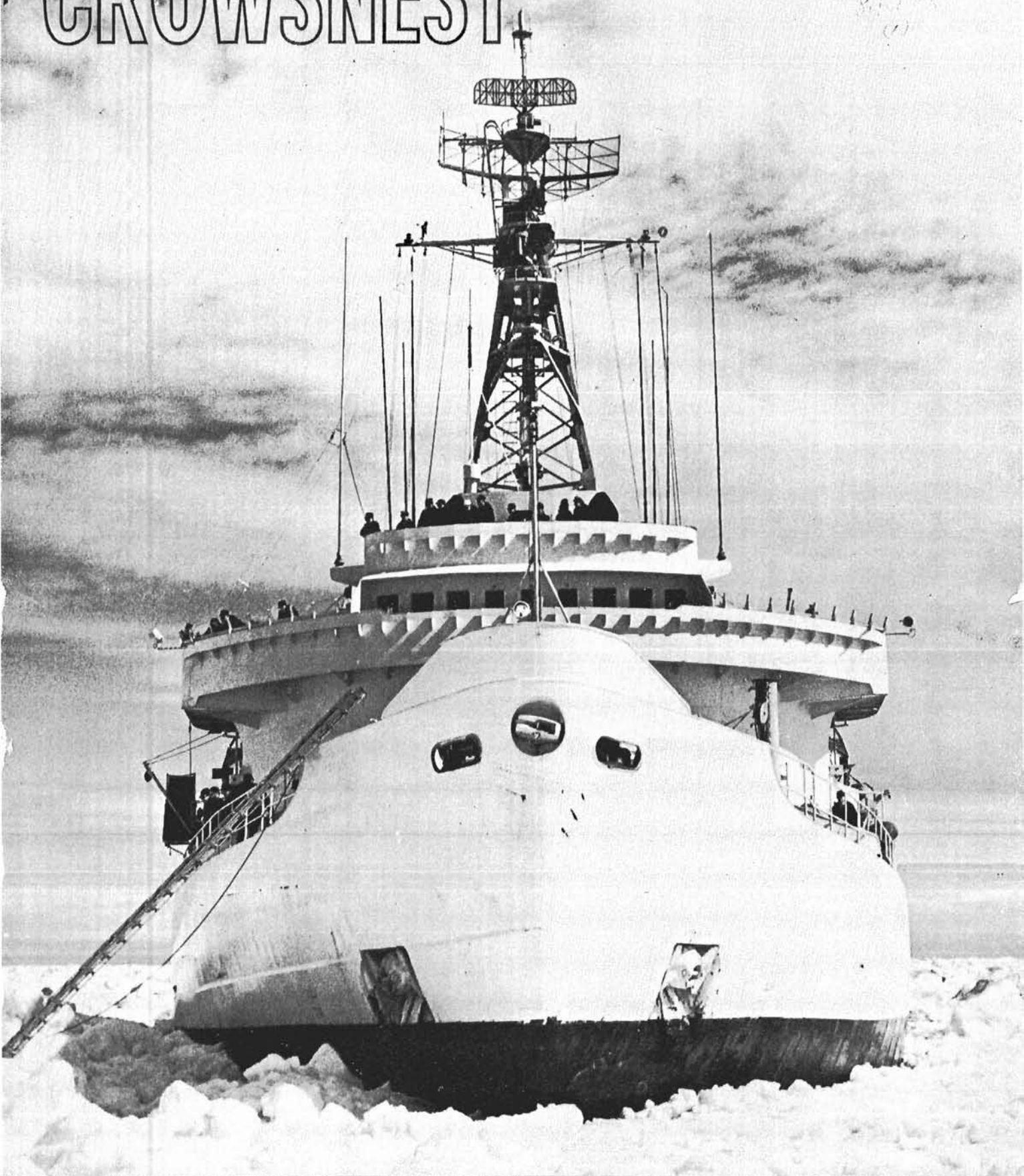


The CROWSNEST



Vol. 8, No. 3

January, 1956

A Farewell Message
from the
Chief of the Naval Staff

THE YEAR 1955 has been one of continued development of strength and efficiency in the Royal Canadian Navy, highlighted by the commissioning of the first *St. Laurent* Class destroyer escort and the advent of jet aircraft for our Navy.

My role as Chief of Naval Staff in this progress would have been quite impossible without the unfailing loyalty of all officers, men and women.

There may be difficult times ahead for the Navy, but I write this last message for the pages of *The Crow'snest* with the inward assurance that all obstacles will be overcome by you who carry on.

My best wishes for 1956 and the future years.



Vice-Admiral, RCN,
Chief of the Naval Staff

The CROWSNEST

Vol. 8 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1956

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Looking Both Ways

In the manner of the god Janus, who gave his name to the first month of the year, looking both ways simultaneously at this season is accepted as quite the thing.

Looking backward, *The Crownsnest* is grateful for the contributions of articles, photographs, drawings, personal items and recollections that have helped the magazine to present the Royal Canadian Navy as an active, developing organism of which its members and their fellow-Canadians can be proud.

Not all the contributions were literary masterpieces, nor was there any desire on the part of the editors that they should be. The important thing was that someone was interested enough in the activities of his ship and her personnel to sit down and write out the facts for presentation to the limited portion of the world served by the magazine. Others, more skilled in the art of writing, turned out neat packages of fact or humour.

On the painful side is the thought that many a good story of life in the service went unwritten because someone lacked the time, the energy or the confidence to assemble the facts.

Looking forward, *The Crownsnest* is hopeful that it will continue to hear from its old friends and that their thrice-blessed circle will be joined by new contributors—particularly, we might add, from the lower deck, the sturdy foundation of the naval service.—*The Editors.*

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 Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

The Cover—Temporarily icebound, but still presenting a picture of sturdy self-reliance, the *Labrador* posed for this "sitting duck" portrait during last summer's DEW Line and survey operations in Canada's far northern waters. While she sat there divers were busily placing the charges that opened a channel to clear water. (LAB-1017)



RCN NEWS REVIEW

One of the strangest tasks to fall to the lot of the Labrador during her 1955 Arctic operations was the towing and "mothering" of a damaged USAF Albatross amphibian aircraft until a USN dock landing ship arrived and took it on board. (LAB-1318)

Farewell Visits Paid by CNS

Vice-Admiral E. R. Mainguy, who begins retirement leave January 16 after serving as Chief of the Naval Staff since December 1951 paid farewell visits to the Pacific and Atlantic Commands of the Royal Canadian Navy in December.

Admiral Mainguy visited the Pacific Command from December 8 to 13 and the Atlantic Command from the 15th to 18th. At both places he toured shore establishments and called on the ships in port.

'Copter Performs Thrilling Rescue

The day of the big game had arrived and football fans across Canada had their radios tuned for the latest word on the clash of the padded giants for the Grey Cup at Vancouver on November 26.

As a result, they heard the closing minutes of a more deadly game on the Atlantic seaboard in which the Navy played the North Atlantic for men's lives and won 21-0.

The beneficiaries of an RCN helicopter's victory over wind and sea were 21 crew members of the Liberian freighter *Kismet II*, which had been driven onto the rocks at the base of a 1,000-foot sheer cliff near Cape St. Lawrence, Cape Breton Island.

Fierce winds, which had prevented earlier rescue, had abated somewhat by November 26, making it possible for a Sikorsky helicopter to fly in low along the cliff, land on the freighter's after deck and remove the crew in four

dangerous flights. The ship's dog and cat were also saved.

Two of the rescue trips were made by Lt.-Cdr. John H. Beeman; the others by co-pilot Lt.-Cdr. Roger Fink. Crew members were PO Laurence W. Vipond and AB Paul A. Smith.

Princess Royal Opens Cadet Block

During her visit to Victoria, Her Royal Highness, the Princess Royal visited the Canadian Services College, Royal Roads, where she opened the Nixon Cadet Block on October 17.

Speaking at the opening of the new cadet block, Rear-Admiral H. F. Pullen,



Her Royal Highness, the Princess Royal, cuts the ribbon at the official opening of the Nixon Cadet Block at Royal Roads in October. At left is Captain J. A. Charles, commandant of the college. (E-33386)

Flag Officer Pacific Coast, said it was named after an officer who made a great contribution to the early history of the RCN, Cdr. E. A. E. Nixon. He was in charge of the Royal Naval College of Canada from its foundation in 1910 until it was closed in 1922.

"The example he set was never forgotten and it is true to say that the standards of loyalty, zeal and devotion to duty that we have in the service today are the legacy left us by this famous Canadian naval officer," said Admiral Pullen.

Three Frigates Lent to Norway

Hon. Ralph Campney, Minister of National Defence, announced in November that the Royal Canadian Navy will lend three Prestonian-class frigates to Norway. The ships are the frigates *Penetang*, *Prestonian* and *Toronto*.

The plan is to turn them over to the Royal Norwegian Navy one at a time between January and March. All three ships will be refitted before being transferred to Norwegian ships' companies in Halifax.

All Ships Home For Christmas

For the first time since the outbreak of the Korean War in 1950, all ships of the fleet spent Christmas at home this year.

During each of the five previous Christmases at least three destroyer escorts and 700 officers and men spent the Yuletide "somewhere" in the Far East.

By December 18, with the arrival at Halifax of HMC Ships *Algonquin* and

St. Laurent and *HMS Astute* from Bermuda, all ships of the fleet had returned to Canadian waters. The *Algonquin* and *Astute* had been assisting the *St. Laurent* during a portion of the latter's extensive working up exercises.

The *Magnificent*, *Haida*, *Huron* and *Micmac* returned to Halifax December 6, after an absence of three months, during which time they had participated in NATO exercises New Broom IV and Sea Enterprise and later visited ports in the United Kingdom, The Netherlands, France, Spain and Italy.

The *Quebec* completed a fall training cruise to the Caribbean on December 10. During her month-long trip she visited Willemstad, Curaçao; Montego Bay, Jamaica; Great Stirrup Cay in the Bahamas and New Orleans.

The *Quebec's* band was a big hit at Willemstad, and just before the ship sailed her musicians played a 45-minute program over the city's radio station. While at New Orleans, the ship was honoured by the city's horse-racing enthusiasts, who named a six-furlong event the "HMCS *Quebec* Purse". The *Quebec's* commanding officer, Captain D. W. Piers, presented the floral tribute to the winning jockey.

The *Labrador*, after five months of battling the Arctic elements, returned to Halifax late in November in time to be greeted by the advent of an early Nova Scotian winter. The ship's return home was hastened when PO B. W. Robinson suffered carbon tetrachloride poisoning. The ship quickly wound up survey operations in the Strait of Belle Isle and landed the patient at Stephenville, Nfld., from where he was flown to RCNH. The ship then proceeded to Halifax.

The destroyer escort *Nootka* and HM Submarine *Ambush* returned from Bermuda December 9, after having carried out TAS and ASW exercises with aircraft of VS 881 and the RCAF. The Avenger squadron, which had been operating from the USAF base at Kindley Field, returned to Shearwater Dec. 12.

HMCS *Sault Ste. Marie* was due at Halifax December 16, from Esquimalt to join the 11th Escort Squadron.

On the West Coast, all ships operated close to home during December. The *Digby* and *Brockville* carried out a brief reserve training cruise to Seattle December 9-11. The destroyer escort *Crescent*, which joined the fleet late in October after extensive modernization, continued trials and working up exercises in the Esquimalt area.

The *Sioux*, which returned from the Far East in September, completed re-fitting in mid-December and began trials.

Careless Smokers Start 60 Fires

Careless smokers were responsible for 60 fire calls in ships and shore establishments of the Royal Canadian Navy during the first nine months of 1954, with both naval and civilian personnel contributing to this unenviable figure.

