighters, armed with air-to-air guided missiles; both anti-submarine and general utility helicopters; T-33 jet trainers and other aircraft for support work.

The Navy's budget for 1960-61 was \$271,300,000.

At the same time as the Navy was expanding and evolving between 1952 and 1961, the role and tasks entrusted to it were being enlarged and intensified. Maritime defence came to mean much more than merely the protection of sea lanes and the shipping that travelled thereon. The threat was still the submarine, but with the development of nuclear power and guided missiles, it assumed new and menacing proportions. It is hardly an exaggeration to say that nothing, on land or at sea, is now safe from attack by submarine.

Thus it has become the Navy's job to defend not only against attack at sea, but from the sea—to maintain sea communications in accordance with its classic role, and to detect, identify and destroy enemy submarines before they are able to carry out their deadly missions.

Having reached full authorized strength, the RCN in the past year has been able to direct an increasing amount of energy toward achieving a high state of efficiency and a high degree of readiness. At the same time, full and careful attention is being given to the future needs of the Navy. At present, for example, there are seven ships, six destroyer escorts and a tanker supply ship, under construction and a new type of sonar is being manufactured.

Eight destroyer escorts will be equipped with helicopters and variable depth sonar. These are only some of the more conspicuous example of a continuing and progressive re-equipment program designed to keep the Navy "on top line" in the years ahead.

Future needs have also been recognized in the personnel field. With its weapons and equipment becoming increasingly technical, the RCN has in-

roduced a new personnel structure and a new system of training that will enable ships to be operated more efficiently, and at the same time more economically.

The RCN is a small Navy, in comparison to some. It is quite possible, however, that it may be the largest specialized anti-submarine naval force in the world. It also would like—is determined to be—the best.

Mackenzie Class Name Ship Launched

THE NAME SHIP of the six destroyer escorts now under construction was launched Thursday, May 25, at Canadian Vickers Limited, Montreal.

Mrs. Freeborn, wife of Commodore Frank Freeborn, former Naval Constructor-in-Chief, sponsored the ship and "Hull Number 261" became HMCS *Mackenzie*.

The ceremony was attended by the Hon. Pierre Sevigny, Associate Minister of National Defence, and the Hon. Raymond O'Hurley, Minister of Defence Production. Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services,

represented the Naval Board, and directors of Vickers Limited from Canada and the United Kingdom attended together with civic and military leaders from the Montreal area.

The six ships now under construction are known as Mackenzie class destroyer escorts. One ship, the *Saskatchewan*, was launched February 1 at Victoria Machinery Depot, Victoria, B.C.

Canadian Vickers, which this year celebrates its 50th anniversary, also built the lead ships of the St. Laurent and Restigouche classes of destroyer escorts.

Commodore Freeborn, who began retirement leave in April, played a major role in the development of all three classes. From September 1949 until his appointment as Naval Constructor-in-Chief in July 1956 he served as Principal Naval Overseer, Montreal Area.

The Mackenzie class is basically the same as the Restigouche class, but with some modifications and improvements.

The *Mackenzie* is named after the Mackenzie River in northern Canada. The only other *Mackenzie* in Her Majesty's navies was a Royal Navy trawler of the First World War.



Members of an RCAF Staff College course, mostly Air Force, but including officers of Canada's other armed forces and the USAF, recently spent a day on board the *Bonaventure* to see how the other half flies. The 68 officers from the staff college watched demonstrations that included take-offs and landing by Tracker and Banshee aircraft. The group was headed by Air Commodore W. F. M. Newson, commandant of the College. (RCAF Photo, PL-72318)

NATIONAL DEFENCE

NATIONAL DEFENCE—"a factual outline of the operations of the Armed Services and of the Defence Research Board, together with an explanation of funds requested for fiscal year 1961-62"—was tabled in the House of Commons May 30 by Defence Minister Douglas Harkness.

Object of the 49-page document was to provide Members of Parliament with briefing information prior to consideration of the Defence Estimates for 1961-62.

The document was divided into two main sections: One described the roles and activities of the Armed Services and DRB, the other concerned itself with defence appropriations and expenditures.

The role of the Royal Canadian Navy was defined as, "the maintenance of sea communications and defence of Canada against attack from the sea; to contribute to the collective defence of the NATO area against attack from the sea, and to contribute naval forces to the United Nations as may be required. It is substantially an anti-submarine (A/S) role."

Canada's naval commitment to NATO, in event of hostilities, was listed as the aircraft carrier, 18 destroyer escorts and 11 frigates, to be made available from the Atlantic Command to the Supreme Allied Commander Atlantic. On the West Coast seven destroyer escorts and seven frigates would be made available for the defence of the Canada-U.S. region of NATO in co-operation with the U.S. Navy.

The possibility of RCN elements being employed in a UN role was indicated in a paragraph which stated that, "Ships of the RCN may on short notice be deployed in support of UN operations as directed by the Government, and plans have been made for their most effective use in this role should the requirement arise."

Backing up the RCN is the Royal Canadian Navy (Reserve), whose peacetime role "is to maintain an organization capable of providing personnel for the support of the RCN ashore and afloat in time of emergency, and, at the same time, of providing naval facilities and naval representation in 21 cities across Canada." In an emergency, RCN(R) personnel "would be

called upon to activate or augment communication facilities, provide trained personnel for headquarters staffs, the naval control of merchant shipping and harbour defences, and assist in national survival."

Recognition of the effectiveness of the helicopter in anti-submarine operations was contained in a statement that A/S helicopters "will soon . . . be operating from a small flight deck to be fitted to most of the destroyer escorts." A progressive conversion program to the *Crusader* and the seven St. Laurent class DDEs with helicopter platforms is expected to get under way in 1961-62. Variable depth sonar will be installed in the ships at the same time. Total cost of the program is estimated at \$21,600,000, with \$1,000,000 provided in estimates as an initial expenditure in 1961-62.

Also to be equipped with helicopter platforms and VDS are the last two of the six Mackenzie class DDEs now under construction. Eventually all ships of this class will be similarly equipped.

Another ship to have helicopter facilities will be the 22,000-ton tanker supply ships being built for the Navy at Lauzon, Que. Her helicopter facilities will be chiefly of a service and repair nature, to go with the vessel's other functions of providing mobile logistic support for the fleet in the form of petroleum products, ammunition, torpedoes, provisions and general stores.

Announcement was made that a new research vessel is being designed to meet the requirements of naval scientific research in the Pacific Command.

Subject to successful evaluation, approval has been given to procure, through Canadian industry, the USN Mark 44 homing torpedo, trials of which had demonstrated this weapon's "superiority in speed, depth and acquisition capabilities against deep diving submarines compared to the torpedo now in use in the RCN."

Both the RCN and Defence Research Board sections of *National Defence* made reference to the close liaison and collaboration that exist between the two organizations, with particular reference to research in the anti-submarine field. The Naval Research Establishment at Halifax had developed variable depth

sonar—"a device which promises a three to four hundred percent improvement in submarine detection ranges"—and with the submarine threat assuming ever growing proportions, renewed efforts were being made by DRB "to increase the emphasis on researches, both basic and applied, which may lead to either new or improved methods of detection, tracking and destruction of the modern submarine."

DRB's work on behalf of the Navy extends also to such fields as hull design and ship machinery improvements, radar, communications, electronic counter-measures and armament.

In common with the other services, and with the Armed Forces of most other countries, the Navy is faced with a situation wherein only a minor portion of its budget is available for new equipment. In the 1961-62 estimates, \$71,823,500 is earmarked for construction and major equipment, out of a total budget of \$279,959,000. Most of the rest is consumed by fixed charges—manpower, maintenance and operating costs.

Many fixed charges are just that, and cannot be reduced. Pay is an example. There are other areas, however, where it is possible that economies can be effected, through new or modified methods, or by plain old-fashioned thrift. It is for this reason that all personnel, naval and civilian, of all ranks, are urged themselves to practice economy, and are encouraged to seek ways and means of getting maximum value out of the Navy's dollar.

In this respect, there is reference in *National Defence* to efforts to achieve higher standards of ship maintenance, and at the same time reduce maintenance costs. Particular attention has been directed toward fundamental studies of particular equipments, with assistance from other government departments and from industry, "and already excellent results have been achieved."

"In the care and husbandry of ships, great savings have been made, and more is yet to be done, through the careful planning of the maintenance that can be carried out by the officers and men serving in the ship. These efforts not only increase operational ability but reduce dockyard costs."



Built originally as Winnipeg's Winter Club, this building on the Manitoba capital's Smith Street, just off Broadway Avenue, houses HMCS Chippawa, an active centre of naval life in the prairie city.

THE CHIPPAWA STORY

"We would like you to form a reserve naval company in Winnipeg."

THESE WORDS were spoken by Lt. H. J. F. Hibbard, of Naval Headquarters, Ottawa, to Eustace A. Brock, the assistant secretary of the Great West Life Assurance Company in Winnipeg. The date was February 1923.

So started one of the 21 Royal Canadian Navy (Reserve) training establishments scattered in cities large and small and from one end of Canada to the other.

Mr. Brock, who later became Captain E. A. Brock, is now retired and living in England, and Lt. Hibbard, retired as a lieutenant-commander in 1942, lives at Cobourg, Ontario. And what they discussed that day, 38 years ago, is today one of the largest of the 21 Reserve establishments, a fully commissioned "ship" in Her Majesty's Royal Canadian Navy, with more than 300 officers, offi-

cer cadets, men and women under training. Her name is HMCS *Chippawa*.

She's a happy ship, an active ship, and although she's often referred to by Winnipeg citizens as "the stone frigate hard by Smith Street", she's an important part of the community, playing a big part in the lives of hundreds of people every day of the week.

How does *Chippawa* fit into Canada's defence structure? What goes on behind the stone walls of the building Winnipeg sailors call their "ship"?

The Winnipeg reserve naval establishment was officially commissioned HMCS *Chippawa* in 1941, having been known at first as the Winnipeg Company,

RCNVR, and then as the Winnipeg Division.

Chippawa was named after a vessel which led the line of Commodore Barclay, RN, in action against the Americans in the Battle of Lake Erie in September 1813.

The word "Chippawa" is a popular adaptation of "Ojibway", name of a tribe that formerly ranged along the Great Lakes, through Minnesota to the Turtle Mountain area of Manitoba. It was one of the largest tribes north of Mexico, and it is interesting to note that the ship which bears this Ojibway name is one of the largest naval divisions in Canada, provides facilities for the largest Sea Cadet Corps in the British Commonwealth and is also the training headquarters for the largest Navy League Cadet Corps in Canada.

Since being formed in 1923, the establishment has been a vibrant part of

By

Lt. (SB) T. G. R. Nightingale
RCN(R)

Winnipeg, having trained thousands of young prairie men and women to serve Canada in peace and war. It has twice won the Naval Divisions Efficiency Trophy, awarded annually to the top reserve division in the country.

Although the building which is a ship is actively used every night of the week, Tuesday evening is the main drill night, and the more than 300 reservists go hard at it from divisions at 2000 to evenings quarters at 2230.

In these two and one-half hours, the reservists undergo training in general seamanship, communications, sonar, the supply trades, and in the electrical and engineroom trades.

As the commanding officer of *Chippawa*, Cdr. J. W. Dangerfield, put it: "Our job here is to train men to be able to take on a job or at least have the basic knowledge of how to tackle it, if the chips are ever down."

Making sure that the men, and women, of *Chippawa* have the ability to tackle the job is the responsibility of Lt.-Cdr. C. R. Godbehere, the training commander, a reservist for 15 years and a veteran of the Second World War.

Under him is a qualified staff of instructors, all reservists themselves and many of whom have served in the Navy in many parts of the world. In addition, Lt.-Cdr. C. A. Hamer, RCN, is the Staff Officer, Administration. Lt.-Cdr. Hamer has been in the Royal Canadian Navy since 1950 and had a long association with the sea before that.

A Royal Naval Reservist during the war, he served in the merchant service before and after hostilities. He attended the Thames Naval Training College, HMS *Worcester*, and served in her tender, the famous *Cutty Sark*.

The training given the reservists at *Chippawa* is both varied and interesting. Learning to be reasonably skilful in seamanship is no easy task one evening a week, but a summer training period of anywhere from two weeks to six weeks at one of the RCN's shore establishments or in a ship at sea soon puts theoretical classroom work into practical application.

This latter training is usually undertaken during the summer months, and the chance to go to sea has always proven to be a big drawing card for reserve recruiting in Winnipeg and elsewhere on the prairies.

During 1960, 181 officers, men and wrens from *Chippawa* undertook training either at sea or at a shore establishment away from Winnipeg.

During early 1961, eight men from the ship undertook such training, most

of them at sea, taking them from the below zero winter temperatures of the prairies to the balmy climes of the South Pacific and the West Indies.

Among those on Naval Training at the time of this writing was the commanding officer, Cdr. Dangerfield. He first joined the old Royal Canadian Navy Volunteer reserve in June of 1940. He served in the Pacific in the armed merchant cruiser HMCS *Prince Robert*, and then on North Atlantic convoy duty. He also took an anti-submarine course at a Royal Navy training establishment in England.

On completion of his war service, he rejoined the RCN(R) at *Chippawa* in 1947 with the rank of lieutenant. He was appointed executive officer in the spring of 1960, and became commanding officer

in September of the same year, succeeding Captain L. B. McIlhagga, who stepped down after eight years in command.

In civilian life, he is associated with Dangerfield Hotels Limited, and is active in community affairs. A keen seaman, he is a member of the Royal Lake of the Woods Yacht Club.

Who are some of the other Winnipeg citizens who give their time and energy to the Reserve? Who are some of these people who are "sailors" one night a week and clerks, mechanics, salesmen, teachers, etc. in civilian life?

Take AB Erik Askew. In civilian life he's a CPR machinist, but in the Navy, he's a bandsman. Ord. Sea. H. J. Black is a student both in civilian life and in the Reserve, where he takes com-



Communications training is one of *Chippawa's* specialties. Here a group of wrens write out a message as it is tapped out in Morse code.

munications training. CPO Art Dale is a fireman in Winnipeg's neighbouring French-speaking community of St. Boniface. Ord. Sea. Robert Glass, who is taking general seamanship training, works for the Manitoba Telephone System. Wren Phyllis Valentine is a leading communicator, who in civilian life works for television station CJAY.

The *Chippawa* reservists are drawn from all walks of life, and in some cases, the reserve draws more than one member of the family.

Petty Officer Second Class Don Ferguson is an Engineroom Mechanic, while his wife, Wren Petty Officer First class Sheila Ferguson—yes, she outranks him—works in *Chippawa's* pay office. This may pose a problem when P2 Don has to go to WP1 Sheila to draw his naval pay, but they both take in their stride.

Another similar team is Cdr. J. L. Freeman and his son, Lt. Peter Freeman. Cdr. Freeman is commanding officer of the University Naval Training Divisions, where the reserve officers are

trained. His son is in *Chippawa's* torpedo/anti-submarine department.

Many of the older men in the reserve division have sons in the Sea Cadets or Navy League Cadets, making sure the naval tradition stays with the family.

Although training is serious, hard work in *Chippawa*, there are plenty of other activities to keep the men and Wrens interested. There is an old saying that all work and no play makes Jack a dull boy, so care is taken in the ship to make sure there is play. Having at one time been the Winnipeg Winter Club, *Chippawa* boasts its own indoor swimming pool which is available to all members of the reserve, their families, the Sea Cadets and the Navy League Cadets. The pool is also used by several outside or "ashore" organizations such as the city police, the War Amputees Association, the Red Cross Water Safety Association, and others.

Some years ago, the pool became the object of a *Chippawa* verse of the

familiar reserve navy song "Roll Along Wavy Navy". It goes:

O we joined for the chance to go to sea . . .

O we joined for the chance to go to sea . . .

But the only sea we saw . . .

Was the pool in *Chippawa* . . .

Roll along Wavy Navy, roll along!

The special verse is now part of the ship's tradition and is sung in many a mess whenever *Chippawa* personnel are away on naval training.

But there was a less happy time when *Chippawa* had too much water to contend with. In 1950, the Red and Assiniboine Rivers overflowed, creating the worst flood in Winnipeg's history. Thousands of people had to be evacuated from their homes and sent to neighbouring towns and provinces.

Being close to the point where the two rivers meet, *Chippawa* was soon a stone frigate almost afloat in flood water several feet deep, but when the military authorities took over the situation



The swimming pool at Chippawa, one of the naval division's busiest departments, is serving not only reserve personnel and their families, but several community organizations as well. At one period it was an active centre of treatment for victims of a devastating polio epidemic that struck Manitoba.

at the request of the city and province, she carried on as the Navy's flood combat headquarters.

Naval personnel, both regular and reserve, were sent to Winnipeg from all over the country and lived on board *Chippawa* for several weeks. The ship's galley was activated within 48 hours to serve 1,500 meals a day, and *Chippawa's* main drill deck served as a dry dock for motor boats and other craft used in the flood combat operation. Several naval divers were also sent to the city to work out of *Chippawa*, clearing sewers and obstacles and investigating flooded houses and buildings at the height of the emergency.

The flood waters subsided, but *Chippawa's* job was not yet done. Shortly after one crisis was over, another spring up in the form of polio epidemic. Therapy was needed for its victims and the *Chippawa* pool, its water heated, was pressed into service in a humanitarian, as well as recreational role for two years.

On the happier side of the picture, *Chippawa's* messes are "going concerns". The men's mess, presided over by Ldg. Sea. Glen Shaw, is an attractive and highly popular part of the ship, which organizes many dances, wiener roasts and other activities during the training year. The same happy situation holds in the chief and petty officers' mess, under president CPO Sandy MacPherson, and in the wardroom, or officers' mess.

Sports activity rates high in *Chippawa* winter and summer. In addition to the swimming pool, the ship has its own bowling alleys which are used by teams organized from each of the messes. The ship also has its own curling leagues, and these enter teams in the annual Manitoba bonspiel and in various military bonspiels.

Many organizations are associated with *Chippawa*, and these, too, undertake activities, often of a social nature. These include the Naval Officers' Associations of Canada, which has a Winnipeg membership of over 150, the Reserve Officers' Wives Association, the Ex-Wrens Association, the Ex-Chief and Petty Officers' Association, the Ladies' Auxiliary to the Chief and PO's Association, and the Manitoba Division and Greater Winnipeg branch of the Navy League of Canada.

Greater Winnipeg, with its population of close to half a million people, is a city well spread out over the prairie landscape, and a drive of three or four miles or more to the ship on parade night is most common. For a few members of the ship's company, however, the weekly trip is considerably longer.



Far from the sea, RCN(R) personnel at *Chippawa* learn the technique of submarine hunting in the division's sonar room under the guidance of Lt. Peter Freeman.

Lt.-Cdr. J. B. Thorsteinson commutes by car from the city of Brandon, 150 miles to the west of Winnipeg, to take up his weekly duty as the ship's electrical officer. Sub-Lt. George Robb drives in from Portage La Prairie, 60 miles from Winnipeg. These two are exceptions, but several other reservists live in small communities or on farms close to Winnipeg and drive ten to 20 miles each parade night.

In addition to the reserves, HMCS *Chippawa* serves as the training headquarters for two corps of Royal Canadian Sea Cadets and one corps of Navy League Cadets. Sea Cadets range in age from 14 to their 19th birthday, while the Navy League cadets are aged 12 to 14.

One of the Sea Cadet Corps, named after John Travers Cornwell who won the Victoria Cross as a boy seaman in the Battle of Jutland during the First World War, is believed to be the largest Sea Cadets corps in the British Commonwealth, with a complement of 400 cadets. The other Sea Cadet Corps in

Winnipeg, *Crusader*, bears the name of one of the proud ships of the RCN. It is affiliated with St. Paul's College in the city, which requires all of its grade nine students to belong to the cadets as part of their disciplinary training.

Winnipeg's Navy League Cadet Corps is the largest in Canada, with an enrolment of 300 boys. The corps is named after J. R. K. Millen, a national vice-president of the Navy League of Canada, who has long been associated with youth work in Winnipeg and throughout Canada.

The Women's Auxiliary to the Manitoba Division of the Navy League of Canada also takes an active interest in the corps, providing two scholarships a year to further the education of selected cadets.

Many Sea Cadets and Navy League Cadets go on with their naval training when they pass beyond the age limits of the cadet corps. The same holds true for the reserve personnel, many of whom find they like the sailor's life well enough to make a career of it.

During 1960, five Winnipeg naval reservists and 30 members of the Sea Cadets corps joined the Royal Canadian Navy.

The spiritual needs of the Reserve Personnel in *Chippawa* are well taken care of. There are three padres in the establishment, one Roman Catholic and two Protestant. They conduct services on appropriate Navy anniversaries, such as Battle of the Atlantic Sunday, Trafalgar Day, and others. Many members of the reserve also bring their children to *Chippawa* to be baptized on board the "ship", where the chaplains keep bottles of Pacific Ocean and Atlantic Ocean waters on hand at all times. The parents have their choice of the sea water with which they want their son or daughter baptized.