Fortunately fire losses from smokers' carelessness (\$572) were relatively small, but a notice-board memorandum on the subject from headquarters does not indicate that this should be a cause for self-congratulation on the part of the smokers.

Another avoidable source of nuisance and expense during the period is represented by the 89 false alarms turned in wilfully or in error.

\$100 Prize Essay Contest

"Why The Navy Is Worthwhile"

AN ESSAY contest open to personnel of the Navy is being conducted by *Canadian Shipping and Marine Engineering News*, the winner to receive a \$100 prize and an engraved plaque, which will serve as a permanent memento.

"Why I Believe in the Navy" is the subject of this year's contest and the winning essay will appear in the March 1956 issue of *Canadian Shipping and Marine Engineering News*, the fifth special annual issue devoted to the Royal Canadian Navy.

The following are the conditions of the contest:

1. The contest is open to all naval personnel, regardless of rank, with the exception of officers and men appointed or drafted for naval information duties.
2. Essays must be original, must be written personally by the contestant, must not have been previously published and must present a sincere reflection of the contestant's beliefs and attitudes.
3. Essays should be clearly legible, written on one side of the paper only and be from 1,500 to 2,000 words in length. If type-written, they should be double-spaced.
4. Contestants MUST adopt a pen-name to appear on the first page of the submitted manuscript. Contestant's real name should be placed in a sealed envelope securely at-

Property losses totalled \$16,489 up to September 30, which represented a reduction of \$27,227 from the loss during the corresponding period in 1954.

Cdr. 'Tony' Law Goes to Labrador

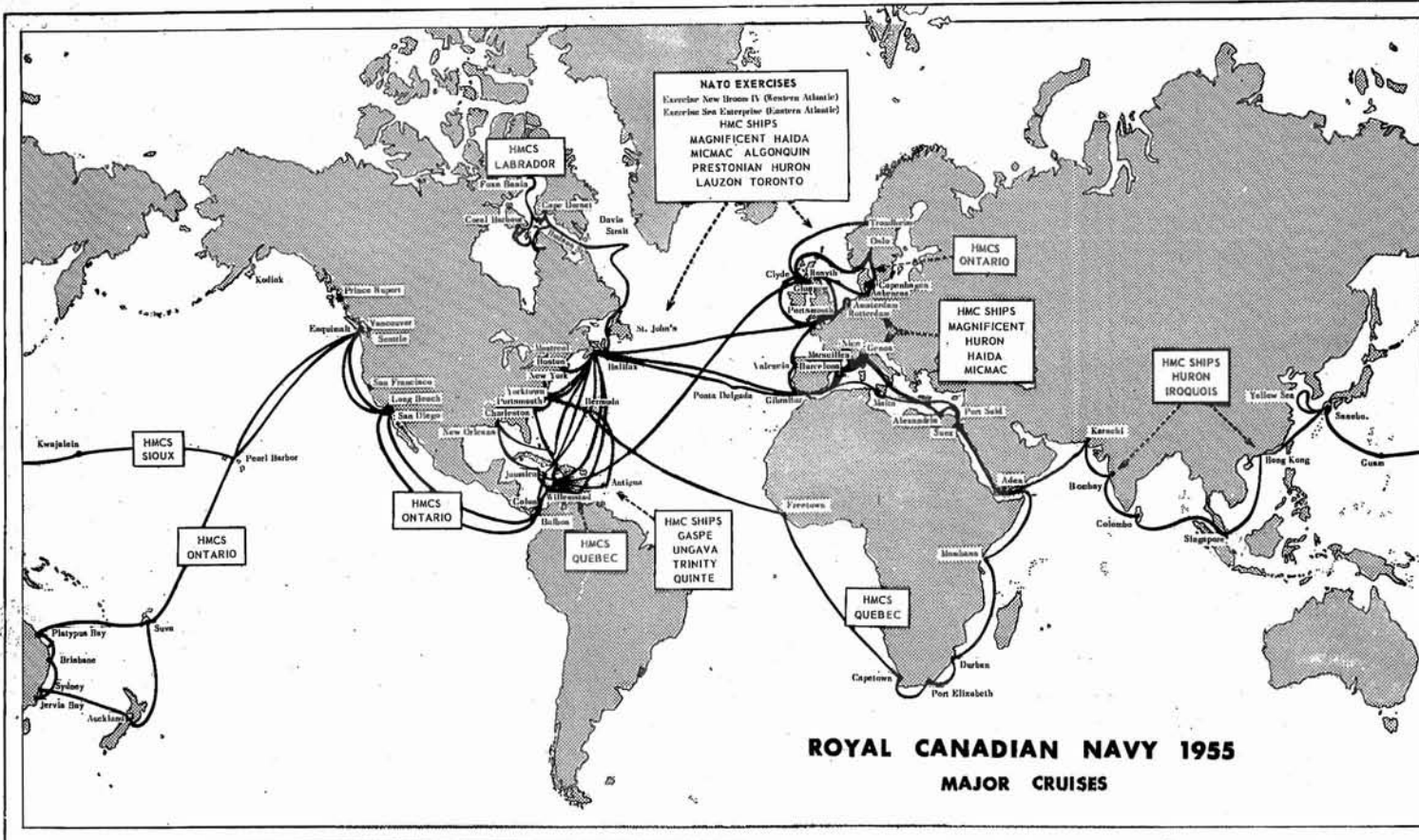
Cdr. C. Anthony Law, has been appointed executive officer of the *Labrador*.

He succeeds Cdr. John McW. Leeming, who assumed temporary command of the *Labrador* on October 28 when Captain O. C. S. Robertson was evacuated by air to Montreal for hospital treatment.

Cdr. Law has been officer-in-charge of the Junior Officers' Technical and Leadership Course at *Stadacona* since July, 1953.

tached to manuscript by pin or stapler. Material otherwise submitted will be automatically disqualified.

5. Entries should be addressed to the Director of Naval Information, Naval Headquarters, Ottawa, and envelopes clearly marked "Contest Entry".
6. All entries must be received at Naval Headquarters by February 15, 1956.
7. Only one entry from each contestant will be considered.
8. The winning entry will be awarded a prize of \$100 and will be published in the March 1956 issue of *Canadian Shipping and Marine Engineering News*. A plaque will be presented to the winner by the editor. The editor reserves the right to publish any other entry in any subsequent issue of the publication during the ensuing six months, for which regular space rates will be paid.
9. A distinguished Board of Judges will be appointed by the magazine sponsoring the contest, names to be announced later.
10. Decision of the judges shall be final.
11. Each contestant, in submitting his entry, automatically accepts the above rules and conditions.



**ROYAL CANADIAN NAVY 1955
MAJOR CRUISES**

A YEAR OF OUTSTANDING DEVELOPMENT

RCN Attains New Heights in Strength, Stature in 1955

THE YEAR 1955 was one of progress and development unparalleled in the peacetime history of the Royal Canadian Navy.

The addition of the ultra-modern anti-submarine escort vessel *St. Laurent*; the Arctic operations of the *Labrador*; the adoption of jet-powered naval aircraft and the organization of the fleet into training and operational squadrons combined with significant advances in numerous other fields to mark 1955 as a year in which the RCN made important gains in strength and stature.

The size of the fleet increased to 61 active units, while the number of personnel in the regular force rose to more than 19,000. Both are record peacetime figures. The ships include one aircraft carrier, two cruisers, 12 destroyer escorts, one Arctic patrol vessel, ten frigates, seven coastal escorts, eight coastal minesweepers, one repair ship and 19 smaller craft.

Most noteworthy of the new ships added to the fleet was the *St. Laurent*. Canadian designed and built, the deadly 366-foot submarine killer is the first to be completed of 14 vessels of her class,

described as the most modern of their type in the world.

Of the remaining 13 ships of the *St. Laurent* class, five will commission this year, five in 1957 and three in 1958.

Another major addition was the newly-modernized destroyer escort, HMCS *Crescent*, completely rebuilt and re-equipped with the latest submarine detection devices and armament. The conversion was done entirely in HMC Dockyard, Esquimalt, and was the largest single project ever undertaken by a Canadian naval dockyard.

Three modernized frigates and two coastal escorts, together with a number of smaller craft, also joined the fleet in 1955.

In reserve, the RCN has another 54 ships of various classes, including nine on loan to other government departments. Auxiliary vessels and small craft manned by civilian personnel number more than 100.

OPERATIONAL commitments, training cruises and sea exercises took ships of the RCN to many parts of the world.

HMCS *Labrador*, the navy's Arctic patrol vessel, added further to the

reputation she earned in 1954, her first year of northern operations, when she took a prominent part in a joint Canada-U.S. project unique in maritime history. The RCN ice-breaker's principal assignment during this summer's Arctic operations was to act as senior ship of a task group responsible for the delivery of thousands of tons of vital supplies to Distant Early Warning (DEW) Line sites in the eastern Arctic. The *Labrador*, in addition, continued with the work of surveying and charting the little-known waters of Canada's north.

The increased number of ships in commission made possible a material improvement in the type of sea training available. Instead of operating singly or in twos, RCN vessels can now be formed into squadrons for the all-important group training necessary to make them fully efficient fighting units. Among the squadrons formed during the year were the Eleventh and Twelfth Canadian Escort Squadrons and the First Canadian Destroyer Squadron. The Twelfth Escort Squadron is based at Esquimalt and the others operate from Halifax.

Also based at Halifax is the Sixth Submarine Squadron of the Royal Navy. Composed of three submarines, the squadron was lent to Canada last year to enable the RCN to expand its program of practical anti-submarine sea training for personnel, ships and aircraft. The first RCN submariners had completed their training in the United Kingdom and are serving with the squadron. As training progresses, it is anticipated that half the complement of the squadron will be RCN personnel.

TRAINING CRUISES carried out by RCN ships in 1955 embraced waters familiar to Canadian seamen and also some completely new. In the latter category was the cruise early in the year of HMCS *Quebec* around the continent of Africa. The destroyer escorts *Huron* and *Iroquois*, returning to Halifax from duty in Korean waters, visited ports in Ceylon, India and Pakistan in February. It was the first visit by Canadian ships to India and Pakistan. The cruiser *Ontario* made two major cruises during the year with cadets of HMCS *Venture*, the officer training establishment at Esquimalt, embarked. Her first voyage took her to Australia and New Zealand, while ports in the United Kingdom and Europe saw the ship during her second cruise.

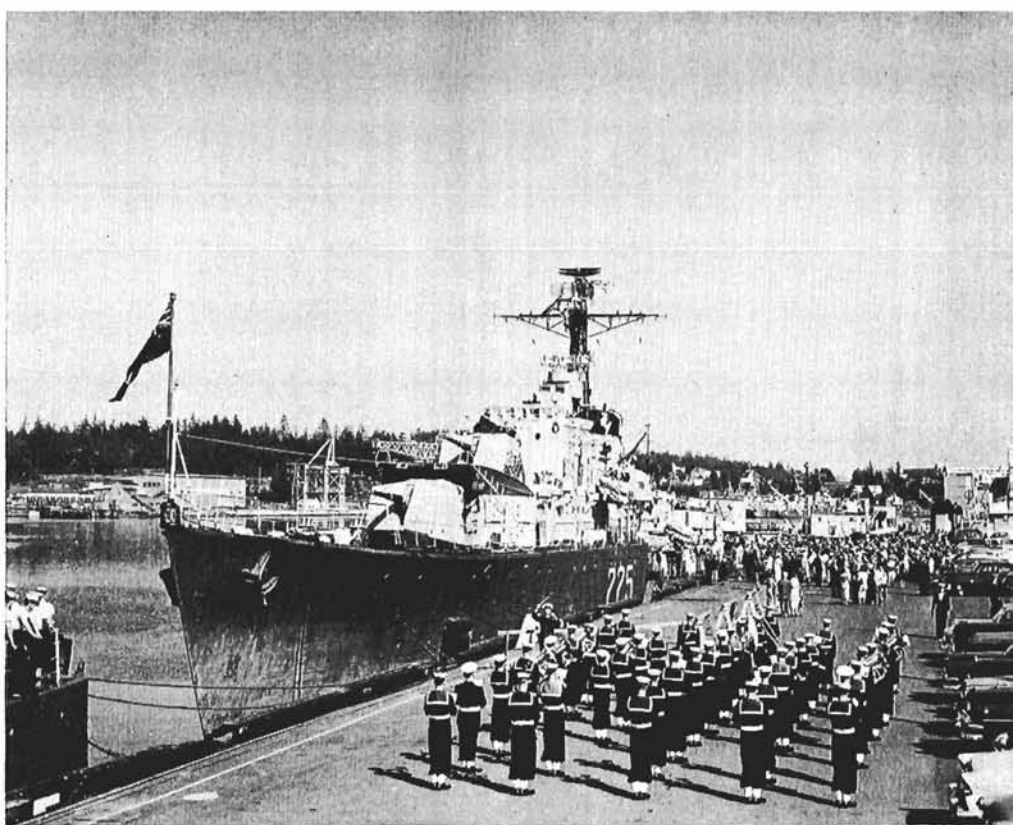
The aircraft carrier *Magnificent* also logged many thousands of miles during the year, winding up her training program with participation in two NATO exercises and a cruise to European waters and the Mediterranean. The destroyer escorts *Haida*, *Huron* and *Micmac* accompanied the *Magnificent* on this voyage, during which Holland, Spain, Italy and France were visited.

The waters of Bermuda and Southern California remained popular areas for ships of the East and West Coast fleets seeking consistently good weather for training exercises and manoeuvres.

Eight Canadian warships took part in two NATO exercises in the Atlantic during the year.

In the Pacific Command, the frigate *Ste. Therese* steamed for 7,160 miles back and forth across the North Pacific as a participant in the joint synoptic oceanographic survey operation "NOR-PAC". United States and Japanese ships participated in large numbers in this survey of ocean currents and salinity and temperature of ocean waters.

THE LARGEST-SCALE peacetime fleet exercises on the West Coast in the history of the RCN took to sea in October the entire operational Pacific fleet. They included air-sea co-opera-



On September 24, 1955, HMCS *Sioux* came home to Esquimalt. She was one of the first Canadian warships to serve in the Korean war theatre, the last to serve on patrol there after hostilities had ended. (E-33060)

tion exercises with RCAF aircraft from Comox and Vancouver and RCN aircraft from Patricia Bay, as well as convoy, gunnery, night encounter, atomic defence, air defence, torpedo and mine-sweeping exercises.

In November ships of the command spent nearly two weeks in exercises with naval and Marine units of the United States Pacific Fleet, which were climaxed by an amphibious landing at Camp Pendleton, Oregon. The exercise area extended along the western seaboard as far south as Long Beach and San Diego, California.

Before sailing on these major exercises, RCN warships and landing craft took part in a spectacular combined operations assault on Jericho Beach, Vancouver.

Highlights of the 1955 activities of naval aviation include the formation of an Airborne Early Warning flight of four especially equipped Avenger aircraft; the establishment of an experimental helicopter anti-submarine unit and the introduction of jet aircraft into the RCN. The first jet aircraft to be put into service by the navy were T-33s and these were formed into a training flight. Late in the year the first of the F2H-3 Banshee all-weather jet fighters were received.

Fighter and anti-submarine aircraft and the AEW flight were embarked in the *Magnificent* for the two NATO exercises. Fifty naval aircraft from HMCS *Shearwater*, the RCN air sta-

tion at Dartmouth, N.S., took part in the Canadian Army's Exercise "Rising Star", one of the most ambitious training projects ever undertaken by Canadian forces.

An anti-submarine squadron was based for a time in Bermuda, where it took part with surface ships and undersea craft in anti-submarine training practices.

For the first time pilots of a reserve squadron qualified or re-qualified in carrier landings when members of Toronto's VC 920 Squadron were embarked in the *Magnificent* in August.

HELICOPTERS of the RCN were engaged in several mercy missions and rescue trips during the year, in addition to their normal duties on board the *Labrador* and *Magnificent* and at *Shearwater*. One rescue mission brought the award of Member of the Order of the British Empire to a helicopter pilot who flew from Dartmouth to St. Paul Island, under adverse weather conditions to bring back an injured lighthouse keeper. Another daring rescue by naval helicopter pilots involved the removal of the entire 21-member crew of the Liberian freighter *Kismet II*, which ran aground off the northern tip of Cape Breton Island late in November. High winds and overhanging cliffs made the rescue extremely hazardous.

Approximately 7,000 officers and men will have taken general, specialized and

technical courses in RCN training schools throughout the year and a further 700 will have completed advanced courses in the United Kingdom and the United States and in Canadian universities.

Basic and advanced training for officers and men of the RCN (Reserve) was provided in ships and establishments on the coasts and at the Great Lakes Training Centre, Hamilton, Ont.

On the lakes, a 15-ship fleet, the largest ever assembled in Canadian inland waters, provided training for 1,400 naval reserves on 20 separate cruises. Ports visited in the course of the summer included Toronto, Sarnia, Kingston and Porth Arthur in Canada, and Chicago, Detroit, Cleveland, Buffalo and Rochester in the United States.

In addition to the Great Lakes program, hundreds of other reserves took annual training in ships of the East and West Coast fleets and in training schools and centres ashore.

THE BUILDING of new ships and the modernization of wartime vessels continued at a brisk pace.

Structural work on the largest unit under construction for the RCN, the aircraft carrier *Bonaventure*, is progressing rapidly and fitting out is well advanced.

The *Bonaventure*, being built at Belfast, Northern Ireland, is expected to be commissioned before the end of next year.

Modernization of 16 frigates has been completed and five others are undergoing conversion. The coastal escort modernization program has been com-

pleted and the construction of Bay Class minesweepers is in its final stages. Of the 14 vessels of this class already built, six have been turned over to France under the NATO mutual aid program. Six replacement minesweepers have been ordered. Smaller vessels under construction for the navy include patrol craft, diving vessels, ocean tugs, passenger craft, lighters and barges.

Ashore, the expansion of naval facilities is progressing well. A new \$5 million naval magazine at Rocky Point, B.C., was officially opened by Defence Minister Ralph Campney early in the summer and a naval armament depot was established at Longueuil, Que., in September. Work on the Naval Supply Depot at Ville La Salle, Que., is nearing completion, as is the construction of several large storage buildings in various parts of the country.

The operation of Padloping Island weather station, for two years a responsibility of the RCN, was turned over in early autumn to the Department of Transport.

A reduction from three to one in the number of ships maintained by the RCN in the Far East was made in January and in September the remaining destroyer, HMCS *Sioux*, was withdrawn and returned to base at Esquimalt.

In keeping with the Canadian Government policy of giving strong support to the North Atlantic Treaty Organization, it was announced in November that three RCN frigates of the Prestonian class would be loaned to the Norwegian Navy. The ships are the modernized anti-submarine frigates,

Prestonian, *Penetang* and *Toronto*. The transfer is expected to take place early in 1956.

Also announced during the year was the inclusion of Wrens in the regular force. Complement was set up for 35 officers and 365 Wrens.

No Chance for Second Mistake

Project 572 was no fleet exercise where lessons can be learned and mistakes rectified by analysis. A serious mistake would be disastrous.

Without exception every man in the *Labrador* "pulled his weight"—in the engine and motor rooms where watches were never broken, in the command position where the echo sounder had a peculiar fascination, in the maintenance parties where equipment, especially radar gear, had to be kept at 100 per cent efficiency.

The hydrographic parties spend long cold hours on the beaches, erecting beacons, and in the sounding boats wielding sextants. The helicopters did the unbelievable and were always ready for more schemes to test their ingenuity.

The supply branch was regularly criticized for the food it served, but without much cause. The food was of a high standard—albeit variety was rather lacking after nearly six months at sea.

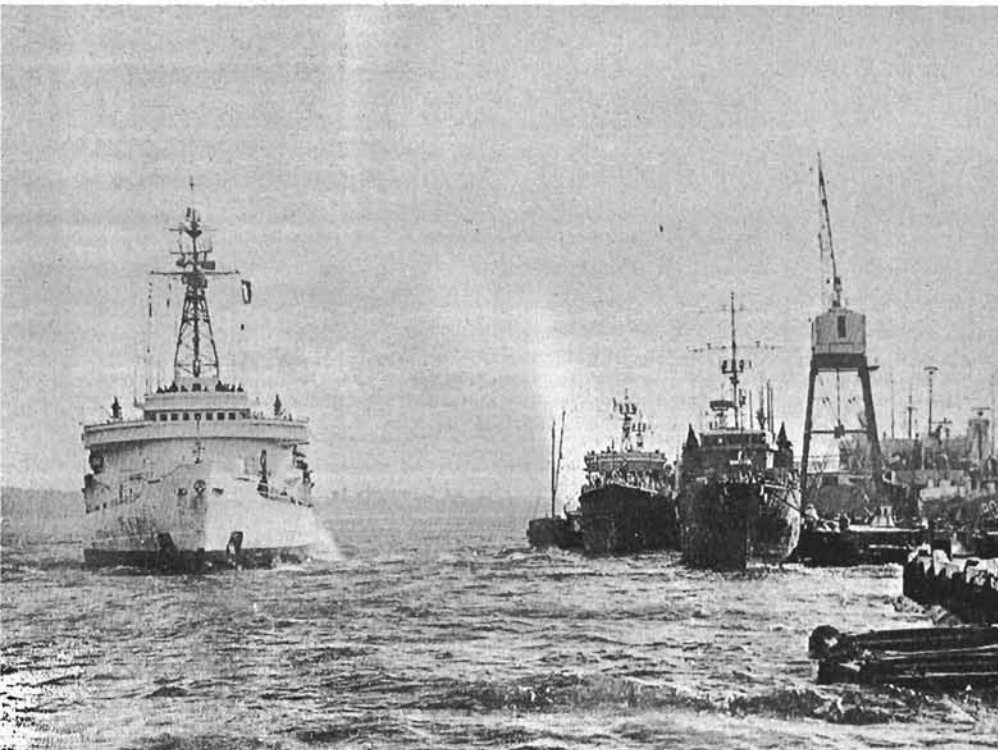
The "Met" office was constantly advised to procure a new crystal ball, but its forecasts were an integral part of the planning of day to day activities in an area where meteorological data was otherwise virtually unobtainable.

The "madmen" (clearance divers) spent hours under water looking for obstructions at the beaches and were prepared to blow anything, anywhere on the slightest provocation.

The Foundation Company did all in its power to ensure prompt delivery of the *Labrador's* mail and it was always extremely heartening to hear an incoming aircraft call and report that she had mail on board for us.

There were few opportunities to land recreation parties and many a time a party had to be cancelled owing to changing weather and ice conditions.

Polar bear flag flying from a signal halyard, the staunch ship *Labrador* approaches Jetty 2 in HMC Dockyard after nearly half a year of accomplishment in the Arctic. (HS-39420)



HALIFAX CURLERS BEGIN SEASON

The RCN Curling Club began its third active season at the Mayflower Curling Club in Halifax December 1.

The still-growing group is now affiliated with the Royal Caledonia Curling Club, Nova Scotia branch, and intends to do battle with other provincial rinks in this season's Macdonald Briar playoffs.

Navy curlers are active Thursday afternoons throughout the winter with two rounds each time on the lanes.