Considerable numbers of men and women of the Royal Canadian Navy can look back on *Chippawa* with fond memories, including some who have gone on to senior appointments in the RCN. These include Commodore Jeffrey Brock, the son of *Chippawa's* first commanding officer, who on June 30 be-



Cdr. John W. Dangerfield, commanding officer of HMCS Chippawa, the Winnipeg naval division. In civilian life, he is associated with Dangerfield Hotels Limited.

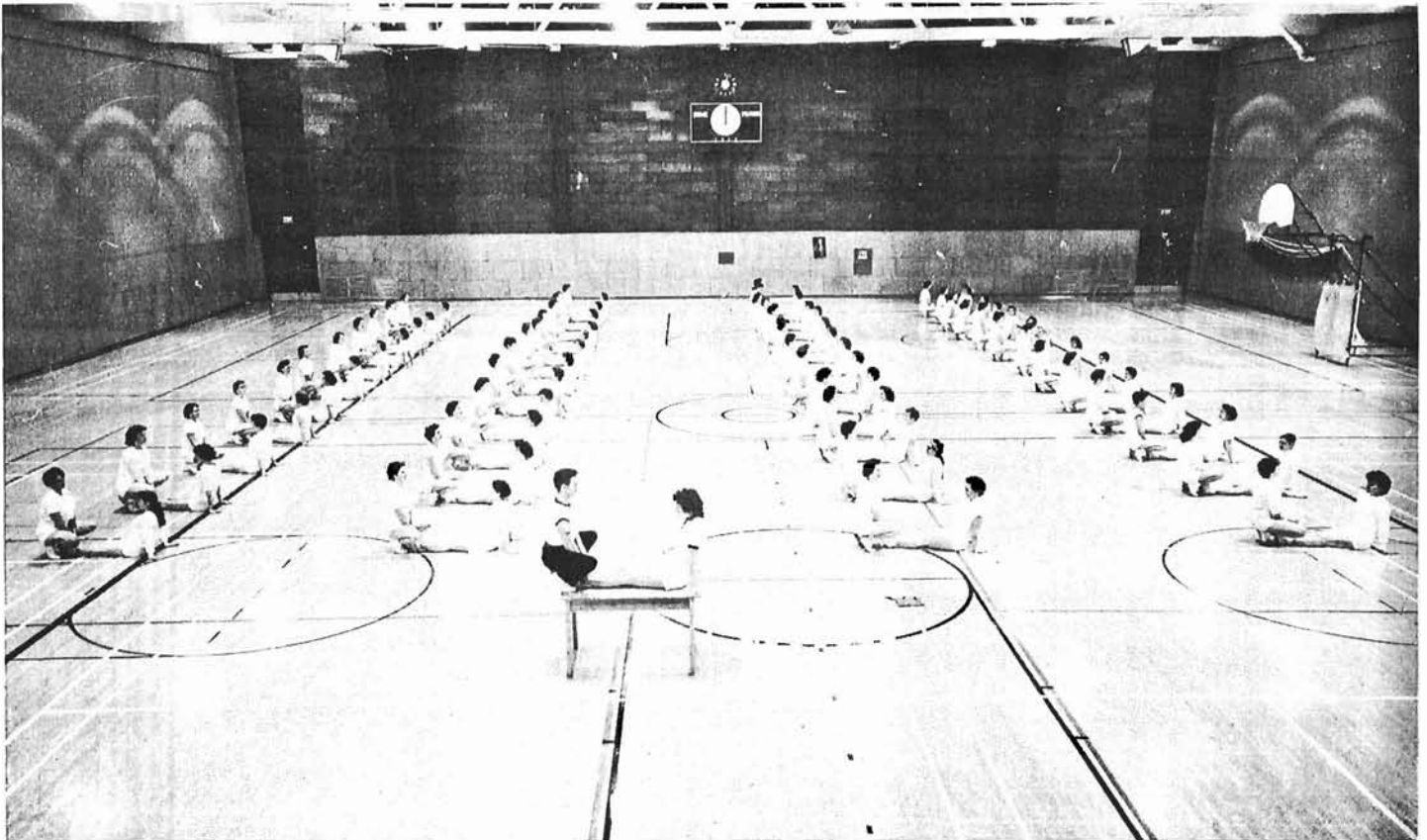
comes Vice-Chief of the Naval Staff in the rank of rear-admiral.

She's just a stone frigate hard by Winnipeg's Smith Street, but *Chippawa* is really a bit of Canada's maritime tradition, even though her homeland and everlasting port is far from the sea. She flies her colours far from the arenas of many famous, glorious and tragic battles that bring to mind names such as Nelson, and *Victory*, Jutland, and the North Atlantic.

However, on the anniversary of these battles, signal flags are hoisted on the mast in front of *Chippawa* to commemorate them.

In 1805, when Admiral Lord Nelson hoisted his now famous signal "England Expects Every Man Will Do His Duty", he of course could not have known or dreamed that his words would be spelled out again more than 150 years later on the mast of another ship of another Monarch in a prairie city far from Trafalgar.

But the men and women of HMCS *Chippawa* harken to his words and prepare for the day, if ever again the call comes to do their duty.



Navy wives on the West Coast are serious about PT, according to the attendance during a 25-week course at Naden. An average of 103 wives attended the course, which included 45 minutes of PT, 45 minutes of games, and 30 minutes of swimming each Thursday evening. The naval wives are shown during the final class when they capped the season with an impressive display at the P and RT centre at Naden. Course instructor was Ldg. Sea. S. O. Duffey.

COMPOSITION OF THE FLEET

The Royal Canadian Navy has 64 warships in commission. These include an aircraft carrier, seven Restigouche class and seven St. Laurent class destroyer escorts, 11 other destroyer escorts, 18 frigates, a submarine, 10 minesweepers, two escort maintenance ships and seven smaller craft. Two Royal Navy submarines were attached to the Atlantic Command under the operational control of the RCN. Six naval vessels are in reserve and three on loan to other government departments.

There are three first line air squadrons, one fitted with Tracker anti-submarine aircraft, one armed with Banshee all-weather jet fighters and one operating anti-submarine helicopters. Four other squadrons are engaged in training, evaluation and other duties.

Now building in Canadian shipyards are six more destroyer escorts, similar to the Restigouche class, and a 22,000-ton tanker-supply ship, the *Provider*, whose prime function will be to keep the fleet at sea by providing fuel and supplies on the spot. A prototype of VDS is fitted in the *Crescent* (destroyer escort).

To man the ships, establishments and aircraft the RCN is at its peak strength of 20,000 officers and men. The ratio of officers and men at sea to those ashore is the highest ever, with just over 50 per cent serving afloat.

The composition of the fleet, East and West, by ships and squadrons, is as follows:

Atlantic Command - Ships Based at Halifax

HMCS Bonaventure , aircraft carrier		Fifth Canadian Escort Squadron		Ninth Canadian Escort Squadron	
<i>First Canadian Escort Squadron</i>		(destroyer escorts)		(frigates)	
(destroyer escorts)		HMCS <i>Gatineau</i>	Restigouche class	HMCS <i>Cap de La Madeleine</i>	Prestonian class
HMCS <i>Algonquin</i>	Algonquin class	HMCS <i>Restigouche</i>	" "	HMCS <i>Lauzon</i>	" "
HMCS <i>Huron</i>	Tribal	HMCS <i>St. Croix</i>	" "	HMCS <i>La Hulloise</i>	" "
HMCS <i>Haida</i>	"	HMCS <i>Kootenay</i>	" "	HMCS <i>Swansea</i>	" "
HMCS <i>Nootka</i>	"	HMCS <i>Terra Nova</i>	" "	HMCS <i>Buckingham</i>	" "
HMCS <i>Iroquois</i>	"	HMCS <i>Chaudiere</i>	" "		
		HMCS <i>Columbia</i>	" "		
				First Canadian Minesweeping Squadron	
				(minesweepers)	
Third Canadian Escort Squadron		Seventh Canadian Escort Squadron		Bay class	
(destroyer escorts)		(frigates)		HMCS <i>Resolute</i>	" "
HMCS <i>Crescent</i>	Algonquin class	HMCS <i>Fort Erie</i>	Prestonian class	HMCS <i>Chignecto</i>	" "
HMCS <i>Miacac</i>	Tribal	HMCS <i>New Waterford</i>	" "	HMCS <i>Fundy</i>	" "
HMCS <i>Sioux</i>	"	HMCS <i>Lanark</i>	" "	HMCS <i>Quinte</i>	" "
HMCS <i>Cayuga</i>	Tribal	HMCS <i>Outremont</i>	" "	HMCS <i>Thunder</i>	" "
HMCS <i>Athabaskan</i>	"	HMCS <i>Victoriaville</i>	" "	HMCS <i>Chaleur</i>	" "
		HMCS <i>Inch Arran</i>	" "		
Special Duties		RCN Air Squadrons			
HMCS <i>Cape Scott</i>	Cape class escort maintenance ship	VF-870	F2H3 Banshees		
HMCS <i>Crusader</i>	"C" class equipment trials destroyer escort	VS-880	CS2F-2 Tracker A/S aircraft		
HMCS <i>Granby</i>	Diving depot ship (converted Bangor (M/S))	VU-32	T-33 Silver Star jet trainers		
HMCS <i>Porte Saint Jean</i>	—Porte class gate vessel		CS2F-1 Trackers		
HMCS <i>Loon, Mallard, Cormorant</i>	—Bird class harbour patrol craft.		CS2F-2 Trackers		
		HS-50	HO4S Sikorsky A/S helicopters		
		HU-21	HTL Bell helicopters		
		VX-10	HO4S Sikorsky helicopters		
			Various aircraft for experimental purposes.		
Sixth Submarine Squadron (RN under RCN Operational control)					
One or two "A" class submarines					

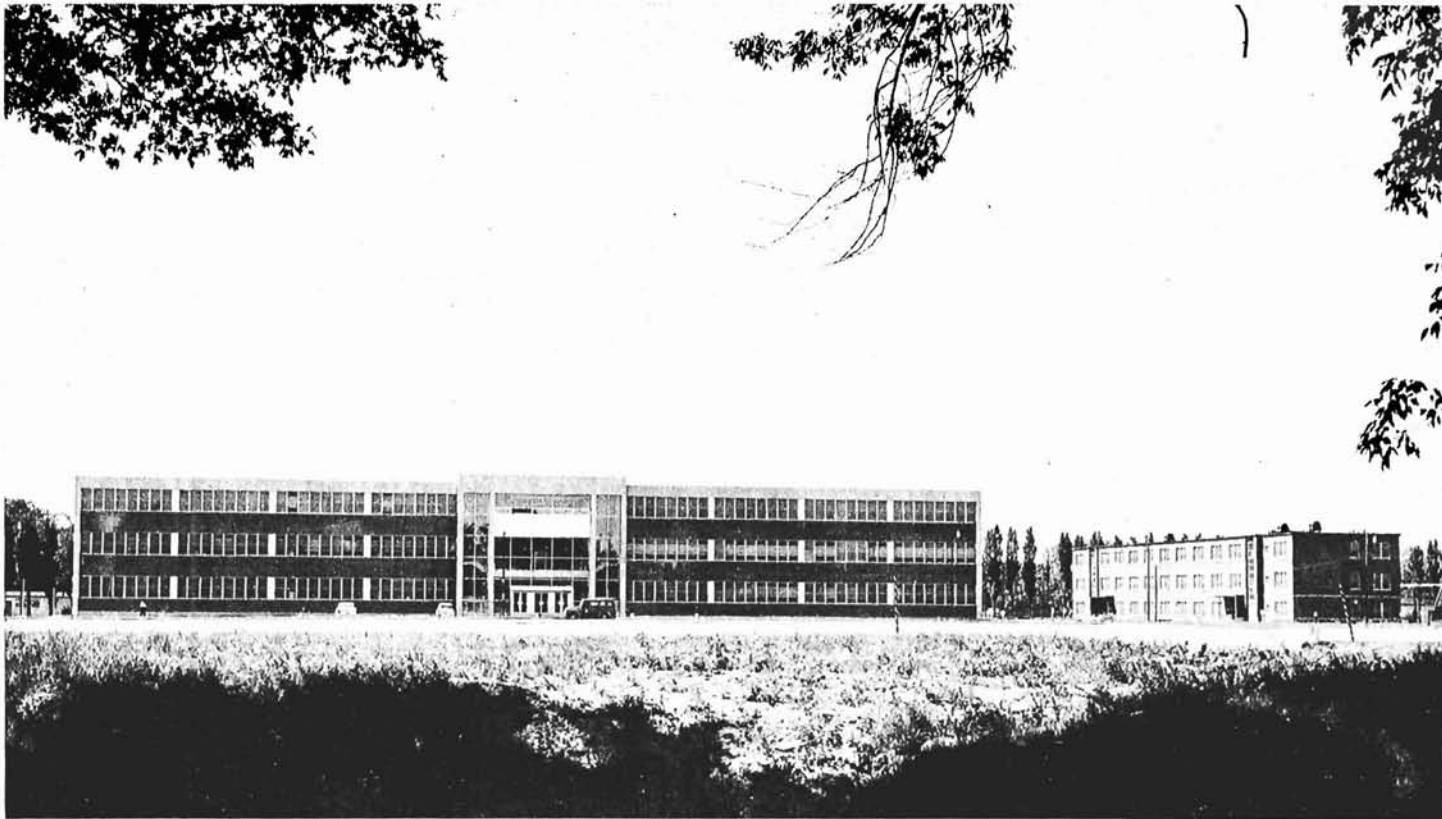
Pacific Command - Ships Based at Esquimalt

Second Canadian Escort Squadron		Fourth Canadian Escort Squadron		Second Canadian Minesweeping Squadron	
(destroyer escorts)		(frigates)		(minesweepers)	
HMCS <i>Ottawa</i>	St. Laurent class	HMCS <i>Jongquiere</i>	Prestonian class	HMCS <i>Fortune</i>	Bay class
HMCS <i>Saguenay</i>	" " "	HMCS <i>Sussexville</i>	" "	HMCS <i>James Bay</i>	" "
HMCS <i>St. Laurent</i>	" " "	HMCS <i>Beacon Hill</i>	" "	HMCS <i>Miramichi</i>	" "
HMCS <i>Margaree</i>	" " "	HMCS <i>Antigonish</i>	" "	HMCS <i>Cowichan</i>	" "
HMCS <i>Fraser</i>	" " "	HMCS <i>Ste Therese</i>	" "		
HMCS <i>Skeena</i>	" " "	HMCS <i>New Glasgow</i>	" "		
HMCS <i>Assiniboine</i>	" " "	HMCS <i>Stettler</i>	" "		
Special Duties		RCN Air Squadron (Patricia Bay Airfield, near Victoria)			
HMCS <i>Cape Breton</i>	class escort maintenance ship	VU-32	CS2F-1 Tracker anti-submarine aircraft		
HMCS <i>Grilse</i>	Balao class submarine		HUP helicopters		
HMCS <i>Oriole</i>	training sailing yacht attached to HMCS <i>Venture</i> , junior officer training establishment.		T-33 Silver Star jet trainers		

Commanding Officer Naval Division - Hamilton

Two frigates of the Ninth Escort Squadron (the *Lauzon* and *Buckingham*) are under operational control of the Commanding Officer Naval Divisions during the Great Lakes summer training season, as is the small cargo vessel, HMCS

Scatari. There are two RCN(R) air squadrons, VC 922, attached to HMCS *Malahat*, Victoria naval division, and VC 920, attached to HMCS *York*, Toronto naval division. They are equipped with Expeditor aircraft.



Delery Hall, centre of academic learning at CMR. (PL-106616)

Le College Militaire Royal

Attention! A droite, tournez. Un, deux, trois, un! Vous êtes lents, messieurs, un peu plus d'énergie, s'il vous plaît! En avant—Marche!

OVERHEARD at the École Militaire de Saint-Cyr? Not at all. Orders given in French are a daily occurrence at the College Militaire Royal de Saint-Jean in the very heart of Canada.

The College Militaire Royal de Saint-Jean, better known as CMR, is the youngest of the three Canadian Services Colleges. As a military institution, it is unique in the Western hemisphere inasmuch as it is the only one of its kind to employ two languages in the training of officer cadets of the Navy, Army and Air Force.

The College is situated on the Richelieu River in the outskirts of Saint-Jean, Quebec, some 27 miles south of Montreal. The site on which it is located is that of Fort Saint-Jean, established in 1666, as one of a series of forts serving on the main invasion route to Canada from The Thirteen Colonies. During the American War of Independence, an attempt was made to invade Canada and General Richard Montgomery proceeded down the Richelieu River and laid siege to the fort. After

a long and heroic resistance, the fort fell to the invaders but the delay encountered had important results. When Montgomery arrived before Quebec City, the Canadian winter had already set in and it proved to be a particularly bitter one. Reinforcements finally came under General Benedict Arnold but they were exhausted and useless after a forced march through the woods of Maine. The expedition failed.

By
Captain M. J. A. T. Jetté
RCN

It is noteworthy that among the 650 Canadian troops taking part in the defence of Fort Saint-Jean, there were 89 soldiers of French origin. This is the first, but certainly not the last, recorded instance of French-speaking and English-speaking Canadians fighting side by side in a common cause.

In the course of time Fort Saint-Jean underwent innumerable changes. Scarcely damaged in the war of 1812-14, it was gutted by the fire in 1817, but was rebuilt immediately. Today some of the buildings erected in 1839 are still in use.

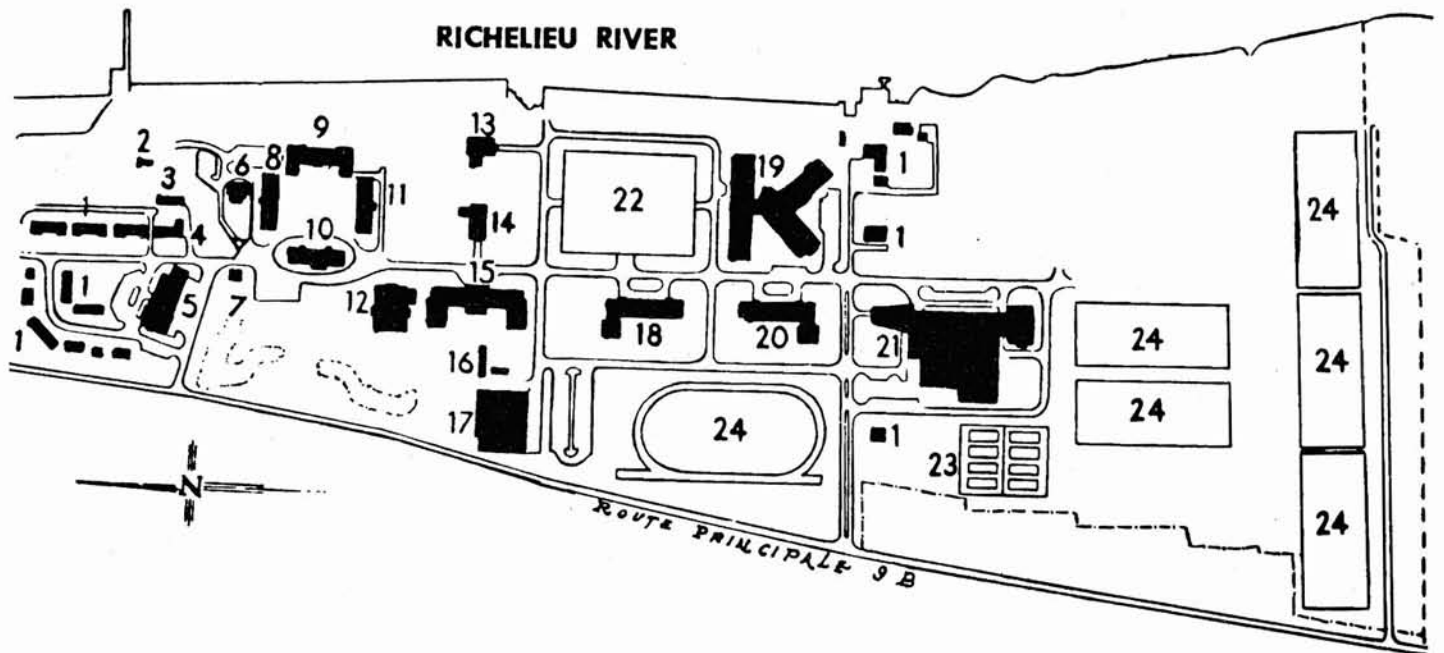
Fort Saint-Jean has been occupied by some of the most famous regiments of France and by distinguished British and Canadian units: The Royal Engineers, the Royal 22^e Regiment and the Canadian Army Training School to name but a few.

Nearly three centuries of healthy military traditions make the choice of Fort Saint-Jean as a centre of training for our young officers of today a logical one.

The establishment in 1952 of the College Militaire Royal de Saint-Jean met a long-standing need for an institution wherein French-speaking youths could receive at least a part of their military and academic training in their native language. From its inception, the ideal of bilingualism was accepted and a desirable ratio of 60 per cent French-language to 40 per cent English-language officer cadets was established. In addition, a preparatory year was provided which permitted direct entry into CMR of junior matriculants from the high schools of Quebec and other provinces of Canada. Since the Royal Military College of Canada at Kingston was administered by the Canadian Army, and Royal Roads, near Victoria,



Le Collège Militaire Royal de Saint-Jean, on the east bank of the Richelieu River.