The Halifax Navy club president is Instr.-Cdr. J. D. Armstrong.

New Year Sees Change in Top Command

Admiral Mainguy Succeeded Jan. 16 by Admiral DeWolf

ON JANUARY 16, 1956, Vice-Admiral E. R. Mainguy will relinquish the appointment of Chief of the Naval Staff and will be succeeded on that date by Vice-Admiral H. G. DeWolf, whose promotion to that rank will be co-incident with his assuming the appointment.

Admiral DeWolf thus becomes the eighth officer to head the Royal Canadian Navy since the service was established in 1910. His predecessors were the late Admiral Sir Charles Kingsmill, RN, 1910-1920; Rear-Admiral Walter Hose, RCN (Ret'd), of Windsor, Ont., who, now entering his 87th year, still takes an active interest in the RCN, 1920-1934; the late Admiral Percy W. Nelles, 1934-1944; the late Vice-Admiral George C. Jones, 1944-1946; Vice-Admiral Howard S. Reid, of Victoria, 1946-1947; Vice-Admiral Harold T. W. Grant, of Ottawa, 1947-1951, and Vice-Admiral Mainguy, 1951-1956.

An unusual feature of Admiral Mainguy's retirement and Admiral DeWolf's appointment as his successor is that they are the only two naval officers directly involved in the change, but a chain-reaction was touched off in the Canadian Army. This was because it was the Army's turn to hold the post of

Chairman of the Canadian Joint Staff, Washington, D.C., vacated by Admiral DeWolf. Major-General H. A. Sparling, Vice-Chief of the General Staff, was to succeed Rear-Admiral DeWolf on January 2.

Following are brief sketches of the careers of the officer who has been at the helm of the Royal Canadian Navy for the past four years and his successor:

VICE-ADMIRAL E. R. MAINGUY OBE, CD, RCN

VICE-ADMIRAL Edmond Rollo Mainguy was born May 11, 1901, at Chemainus, B.C. His naval career dates from his entry into the Royal Naval College of Canada at Halifax in 1915.

He was a witness of the munitions ship explosion which devastated a large portion of Halifax in 1917 and was among the hundreds injured by flying glass.

On his graduation in 1918, he was appointed midshipman and served on board HMS *Canada*, a battleship veteran of Jutland, during the closing months of the First World War. On his return to Canada in 1921, he served in the cruiser HMCS *Aurora* and the destroyer HMCS *Patrician*. The same year he was promoted to lieutenant.

In 1923 he began a specialized course in signals with the Royal Navy and on its completion was appointed Signals Officer at HMCS *Naden*, the naval establishment at Esquimalt. His next appointment, in 1926, was as Supervising Officer of Western Divisions of the RCNVR, with headquarters in Ottawa.

In 1928, Admiral Mainguy went to the Royal Navy for additional service and training. In 1930 came his appointment to the destroyer HMCS *Vancouver* as executive officer, followed a year later by assignment in 1931 to the Royal Navy's America and West Indies Station for special signals duties.

This was followed by service in the Canadian destroyers *Saguenay* and *Vancouver*. Then, in 1937, he was appointed Director of Naval Reserves.

War was only eight months away when Admiral Mainguy entered the Royal Naval College at Greenwich, England, for a staff course. On completing this course, he was appointed in October 1939 to command the destroyer *Assiniboine* and was senior of-

ficer of some of the first convoy escort groups of the war.

Promotion to the rank of captain came in June 1941, when he was also appointed Captain (D) Halifax. Later in the same year he became Captain (D) Newfoundland. During his term of service there, Admiral Mainguy showed intense interest in the personal welfare of the officers and men of the escort vessels. He founded the Sea-Going Officers' Club, the "Crow's Nest", and established a rest camp for the men in the interior of the Avalon peninsula. The rest camp had facilities for swimming, fishing and outdoor sports and was designed to provide a complete change from the rigours of the North Atlantic.

In November 1942 Admiral Mainguy was appointed Chief of Naval Personnel and a member of the Naval Board at Naval Headquarters. After holding this post for almost two years, he was appointed commanding officer of Canada's first modern cruiser, HMCS *Uganda*.

The *Uganda* was to have been the vanguard of a fleet of 60 Canadian warships in the war against Japan. As it happened, she was the only Canadian warship to see action in the final phases of the Pacific war. Under Admiral

VICE-ADMIRAL E. R. MAINGUY



REAR-ADMIRAL H. G. DeWOLF



Mainguy's command, she took part in the bombardment of Sakishima and was flagship of the naval force which bombarded the Japanese sea fortress of Truk.

In the early months of 1946, the *Uganda*, still under his command, made a combined training and goodwill cruise around the continent of South America. She was the first Canadian warship to round Cape Horn.

Admiral Mainguy's service in the Second World War won him the OBE "for gallantry and distinguished services before the enemy" as Senior Officer of Convoy Escort Groups. In addition, he was twice mentioned in despatches, in 1941 "for outstanding zeal, patience and cheerfulness, and for never failing to set an example of wholehearted devotion to duty" and, after the war, for his services in command of the *Uganda* in the Far East.

His services as Captain (D) in Newfoundland were recognized in 1946 by the award of the United States Legion of Merit in the Degree of Officer, the citation stating that his forceful and proficient performance of duty had contributed materially to the high state of readiness of the surface forces of Task Force 24, operating from St. John's.

He was promoted to the rank of commodore in July 1946 and a month later was appointed Commanding Officer Pacific Coast, with the acting rank of rear-admiral. He was confirmed in rank on July 1, 1947. On October 1, 1948, he took up the appointment of Flag Officer Atlantic Coast.

Vice-Admiral Mainguy served in 1949 as chairman of a three-man commission appointed by the Minister of National Defence to study service conditions in the post-war Navy. The commission's findings—"The Mainguy Report"—have had a fundamentally beneficial effect on the development of the post-war Navy.

Vice-Admiral Mainguy became Chief of the Naval Staff on December 1, 1951, at which time he was promoted to his present rank.

REAR-ADMIRAL H. G. DeWOLF CBE, DSO, DSC, CD, RCN

REAR-ADMIRAL Harry George DeWolf was born at Bedford, Nova Scotia, on June 26, 1903.

He entered the Royal Canadian Navy in 1918 and received his early training at the Royal Naval College of Canada and in ships of the Royal Navy. He specialized in navigation, serving in Canadian destroyers as navigating officer and executive officer.

During 1935 and 1936 he served at Naval Headquarters, going from there

to the Royal Navy Staff College at Greenwich in 1937. He was next appointed to the staff of Vice-Admiral Sir Charles Kennedy-Purvis, KCB, commanding the First Cruiser Squadron in the Mediterranean.

Early in the Second World War he commanded the destroyer HMCS *St. Laurent*. Under his command, the *St. Laurent* took part in the evacuation of France and, while on anti-submarine duty in the North Atlantic, rescued 859 survivors of the SS *Arandora Star*, a liner, carrying German and Italian prisoners, which had been torpedoed by a U-boat. During this period he was twice mentioned in despatches.

He served as Chief Staff Officer to the Commanding Officer Atlantic Coast at Halifax from August, 1940, to May, 1942, and later became Director of Plans at Naval Headquarters. He was also secretary to the Chiefs of Staff Committee in Ottawa.

Admiral DeWolf took command of HMCS *Haida*, Tribal Class destroyer, when she was commissioned in August 1943. During a six-month period in 1944, the *Haida* took part in a series of successful night actions in the English Channel and Bay of Biscay and, in addition, shared in the destruction of an enemy U-boat.

"For gallantry and leadership as senior officer in two successful destroyer actions" on April 26 and 29, 1944, Admiral DeWolf was awarded the Distinguished Service Order. Shortly afterward he received the DSC for services in action with a destroyer force on June 8 and 9.

The submarine sinking earned him a mention in despatches and a month later he was mentioned in despatches,

for the fourth time, for "good services in attacks on enemy sea communications".

Admiral DeWolf was appointed Commander of the Most Excellent Order of the British Empire in January 1946 for his wartime services in responsible appointments ashore and as a commanding officer of HMC destroyers at sea. In May of that year he received the United States Legion of Merit, Degree of Officer, and in December 1948 he was awarded the Norwegian King Haakon VII Cross of Liberation.

Leaving the *Haida* late in 1944, he went to Naval Headquarters as Assistant Chief of Naval Staff. From January 1947 to September 1948 he commanded, successively, the aircraft carriers *Warrior* and *Magnificent*, with the additional appointment of Senior Canadian Naval Officer Afloat.

In September 1948 he was promoted from commodore to rear-admiral and appointed Flag Officer Pacific Coast with headquarters at Esquimalt, B.C.

After two years in this post, he went to Naval Headquarters in Ottawa as Vice-Chief of the Naval Staff and a member of the Naval Board.

On December 15, 1952, Admiral DeWolf was appointed to Washington, D.C., as Principal Military Adviser to the Canadian Ambassador, Chairman of the Canadian Joint Staff, Washington Representative of the Chiefs of Staff, Canadian Representative of the Military Representatives Committee of the North Atlantic Treaty Organization and Canadian Liaison Representative to the Supreme Allied Commander, Atlantic.

He becomes Chief of the Naval Staff on January 16, 1956, with the rank of vice-admiral.



HMCS *Shearwater* was the scene of a wings parade of graduates from the Observer School, RCN Air Station. The school, one of Canada's NATO commitments, trains both Royal Navy and RCN personnel. Captain W. G. Parry, RN, Senior Naval Adviser to the U.K. High Commissioner, at Ottawa, pins wings on Midshipman John E. Lindsay of Bramhall, Cheshire, England. Lt.-Cdr. Peter C. Berry, RCN, of Ottawa, Ont., officer-in-charge of the school, is at the left. (DNS-14608)

OFFICERS AND MEN

REAR-ADMIRAL (E) John Grant Knowlton, OBE, CD, Chief of Naval Technical Services and a member of the Naval Board since September 1947, was to proceed on retirement leave January 9.

His successor is Commodore (E) William Walter Porteous, OBE, CD, promoted to rear-admiral (E) on taking up the appointment.

Captain (E) John MacGillivray was to succeed Commodore Porteous on January 4, in the rank of Commodore (E), as Commodore Superintendent, Atlantic Coast, and Superintendent, HMC Dockyard, Halifax.

Cdr. (L) Stuart Edmund Paddon, on December 27 assumed Captain MacGillivray's previous duties as Deputy Superintendent and Co-ordinator Refit and Repair, Pacific Coast, and Deputy Superintendent, HMC Dockyard, Esquimalt. He has the acting rank of captain (L).

In his eight years as head of the Navy's technical branches, Rear-Admiral Knowlton directed an unprecedented peacetime ship construction program, together with a comparable development of shore services for the fleet. A particular achievement of his administration was the production, from drawing board to commissioned ship, of HMCS *St. Laurent*, the first of 14 Canadian designed and built destroyer escorts.

In a naval career that began in 1918, Rear-Admiral Knowlton served extensively at sea as an engineer officer in a number of ships of the RN and RCN before assuming, in 1941, the first of a series of responsible appointments ashore. During most of the Second World War he had an important part in the buildup of the naval dockyard in Halifax from its small pre-war requirements to a sprawling repair and operating base for a navy of 400 ships and nearly 100,000 officers and men.

Rear-Admiral Knowlton was born on August 31, 1903, in Saint John, N.B. He entered the Royal Naval College of Canada in 1918, graduating as a midshipman in 1921. He served in ships of the Royal Navy until 1924 and then took a course in specialized engineering at the Royal Naval Engineering College, Keyham, Devonport. Following further service with the RN, from 1926 to

1928, he returned to Canada and was appointed to Headquarters.

In 1931 he joined the *Champlain* (destroyer) and served as her engineer officer until 1933, after which he was appointed to *Stadacona*. During the years 1935 to 1938 he served in the destroyers *Skeena* and *Fraser*. On promotion to commander (E) in 1938 he was appointed to the first *Ottawa* (destroyer) as Flotilla Engineer Officer, transferring to another, the *Assiniboine*



REAR-ADMIRAL J. G. KNOWLTON
OBE, CD, RCN

in May, 1940. In February, 1941, he was appointed for a short period as Chief Engineer of the Dockyard in Halifax, and subsequently to the staff of the Flag Officer Newfoundland Force at St. John's. In July, 1941, he was appointed Flotilla Engineer Officer on the staff of Captain (D) Halifax.

He became Engineer Superintendent of the Dockyard in Halifax, in May 1942 with the acting rank of captain. This rank was confirmed in January 1944 and he was named Deputy Superintendent of the dockyard and Engineering Superintendent.

Admiral Knowlton was appointed an Officer of the Order of the British Empire in June 1945, "for excellent service in building up HMC Dockyard, Halifax, from the small requirements of a pre-war Navy to its present import-

ant position as an operating and repair base".

In December of that year, he went to Headquarters as Deputy Chief of Engineering and Construction. He was granted the acting rank of commodore (E) early in 1946. On September 1, 1947, he was appointed Chief of Naval Technical Services and was confirmed in the rank of commodore (E) on January 1, 1948. He was promoted to the rank of rear-admiral (E) a year later.

His retirement leave concludes September 27, when he will be discharged to pension. Admiral Knowlton's total time in the service by then will be a full 38 years.

Chief and POs Commissioned

The promotion of six chief and petty officers to commissioned ranks was announced in early November. The promotions were as follows:

PO Allan J. Rideout and CPO George G. Hogg to be acting commissioned boatswain.

The following chief petty officers to be acting commissioned electrical officers: Bernard Leroy McInnis and William Sidney Norman.

To be acting commissioned radio officers: Ronald Emmerson and Joseph Robert Nowlan.

The last-named four were recent graduates of the RCN Preparatory School at Esquimalt. Cd. Boatswain Hogg and Cd. Boatswain Rideout attended courses in the United Kingdom.

Cdr. E. F. B. Watt Leaves Service

Poet, journalist, veteran of both World Wars and, above all, a man with a firm conviction that the principles of Christianity can be applied to everyday life both in and out of the Navy.

That the foregoing words refer to Cdr. (SB) E. F. B. (Ted) Watt, MBE, CD, will be immediately recognized by his many friends in the service. Cdr. Watt went on rehabilitation leave on December 5 after more than 15 years of continuous service in the reserve and regular force.

Born in Woodstock, Ontario, on March 30, 1901, he was not yet 16 years of age when he joined the RNCVR

(Overseas Division) as an ordinary seaman on February 15, 1917. He had served on the Dover Patrol and in the North Sea in trawlers and in the North Atlantic in HMS *Cornwall* by the time he was demobilized as a 17-year-old leading seaman in December, 1918.

When the RCNVR was formed in 1923, he was commissioned acting sub-lieutenant and by 1925 had become a lieutenant.

Cdr. Watt was senior officer of the Naval Boarding Service from July 1940 to September 1945 and personally conducted several thousand of the 50,000 boardings of merchant ships using Canadian and Newfoundland convoy assembly ports.

The boardings were primarily intended to prevent sabotage and subversive activities, but Cdr. Watt found it was often just as important to deal directly with problems of morale and discipline which could as easily disrupt the sailing of a ship as direct enemy action.

A friendly, heart-to-heart talk with disgruntled merchant seamen often meant the sailing of a ship which might otherwise have missed her convoy.

After the war, Cdr. Watt served for a time as Deputy Director of Naval Information and in 1948 he became Staff Officer, Psychological Warfare, to the Director of Naval Intelligence, a post he held up to his departure from the service.

Between wars Cdr. Watt was an active journalist. He was on the staff of the *Edmonton Journal* for nine years. For another dozen years he was a freelance writer of fiction, magazine articles and poetry. He covered pioneer "bush pilot" flights into the Arctic and inaugural airmail flights to Aklavik and between prairie cities. He was present as both prospector and reporter during the opening up of the Great Bear Lake uranium field, at a time when radium was the metal most eagerly sought.

His best known book of verse, published in 1943, is entitled "Who Dare to Live" and is a narrative poem of the Atlantic convoys. Three other books of his verse have been published and his poems are to be found in school readers across Canada.

The citation to the MBE awarded Cdr. Watt in 1946 said:

"In 1940 Lt.-Cdr. Watt conceived the idea of using the boarding party, which had been organized primarily for checking ships before proceeding in convoy to the U.K., to encourage the general morale of Merchant Seamen.

"From this idea, the system quickly spread to all Canadian ports and became a very potent and valuable factor in

the general handling of merchant seamen.

"Lt.-Cdr. Watt was responsible for the training of all boarding officers and ratings, and their undoubted success was very largely due to the spirit which he infused and maintained in them throughout the war."

Admiral Mainguy Navy League Speaker

"Unless some future conflict should take place of a nature resulting in the total destruction of civilization—or even man himself—I cannot believe that the safe passage of ships will not again be vitally necessary to our survival and that of our friends," Vice-Admiral E. R.



Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff, is shown presenting the Flag Hoisting Efficiency Trophy to Ord. Sea. J. C. Tetreault of HMC Communication School in Cornwallis. (DB-6081)

Mainguy, Chief of the Naval Staff, said in addressing the national council of the Navy League of Canada.

The occasion was the annual dinner of the council at the Royal York Hotel in Toronto. The dinner marked 60 years of service to Canada by the Navy League and C. K. McLeod, National President, spoke of past activities and of the continued progress made in the Diamond Jubilee Year.

Admiral Mainguy spoke of the Navy's progress during his term as CNS.

"We have training facilities far beyond those that we had even a few years ago," he said. "We are developing our essential aviation branch to a high peak of efficiency. We are operating our ships now in squadrons where not so very long ago we were operating in single units or small and temporary groups."

Navy League meritorious service certificates were presented to Victor L.

Brett, of Halifax, and A. N. Norris, of Regina, by Rear-Admiral K. F. Adams, Flag Officer Naval Divisions. He himself was honoured with a cash prize of \$100 as the Canadian with the earliest association with the Navy League of Canada, an association that went back to his boyhood in 1916. Admiral Adams returned the prize with the request that it go to the person with the next longest association.

The President's Trophy, for the Royal Canadian Sea Cadet showing the most outstanding qualifications of leadership in the year went to Sea Cadet PO Ronald DeForest of RCSCC *Ajax*, of Guelph, Ont. Scholarship certificates were presented by Captain (SB) A. W. Baker, RCN(R) (Ret'd) to Cadets William J. Strachan, of Fort William, Robert R. N. Gordon, of Weston, Ont., and George D. McKay, of Toronto.

Writer Scores High Standing

Ldg. Sea. Brian Wyatt passed first in a class of 12 administrative writers qualifying for Trade Group One with an average of 95.8 per cent at the *Naden* Supply School.

Ord. Sea. L. F. Croxson led a class of seven pay writers qualifying for Trade Group One with an average of 88.2. The courses were completed on September 9.

WEDDINGS

Leading Seaman Kenneth Thomas English, *Shearwater*, to Miss Frances May Clifford, Ottawa.

Able Seaman George Hayley, *New Liskeard*, to Miss Constance Jeannette Moore, Dartmouth, N.S.

Able Seaman Donald Graham Lee, *Churchill* Radio Station, to Miss Mary Gertrude Kathleen Caverley, Ottawa.

Wren Isla Moore, *Stadacona*, to AB Jack Milligan, *Trinity*.

Able Seaman William A. Savage, *Naden*, to Miss Ann Laverne Warner, White Rock, B.C.

BIRTHS

To Lieutenant-Commander (S) Emelian Adamic, *Cornwallis*, and Mrs. Adamic, a son. To Lieutenant D. W. Atkinson, *Venture*, and Mrs. Atkinson, a daughter.

To Leading Seaman E. E. Biggar, *Queen Charlotte*, and Mrs. Biggar, a son.

To Lieutenant-Commander Donald Cameron, *Naval Headquarters*, and Mrs. Cameron, a daughter.

To Lieutenant-Commander William Farrell, *Cornwallis*, and Mrs. Farrell, a son.

To Lieutenant-Commander R. A. Groskurth, *Naden*, and Mrs. Groskurth, a daughter.

To Rear-Admiral Horatio Nelson Lay, *Naval Headquarters*, and Mrs. Lay, a daughter.

To Petty Officer Gordon Lonar, *Stadacona*, and Mrs. Lonar, a daughter.

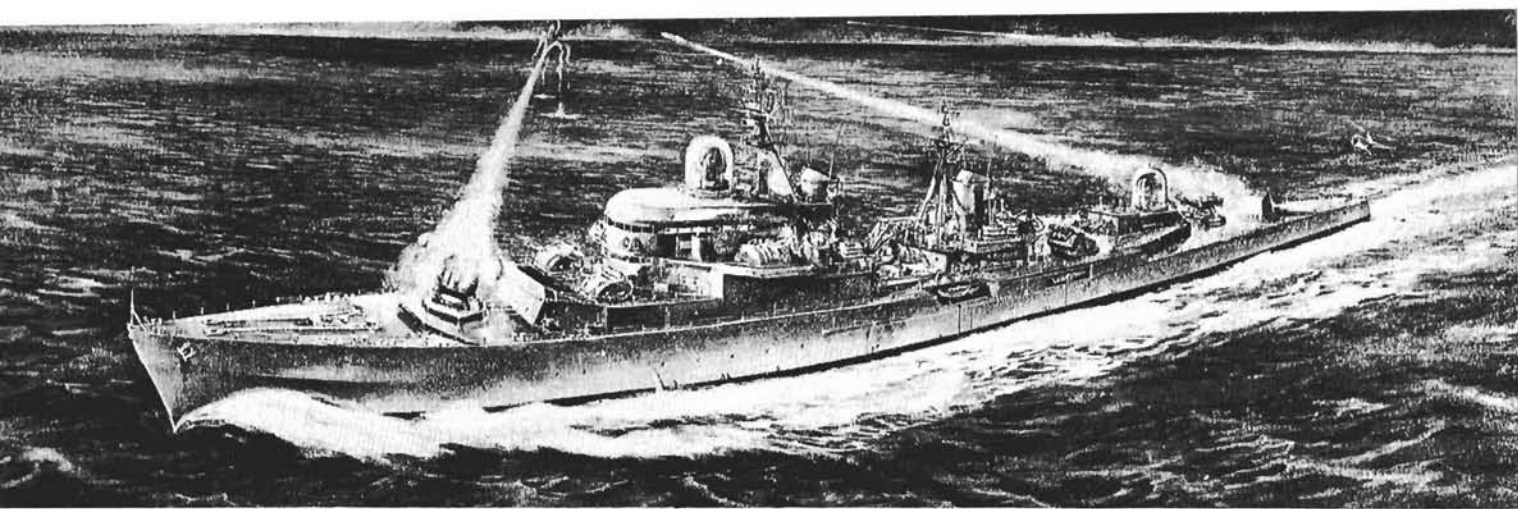
To Petty Officer Ronald A. Lowry, *Loon*, and Mrs. Lowry, a son.

To Petty Officer Edward Merchant, *Stadacona*, and Mrs. Merchant, a son.

To Leading Seaman Walter McCue, *Naden*, and Mrs. McCue, a daughter.

To Petty Officer Kenneth H. Thompson, *HMS Excellent*, and Mrs. Thompson, a daughter.