Legend: 1—Married Quarters. 2—Greenhouse. 3—Shed. 4—Construction Engineering Section. 5—Services Building. 6—Sergeants' Mess. 7—Wardhouse. 8—North Block. 9—Officers' Mess. 10—Administration Building. 11—South Block. 12—Cadets' Dining Hall. 13—Protestant Chapel. 14—Roman Catholic Chapel. 15—Maisonneuve Dormitory. 16—Hospital. 17—Drill Hall—Supply Section. 18—Champlain Dormitory. 19—deLery Hall (Academic Building). 20—Cartier Dormitory. 21—Sports and Recreation Building. 22—Parade Square. 23—Tennis Courts. 24—Sports Fields. (CN-6189)

by the Royal Canadian Navy, it was logical that the administration of College Militaire Royal de Saint-Jean should be entrusted to the Royal Canadian Air Force.

The first Commandant was Colonel M. L. Lahaie, DSO, CD, RCA, who guided the destinies of the infant college through the formative years. In 1957, he was succeeded by Group Captain J. G. Archambault, AFC, CD, RCAF. The cycle of Commandants was completed in 1960 with the appointment of a naval captain. Logically, all of the Commandants to date have been French-speaking Canadians.

Broadly speaking, the academic program at CMR is similar to that of its sister colleges, although it possesses significant peculiarities which will be explained shortly. Like Royal Roads, the course at CMR is of two years' duration after the preparatory year. Graduates of CMR proceed to the Royal Military College to complete the final two years of the four-year curriculum and, thereby, qualify for degrees in Engineering, Science or Arts. At the moment of graduation, they also qualify for the Queen's Commission in the Service of their choice.

In DeLery Hall, completed in 1957, the academic facilities of the College are located in one single unit. Here may be found up-to-the minute laboratory and classroom facilities; a 40,000-volume library, an air-conditioned amphitheatre, an extensive draughting room and a language laboratory.

The College calendar lists a teaching staff of 67 civilian professors and four members of the Armed Forces. The majority of the academic staff are bilingual and provision is made within each department for the teaching of its subject matter in both languages. This accounts for the rather high instructor to student ratio of better than one to six.

THE OUTSTANDING characteristic of CMR is its bilingualism. Roughly half the students at any time are French-speaking; the remainder, English-speaking. The aim of CMR is to teach each group not only to read and write in the language of the other, but to make each officer cadet an easy conversationalist in his second tongue. How does the College go about the accomplishment of this ambitious task?

At first glance, the sheer numbers involved would seem to present a formidable difficulty. However, this is turned to advantage. Each officer cadet is given a preliminary examination to determine his initial proficiency in the secondary language. He is then placed in a class of

ten students or so who are at a comparable level. The instruction is then tailored to each class.

A good deal of the language training is given in an elaborate "language laboratory". Each student works by himself in one cell of the lab. Each of the fifteen cells contains a recording device, and is connected to the others and to the instructor's console by an intercommunication system. The instructor can listen in on any student he selects, can interrupt any student or students he wishes, or he can feed taped lessons to any combination of students he chooses. The students can record their conversations, and the instructor

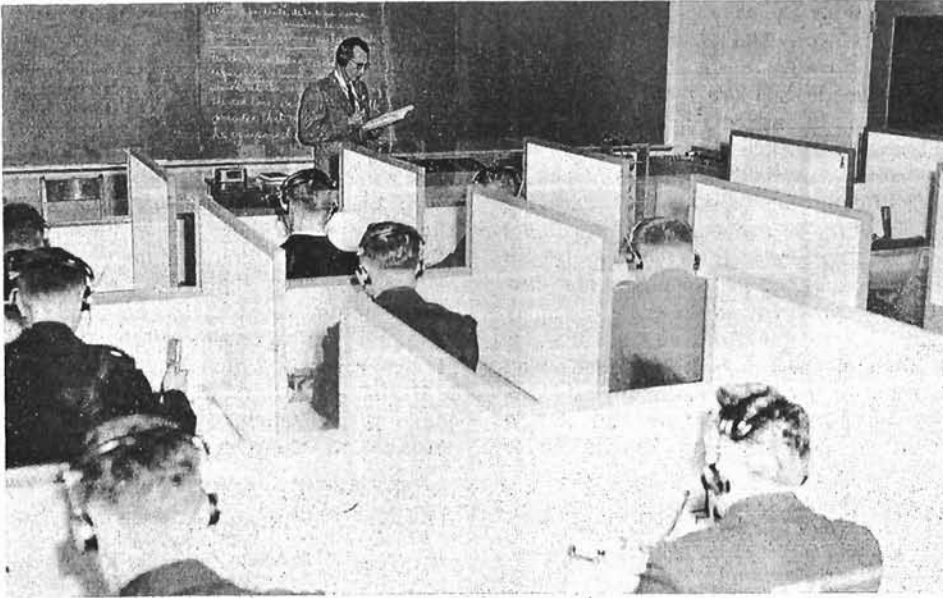
can correct the recording at a later time, much as he would a written assignment.

When an officer cadet enters CMR, he is asked to record a text in his second tongue. This tape is then preserved until he leaves, at which time he makes a second recording of the same text. He is then in a position to realize fully the great strides he has made in the mastery of the other language.

This classroom language training is supplemented by an elaborate system of bilingual administration at the College. It is a regulation that during the first half of each month, the "official" language is French. During this period, sermons in the chapels, written and



The commandants of the three Canadian Services Colleges conferred in January at Royal Roads, westernmost of the colleges, near Victoria. From left to right they are Group Captain Alan F. Avant, RCAF, head of Royal Roads; Captain M. J. A. T. Jette, RCN, of College Militaire Royal de Saint-Jean, Quebec, and Brigadier W. A. B. Anderson, of Royal Military College, Kingston.



The language laboratory in action at CMR.

verbal orders, sports instructions, even parade square commands, are given in French. The situation is reversed for the second half of the month. Since the officer cadets are lodged two per room, care is taken to assign a French-speaking and an English-speaking officer cadet together. They are then expected to converse in the language of the day.

Exceptions, of course, have to be made to these rules, especially at the beginning of the academic year, when the majority of the "recruits" arrive with little or no knowledge of the alternative language.

It must be emphasized here that the academic lectures are given in the officer cadet's native language. The selection of language preference is made at the outset of the Preparatory Year and is binding for the three years; although exceptionally an officer cadet, who is bilingual at the outset, may elect to change his language selection somewhere along the way.

AS PREVIOUSLY stated, the length of a course at a Canadian Services College is four years from Senior Matriculation. The preparatory year at CMR provides a uniform preparation for first year for the graduates of the classical schools of Quebec, as well as the junior matriculants of differing standards throughout the country. Only Bachelor of Arts graduates of the classical colleges may be admitted directly into the first year and these are few in number. The curriculum of the preparatory and first years is weighted in favour of mathematics and the sciences and no options are permitted. In the second year, however, selection

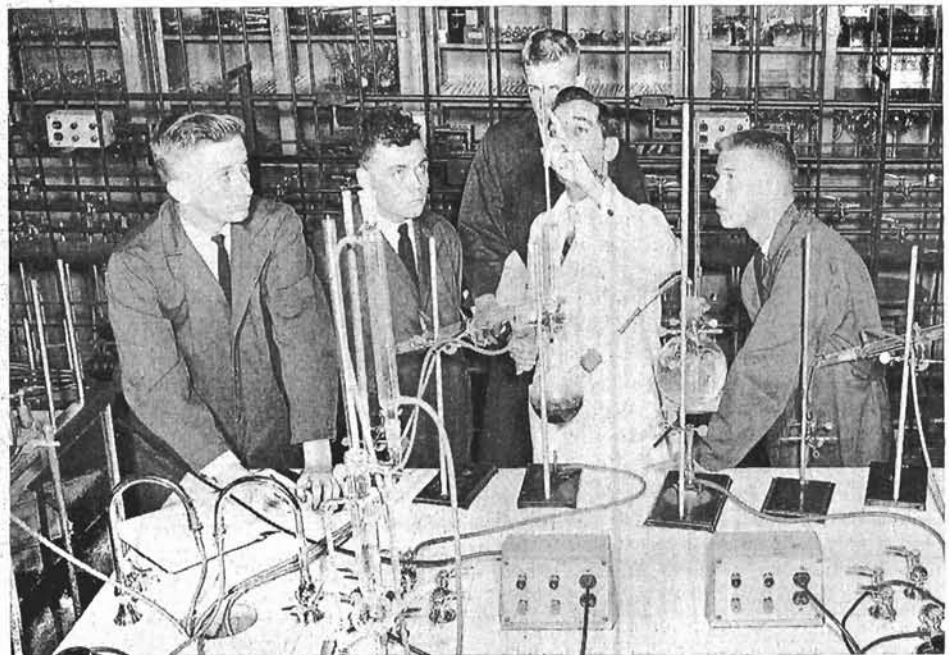
of patterns of study may be made and a choice of an Engineering, General Science or Arts degree course is required.

CMR trains officers for the three Services, as do the other two Service Colleges, and the applicant chooses his Service at the time of his entry into the College. This usually takes place on the second day of his arrival and it is not unusual to observe swearing-in ceremonies going on in half a dozen places in two languages. Once enrolled, an officer cadet is afforded one opportunity only to transfer Services and that is within the first two months of the second year.

The cadet body for military purposes constitutes a "wing", which is subdivided into three squadrons. These are named "Maisonneuve", "Cartier" and "Champlain" after the French heroes of an earlier day, and a healthy rivalry exists in competition for such honors as the Squadron Pennant and other awards for athletic, military and academic achievements. Officers of equal rank from the three Services are in command of each squadron, but care is taken that no squadron is identified with any particular Service and of course the officer cadets of all three Services are intermingled.

Physical education is an important part of the curriculum at CMR and is pursued through an instructional program, intramural sports and inter-collegiate competition. The instructional program includes physical conditioning and instruction in the fundamentals of a variety of sports. The intramural program affords an opportunity for all officer cadets to participate in a variety of both team and individual sports in competition between squadrons. In the intercollegiate program a total of 14 major and minor sports are included in a schedule that keeps approximately half of the officer cadets actively engaged in athletics from September to June.

The College is a member of the Ottawa-St. Lawrence Conference of the Canadian Intercollegiate Athletic Union, which has a membership of nine colleges and universities. Last October, CMR literally ran away with the OSLIAA track and field championship,



CMR cadets intently observing a chemical experiment. (PL-108810)

proving conclusively the value of physical fitness and training.

Hockey is probably the most popular sport and competition to merit a place on the representative team is always keen. It has become a tradition at CMR to meet the University of Middlebury, Vermont, in a home and home series which adds international spice to a highly exciting spectacle.

To the extensive playing fields of the college has been added a truly magnificent Sports Centre which houses under one roof a large gymnasium, skating rink, swimming pool, theatre and cadets' lounge, together with ample dressing and shower facilities.

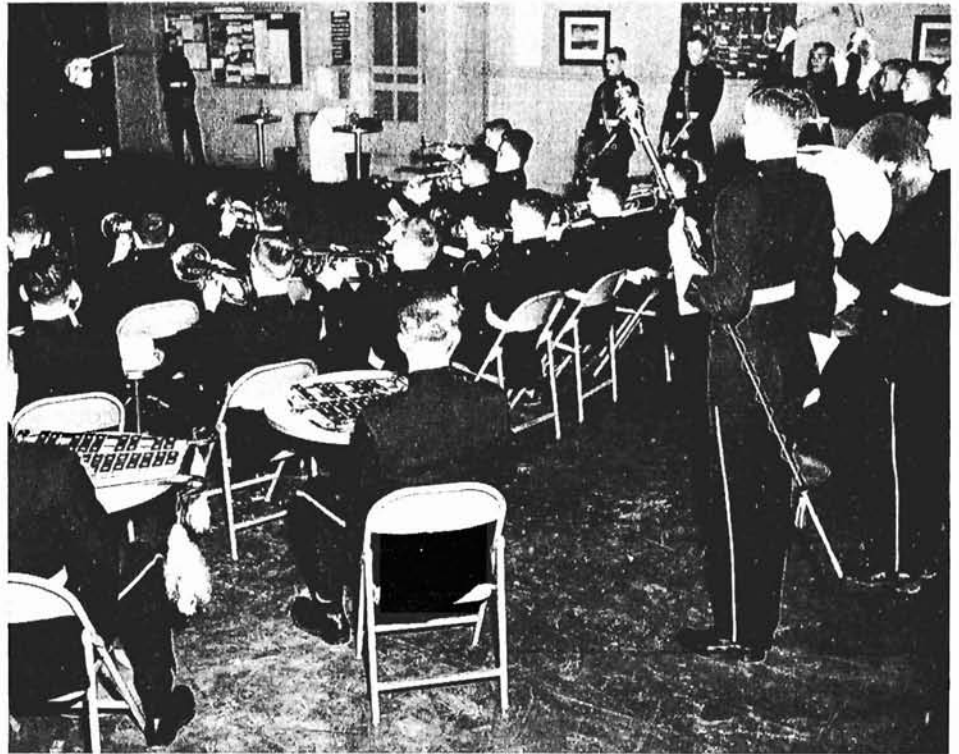
THE MILITARY training program at CMR is similar to that given at the other two Colleges. Officer cadets receive from one or two lectures per week in Military Studies. These lectures are given by Service staff officers who also hold appointments as associate or assistant professors expressly for this purpose. No attempt is made here to segregate officer cadets by Service. The endeavour rather is to make them tri-service conscious by instructing them in knowledge of each of the three Services.

Each of the three cadet years has at least one hour a week of drill under the vigilant eyes of the Regimental Sergeant Major and his staff, all of whom are serving members of the famous Royal 22^e Regiment.

Every Thursday afternoon a lengthy wing drill rehearsal is held in anticipation of the Commandant's parade which is held on the following Saturday morning.

The bulk of the military training peculiar to each Service is acquired during the summer months. This training is provided at sea or ashore with the Navy, in the air and in air stations with the RCAF, and in the various corps schools and camps of the Canadian Army. The summer training program is carefully organized, with examinations at the end. However, since there is a good deal of variety and new experience involved in this program, it affords a welcome relaxation from the arduous academic term.

THE DEMANDS on the officer cadet's time are formidable. In an average week, he attends classes or laboratories for seven hours a day. Compulsory sports take up two hours on three different days, and compulsory study from three to four hours nightly. Saturday morning is devoted to an inspection parade, tutorial classes for officer cadets found to be weak in their



The trumpets, bell lyres, cymbals and drums of the CMR cadet band await the downbeat to make a joyful noise. (PL-114663)

academic studies, and more sports. Short leave is allowed Saturday afternoon and evening, and on Sunday after church parades until 6:30 p.m. For those who do not choose to leave the College for such leave periods, a first-rate film is shown on Saturday evening in the theatre. This is usually followed by dancing in the cadets' lounge, young lady friends being permitted in the College until midnight. Each dormitory block has a TV room where programs may be enjoyed within carefully regulated hours.

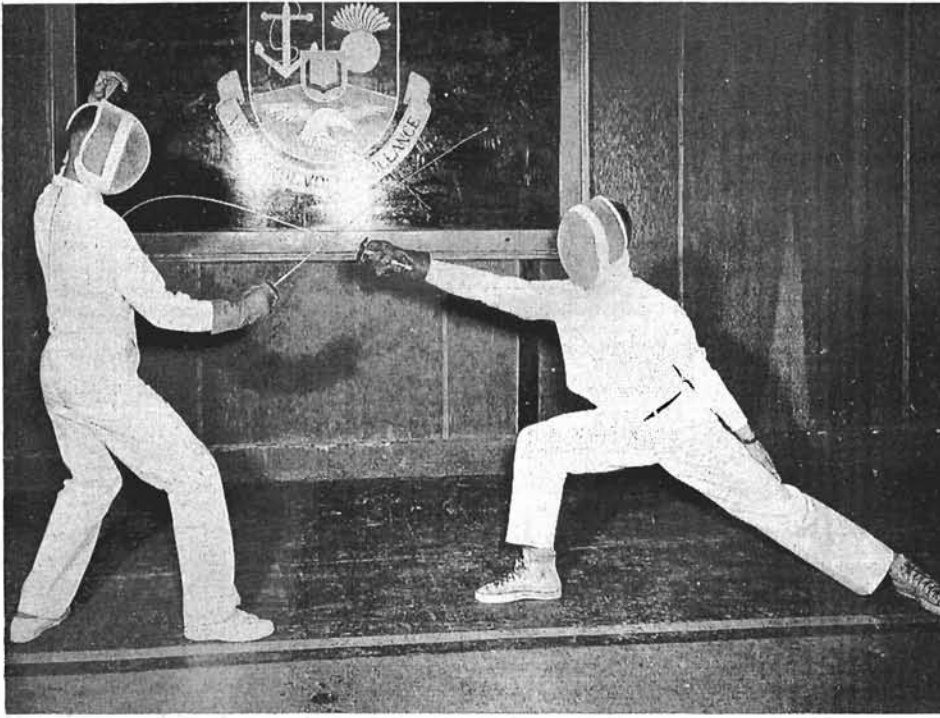
Such occasions as the Winter Festival Ball and the June Graduation Ball are gala affairs which are planned and prepared for months in advance by the officer cadets themselves, with some advice on the part of their Mess monitor, one of the officers on the staff.

Somewhere, somehow, time is found to publish a monthly paper entitled *Le Rempart*. This journal is remarkable for its content of English and French language articles, poems and other features. It is not uncommon to find such features written in an officer cadet's second language. *Le Défilé* is the yearbook of College Militaire Royal de Saint-Jean, and is an elaborate production dedicated to the graduating class. Other activities such as the Photo Club, Music Club and Chess Club have their devotees. A skin diving club has been proposed and already the appli-

cations are coming in for membership. Indeed, it would seem there is no limit to the capacities and energies of these keen and intellectually curious young men.

LEADERSHIP TRAINING is of paramount importance in the development of a future officer. Officer cadets at CMR are chosen in the first place because they show some aptitude for leadership. Every opportunity to develop this potential, through example, lectures and films is employed. But in the final analysis, leadership can best be learned by practising it. All second year officer cadets hold positions of responsibility which are awarded on the basis of merit. A wing headquarters consists of a Cadet Wing Commander, his Deputy, a Cadet Wing adjutant and a Cadet Wing Training Officer. Similar positions are established for each of the three squadrons but with corresponding lower "ranks".

In the performance of their duties these seniors virtually run their own affairs. They enforce the college standing orders, carry out inspections and ensure punctuality and attendance. They are invested with powers of minor punishment such as the running of "circuits" and the imposition of additional duties. Serious cases are referred to the Squadron Commanders and all awarded punishments are reviewed by



Touché! An officer cadet at College Militaire Royal breaks through the guard of his opponent. (PL-108904)

them. Officer cadets are considered to be on their honour at all times, and if told to place themselves on charge, they will unflinchingly do so. The system works remarkably well and cases of a serious nature are rare indeed.

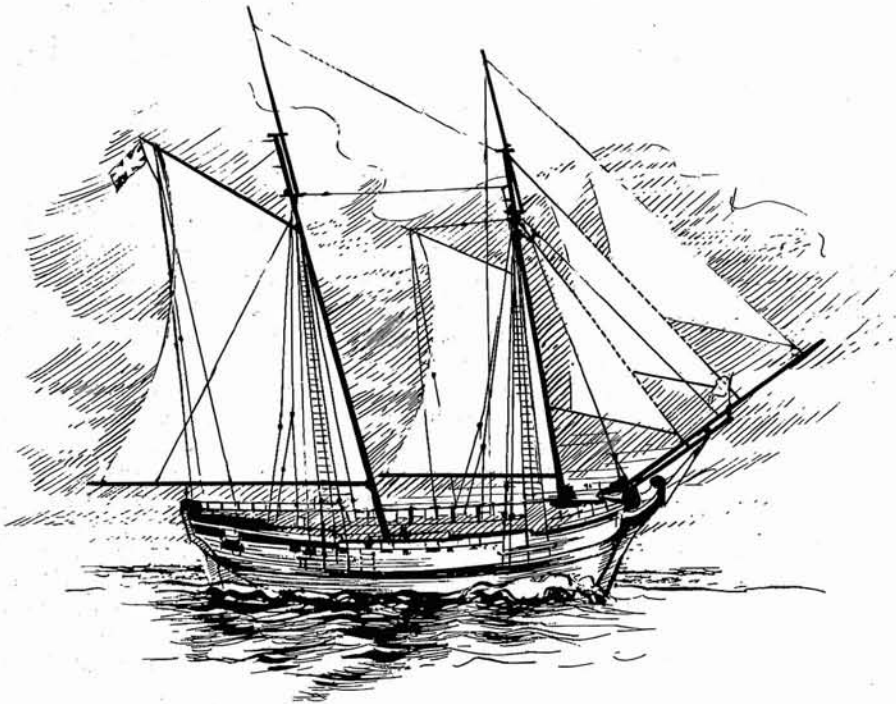
All the above mentioned intensive training is in anticipation of the great day of graduation, when diplomas and prizes are awarded the successful second year officer cadets. This colourful occasion is always held outdoors toward

the end of May or at the beginning of June. There is a tradition at CMR that rain has never marred a graduation ceremony. Certainly, last year's exercises could not have been held under better conditions as the first heat and sunshine of a late spring coincided with the all important day. The colour of the academic robes, the resplendent uniforms of high-ranking officers and the scarlet tunics of the graduating class together made up an unforgettable

scene. It is small wonder that CMR graduates who have gone on to complete the course, acquiring their degrees and commissions, still look back nostalgically on the college as an Alma Mater.