To Chief Petty Officer Ronald Wilson, *Queen Charlotte*, and Mrs. Wilson, a daughter.



This is an artist's impression of the Royal Navy's new guided weapon ship on whose design Admiralty experts are now working. "Something over 10,000 tons and an obvious successor to the cruiser," to quote the First Lord of the Admiralty, the ship will be at first armed with ship-to-air guided missiles and guns, the latter to be eventually replaced by ship-to-ship guided weapons when they are fully developed. (Photo courtesy U.K. Information Office, from Admiralty.)

LORD MONTGOMERY ON THE NAVY'S ROLE

Perhaps the Only Undamaged Echelon After Attack

"... It may well be that the Navies will play a definite part in saving us from complete disaster after a heavy surprise attack."

THESE WORDS of Field Marshal Lord Montgomery were quoted by the First Sea Lord, Admiral the Earl Mountbatten of Burma, in addressing officers of National Defence Headquarters during his late October visit to Ottawa.

The Field Marshal's remarks were originally addressed to the Royal United Service Institute in London. In the course of this lecture, Lord Montgomery said:

"If the strength of our offensive air power fails to deter an aggressor and

war is forced upon us then it will be vital to have control of the seas.

"This will be necessary, not only for the transport of men and materials, but also to give increased flexibility to our operations generally."

Lord Montgomery observed that he was "on record as saying that in an East-West war the West could not win if it lost control of the Atlantic." One way to bring Western Europe to its knees, without necessity of complete thermonuclear destruction, would be to cut off all supplies.

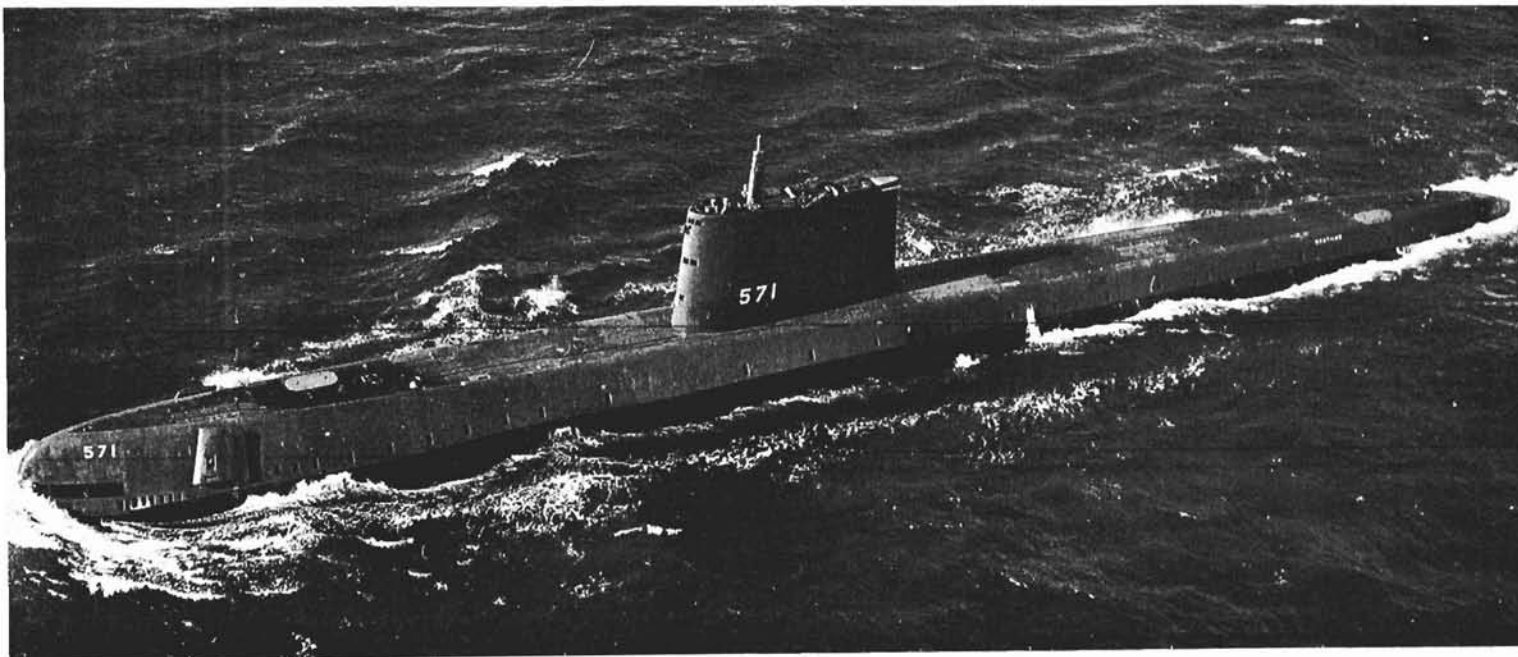
Later in the same lecture the Field Marshal said: "Navies require aircraft for locating and destroying submarines and for the defence of Fleets at sea. So far as we can see at present, aircraft

cannot be operated economically or efficiently in mid-ocean against submarines or indeed against raiding cruisers unless some form of floating airfield can be provided there.

"For these reasons there may always be a need for vessels from which to operate aircraft. But with progress in vertical take-off and landings we should aim to design something smaller and cheaper than the present aircraft carrier. We could then dispense with the present form of aircraft carrier, which is very expensive.

"There is also a definite role for navies in the offensive use of short-range ballistic missiles fired from submarines, or from ships specially designed for the purpose.

The United States Navy's first atomic-powered submarine was USS Nautilus, pictured here. The United Kingdom is also showing a keen interest in the application of nuclear power to submarines and surface vessels. (Official United States Navy Photograph.)



"It is sometimes considered that the day of the navies is over," said Lord Montgomery. "I disagree profoundly.

"Indeed it may well be that the navies will play a definite part in saving us from complete disaster after a heavy surprise attack. Navies will escape damage initially so long as the fleets are at sea and suitably dispersed. The fleets at sea, in being, may therefore be the only undamaged echelon in the armed forces after the initial clash."

Earl Mountbatten also quoted the foregoing extracts from the Field Marshal's lecture in an address to the Navy League at Mansion House, London, last October and had the following to say about the present and future composition of the fleet:

"Meanwhile we have inherited from the last war an aging conventional Navy supported in this country by large concentrated bases of maintenance and supply organized on the proven methods of the past. The nuclear threat requires changes in methods and organization and these will be given the most serious consideration. Research offers us in the future, novel weapons, equipment and machinery, and careful judgment is needed between maintaining adequate conventional strength and waiting for the fulfilment of research.

"As you know, we are making a start with guided weapon ships, but this is only a first step.

"Meanwhile it should never be forgotten that the ships we have now will continue to perform a very vital job in conserving the ties and unity of the Commonwealth in peace, as well as carrying out in war the tasks involved in control of the seas which will not be transformed by the nuclear weapon."

On another occasion, addressing the Institute of Fuel, Earl Mountbatten said that the coming into service of nuclear-powered submarines was only a matter of time. He said:

"For some time now the Admiralty have been examining the possibilities of atomic propulsion for men of war, more particularly submarines. Progress

in the early stages has inevitably been slow—this country has not the resources of the United States—but our ideas are now taking definite shape and, though we shall not have a nuclear-powered submarine in the Royal Navy for some years yet, her arrival is only a matter of time.

"The Americans have already got the submarine *Nautilus* (atomic-powered) actually at sea, and I am told she can go round the world submerged without refuelling," Earl Mountbatten said. "They have another, the *Sea Wolf*, on the stocks." (Since the First Sea Lord spoke, this second atomic submarine has been launched.)

The U.S. Navy's nuclear-powered submarines use the heat of the reactor to generate steam for a more or less conventional power plant. Admiral Mountbatten suggested the time would

come when it would be possible to use nuclear power to operate gas turbines. The atomic establishment at Harwell was giving the Navy the greatest help, he said.

At a dinner of the Chamber of Shipping, the First Sea Lord said:

"Russia has ready for immediate service 350 modern submarines—the greatest potential threat the Royal Navy has ever been called upon to face."

The Russian naval air service had 4,500 aircraft, "which greatly adds to the menace," he said. Since the war the Russians had built 20 large first-class cruisers, more than 100 destroyers, and more than 100 large and 60 small submarines.

(Note: All the quotations, direct and indirect, in the foregoing article, appeared in the October issue of "The Admiralty News Summary".—Ed.)

SEA ENTERPRISE

Eight Canadian ships took part during the last week of September in NATO exercise Sea Enterprise, conducted in the Norwegian Sea. Participating in this exercise, designed to practise a carrier force in strikes against shore targets, was Task Group 301, consisting of the *Magnificent*, wearing the broad pennant of Commodore E. P. Tisdall, the *Huron*, *Haida* and *Micmac*, of the First Canadian Destroyer Squadron, and the *Algonquin*, *Prestonian*, *Toronto* and *Lauzon* (First Canadian Escort Squadron).

The *Magnificent* and the destroyers operated in the anti-submarine support role for the carrier striking force, comprised of the Royal Navy carriers *Eagle*, *Albion*, *Bulwark* and *Centaur*, the cruiser *Glasgow*, four Battle Class and two Daring Class destroyers; as an observer with this group was the experimental tactical command ship USS *Northampton*.

Although persistent heavy swell, high seas and poor visibility prevented flying operations during most of the exercise, the same conditions made replenishment operations of great value for training purposes. During the first night of the exercise the *Magnificent* received oil fuel from the fleet oiler *Olma* in thick fog, and twice the next day, in 50-yard visibility, went alongside the fleet supply ship *Retainer* for provisions, mail, and other stores.

On completion of the exercise on September 28, all units entered the spacious harbour of Trondheim, Norway, for an exercise critique and a few days' rest and relaxation. This marked the conclusion of the longest distance logged by the *Magnificent* between ports — 7,500 miles — and her

longest period at sea — 25 days. The small but historic coastal port of Trondheim gave a great welcome to its 12,000 English, Canadian, American and Norwegian visitors.

The Canadian ships were the last to leave Trondheim; on October 3 they steamed in column out through the picturesque fiord. Having detached the escort squadron for a visit to Greenock, Scotland, the *Magnificent* and the destroyer squadron steamed via the North Sea and the English Channel to Plymouth for a 12-day self-maintenance period—for painting the ships, storing, and boiler-cleaning.

The carrier paid an informal visit to Rotterdam from October 24 to 28, while the destroyers were in Amsterdam. In November the group proceeded to Valencia, Spain; Marseilles, France; Genoa, Italy, and then Gibraltar, before returning to Halifax on December 6.

FIRST CASUALTIES OF RCN RECALLED

Naval personnel across Canada and in ships at sea honoured dead of two world wars on Remembrance Day, November 11.

Ten days earlier a brief memorial service of wholly naval significance was held in St. Paul's Naval and Garrison Church, Esquimalt, in memory of the first battle casualties of the Royal Canadian Navy, the four Canadian midshipmen who died in the Battle of Coronel on November 1, 1914.

Rev. J. A. Roberts conducted the service and wreaths were placed at the memorial plaque in the church by Cadet John W. MacIntosh, of HMCS *Venture*, and Cadet J. C. Woods, of Royal Roads.

First Sea Lord Thrilled by Visit

The following message was sent to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, by the First Sea Lord, Admiral the Earl Mountbatten, on his return to the United Kingdom:

"Thank you very much for the excellent arrangements made for our visit to Canada and for your kindness and hospitality. It has been a real thrill experiencing the enthusiasm of all members of the Royal Canadian Navy whom I have had the pleasure of meeting."



The Labrador and the DEW Line

A DEW-line convoy, whose most immediate enemy is the ice, is guided safely through by the Labrador. (LAB-1159)

INTENTIONS proceed Strait of Belle Isle."