WHATEVER the future holds, College Militaire Royal de Saint-Jean has amply demonstrated its worth. Some 338 officer cadets have graduated from its classrooms and the academic records achieved at RMC invariably include a representative number of CMR trained young men. Fewer than eight years ago the pioneering officer cadets lodged in century-old living blocks that still stand at the north end of the grounds recalling the glorious past. The mud of the construction era has been buried under smooth asphalt. New trees and shrubs have been planted and with thousands of square feet of sod will transform the college into a veritable garden on the shore of the Richelieu River.

Most important of all, however, is the training that each officer cadet has received. He has been taught to pursue the ideals of the College as expressed in its motto—"Vérité, Devoir, Vaillance". He has been taught reverence for the heroes of his country. He has been taught abnegation of his own interests to promote those of his native land. He has learned discipline along with the academic and professional knowledge required of the present day Service officer. In truth he is the best product that our military institutions are capable of turning out and certainly one of whom the nation can be deeply and patriotically proud.





THE COLUMBIAS' claim to the tidiest motor cutters in the Royal Canadian Navy has encountered a certain amount of scepticism on the part of a West Coast frigate, the *Sussexvale*, commanded by Lt.-Cdr. H. D. Joy. Her sailors feel that the *Sussexvale's* boat, even if not the most modern, is beyond all reasonable doubt the most colourful.

The colour scheme, the personal choice of Captain E. T. G. Madgwick, Commander Fourth Canadian Escort Squadron, was developed during this year's cruise to the South Seas, New Zealand and Australia, to distinguish the boat of the senior ship.

The canopy is light grey, the decks are mahogany stained, the boat has white boot topping and wash-strake, red bottom, and gilded quarter-badges, dolphins and boat badge. The hull is jet black. The *Sussexvale* is grateful to the USN at Pearl Harbour for the canvas curtains and to the Royal New Zealand Navy in Auckland for the brass deck fittings.

So pleased are the *Sussexvale's* sailors with the transformation that they have dubbed the motor cutter "Black Magic".

Credit for the smart appearance of the boat goes to Ldg. Sea. C. A. Fancourt and AB F. C. Mitchell. (E-61381)

Overleaf-Ten Years of Naval Aircraft

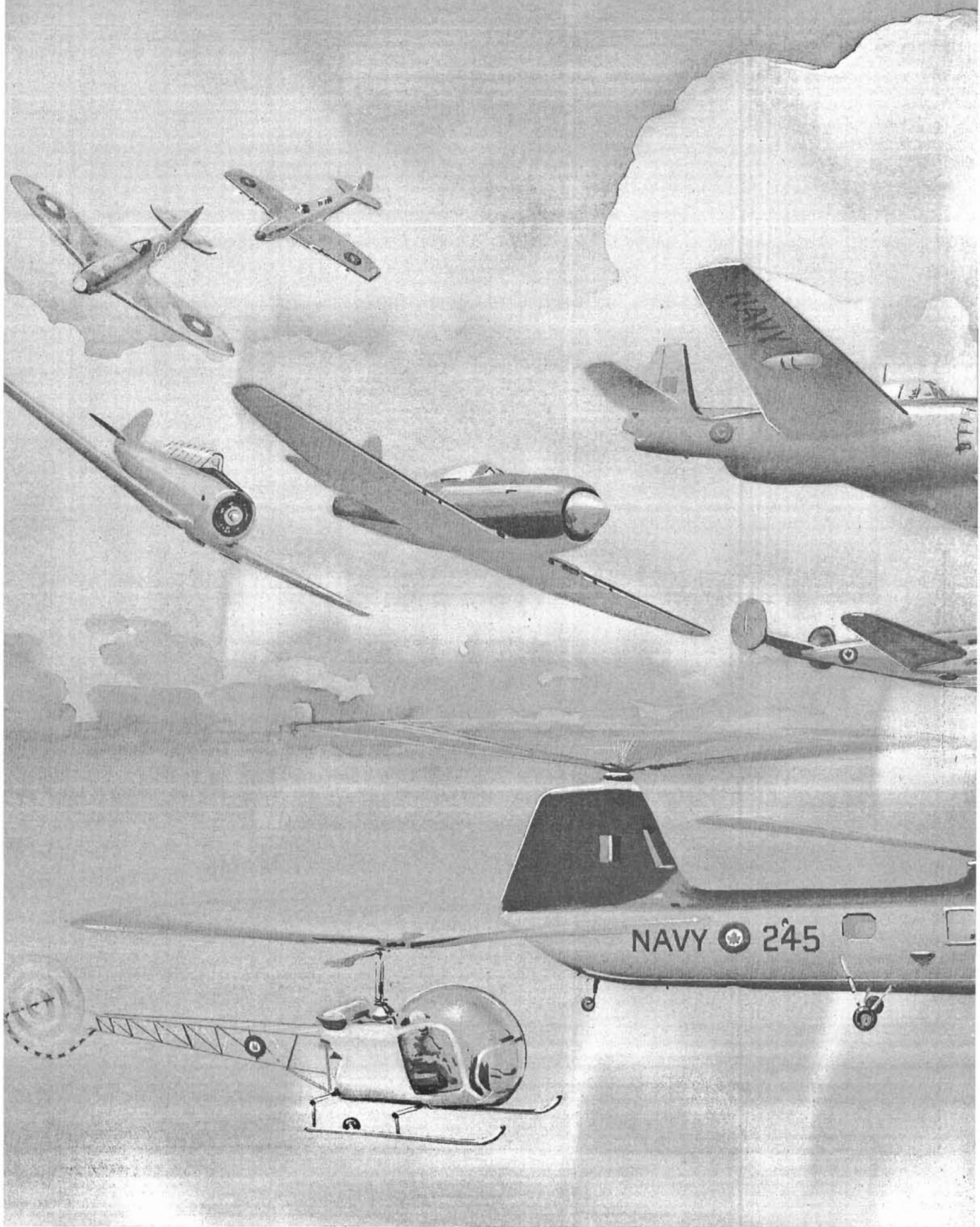
The two centre pages of this joint issue of *The Crowsnest* and *Our Navy* show the types of aircraft which have been flown by the Royal Canadian Navy during the past ten years.

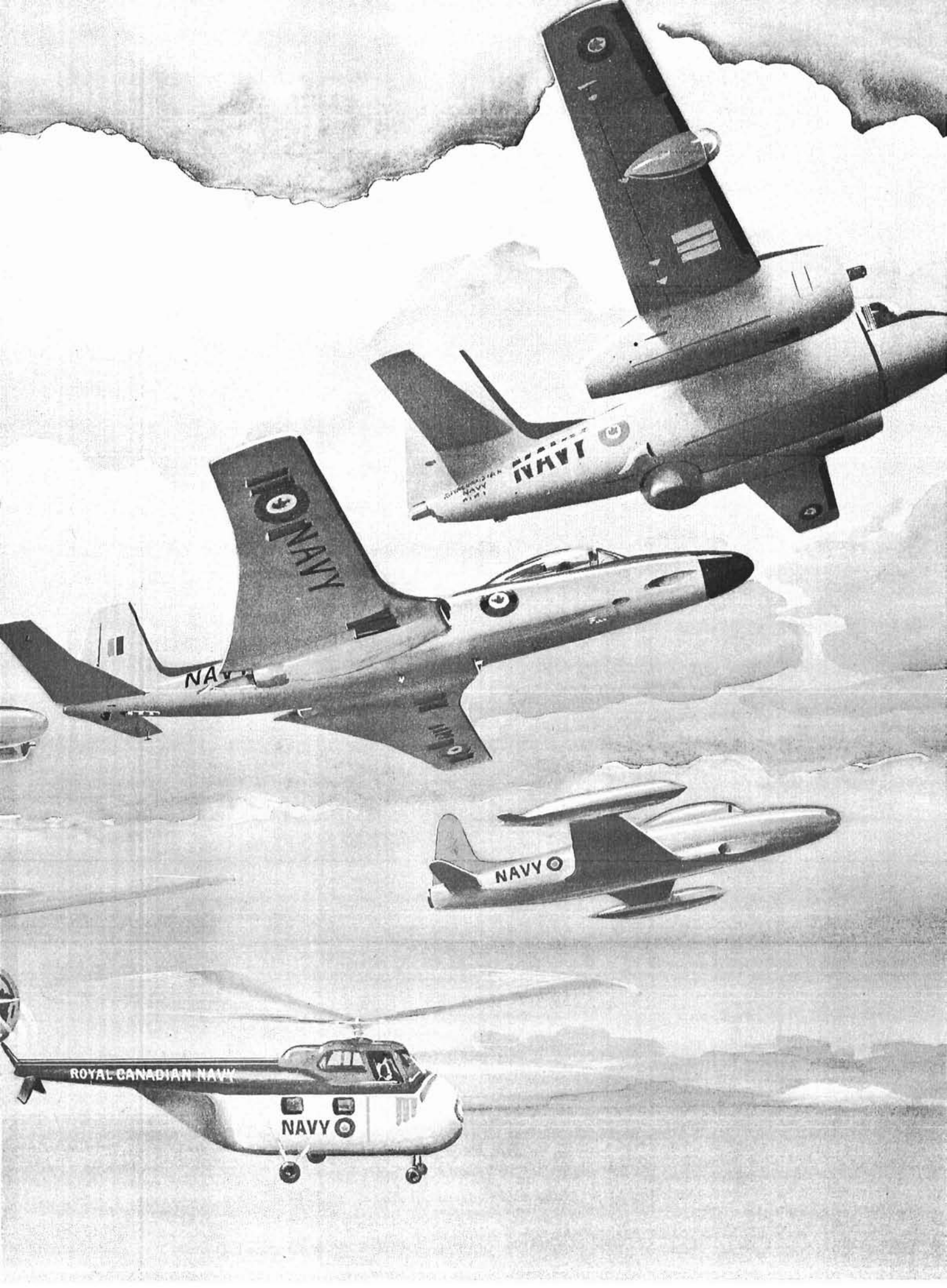
The picture also serves as a salute to the tenth anniversary of *Wave-Off*, the Royal Canadian Navy's flight safety magazine, which first began publication in 1951. The picture appeared on the cover of the tenth anniversary issue.

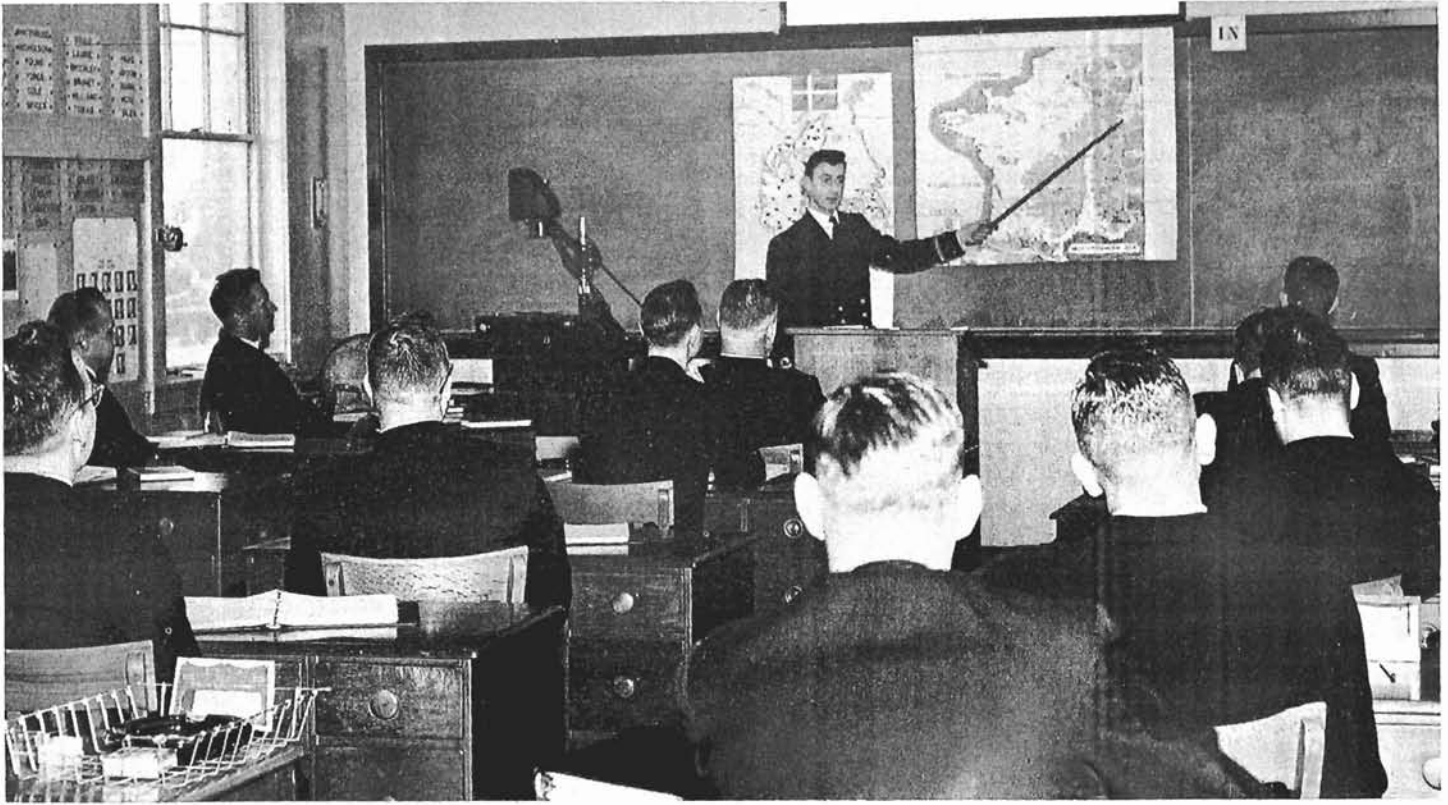
Because *Wave-Off* is an in-service publication with a message directed to a specific group—those who fly and maintain the Navy's aircraft—it does not come to the attention of the public. Despite this lack

of a critical audience, it has maintained high standards in content and format, as a result of the joint efforts of the Inspectorate of Naval Flight Safety and the Naval Art Section.

Following the line of flight around from the left, we have the *Firefly*, *Seafire*, *Harvard*, *Seafury* and *Avenger* (top) and then the planes at present in service, the *Expeditor*, *Banshee* all-weather jet fighter, the *Tracker* anti-submarine aircraft and, below them, the T-33 trainer. The helicopters in the lower portion of the picture are the Bell HTL, Vertol HUP and Sikorsky HO4S-3. The five planes at the upper left are no longer in service with the RCN.







A typical classroom scene at the "Prep" School. A class of Branch Officer candidates listens to instructor Sub-Lt. K. W. Hilton. (E-59710)

'PREP' SCHOOL

"Every French soldier carries a field marshal's baton in his knapsack."

THE LITTLE CORPORAL, Napoleon, to whom these words are attributed, expressed a similar thought when he said his maxim was "One's career lies open to one's talents," without distinction of birth and fortune.

The Royal Canadian Navy holds in practice that ability must be recognized and that the qualities of leadership, intelligence and all-round efficiency must not be wasted.

One of the greatest stumbling blocks to advancement in this scientific age is lack of education. For this reason, the Navy reiterates again and again the advice: "Stay in school."

However, it is not always possible for youths to complete their high school training, despite superior intelligence and learning ability. The Navy endeavours to seek out, early in their career, sailors in this category and offer them the education which will open to them new avenues of service and advancement. It will give them the education they need to qualify for university entrance and it will subsequently pay

their way through university under the College Training Plan.

To receive this college training, a sailor must be under the age of 25 years, but this does not mean that the door to commissioned rank is closed to men with long experience in the Navy. To chief and petty officers who have demonstrated officer-like qualities through the years, the Navy offers a short but enriched academic course to prepare them for commissioned rank as branch officers.

The academic training for both the younger group and the chief and petty officers is centred in the Preparatory School at HMCS Naden, Esquimalt.

The "Prep" School, as it is called, has for each group a separate approach, syllabus, regulations and pedagogic philosophy. Yet the whole training throughout "Prep" School is united in its common goals of higher education, leadership, service to Canada and the encouragement of continuous self-improvement.

The school is housed in two buildings at Naden. It is an important part of the Academic Division of the Fleet School. Here, under the experienced direction of Cdr. R. S. Martin and his staff of nine officers, men from the Fleet receive their first concentrated training in the fields of academics and leadership. All of the instructors are highly qualified teachers; many have years of post-graduate work, research and other specialized training behind them. The majority have sea experience and understand well the needs, demands and rewards of a naval career.

Every mid-January, a group of sailors arrives at the "Prep" School. A typical group may number 50; facilities exist for as many as 60. Each young man in such a group has as a result of screening, interviews, psychological tests and selection by a board, been deemed worthy of a chance to attempt to qualify for the College Training Plan. He is 24 years of age or younger, medically fit and bright. His previous education has ranged from grade eight upwards. In mid-January he embarked upon an intensive eight-month course in six subjects (English, French, mathematics,

By
Lt.-Cdr. Douglas J. Williams

physics, chemistry and social studies) with the object of taking the Junior Matriculation course in preparation for the British Columbia supplemental examinations in the following August.

Once the sailor students have completed the joining routine with its photographs, lectures, the issuing of books and equipment, the JMCs, as they are immediately known in and around "Prep" School, are hard at their studies within 24 hours of their arrival.

EACH DAY at "Prep" School starts at 0730, or earlier, when they polish and brush up ready for morning divisions. These JMC candidates, together with Senior Matriculation and Branch Officer counterparts, form a company on the parade ground—and a smart one at that! The highest standards of conduct, deportment, leadership and officer-like qualities are demanded of all "Prep" School candidates during every moment of their stay. They are, to this end, under constant surveillance and guidance by both the instructors of the "Prep" School, and the officers and senior men of the Royal Canadian Naval Barracks. A good reputation has been earned in the past and the newcomer senses it immediately and strives to maintain it.

With short breaks between 50-minute lessons and with an hour and a quarter for lunch, the candidates work in the classrooms and laboratories until 1500 throughout the week. Then comes the daily ration of sport at the gymnasium, on the playing fields or in the pool.

Great indeed is the enthusiasm. The appeal of a fast game of volleyball, waterpolo, or basketball is not to be minimized after a long day of study at a desk. As a result, although the amount of time available for sports is perforce limited to these daily hours and occasional inter-divisional sport in the dog watches, the standard of agility, athletic performance, good posture and good health is high. "Prep" School sports and the team spirit it engenders are well known in the Barracks, as is the morale it helps produce.

Each evening, when supper is over, and an hour of rest and relaxation has slipped by all too quickly, the JMC candidates return to the "Prep" School for supervised evening study which lasts from 1900 to 2200. This evening work, together with week-end work, either in the "Prep" School or privately in their cabins, gives students an average of 20 hours of study a week, over and above the normal working five-day week.

Married candidates are allowed to live ashore with their families. During the terms when evening study is com-

pulsory, these men, like the rest, have to return to "Prep" School by 1900 each evening. Monday to Thursday inclusively.