Thus did HMCS *Labrador* inform Naval Headquarters on November 10 of her departure from the Arctic waters in which she had spent the past five months and where she had taken part in one of the greatest seaborne operations ever attempted in the Far North.

The *Labrador* made history in 1954 by becoming the first naval ship to negotiate the Northwest Passage and to circumnavigate North America. This year she has added another thick chapter to her record of achievements.

Her principal and most testing assignment was to serve, from mid-June until the end of September, as senior ship, of a task group of some 14 ships charged with the delivery of thousands of tons of supplies for Distant Early Warning (DEW) Line sites in the Foxe Basin area of the Eastern Arctic.

The project involved not only the delivery of personnel, equipment and supplies, but numerous other associated tasks requiring a high degree of operational efficiency and an equivalent amount of effort. These included the survey of previously uncharted waters, selection and survey of landing sites, installation of navigational control stations and, most important, the safe passage, through hazardous, ice-infested seas, of the ships comprising the Task Group.

All objectives were successfully attained and the part played by the *Labrador* was recognized in the form of messages of commendation and congratulations to the commanding officer, Captain O. C. S. Robertson, of Montreal, and his ship's company. Among those addressing messages to the ship

were the Naval Board of Canada; Admiral Arleigh Burke, Chief of Naval Operations, U.S. Navy; Vice-Admiral F. C. Denebrink, commander of the U.S. Navy's Military Sea Transport Services, and V. B. Bagnall, project manager, Western Electric Company, prime contractor for the DEW Line.

BUT DESPITE the high praise heaped upon them and the knowledge that they helped to make naval history, it is probable that the *Labrador* ship's company will be just as glad if they never see, at least for a while, another

walrus, or polar bear, or even an ice cube.

To them the job was anything but glamorous. For the most part it entailed long hours and hard, tedious work. When to that were added bad weather, the strain of operating in unknown water and the responsibility for the safety of a dozen or more other ships, it became something less than a pleasure cruise.

Worst of all, perhaps, was the monotony — of work, of scenery and of dwelling with 260 other persons in a steel-enclosed space 269 feet long, 63 feet wide and 40 feet in depth. Many of the *Labrador's* ship's company did not set foot on shore from the time she left Halifax until she returned.

The *Labrador's* 1955 operations properly began on June 1, when, at 3 p.m., Atlantic Daylight Time, she set sail from Halifax. She carried 25 officers, 13 scientists and 222 men, a six-month supply of provisions, three helicopters and a bewildering amount of special equipment and gear.

As soon as the ship was clear of the harbour, the captain spoke to the ship's company, outlining her role in the DEW Line project and the scientific work in which she would be engaged. No sooner had he finished than the scientific staff began oceanographic and hydrographic studies that were to continue almost without let-up throughout the ensuing months.

Instituted, too, was a training program involving all hands, and particularly those who would, or might, have special duties to perform in the Arctic. These included hydrographic, shore station, beacon erection, tide gauge and search and rescue parties.

Operations Gave Ship New Motto

The *Labrador*, as was observed in a summary of the ship's operations, "played it by ear" in the Far North during the summer. Charts weren't much help, since soundings were few and far between. A beach where a landing was intended might be clear one day and choked with ice the next, depending on the whim of the wind.

It was not surprising that the Arctic patrol ship adopted for the time being a new motto. This bit of wisdom is preserved in a cartoon presented to the *Labrador* by USS *Rushmore*, a companion in the Foxe Basin operations.

The cartoon, now framed and hanging in the *Labrador's* wardroom, shows a thoroughly unhappy fox sitting in a basin of ice cubes (Foxe Basin—get it?), below which are inscribed the ominous words:

"Non Audiviste Omnes Esse Mutatum."

Picayune scholars may dispute it, but that's Latin, chum, and translated with the utmost freedom, it sums up Arctic operations generally:

"Haven't you heard? It's all been changed."

By June 9 the *Labrador* was in the Strait of Belle Isle, which body of water fully lived up to its reputation. Visibility dropped to a few hundred yards and the radar screen looked as though it had chickenpox, with as many as 50 icebergs showing up at one time. This situation continued until June 11, when loose pack ice was met.

PROCEEDING northward through Davis Strait, the ship took numerous oceanographic stations, encountered the "white fleet" of fishing vessels and sighted its first seals of the 1955 trip.

On June 15 the *Labrador* entered Hudson Strait. Heavy ice stretched to the westward, as far as the eye could see, and icebreaking began in earnest. The helicopters took off for a reconnaissance and eventually located a stretch of open water on the north side of the strait. To the tune of some monumental crashes and the disturbance of several polar bears, the ship worked her way in that direction.

Cape Dorset, Baffin Island, was reached on June 21, and that morning, while the ship lay about 10 miles off shore, Captain Robertson was flown by helicopter to the Hudson's Bay Company post. With him he took a box of fresh provisions—potatoes, eggs, lemons and grapefruit. On a second trip, the helicopter took ashore the medical officer, Surgeon Lt.-Cdr. D. J. Kidd, of Halifax, to treat Mrs. J. W. Connington, of Ville la Salle, Que., wife of the settlement's male nurse.

That afternoon the geodesist, W. D. Forrester, of Ottawa and Oshawa, Ont., was flown to Salisbury Island to obtain an astronomic "fix". He was recovered the next morning and the *Labrador* proceeded to "fix" several rocks off the eastern end of the island. Here, as elsewhere during the voyage, all positions in which the ship anchored, or reefs and rocks discovered, were given names, the names to be submitted in due course for the approval of the Geographical Names Board.

On the 23rd a helicopter visit was made to Ivugivik, on the northwest tip of Quebec, near Cape Wolstenholme. Medical treatment was given three Eskimos and here, as at Cape Dorset, fruit and canteen stores were left as gifts from the *Labrador*.

Progress from here on was slow, the ice being under considerable pressure. However, with the aid of helicopter reconnaissance, the thrust of six engines and favourable tidal streams, Coral Harbour, on Southampton Island, was reached on June 28. An unbroken sheet of ice covered the inner and outer harbours, so the *Labrador* went to work.



A dripping, truculent polar bear and a blandly curious walrus. (LAB-253; LAB-1138)

Carving out the ice in large arcs, the ship slowly ate her way into the anchorage.

Twenty-four hours later the harbour was sufficiently clear to permit landing craft and boats to proceed with parties to survey and clear the beach and anchorage and set up navigational beacons. While this was going on, the ship assisted the last of the ice out of the harbour.

Leaving Coral Harbour on July 3, the *Labrador* literally punched her way into Foxe Channel and by the 7th was in the vicinity of Cape Fisher, on the east coast of Southampton Island.

HERE THE HELICOPTERS particularly distinguished themselves. Cape Fisher had been selected as the site of a navigational control (EPI) station, to be installed and manned by

personnel from the *Labrador*. Ice conditions precluded the use of boats and so the entire lift of personnel and equipment to shore was carried out by helicopter.

The first aircraft took off at 8.30 a.m. on July 8 and was followed by the others in quick succession. From then on there was a constant stream of helicopters landing on, loading and taking off. Construction party and handlers went in first, then tents, Atwell shelter, tide gauge, lumber, generators, fuel, mast, EPI equipment and food.

Throughout the operation the *Labrador* "lay to" between three and four miles off-shore in fairly heavy ice.

The job was completed and the station operating at 5 p.m. on the 9th. It had taken 19.9 flying hours, involving a total lift of 28,640 pounds, and 290.5 man-hours on the beach.

These figures were compared with those reported by a U.S. Coast Guard cutter which landed an EPI station on Banks Island by boat in 1954. That operation took 444 man-hours and 36 hours working around the clock. The *Labrador* took 21.5 hours working in two shifts.

Following the airlift operation, one of the helicopters required a minor inspection. The maintenance crew went to work at 8.30 a.m. on Sunday, the 10th, and finished up at 11 o'clock that night.

ON JULY 12 installation was begun of a second EPI station, at Cape Enauolik, Baffin Island, on the opposite



If ice should bar the way—blow it up. (LAB-1014)

side of Foxe Channel. This was a much more difficult task than the first, due to strong tidal currents and to shallow water that compelled the ship to remain at least eight miles from the beach.

Nevertheless, the operation was completely successful. The helicopters went to work at 1.30 p.m. on the 12th. Personnel were landed first, and after them came accommodation, equipment, fuel and food. The airlift was completed

at 12.30 noon on the 14th and the station was operational at 5 p.m.

These navigational stations had a key role to play during the coming months. Up until the time the *Labrador* entered Foxe Basin, there were only two lines of soundings, indicating the depth of water, on the chart of an area extending 350 miles from north to south. A few coastal soundings were also on the chart but these were of little use to a ship the size of the *Labrador*, drawing 30 feet of water.

At both Fisher and Enauolik, the geodesist, Mr. Forrester, obtained astro positions and once the stations were in service the *Labrador* was able, by taking bearings of the stations, to fix her position exactly.

Cape Enauolik operated continuously from July 14 until the evacuation of personnel by the USS *Atka* (of Antarctic fame) in September. Cape Fisher ran a close second. Bruce Grenfell of the U.S. Naval Electronic Laboratory, San Diego, was in charge at Enauolik and Charles Richardson, also of the NEL, and Ldg. Sea. John A. Kirkland of Blenheim, Ont., and Dartmouth, N.S., divided the duties at Fisher. The stations were manned by eight naval personnel. For two months these men kept their beacons working without fail, while living in isolated and uncomfortable circumstances aggravated by an absence of mail and little or no information on what was happening on the "outside"—"outside" in this case being the *Labrador*; "Southern" Canada was too remote to consider.



The HUP heads shoreward with a packaged 90-foot antenna mast. (LAB-958)



And what does the North think of the Labrador? Why, she's in there solid! (LAB-1013)

FROM ENAUOLIK the ship sailed back to the Cape Fisher area, a signal having been received that a gale had blown down the tents and aerial at the newly-established station.

The storm damage was made good, the tents flown aboard, strengthened and repaired, and the *Labrador* turned her bow northward.

The next task was to commence surveying a possible route for the supply convoy, which would be arriving in about a month's time. This proved to be frustrating in the extreme as the southern portion of Foxe Basin was packed with ice under considerable pressure. Progress was slow and on one occasion high explosives were used to blast a way through the ice.

At this juncture the question being asked by all on board was how the convoy of unprotected merchant ships was ever going to get through.

Eventually the *Labrador* reached what was to be one of the main unloading

sites for the DEW Line project in the eastern Arctic. In conjunction with the Foundation Company of Canada's engineers, who were already at the site, a survey of the proposed anchorage area was begun and a beach, suitable for receiving landing craft, was located and surveyed.

The *Labrador's* frogmen, or "madmen", as they became known, went to work in earnest, making a careful underwater examination of the beach approaches for rocks, reefs and other obstructions that might endanger landing craft.

Survey work was hampered by ice, snow and rain and it took more than a week to complete the job and prepare and produce charts of the area.

WHAT MAY HAVE BEEN the most northerly softball game ever played took place during this period, when a recreation party was landed and defeated a Foundation Com-

pany team, 24 to 23. Local rules had to be invoked as the diamond included two ponds and a lake that encroached on left field.

At the end of the month the *Labrador* sailed to re-supply the EPI stations and rendezvous with the ships of the Task Group.

En route, she continued with her survey of the basin. This time she was hampered not only by ice but by walrus families which, when disturbed, insisted on swimming into the path of the ship. There was no alternative but either to alter course or stop the engines. During one four-hour watch, 52 walruses, in pairs or small groups, were counted on the ship's course.