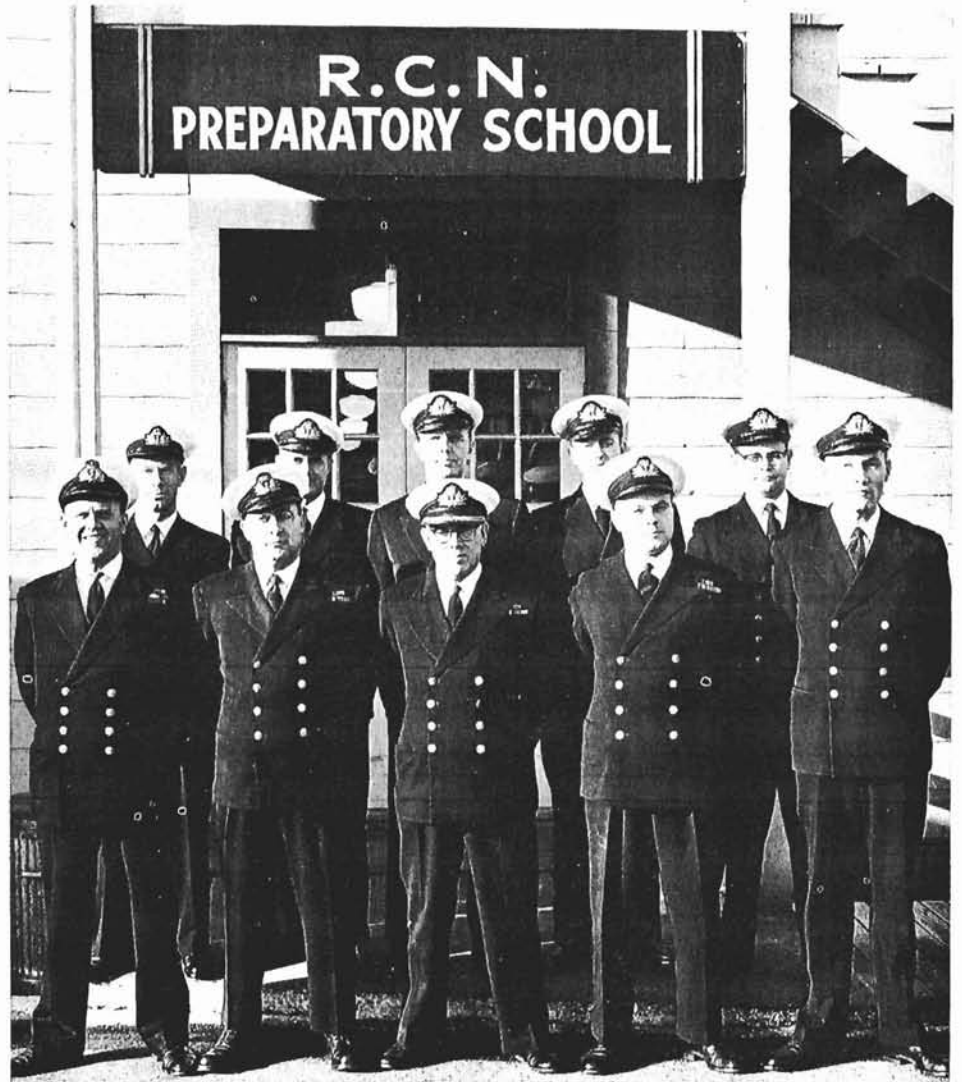
Each term has its mid-term and end-of-term tests and examinations. These results, in conjunction with a careful analysis of the study log (a book which shows week by week the amount of time put in on each subject) make assistance, direction, and remedial exercises particularly effective. Where it is felt that a willing candidate can benefit from extra help in the early stages of his stay at "Prep" School, private tutorials are arranged.

SINCE THE ROAD ahead of all JMC candidates is extremely demanding, the highest standards of academic achievement must be sought. There is little room for sentimentality. For the successful JMC candidate, a ten-month

preparation period for his senior matriculation will follow, then a four-year university course and after that many professional naval examinations, which daily are becoming more and more technical and difficult.

Only those who can master the basic intellectual disciplines at the JMC level can be allowed to remain under these circumstances, and even they must measure up to high standards in leadership and those other qualities so necessary to an effective service officer. As a result wastage must occur. Of the 51 JMC candidates who arrived in "Prep" School in mid-January 1959, 25 graduated.

These 25 were joined by four men from the Fleet who had been specially selected in view of their previous record and schooling. Then after a Fleet Selection Board, a period of well-earned



Senior staff members of the RCN Preparatory School in Naden; Front row, left to right, Lt.-Cdr. D. J. Williams, author of accompanying article; Lt.-Cdr. C. W. Montgomery; Cdr. R. S. Martin, Command Educational Officer and commanding officer of the "Prep" School; Lt.-Cdr. D. J. Hamilton, and Lt.-Cdr. R. K. Sparks; back row, Lt. R. N. Souders; Lt. B. McNally-Dawes; Lt. V. H. Neate; Sub-Lt. K. W. Hilton, and Lt. E. R. Taylor. (E-59705).

leave and a further period of change, if not relaxation, participating in naval activities at the Pacific National Exhibition, the men returned to "Prep" School in mid-September. Now they began a ten-month period of intensive study, this time for the British Columbia Provincial Senior Matriculation examinations in June of the following year. The subjects of study are English (literature and composition), French, physics, chemistry and mathematics.

The life of the SMC candidate is similar to that of his junior counterpart in JMC. These are several noticeable and important differences however. Evening study under the supervision of an instructor at "Prep" School is no longer compulsory. By this time they have been taught how to study and have developed a certain degree of intellectual self-discipline.

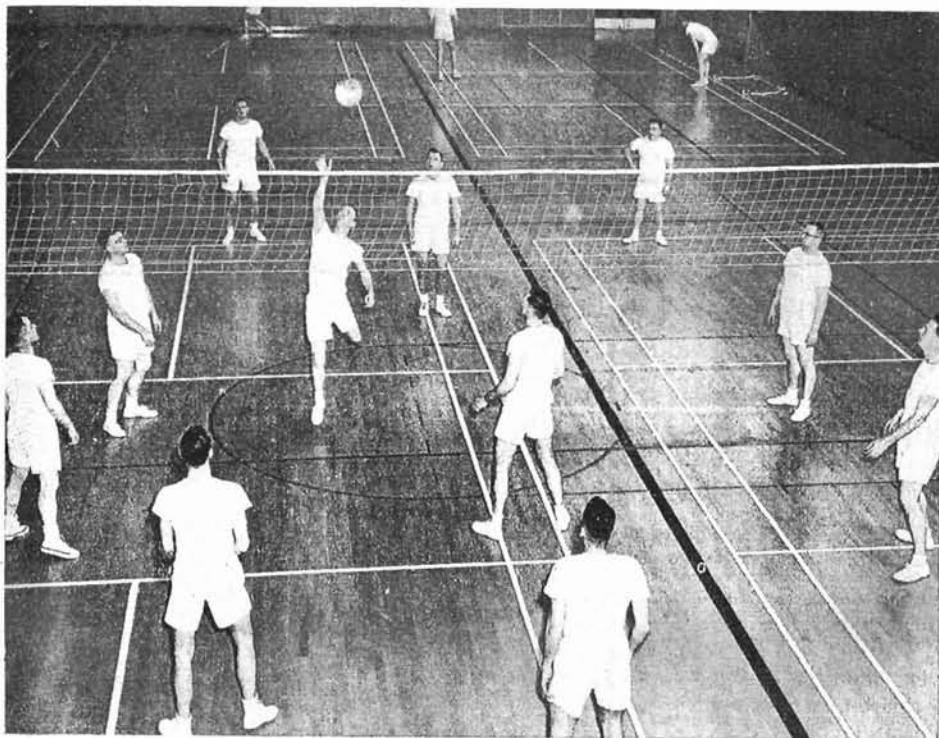
These men are highly motivated. They realize the opportunity that lies ahead of them. Even though they did leave school in the eighth, ninth or tenth grades and joined the navy as ordinary seamen, they can still get to university; they can still become officers. Few need to be reminded of this by the time they have entered the ranks of the SMC. They can, and do work privately, though facilities are always available for them in the evenings at "Prep" School, if they wish help and guidance.

The approach and attitude of the instructors undergo, by design, a noticeable change too. Since these young SMC men will shortly be going to the University of British Columbia, an adult seat of learning, they will have to be prepared to stand firmly on their own feet scholastically. At university there is no spoon-feeding, no cutting up the intellectual fare into small morsels and helping each individual digest them one after the other.

At the SMC level the lessons take on more the shape and style of the university lecture. In this way the SMC candidate is made to stand more on his own feet and is thus more likely to do well in the years which lie ahead.

Both the SMC and JMC candidates have set periods of leave at Christmas and in the spring; they participate in the normal activities of the ship and stand their duty watches. Some of them, who are well ahead with their studies and can thus afford the time, play soccer, softball and rugby for Command and local teams. Each course organizes social events to which wives or lady friends are invited.

AS A RESULT of 18 months' conditioning at "Prep" School, the men who graduate at the end of their SMC are well on the way to shaping up as



A recreational program contributes both to the relaxation and physical well-being of students at the "Prep" School. Branch Officer candidates play a game of volleyball in the Naden gymnasium. (E-59707)



In the chemistry laboratory of the "Prep" school, two senior matriculation candidates, with their instructor, Lt. V. H. Neate, conduct an experiment. The students are Ord. Sea. William Ross, and Ord. Sea. Gary Dufour. (E-59709)

future naval officers. When they reach the University of British Columbia in the following September they are ready to benefit from the opportunity much more than the average young man straight out of high school.

Following a Fleet Selection Board and the successful passing of their British Columbia senior matriculation examination, with average in mathematics and science of not less than 60 per cent and an over-all average of not less than 60 per cent, the candidates are then promoted to cadet. They may then select a faculty of their own choice at the University of British Columbia, though in every case a minimum of two years mathematics and two years science is mandatory. Their full pay and allowances continue during this four-year university period, the rate being set at the highest rank and trade group which they have gained during their service on the lower deck. Petty Officer Second Class, trade group four, is the upper limit. All scholastic fees are paid by the Crown and full medical-dental care is provided.

During the long summer vacation the ex-"Prep" School candidates, now known as College Training Plan cadets, fall in line with those cadets from the Service Colleges, the Regular Officer Training Plan Cadets ROTP. They move to Esquimalt and spend most of the summer under intensified naval training, ashore and afloat. Time is set aside for annual leave before they return to their university studies in the fall. During the full university term they attend weekly drills and instruction at the Vancouver naval division, HMCS *Discovery*, and there they are carefully watched and guided by permanently appointed naval officers specifically assigned to their care.

Thus after a further four years of university and summer naval training, the successful cadets graduate with an engineering, science or other honours degree and continue their career in the Royal Canadian Navy as acting sub-lieutenants.

WHAT OF these older men whom you see at "Prep" School, and petty officers who are so outstanding in their appearance and bearing? These men, the cream of the NCOs of the Fleet, are under training to become commissioned as branch officers. Highly skilled professionally and outstanding in the qualities of leadership, they have been under observation for some years and now, after a Fleet Selection Board, they have come from various ships and establishments of the Royal Canadian Navy to complete an intensified eight-month course of liberal education.

These men, trade group four chief and petty officers long in the service, need very little further technical training at this stage. What extra they are to get will come later when they are commissioned. What they do need however, is an opportunity to make up for a lack of basic formal education in some areas, to broaden their minds with a sound liberal approach such as they would get at one of the better universities, to think accurately and independently and above all to express themselves clearly with their pen and with their voice.

Their course, the Branch Officer Candidates' Educational Course, is built up of six subjects. Each subject in addition to its own value as an intellectual discipline, is geared to effective written and oral communication. Each subject is so taught and handled that it affords its share of opportunity to the instructor to improve the student's power of speech and writing, and also to sow the seeds of continued self-education in carefully prepared soil.

OFFICERS' RANK ATTAINED BY 23

Twenty-three members of Branch Officer Candidates' Educational Course, No. 3, graduated on June 2. It was the end of eight intellectually active and stimulating months; it was the beginning of a new naval career as Branch Officers. All 23 have been promoted to the rank of Acting Commissioned Officer.

The curriculum embraced six subjects: mathematics, science, English literature, history, political geography and communication. Extra-curricular activities included participation in a public speaking contest sponsored by the Victoria Toastmasters' Club. Out of 47 entrants, CPO P. B. Hunter won third prize and CPO E. B. Irwin won first prize. Other activities included visits to the provincial legislature, the art gallery and the Dominion Meteorological Observatory.

One hour a day was devoted to physical exercise and involved such sports as badminton, squash, volleyball, and a special form of branch officer candidates' basketball known only as "mayhem ball."

CPO C. G. Morris finished the course with top honours, with an aggregate mark of 87.5 per cent. Close behind were CPO R. W. Estes and PO Frank Stafford.

Following special leave, 18 of the graduates will go to *Cornwallis* for a divisional officers' course and thence to their respective appointments. The other five will arrive at *Cornwallis* August 14.

The candidates give many lectures in all their subjects. This gets them on to their feet and talking. Both the manner of speaking and the merits of the content are continuously under searching criticism. Recordings and playbacks of reading aloud, debating, stump-speaking, committee work, play-reading, wrangling, argument and discussion are features common to all their studies.

The candidates, by both precept and example, are taught to seek out accurate information for themselves. A great deal of their lecturing involves advanced and discerning research. Facts, which for so many years have been their most important criteria in their trade and technical approach to the navy, now take a position of slightly less prominence. Facts are still important, but the premium set upon them is not so great as to leave no time for the development of the critical faculty, the ability to reason, to select, to weigh, to consider and to decide. Discernment in all things, in language, ideas, manners, in living, discernment in every phase of human intellectual and social activity, best sums up the aim of the course.

The third BOCEC recently completed training and graduated on June 2. There were 23 candidates, all of whom were successful.

The subjects include mathematics, modern science, English literature, history including the development of Canadian government, oral and written communication—and political geography. Once into the swing of these subjects the branch officer candidates get a great deal out of them and put a great deal into them. The qualities which brought these men from seamen with but seventh, eighth or ninth grade educations to first class non-commissioned officers at the top of their trades, now result in work that is refreshing in its enthusiasm, reassuring in its maturity and sound judgment, and above all satisfying to the instructor in its intellectual modesty and the eagerness with which the truth of matters is sought. No university could wish for more.

A feature of the course is the inclusion of guest speakers. Good speakers, experts in their fields, are invited to address BOCEC candidates. They come from the services, industry, universities; some are world travelers, others have been engaged in specialized government and United Nations service. Visits to factories, observatories, centres of art and culture are also arranged, usually in the evenings. Whenever possible the invitations are extended to the candidates' wives. These branch officer candidates, too, have their social program.

On graduating in June, and for the majority, subsequent promotion to the rank of commissioned officer, not only they, but also their wives and families, have made much of the necessary adjustment in their outlook and way of living.

DURING the first term (October until Christmas), evening studies at "Prep" School are compulsory. From then on they study privately, on average 30 to 45 hours per week over and above the full working week.

Most of the candidates from the East Coast and central Canada elect to live in motels and auto courts, a number of which lie close to the Barracks. Many live in the same one; their children attend the same schools, the wives enjoy one another's company and soon discover that the problems are mutual, not least the family adjustment to father's intensive studying. Great attention is paid to every facet of family welfare, for it is the basis of good morale and effective continuous study.

Like their junior counterparts in JMC and SMC the branch officer candidates share the ship's duties and responsibilities. They take part in many ceremonial and color guards. In most cases, after a short indoctrinatory period, one

of their own group acts as the officer-in-charge, complete with cutlass when appropriate. Both on and off the parade ground no opportunity is missed to give each candidate the maximum practice at leading.

As the course advances, the stress is shifted more and more toward a more officer-like regimen. Within the school itself privileges more befitting officer status are gradually introduced in the final term, privileges which have been won by constant high performance, both in class and out of it. Extra lectures and information on such subjects as messages, naval procedure, official correspondence, welfare, divisional work, promotion, future trends and traditions are insinuated into the course to prepare them for the future.

The men have their own planned physical and recreational training program which takes place at 1500 to 1600 Monday to Thursday inclusively. It includes not only participation in a wide variety of sports such as badminton, squash, volleyball, basketball, bowling, swimming, etc., but also instruction in coaching, organizing, refereeing and officiating in these sports as well as in track and field events, softball, soccer, swimming meetings, regattas, etc.

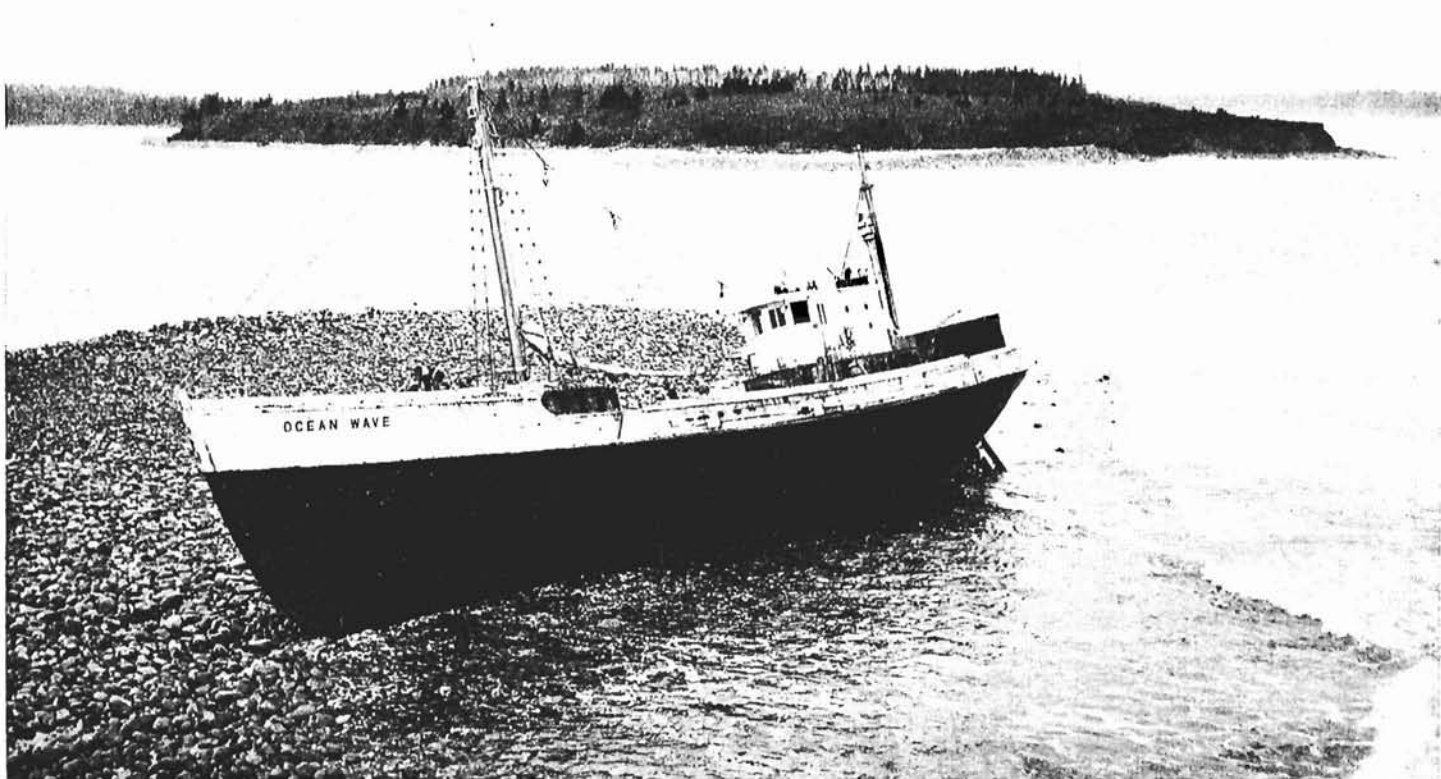
With the third and final examination completed in June, most of the BOCEC candidates go on leave and are promoted to commissioned officer. A few have further short professional courses to take and the occasional one a waiting period until a vacancy in his specialized field occurs. By November of the year of graduation, the vast majority are proudly wearing their new golden stripe. "Prep" School maintains a continuing interest in all its graduates and a special register is kept for just that purpose.

Everyone at "Prep" School has his lounge, locker, libraries, periodicals and reference books. Each has his individual and his corporate pride. BOCEC, SMC or JMC, they all work exceedingly hard.

One swallow doesn't make a summer nor does a few months or even a year and a half at "Prep" School make a naval officer or a complete scholar. Yet all leave it, not only with much more knowledge than that with which they came but, more important still, with a more mature and cultivated outlook. They are now ready for university, the younger ones. They are all better prepared to serve their country and their navy with intelligence, loyalty and affection.



Twenty-three former chief and petty officers this spring completed the Branch Officer Candidates' Educational Course at the Preparatory School in Naden and have been promoted to the rank of acting commissioned officer in the RCN. Here is the class assembled for a graduation photograph. Front row (left to right): CPO D. G. Stevenson, CPO P. B. Hunter, Lt.-Cdr. D. J. Williams, Cdr. R. S. Martin, Sub-Lt. K. W. Hilton, CPO G. A. R. Irwin, CPO K. W. Hamilton Centre row: CPO D. A. Nairn, CPO C. R. Pattison, PO R. C. Binder, CPO J. R. Whyte, PO Kenneth Bullock, PO J. C. Plummer, PO M. N. A. Wilson, CPO R. W. Estes, PO G. A. Irwin, CPO C. Bennett. Rear row: CPO V. D. During, CPO C. G. Morris, PO R. F. Passmore, PO Frank Stafford, CPO C. P. Gumbrell, PO H. P. Hinkel, PO G. C. Waddell, PO A. D. Chaplin, PO W. H. McDermott. (E-61195)



The Royal Canadian Navy's ships and aircraft spent busy weeks searching for and rescuing fishermen in distress from last winter's succession of storms off Nova Scotia. The dragger *Ocean Wave* from Gloucester, Mass., grounded while trying to leave Halifax in early April against heavy Atlantic swells. A naval helicopter plucked the crew from the vessel. (DNS-27247).

THE NAVY TO THE RESCUE

THERE WAS a trace of irony amid the tragedies which accompanies the search and rescue efforts of the Atlantic Command early this spring.

For instance, two helicopters from *Shearwater* had just bounced through a belt of bad weather on March 31 when a message reached them over Copper Lake, a bit better than halfway to Cape Breton, that the big rescue job was off.

They had been supposed to airlift some or all of the 70 passengers of the CNR's *William Carson* from the ice-marooned ferry to the Point Edward Naval Base in Sydney. The *Carson* had been stuck in the ice almost a week off North Sydney on her run from Port-aux-Basques, Newfoundland.

The ice suddenly broke up, and the *Carson* was able to force her way into Mulgrave, N.S. The panic was off. The choppers resignedly turned back into the weather and went home.

By contrast, less than a fortnight later, a helicopter from the self-same *Shearwater* squadron, HU 21, performed

one of the shortest—and swiftest—search and rescue missions in the annals of Canadian naval Aviation.

The dragger *Ocean Wave* tried to leave Halifax early April 12, following a few days of sheltering from the marching Atlantic storms. Heavy swells rolling into the outer harbour, coupled with bad visibility, forced her aground on Little Thrumcap Shoal. The frigates *Cap de la Madeleine* and *La Hullose*, plus the patrol ship *Mallard*, went to the area. The former tried to take the dragger's five-man crew off by boat but the rocks, pounding waves and shallows made this impossible. The ships carried on for local operations, leaving the *Mallard* standing by, and recommending a helicopter take the fishermen off.

At first light the machine took off from *Shearwater* and was over the *Ocean Wave* in moments. The shoal is to seaward of McNab's Island, a stone's throw from the air station. The crew, from Gloucester, Mass., was plucked by winch from the vessel, which was badly

pounded by succeeding tides, though high and dry at low water.

Another mercy mission for the Navy began that very evening. Three members of the RCN Diving Establishment, Dartmouth, were flown by naval Tracker to Quebec to search a thaw-swollen stream near St. Jacques de Montcalm (outside Joliette) for the body of a three-year-old boy, presumed drowned. They returned April 20 to Dartmouth, unsuccessful.

It has been a tragic spring for fishermen on the Nova Scotia banks. A succession of storms ripped relentlessly up the eastern seaboard, leaving three foundered vessels with all hands lost and wreaking genuine distress among others.

Cruel, wintry storms made a desolation of the Emerald fishing bank off Nova Scotia in particular, where a number of vessels were caught.

Ships and aircraft of the RCN and USN joined forces with RCAF Search and Rescue throughout what was technically the first week of spring.

To prevent wholesale disaster, the RCN-USN Exercise Beagle One had to be interrupted so that the warships concerned could help beleaguered fishing vessels caught in the vicious gale of March 21.

The first call that week came from the 68-foot dragger *Musquaro*, crippled and leaking badly that morning about 40 miles off Halifax. The aerial search involved a Banshee initially, then two Trackers plus an RCAF Canso from Greenwood, N.S. HMCS *Kootenay* was diverted and stood by the vessel for 18 hours, until relieved by the Navy's ocean tug *St. Charles*, which escorted her on a painful journey to a commercial harbour tug at Halifax.

Throughout the week, the warships were having their bruises from the 40-foot waves, too, with a variety of weather deck damage resulting. The *Musquaro* incident would have involved two other destroyer escorts, since they were also diverted to help. Both were laboring towards Halifax, each with a hospital case to land. The *Nootka* was so laden with ice—more than 100 tons of it—she couldn't turn off course to help. The *Restigouche*, also iced up, managed to turn away from the run to port all right but wasn't needed when

it was found the *Kootenay* was nearer the vessel. The *Musquaro* limped into Halifax March 23, only to be towed back to port again with much the same troubles the next time she put out.

Meanwhile, three Lockeport fishing vessels were unheard from in the wake of the quick storm. All Exercise Beagle forces began to scour the 120-by-100-mile Emerald banks. Bits of wreckage were sighted and picked up by various Canadian warships. Weather conditions hampered the aerial searching.

The destroyer escort *Algonquin* was having her hands full with the storm-battered *Felix and Florence Hickey*. The *Algonquin* spread oil on the heaving waves and tried three times to take the six crewmen off by inflatable life raft. A perilous night was spent by the *Hickey* people on board their vessel and in the morning, the *Algonquin* was relieved by the CNAV *Fort Frances*. The Foundation tug *Vigilant* eventually came up early on the 24th and towed the *Hickey* to Shelburne, N.S.

The toll climbed to 17 lives, leaving 60 children fatherless in Lockeport, N.S. The full-scale search was reduced March 25. The RCAF maintained aerial

survey, as weather permitted, into the following week, without reward.

Early in April, a fund was established in Lockeport for the relief of the bereaved families. Among the early contributors were sailors of HMCS *Kootenay*, who put up the unusually large sum of \$500 after a welfare meeting. The money was turned over to the manager of the Royal Bank in Halifax along with a copy of the ship's badge, for onward transmission to Lockeport. After 18 hours of standing by the storm-tossed and sore-distressed *Musquaro*, the *Kootenay* sailors had a fair notion of what it takes to be a fisherman on the treacherous Atlantic.

Two other ships which had taken an active part in the search for the fishing craft were quick to volunteer financial assistance to the Lockeport families.

From the RCN's largest ship, the *Bonaventure*, came a cheque for \$1,036—a gift prompted by the realization on the part of the aircraft carrier's officers and men of the terrible ordeal undergone by the fishermen.

The frigate *Inch Arran*, which had also steamed through the thick of the storm in search of the missing men, gave \$100 to the fund.

Machines Gather 'Usage' Facts

A FURTHER, and significant, step in making even more efficient the Navy's supply system began on April 21, when Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, officially put into operation the Halifax Data Processing Centre in the Dockyard.

The Centre is an installation of punch-card equipment which will collect "usage" information on the material requirements of the ships in both the Atlantic and Pacific Commands.

Need for such an installation has been dictated by the almost phenomenal growth of material requirements of warships so that they can remain effective in the rapid evolution of naval warfare. For example, Nelson's *Victory* required something on the order of 800 items of stores to outfit her for action at sea, a Second World War destroyer escort required nearly 6,000 items and today's modern *Restigouche* class destroyer escort requires 27,000 items on board to support her operations.

The Navy has roughly the same amount of money allocated for the purchase of material today as there was during the Korean conflict, but prices have risen in the intervening years, as all housewives are aware.

This dollar squeeze demands that the Navy apply the best of modern management methods to expenditures. Material requirements have to be more exactly calculated to ensure their best use, costs must be kept down, yet ships still must go to sea capable of meeting their commitments and able to sustain themselves for long periods.

The Data Processing Centre is one of the steps the Service is taking to meet most efficiently these conflicting aims. It will collect information on material usage from the fleet and from it produce

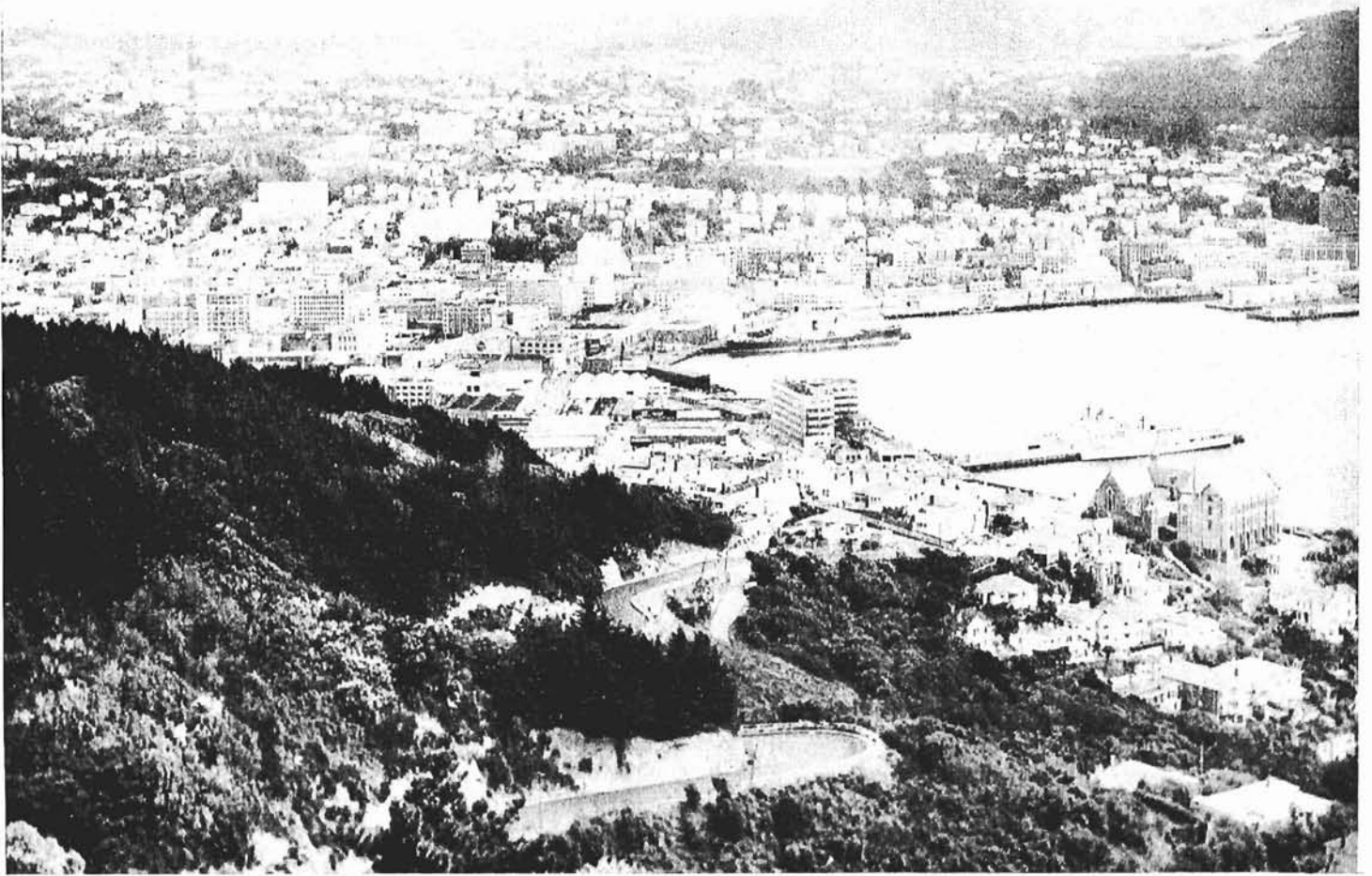
a variety of reports for various naval agencies. The reports will analyse costs, list all material used, list all the equipment fitted in a ship and what they need to make them tick, list items not in stock when wanted, and list items needed but not previously carried.

The reports will provide even more realistic allowances for ships by indicating where some stocks of items should be pruned, others increased.

Officer-in-charge of the Centre is Lt.-Cdr. E. V. Margetts. During the initial stages of getting the Centre underway, he was assisted by I. L. de Carle, civil servant from Naval Headquarters. There is a staff of 27 civilian employees, all of whom are residents of Nova Scotia. Supervisors are J. H. Tillman, Mrs. L. B. Kelly, and G. E. O. Osborne.

Equipment in the Centre is rented from International Business Machines Corporation and consists of 33 machines, including punches, verifiers, sorters, reproducers, interpreters, collators and accounting machines. The Model 604 Electronic Calculator is the only machine of its type in the Maritimes. It performs the calculations for the Usage Control System at the rate of 100 a minute.





Looking down the mountainside to the harbour of Wellington, New Zealand, where the training frigates *Sussexvale*, *Beacon Hill* and *New Glasgow* lie alongside. (CCC-4-678)

VENTURE CRUISE '61

THE 1961 VENTURE training cruise commenced January 9 when HMC Ships *Sussexvale*, *Beacon Hill* and *New Glasgow* sailed from Esquimalt for the South Pacific. Thirty-five *Venture* cadets were embarked, together with a number of naval reserves. Sixteen bandsmen were embarked in the *Beacon Hill*.

Many were making their first journey to sea and it wasn't long after leaving the shelter of Esquimalt harbour that Cape Flattery provided an indoctrination which will long be remembered by the new sailors.

After a rough voyage, the ships arrived at Pearl Harbour on January 18 for a one-day stop before continuing on to the Fiji Islands. On Monday evening, January 23, King Neptune's herald appeared on board to announce the approach to the equator and the arrival of King Neptune the following day. The

King arrived on Tuesday and initiated some 342 tadpoles in his court. Saturday, January 28, was a lost day as the ships crossed the international date line and Suva, Fiji, was reached on Sunday, January 29.

Fiji gave many their first glimpse of a Pacific South Sea Island and, although it was extremely hot, a pleasant two-day visit was enjoyed by all. A bus tour to native villages provided some with an insight into native life on a South Pacific Island. Eighty-five-degree water temperatures invited many to beaches which were protected by shark fences. A reception was held on board the *Sussexvale* for 150 guests.

The next port of call was Waitangi, Bay of Islands, New Zealand where the Canadian ships joined with HMNZS *Otago*, a new Whitby class anti-submarine frigate, and HMAS *Gascoyne*, an Australian frigate, to take part in

the 121st anniversary ceremonies of the signing of the Treaty of Waitangi. This treaty was signed in 1840 and gave all sovereignty to the Queen of England and guaranteed to the Maori tribes possession of their lands. The ships fired a royal salute and were illuminated by floodlighting during the evening.

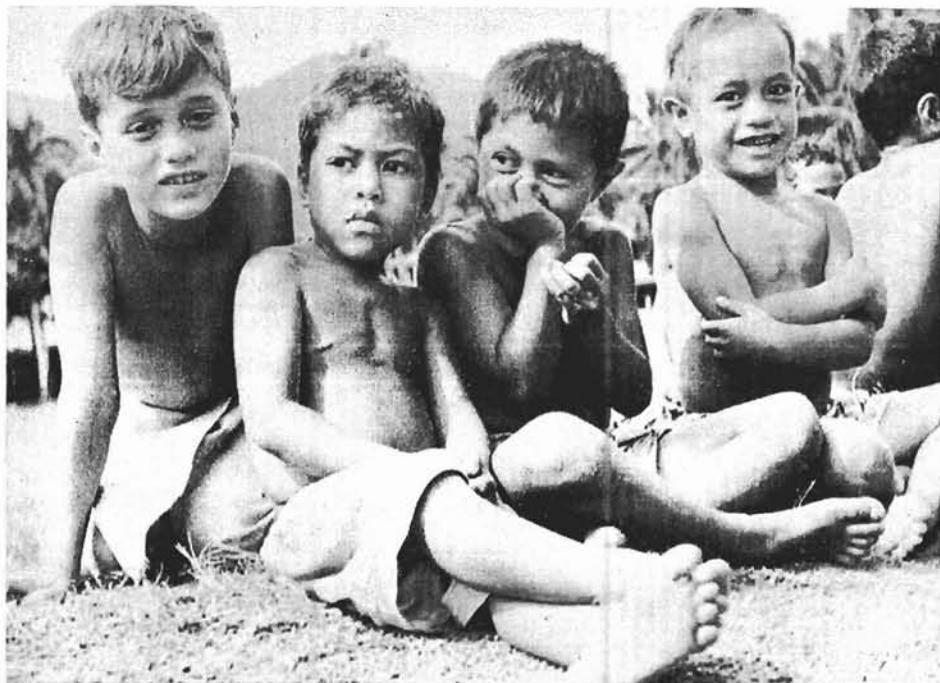
From Waitangi the ships sailed to Auckland, New Zealand's largest city, for a three-day visit. Sixty members of the ships' companies journeyed by bus to Rotorua, a Maori village in the heart of New Zealand's thermal region, where steam bores and boiling mud holes abound. A challenge for a whaler race for the Hawea Cup was issued by HMNZS *Philomel*. A crew was entered by each ship and two by the *Philomel*. The race was won handily by the *Beacon Hill's* crew. However, the cup remains in New Zealand for future competitions. The *Philomel* came second

with the *New Glasgow* and *Sussexvale* bringing up the rear.

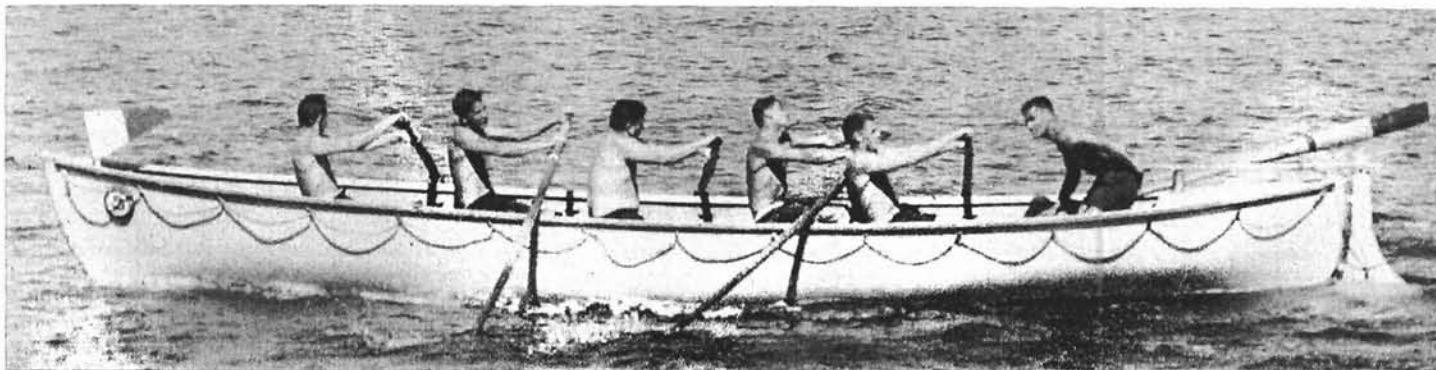
Upon leaving Auckland the ships separated, the *Beacon Hill* going to Port Taranaki, the *Sussexvale* to Lyttleton and the *New Glasgow* to Dunedin. Sailors who had planned a Mount Cook climbing expedition sailed from Auckland in the *Sussexvale* and, during the trip to Lyttleton, could be seen climbing about the super-structure in full kit in preparation for their assault on New Zealand's highest mountain. From Lyttleton they were driven to the base camp by army transport and prepared for their climb. Weather and ice conditions prevented an assault on the main peak, but several other peaks were scaled, including the second highest. A group of five Japanese women were attempting to climb Mount Cook during this period.

Approximately 60 of the *Beacon Hill's* company were invited to sheep and dairy farms in the New Plymouth area and became farmers for a couple of days. Thirty-three New Plymouth residents saw the RCN in operation when they sailed with the *Beacon Hill* and watched the weapons crews in action. The Bofors fired at four-inch starshells and the anti-submarine mortars fired a pattern of squid bombs.

After these individual visits, the cadets began their pilotage training. The *Sussexvale* and *New Glasgow* cruised along the east coast of South Island while the *Beacon Hill* sailed down the west coast from Taranaki to Milford Sound. After a brief cruise through the Sound, admiring the fabulous scenery, the ship proceeded through Foveaux Strait and up the east coast to Akaroa harbour for a cleaning period before moving on to Admiralty Bay. The *Sussexvale* and *New Glasgow* also stopped in Akaroa and the ships rejoined company in Admiralty Bay. A pulling and sailing regatta was held, the *New Glasgow* winning the pulling and the *Beacon Hill* the sailing.

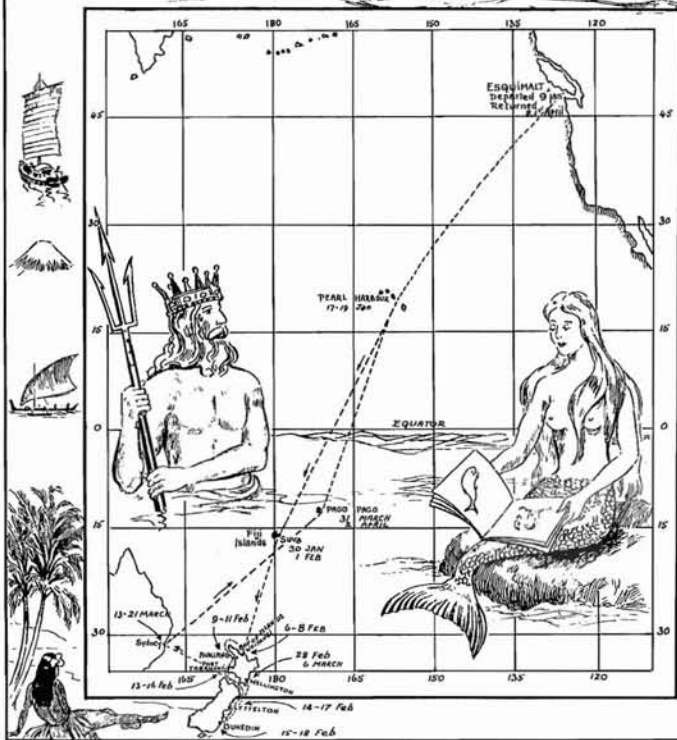


Younger members of the audience reacted with unfeigned pleasure to an RCN band concert in Pago Pago, Samoa. However, band leader CPO John Mundy felt obliged to take time out to comfort one exception to the rule. (CCC-4-826 CCC-4-830)



The *Beacon Hill* whaler crew made a winning effort during a regatta off the coast of New Zealand. (CCC-4-654)

FOURTH CANADIAN ESCORT SQUADRON



His Maritime Majesty King Neptune
Undoubted Ruler of the Seven Seas and
Mighty Deeps declareth

To COMMEMORATE the Cruise to the
South Pacific of the 4th Canadian Escort
Squadron, Captain E.T.G. Madgwick, DSC, RCN,
in command, it is Our Pleasure to award this
Memento to

...serving in HMCS.
He was duly initiated at Our Court, held on the
Equator in 166° West Longitude this 24th day
of January 1961, on which date the Squadron
Crossed the Line.
Wherefore We decree that henceforth all
Lubbers, of Land or Sea, all Tritons
Mermaids, Dolphins, and all other of Our Trusty
Sea-servants shall render him every assistance
in their power wherever he shall sail, to the end
that he may be blessed with Fair Winds,
Favourable Currents, Good Companions, and
such other amenities as Our Bounty doth afford
and a good Sailor and Shellback may expect.



Edward Goodell.

On February 27, after an overnight voyage, the ships arrived in Wellington, the capital city of New Zealand, to take part in the Wellington Festival. A full program of events for officers, cadets and men alike was scheduled for the week. To commemorate the visit, two Canadian sugar maple trees, transported to New Zealand in the *Sussexvale* were planted in Wellington's Botanical Gardens in a public ceremony. A hundred and fifty guests were entertained at a reception on board the *Beacon Hill* during which the band provided music and in addition performed the sunset ceremony.

A whaler sailing race was held in Wellington harbour in a competition for the "Ontario Bugle." This bugle was presented by HMCS *Ontario* to the Wellington Scottish Regiment in 1954. It then changed hands to the Second Territorial Air Force in Wellington and then to HMNZS *Olphert*, the RNZNVR Division, when the Air unit disbanded in 1956.

The whaler race was won by the RCN and the bugle is now held in

HMCS *Sussexvale*. The bugle is open to challenge by HMNZS *Olphert* on the next occasion of a visit by the RCN to Wellington and the competition may be in the form of any recognized sport.



Venture Cadet Edward K. Vischeck goes native in search of coconuts. (CCC-4-523)

The next port of call was reached on March 13, when the ships passed through "The Heads" and entered Sydney harbour, Australia, where the ships secured at Garden Island dockyard for a period of self-maintenance. Australian hospitality was showered on all; cadets were given tours, including one to the Australian Training College for cadets at Jervis Bay, N.S.W., while most of the remainder of the ships' personnel were kept busy sightseeing and accepting the innumerable invitations from private citizens. The *New Glasgow's* quarterdeck was the scene of a reception and again the band performed the sunset ceremony.

On March 21 the Canadian ships turned northward, stopping next at Pago Pago, Samoa, on March 31 for a two-day visit. The International Date Line was re-crossed on Thursday March 30. This provided a second Thursday and also a second birthday in 1961 for five sailors. No official entertainment was scheduled in Pago Pago. However, personnel went on tours of

native villages where ancient tribal dances were performed.

The ships left Pago Pago on April 2 and, after a hot voyage back over the equator, Pearl Harbour was entered for a second time during the cruise on April 10. With the cruise drawing to a close it was necessary to decide a winner of the cruise trophy. The *Beacon Hill* and *New Glasgow* were tied in points awarded for all competitions such as sports, drills and boatwork during the cruise so it was decided that the ships should shoot it out at a pistol match. The *Beacon Hill's* marksmen came out on top and brought home the trophy.

The *Sussexvale* was the scene of a reception for approximately 120 guests, many of these being Canadians working or holidaying in Honolulu. After leaving the sunny shores of Hawaii it wasn't long before cold weather indicated the return to home waters.

Swiftsure Light came into view the night of Thursday, April 20, and those who left 15 weeks earlier as new sailors untrained in the ways of the sea, were returning as shellbacks, well versed in many phases of sea service. During the long periods at sea the cadets were instructed in all departments of the navy, with many hours spent on celestial navigation and seamanship.



A group of Wrenettes visit the *Sussexvale* during a call at Lyttleton, New Zealand. (CCC-4-630)

As well as cadet training, the cruise provided on-the-job-training for many ordinary seamen and valuable experience for old sailors as well.

Their sea training completed, the cadets now commence their flight training before becoming pilots in Naval Air.

The cruise covered 102 days, 72 of those being spent at sea during which each ship steamed approximately 18,000

miles. The tons of food consumed included approximately 18,000 loaves of bread, 9,000 dozen eggs, 5,000 pounds of butter, nine tons of meat and 18 tons of potatoes.

Approximately 10,000 visitors boarded the ships during the cruise, including, in Sydney, a group of Canadian children whose parents make their home in Australia.



Dressed overall in honour of Her Majesty's birthday, three frigates of the Pacific Command presented this scene on the morning of April 21 when they returned to Esquimalt to complete a three and a half month training cruise to Australia and New Zealand. Aboard were 36 naval officer cadets of HMCS *Venture*—most of whom had never before been aboard. From the left are the *Sussexvale*, *Beacon Hill* and *New Glasgow*. (E-60761)

MOBILITY FOR THE FLEET

IN 1959, two important steps were taken by the Royal Canadian Navy to increase the mobility of the fleet.

HMCS *Cape Scott* was commissioned at the beginning of that year as the first RCN escort maintenance ship. She was followed into service that fall by a sister ship, HMCS *Cape Breton*.

These ships, one on each coast, have the heavy responsibility of providing repair maintenance facilities for the various escorts in the RCN, particularly when the latter are on operations away from home port. Thus has the Navy gained in mobility and flexibility, qualities essential to an efficient anti-submarine force.

The "Cape" class ships are neither new nor do they resemble warships at all. They have bluff bows, high freeboard and capacious holds. They are, in fact, modifications of the famous British wartime "Victory" cargo ships.

The repair ships displace 10,270 tons, are 441.5 feet over-all in length, 57 feet in the beam and are propelled by steam (2,500 SHP on one shaft) for a speed of 10 knots. The largest lifting boom in each ship has a capacity of 50 tons.

The *Cape Scott* has served in three navies. She was built in Vancouver for the Royal Navy, the first maintenance

repair vessel constructed on Canada's West Coast. Launched in 1944 as HMS *Beachy Head*, she served in the Far East. In 1947 she was loaned to the Royal Netherlands Navy and re-named the *Vulkaan*. In 1950 she was returned to the Royal Navy and two years later was turned over to the Royal Canadian Navy at Halifax and re-named the *Cape Scott*. In 1958 she was taken in hand for fitting out as a mobile repair ship, the first such vessel in the Canadian Navy.

Into her huge spaces went shop machinery worth millions. A helicopter flight deck was fitted over her stern and a miscellany of other facilities incorporated. Her complement of about 275 officers and men has a high proportion of senior artisans. Even before commissioning, the ship assumed from the dockyard some 300 items associated with her refit.

Cdr. F. J. Jones, of Montreal and Halifax, who commissioned the *Cape Scott* in command, said to his ship's company on the ship's first anniversary (January 28, 1960): "I feel the *Cape Scott* has accomplished everything asked of her and with good measure. . . . I am sure that with me you are proud of the *Cape Scott's* list of 'satisfied customers'."

In her second year, she roamed from the Caribbean to Newfoundland as a unit of the RCN Atlantic Command. By the end of 1960, she had serviced 93 ships, expending close to 20,000 man hours. She made more than 70,000 individual issues from her stock of 23,300 separate stores items, and placed a further 10,000 demands on the Naval Supply Depot for benefit of her "customers."

Her facilities have been afforded destroyer escorts of several classes, frigates, minesweepers, the aircraft carrier, a gate vessel, auxiliary vessels and naval aircraft and even aircraft squadrons.

The *Cape Scott* during this period steamed a modest 17,951 miles during 97 days at sea. However, she spent more than 100 days in secluded anchorages or harbours where there were inadequate repair facilities. In the latter instances she was a maintenance headquarters for ships, a sort of "dockyard without a drydock" conveniently near the areas where warships were operating.

During 1960, the *Cape Scott* spent 10 weeks in Bermuda for WINTEX 60. In the summer months she lay alongside in Halifax, continuing to service the fleet but also providing training in engineering and propulsion for several score of cadets from University Naval Training Divisions.

Cdr. Jones turned command of the *Cape Scott* over to Cdr. Angus H. Rankin, formerly of Vancouver, in August 1960.

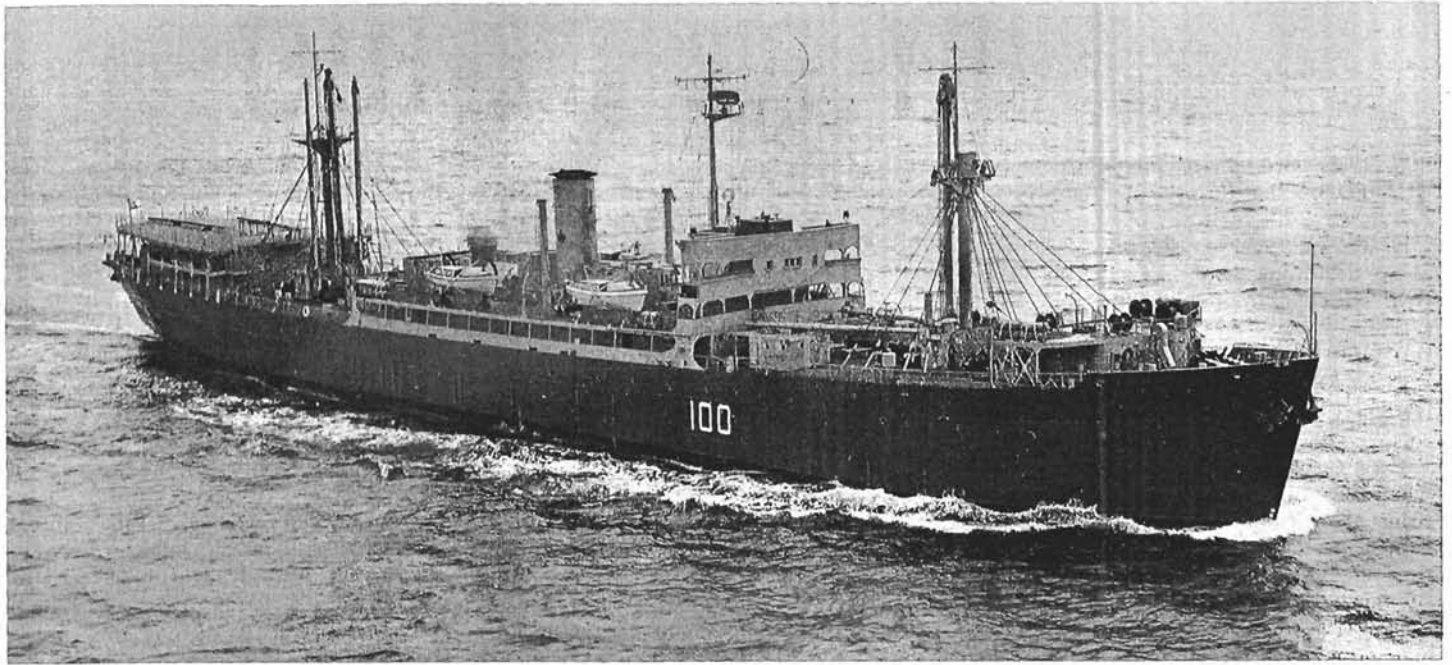
In October, the *Cape Scott* was sailed to Shelburne, N.S., there to provide an "alongside haven" for RCN-USN mine warfare forces during the NATO exercise Sweep Clear V. Although she does not normally carry items peculiar to minesweepers, for this operation she did carry repair items for this particular exercise and the ship proved a welcome source of such services as electrical power, diesel fuel and fresh water. Her technical experts were able to give the ships aid in general maintenance and surveys and her divers were busy un-snarling ship propellers fouled by mine-sweeping gear gone awry.

Cdr. Rankin, who was senior officer of the Shelburne phase of Sweep Clear, was prompted to report: "This ship is very definitely paying her way."

The *Cape Scott* was involved in a fleet exercise in November, with Cdr. Rankin acting as a convoy commodore.



Molten metal hisses into a mould in the foundry on board the *Cape Breton*, Pacific Command escort maintenance ship. (E-58765)



Then, on the 21st of that month, the ship sailed for more exercises with the fleet plus a period in Sydney, N.S., as their headquarters ship and repair facility.

On December 16, she returned to Halifax but preparations began almost immediately for her next mission—the 1961 winter exercises, in Bermuda. She sailed from Halifax January 9 almost “loaded to the gunwales” with provisions, material for the ship, vehicles for shore transport and various amenities for personnel temporarily based at Ireland Island in the colony.

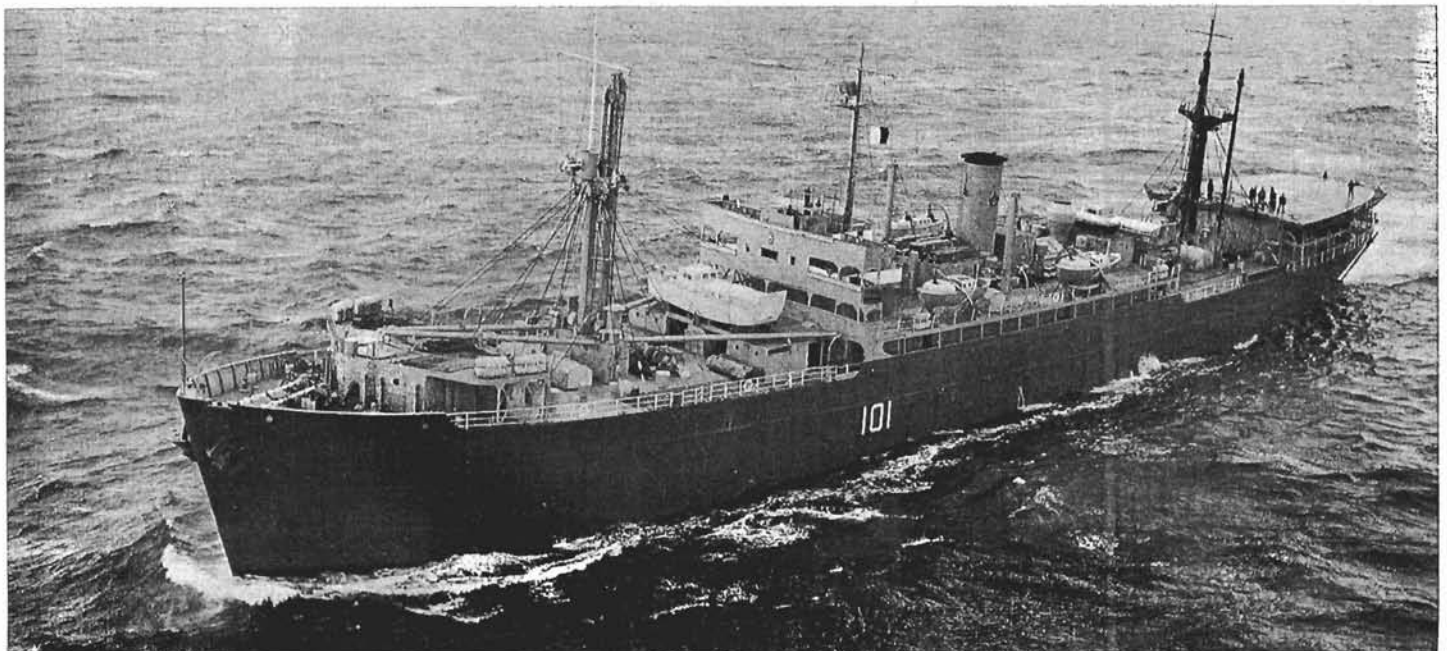
Roughly speaking, the organization within the *Cape Scott* tends to fall

within three broad categories. The first embraces all repair personnel and facilities and is nicknamed the “factory.” The second is the supply organization which, working in close harmony with the factory, procures the materials necessary for repairs and also provides the *Cape Scott* with general stores and domestic comforts, such as food, pay and clothing, with minor supply support to other ships. The third category consists of the people who keep the *Cape Scott* herself functioning, steam the ship, run the derricks and boats, bring the ships alongside, transfer parts back and forth, and so on. The functions are inter-

locking to varying degrees but, since the *Cape Scott* is primarily a mobile factory, this article is concentrated on that particular aspect.

An officer of the rank of commander is the Senior Technical Officer (Cdr. E. S. Baker, since July 1960). Directly under him is the Senior Repair Officer, who is the senior technical lieutenant-commander. Responsible in turn to the latter are those in charge of the five main sections of the repair organization, namely, constructive; engineering, electrical/electronic, ordnance and diving.

The Constructor Officer, for example, has seven shops in his domain, including



HMCS Cape Breton (100) is the escort maintenance ship based at Esquimalt. She is similar in most respects to the *Cape Scott* (101), based at Halifax. Note the helicopter platform aft and the heavy handling gear. (E-53746; DNS-34901)

plate, sheet metal, welding, blacksmith, pipe and coppersmith, woodworking and paint shops. All kinds of hull repair and general structural work are done in the plate shop. Its bending rolls will take boiler plate up to three-eighths of an inch thick and 48 inches wide. The drop shears cut thicknesses up to a quarter-inch by 72 inches in width. The sheet metal shop is equipped to handle all types of this work, the amount of material available being the only real limitation. Electrical and oxyacetylene welding, cutting, brazing and aluminum welding are done in another shop. The smithy has the customary tools, forges, slabs and anvils for handwork and its power hammer will take forgings up to three inches in diameter. The pipe and copper smithy handles copper, brass and steel piping and tubing, as well as brazing, bending (12 in.), threading (6 in.), silver and soft soldering. The woodworking shop is capable of any shipboard construction, including boat repairs, cabinet making, etc.

Under the Senior Repair Officer come the machine shop, the foundry, fitting shop and another for internal combustion engine repair. In the machine shop, work up to 20 in. diameter by 72 in. long can be accommodated in the boring mill. Shafting limits are 20 in. diameter by 96 in. length. Gap lathe limits are 56 in. by 96 in. The longest grinder has a 16 in. diameter swing and can handle up to 60 in. lengths.

A pantographic engraver does straight-line lettering for name plates and the like on everything but hardened steel. The foundry has two oil-fire furnaces with a total of 400 pounds capacity. Castings of brass and aluminum are manufactured. The internal combustion engine (ICE) shop repairs and overhauls all types of diesel machinery and motorboat engines.

The Electrical Officer controls the activities of the following repair shops:

- Electrical, which handles all repairs to rotating electrical equipment, including rewinding of class A, B and H types and their subsequent vacuum impregnation and baking;
 - Electronic shop, which can completely repair any electronic equipment fitted in the RCN;
 - Gyro compass shop, which is designed to effect repairs for all the ocean escorts;
 - Sonar shop, which is capable at present of effectively repairing most sets fitted but eventually will be able to handle all major repairs with the exception of those requiring drydocking.
- Cryptographic and teletype machinery can be completely serviced in their re-

spective shops, whilst one of the busiest places in the ship is the instrument shop, which handles repairs from watches to the most complex electronic test equipment. As a further service to the fleet, this shop also carries out repairs to all motion picture projectors.

In the battery shop, batteries are charged, discharged, tested and even completely rebuilt.



Each of the RCN's escort maintenance ships carries more than 23,000 separate items of stores. Neat stowage is essential for small parts, and taking inventory, as in this scene on board HMCS Cape Breton, is no small task. (E-59783)

In addition, the electrical and electronic staffs combine their talents with the ordnance staff to effect complete repairs to gunnery fire control systems.

The Ordnance Officer is responsible for the repair of all modern naval armament and carries 4,000 items of spares to assist in this work. Spaces occupied for this work include homing torpedo test shops, a main ordnance workshop and two ordnance stores. He is also required for the inspection of naval ordnance in ships away from home port, as required. In addition, he also carries out the duties of gunnery officer, which includes training of ceremonial guards

for special occasions and the handling and stowage of the *Cape Scott's* limited supply of explosives.

The clearance divers carry out all underwater inspections, maintenance and repairs, including underwater welding. In addition, they maintain and repair their own diving gear and that carried in ships alongside for services. They have a brand new, RCN-designed decompression chamber for therapeutic treatment of divers who might otherwise suffer from "bends".

Services the *Cape Scott* provides its "customers" are varied. The Engineer Officer can provide steam from zero pressure to 125 pounds a square inch and feed, fresh, and salt (for fire main and sanitary purposes) water. In emergencies, he has 100 tons of fuel oil available for a "top up" of a destroyer escort on an urgent operational mission requiring vital staying power.

The Electrical Officer can provide power at 220 volts (0 to 300 amps) and 440 volts (0 to 600 amps). The Supply Officer can provide ships with meals when their own galleys are inoperative, and with clothing, provisions and general stores in limited quantities. The *Cape Scott* bakery can turn out hundreds of fresh loaves of bread daily. A milk reconstituting and ice cream plant is being installed. Canteen and laundry facilities are available as well.

Medical services include a doctor and staff in an air-cooled compartment divided into a six-bed sick bay, treatment room, operating room, X-ray room, darkroom and laboratory. Its apparatus puts the medical organization in the *Cape Scott* on a par with the latest new construction ships of the RCN. The dental facilities first installed for the winter exercises of 1960 boast modern equipment comparable to the best ashore, including a dental laboratory. Doctor and dentist are available to the rest of the fleet.

The ship carries two aluminum landing barges (LCVP) and four motor boats, all of which can be loaned to customers who can man them.

When in high gear, the factory can handle three ships at a time, two alongside and the third at anchor nearby. The factory personnel are organized in three watches and are chief petty officers or senior POs in almost every case.

Ships normally come alongside for five-day periods of self-maintenance and an "arrival conference" is held first thing to ensure best use of the *Cape Scott* talent and facilities. "Work orders" are raised on all repairs to ensure their timely scheduling, completion and recording of the work done.

Productivity is measured by man-hours, averaging out generally to 500 per ship on the five-day cycle.

A 40-hour week is considered the norm for a man doing similar work afloat or ashore. The *Cape Scott* factory people invariably chalk up many more hours, since many repairs are so urgent that they must work round the clock so ships can return to important operational missions. On one occasion in 1959, when the *Cape Scott* had set up shop in a very remote bay of Newfoundland, distractions were so few that invariably personnel completed jobs in hand before laying down their tools. The result is that the work of most skilled men over the year averages out at 45 hours a week although sometimes it has been as high as 65 hours for certain periods.

It is obvious that the *Cape Scott* can undertake just about any repair from fixing a precision timepiece to changing a ship propeller: truly a dockyard in miniature. Her many other facets and the sound workmanship she provides have not gone unnoticed by the ships of the fleet judging from the fat file of appreciative messages and letters on board.

ALMOST everything that has been said about the capabilities and functions of the *Cape Scott* applies to her sister ship, HMCS *Cape Breton*, largest ship in service with the Pacific Command of the Royal Canadian Navy.

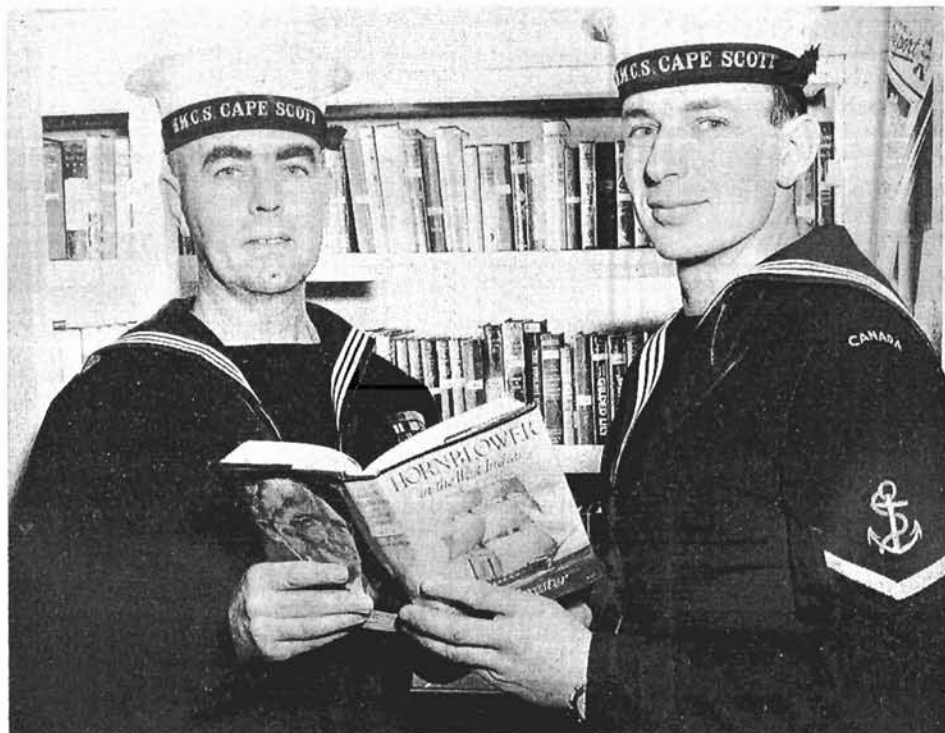
The *Cape Breton* is commanded by Cdr. M. F. Oliver, who has been with her since her commissioning on November 16, 1959 as an escort maintenance ship.

Before she began her present tasks, the *Cape Breton* served in several roles. Built by Burrard Dry Dock Company, Limited, North Vancouver, and completed early in 1945, she served with the Royal Navy under the name *Flamborough Head* until 1953, when she was returned to Canada, and the Royal Canadian Navy. At that time she was given her present name.

Between early 1953 and June of 1958, the *Cape Breton* was a floating training establishment for naval technical apprentices at Halifax.

The ship left the Atlantic naval base in June 1958 for Esquimalt, via the Panama Canal, and joined the Pacific Command on July 31.

Soon after, she was paid off and placed in the hands of HMC Dockyard for an extensive refit. The work included the addition of a large helicopter platform over the quarterdeck, and the



PO William McLeod, left, in his "other" library on board the *Cape Scott*, looks over a "Horn-blower" book with Ldg. Sea. William R. Bissett. Not only does PO McLeod look after the ship's technical books, he also maintains the recreational library voluntarily on his own time. (CS-605)

DOUBLE-DUTY LIBRARIAN

What does HMCS *Cape Scott's* librarian do in his spare time?

He runs another library.

PO William McLeod is custodian of some 32,600 official drawings and 800 reference books carried in the mobile repair ship for use and study by the Navy's technical personnel serving afloat. Not satisfied, he took on another library voluntarily in June 1959. In a nine-by-five-foot compartment in the ship he looks after nearly 700 books, fiction and otherwise, plus Navy educational texts and handy reference collections.

When the ship is in Halifax PO McLeod opens the library in the noon hour only, but away from home he is in business an hour or so at night as well, depending on his commitments.

PO McLeod's deep regard for literature is responsible for him taking this "busman's holiday".

"I've always maintained that a book is a good friend," he says.

He has managed to introduce his "friends" to many of his 250 shipmates. The weekly flow of books averages 120 in home port, 150-200 a week away from home.

In a period of three months, PO McLeod lent 158 volumes of fiction and 170 non-fiction, 38 western stories (sailors call them "dusters", 17 science-fiction, 75 war stories and 44 popular works of history.

The trend today in the *Cape Scott* is away from "dusters" to non-fiction, the latter ranging from biographies to true adventure, and books for avid collectors of stamps, coins and the like.

The *Cape Scott's* recreational library is supported by an annual service grant through the Command Library. Each quarter of the year, PO McLeod reviews his books and tries to obtain titles his shipmates suggest or might like. Little-read books are returned to the Command system.

Educational textbooks are available and many are always on loan, mainly to junior tradesmen trying to improve their academic standing. PO McLeod guides these and other young men on board in further reading by stimulating their interest in current events. Television and movies help considerably to foster an interest in reading, he finds.

Members of the ship's company have, in turn, donated 65 books to the library.

complete renovation of maintenance shops within the vessel. All living quarters were modernized.

The principal purpose of HMCS *Cape Breton*, as an escort maintenance ship, is to maintain anti-submarine escorts and minesweepers between refits without dependence on dockyard facilities; and to provide some logistic support, including replenishment, to other ships of the fleet during exercises away from home waters and at foreign ports.

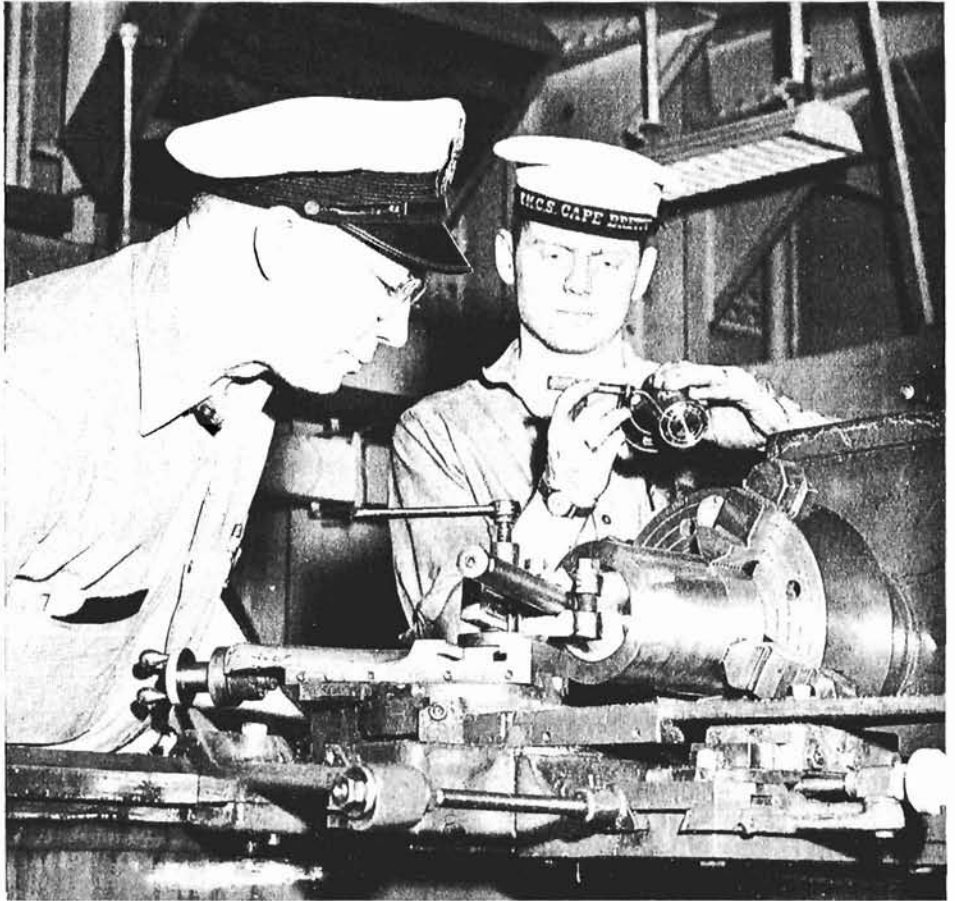
Maintenance facilities in the *Cape Breton* embrace a large number of shops which are capable of handling repairs in the following categories: machine, foundry, blacksmith work, diesel engines, electrical, sonar, electronics, teletype and cryptographic instrument maintenance, shipwright work, welding, sheet metal, plate shop work, pipe and coppersmith, ordnance fitting, and torpedo tests.

As with the *Cape Scott*, support provided by the *Cape Breton* includes water, power, steam, general stores, along with medical and dental facilities.

The ship has a complement of 20 officers and approximately 180 men.

A great variety of electrical and electronic jobs has been handled by the skilled sailors of the *Cape Breton* during the ship's various fleet support periods.

These have included repairs to radar pedestals in destroyer escorts; tuning, testing and aligning of fore-control systems, navigational radar and various types of communications equipment. Instrument repairs and calibrations, motor and armature winding have also been successfully done on numerous occasions. A number of such jobs were of a first-time nature, and reflected the high calibre of training received by the personnel concerned.



CPO Herbert Thomas and PO William Cave in the machine shop of the *Cape Breton*. (E-59788)

On June 13, 1960, divers from the *Cape Breton* tackled, and successfully completed a somewhat unusual underwater assignment. The propeller of a minesweeper was removed, repaired and replaced by clearance diving personnel of the ship.

On another occasion, divers from the *Cape Breton* exchanged underwater sonar dome equipment from the hull exteriors of two destroyer-escorts—an operation of some significance, in that the DEs were not taken into drydock.

The Supply Department of the *Cape Breton* makes up more than 25 per cent of the ship's company.

The ship carried more than 25,000 various items of hardware and equipment. This maintenance material is stored in 16 storerooms, which provide nearly 54,000 cubic feet of gross storage space.

In addition, the ship has 35,000 cubic feet of storage space for provisions, and of this total, 12,500 cubic feet are refrigerated.



The Tale of A Shirt

THE CUTTY SARK'S lost cutty sark has been found, but there must be a lot more to the story than appears in the recent press report:

"LONDON (CP)—The famous tea clipper *Cutty Sark* will again wear her 'short shirt' masthead emblem. It was lost in 1895, but turned up in a recent auction."

Basil Lubbock, in *The Log of the Cutty Sark* gives a much later date for the disappearance of the emblem, which he described as a "golden shirt or cutty sark which fitted over the pin at the main truck."

Mr. Lubbock also says: "Captain Willis [the original owner] presented this emblem to the ship after her defeat of the *Thermopylae* in the race home from Sydney in 1885. It was a challenge to the golden cock at the *Thermopylae*'s masthead.

"Captain Woodget [her most famous commander] told me it was made out of some non-rust yellow metal. It was still afloat when the '*Cutty's*' mainmast went over the side off the Cape in 1917; some day perhaps it may be washed ashore on the Cape Coast, when it will certainly mystify those who find it."

It is equally mystifying to learn that the golden shirt has turned up in an auction room. But at least it is possible to explain, for the sake of those who do not speak the Doric or have never read Burns, how a short shirt came to be associated with the tea clipper. In his poem "Tam o' Shanter", Robert Burns tells how his hero was riding home after supping many good Scots chopins of nappy (look out for the Scotch Ale if you are ever in the Clyde) when he came to "Alloway's auld haunted kirk."

The light was blazing out of every window, for a coven of witches was holding a sabbath within. The Devil was sitting on the sill of the east window playing the pipes for the witches' dancing. "The mirth and fun grew fast and furious" and the dancers found the pace so hot that they got rid of most of their clothes. Many of them were what one might expect in witches, but:

"There was ae winsome wench and
walie

That night enlisted in the core,
Her cutty sark of paisley harn,
That while a lassie she had worn,

In longitude though sorely scanty,
It was her best, and she was
vauntie."

Or, as a Sassenach might say: there was one fine wench, and she had grown out of her shift. Her name, it appears was Nannie.

Nannie was by far the liveliest and best dancer, and Tam, watching at the window, felt obliged to applaud. He roared out: "Weel done, Cutty Sark."

The lights went out, Tam shipped up his mare, and the witches were after him. He made for the Brig o' Doon, for he knew that witches cannot cross a running stream in pursuit of a victim. Again Nannie led the coven and she caught the mare by the tail, just as she reached the keystone of the bridge. But Meg, the mare, made one desperate effort:

"Ae spring brought aff her master
hale,

But left behind her ain grey tail."

Thus it was, when John Willis, a Scot, was casting about for a name for what he hoped would be the fastest of all clippers, he thought of Burns' fleet-footed witch. She later fulfilled his hopes, logging 15 knots over a day's run many times. But he was not satisfied with a fast and profitable ship, he required one that was beautiful and had her embellished with all the skill of the ship-carver that his money could command, commissioning Mr. F. Hellyer of Blackwall for the work. To quote Lubbock again: ". . . his conception of Nannie, the beautiful witch, her hand reached out in pursuit of Tam o' Shanter and her long black hair flying in the wind, was considered a magnificent ex-

ample of his art. . . . When the *Cutty Sark* was in port it was the custom to get a long horse's tail and put it in Nannie's hand to represent the old mare's tale, which the beautiful witch pulled off. . . .

"Captain John Willis instructed Hellyer to put forward all his talent and spare no expense in portraying Burns's great poem in carved wood upon bow and stern of the *Cutty Sark*. Thus Tam o' Shanter on his grey mare 'Meg' was to be seen riding along the clipper's quarter whilst the witches in very scanty attire were shown dancing in great abandon on the scroll work of the *Cutty's* bow.

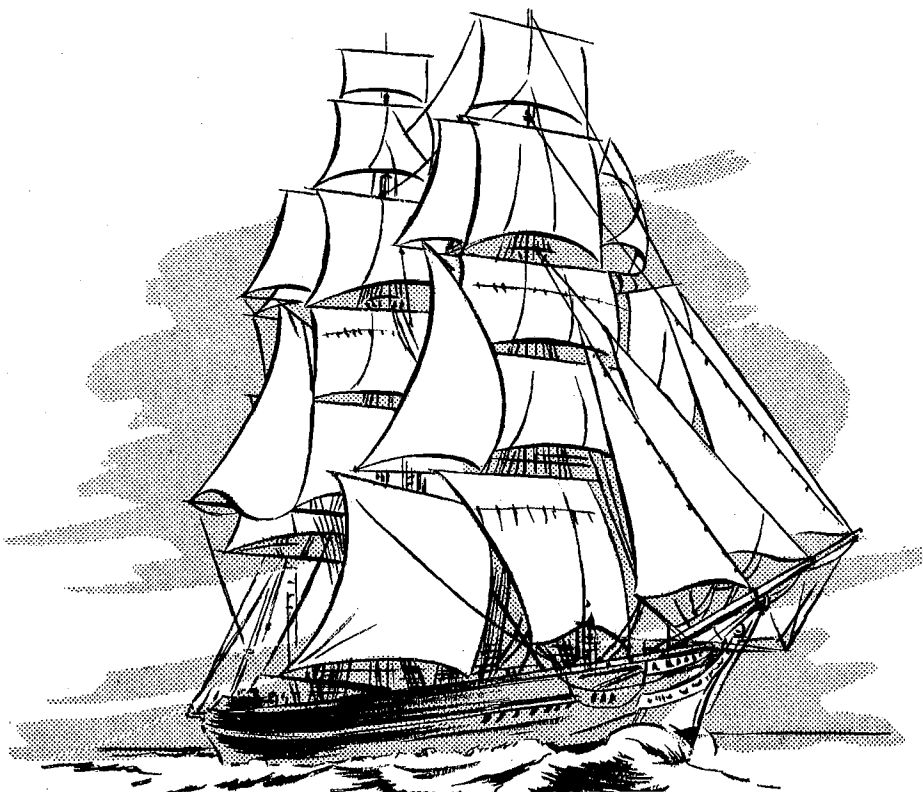
"This artistic masterpiece, however, was too much for the well-known mid-Victorian delicacy in such matters and [Willis] had the naked witches removed."

Nannie lost her head and arm in a gale in the Roaring Forties long ago and the complete figurehead was replaced with an inferior substitute. When the ship was turned over to the National Maritime Museum at Greenwich recently, a third figurehead was made for her and now the masthead "cutty sark" has returned—but how about those dancing witches?

Burns drew a moral from the tale, which should be remembered by seamen going ashore in the Clyde, or anywhere else for that matter:

"Whene're to drink you are inclined,
Or Cutty Sark's run in your mind,
Think, you may buy the joys too
dear,
Remember Tam o' Shanter's mare."

—Ph. Ch.



Naval Lore Corner

Number 94 EVOLUTION OF THE NAVAL OFFICER'S UNIFORM

UNIFORMS WERE ADOPTED FOR NAVAL OFFICERS IN 1748, 105 YEARS BEFORE THEY WERE AUTHORIZED FOR SEAMEN. BEFORE THAT DATE 'UNIFORMS' FOLLOWED CLOSELY THOSE OF THE ARMY AND WERE PREDOMINATELY RED. HEREWITH ARE A SELECTED GROUP OF UNIFORMS REPRESENTING SUCCEEDING PERIODS TO DATE...



1748-67, LIEUT.'S
UNDRESS FROCK.
MANY YEARS
PASSED BEFORE
ALL OFFICERS
CONFORMED
IN DRESS...



1774-87 (LEFT) SENIOR
CAPTAIN, UNDRESS.
ARRANGEMENT OF
BUTTONS INDICATED
RANK. MANY INDIVIDUAL
ECCENTRICITIES
WERE DISPLAYED...



1800 (LEFT) LIEUT.
UNDRESS.
1795-1812 (RIGHT)
SENIOR CAPTAIN.
EPAULETS WERE ADOPTED
TO INDICATE RANK.
LATER ONLY FLAG
OFFICERS WORE THE
COCKED HAT
'ATHWARTSHIPS'...



1832 (LEFT) LIEUT.
FULL DRESS.
CIVIL BRANCH OFFICERS
(RIGHT) WORE SINGLE-
BREASTED TUNICS.
THE ARRANGEMENT OF
THE BUTTONS INDICATED
BRANCH (IE. SURGEON)



1829-33
COMMANDER (RIGHT)
UNDRESS. NOTE
INTRODUCTION OF
PEAKED CAP NEG-
ATIVE BADGE.
CAPTAINS WORE 3
STRIPES, COMMANDERS
2 AND LIEUTENANTS
ONE....



1856-79
(RIGHT) LIEUT.
UNDRESS. THE
CAP BADGE HAS
REMAINED
FUNDAMENTALLY
UNCHANGED...



1879-91
(LEFT) LIEUT.
MORNING DRESS.
THE BUTTONS ON
THE SLEEVES
REMAINED UNTIL
1891. FLAG OFFICERS
WORE THEIR BROAD
STRIPE BELOW THE
BUTTONS. ONLY
MIDSHIPMEN
RETAINED THEM
THEREAFTER...



1885 (LEFT)
SUB-LIEUTENANT
WEARING SINGLE
BREASTED TUNIC.
THIS UNIFORM
LASTED ONLY 4
YEARS AND WAS
REPLACED BY THE
MONKEY JACKET
IN 1891.



1900 (LEFT) LIEUT.
THE MONKEY JACKET
HAS REMAINED TO
THIS DAY (RIGHT)
ONLY VARYING IN
CUT CORRESPONDING
TO CONTEMPORARY
CIVILIAN FASHION...



Roger Duhamel

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