After the EPI stations had been re-supplied, in both cases by helicopter, the *Labrador* set course for Coral Harbour, running sounding lines and taking oceanographic stations on passage.

At Coral were met the first ships of the Task Group. Conferences were

held, stores were transferred and two days later the *Labrador* and the survey ship, *USS Pursuit*, set sail for Chesterfield Inlet, at the northwest corner of Hudson Bay.

They had a rough trip and had to spend the better part of one day hove to in a 45-knot gale that blew up a steep, rough sea in the shallow waters of the bay. Commented the captain in his report of proceedings, "We rolled and pitched."

Off Chesterfield, the *Labrador* launched her motor sound boat, "Pogo", which proceeded, along with beach and hydrographic parties, to assist the *Pursuit* in surveying the beach and approaches. "Pogo", a self-contained launch, carrying a crew of six, fitted with gyro compass, radar and echo sounder, and with a range of 250 miles at seven knots, operated on her own for two days before being recovered by the ship.

THE MATTER of main concern throughout all this period was the forthcoming "big push". At the end of July, prospects had looked anything but good, with the ice in Foxe Basin forming a barrier penetrable only by icebreakers. In August, however, the outlook became much brighter. The ice began to break up and a strong north-west wind that blew steadily for a week helped to clear the convoy's proposed route.

Shortly after the *Labrador's* return to Coral Harbour, the decision was made to sail. The situation was still far from perfect, but with time running

short and little hope of ice conditions improving, there was not much choice if the mission was to be accomplished.

All ships were supplied with charts and their captains thoroughly briefed, and on a gray August morning the convoy formed up in two columns, with the *Labrador* at the head of one and the U.S. Coast Guard icebreaker *Edisto* leading the other. It was the beginning of what was to be, for the *Labrador*, a "nightmare week".

Shortly before midnight the convoy halted, due to darkness and heavy ice. At 6 o'clock the next morning they got under way again, with the icebreakers cutting the merchant ships out of the ice that had surrounded them overnight. Some idea of what the next few days were like may be obtained from Captain Robertson's report:

"Icebreakers got under way at 0600 with column moving by 0700. Ships repeatedly got stuck and had to be cut out. Stopped to examine sick man in Craig (freighter). Stopped for the night at 2200, after which rounded up stragglers. Made good—8.9 miles.

"Under way in fog at 0515. Stragglers were rounded up and the ships got under way in small groups and remained under way during night to maintain position against currents of approximately 4 knots. Made good—8.1 miles."

Some of the ships sustained superficial ice damage but this did not stop the convoy from getting through. Nor



After the DEW Line mission had been completed and the *Labrador* was nearing the end of her tour of duty in the north, Captain O. C. S. Robertson was flown from Coral Harbour to Montreal for an emergency operation. Her executive officer, Cdr. J. M. Leeming, brought the *Labrador* home to Halifax. (LAB-1219)

did it interfere with the unloading, which began as soon as the ships arrived. A landing ramp had been prepared by the Foundation Company and landing craft soon were shuttling to and from the anchorage on a round-the-clock basis.

For the first time in more than two months, the *Labrador* had the opportunity to anchor and enjoy a moment of relative relaxation. It came at a particularly welcome time, for the preceding week had been one of considerable strain, and one in which sleep had become a progressively rare and precious thing.

DURING THE STAY at the unloading site, the underwater demolitions team was again employed at locating and blowing up troublesome boulders encountered by the landing craft skippers. This type of work became second nature to the "madmen", who were "hired out" to other sites as the operation progressed.

Toward the end of the month the *Labrador* located and surveyed a landing beach at another selected site, then returned to the anchorage to meet Vice-Admiral Denebrink, Commander MSTs Arctic Operations 1955; Rear-Admiral R. Mason, USN, Commander Task Force Six and Commander MSTs Atlantic Area; Brigadier General F. T. Voorhees, U.S. Army, Commanding General 7278 Transportation Terminal Com-



"From Greenland's icy mountains . . ." (LAB-833)

mand, and Mr. Lohman, vice-president, Western Electric Company.

Activity was at its height as August came to a close. Unloading was well under way at one site and had started at another. Ten more ships had arrived in the area and some of the original group, having discharged their cargoes, had left for the "outside".

Further surveys of routes, anchorages and beaches occupied the *Labrador* during the first part of September. On the 16th a distress call was received from the motor vessel *Calanus*, which was operating in northern Foxe Basin under the auspices of the Department of Fisheries. It transpired that the vessel had run out of fuel, a situation which the *Labrador* quickly remedied.

The balance of the month consisted of rounds of the various unloading sites, still more survey and hydrographic work and a variety of other duties, scheduled and unscheduled. The underwater diving team returned to the ship after having been "loaned out" to do demolitions work at various beach sites. Back on board, also, came the EPI station parties from Capes Fisher and Enauolik. They had been picked up by the USS *Atka* and were transferred from her to the *Labrador*.

September ended with the *Labrador* pitching and rolling in a gale and slowly heading northward to continue with hydrographic work in preparation for next year's operations. This time she was by herself. The 1955 sea-lift, involving the delivery of some 30,000 tons of cargo to several different sites, had been completed and all other ships had departed from the area.

On board the *Labrador* it was possible at last to return to "normal routine" after more than two months of working long hours under continuously high pressure. There was still the

strain imposed by operating in uncharted waters, in steadily worsening weather conditions, but at least the ship no longer needed to be concerned about the safety of a dozen or more other vessels.

IT WOULD BE invidious to single out one department as having had particularly heavy duties to perform. Two typical examples were the communications and medical staffs, both of whom found themselves carrying work loads far in excess of those normally expected of them.

As senior ship of a task group, the *Labrador* was the originator and recipient of a volume of traffic sufficient in itself to keep the communications staff more than fully occupied. In addition to this, however, the *Labrador* undertook to dispatch ship-to-shore messages for the remainder of the task group when it was found the other ships had difficulty in getting their messages passed.

A tally on September 30 showed that since June 1 the *Labrador's* radio office had handled 4,420 ship-to-shore messages, 2,305 ship-to-ship within the Task Group, 115 to the Foundation Company ashore and 5,356 inbound messages.

The medical staff, consisting of the one medical officer and one medical assistant, likewise fell heir to added responsibilities that embraced the remainder of the Task Group and also included aerial visits to shore settlements to treat Eskimo and white patients. In August alone the medical department dealt with 513 patients.

Whatever his department and whatever his job, every man in the *Labrador* "pulled his weight". The end result was that an operation in which the chances of disaster were always near at

hand was carried out with complete success.

But it was not only to the DEW Line project that the *Labrador* made what Admiral Denebrink described as "a substantial contribution". In consequence of the extensive surveys and studies made by the ship, much has been added to the knowledge of the Canadian Arctic area in which she operated.

During the last week of October, while the *Labrador* was completing her 1955 survey work in Foxe Basin, Captain Robertson became ill. The medical officer decided that it would be best if he were hospitalized and arrangements were made for his evacuation. The ship proceeded to Coral Harbour and from there the captain was flown by RCAF aircraft to Montreal, where he was admitted to Queen Mary Veterans' Hospital. A successful operation was performed on November 7, after which Captain Robertson was reported to be making a good recovery.

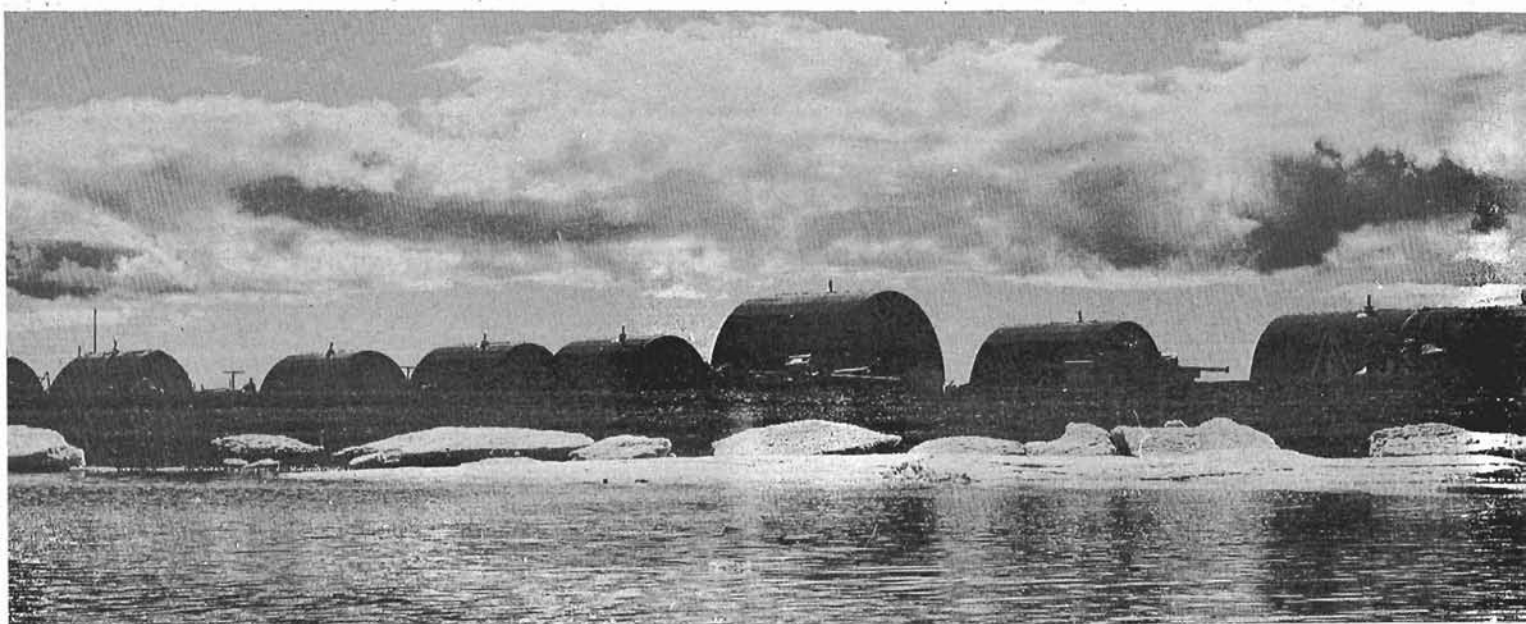
Commander J. M. Leeming, the executive officer, took over command and from Coral Harbour the ship proceeded to the western entrance to Hudson Strait for hydrographic and oceanographic surveys. As the Arctic winter began to close in, she worked her way eastward, until Hudson Strait was left astern and the coast of Labrador opened up on the starboard hand.

It was then that the *Labrador* sent the message reporting her intentions. In the same signal was a weather report which indicated the elements with which she had fought almost incessantly for five months had fired a full-fledged farewell salute to the ship. Said the report:

"Snow—wind 55 knots—whole gale—temperature 32."

It was a rugged finish to a rugged job.

The strange, new skyline of a DEW-Line site, somewhere in the eastern Arctic. (LAB-1057)



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Crescent

The commissioning of HMCS *Crescent*, the first ship of the Royal Canadian Navy to undergo complete conversion to a destroyer escort in a Canadian Naval Dockyard, took place in HMC Dockyard, Esquimalt, on Monday, October 31.

Among the guests present were prominent civilians, senior officers of the RCN, the Canadian Army, the RCAF and RCMP.

In his address to the ship's company, Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, referred to "*Crescent*" as an old and honourable name in the Navy.

Referring to the ship's conversion, he said:

"All those who have been associated in this task, either in the planning or construction, are to be congratulated. They have done a first-class job, but we always expect the Dockyard to do just that, and we have never been let down.

"Canadian industry has also played a large part in this conversion, in the

"Just you wait here, Mabel, and Daddy'll bring you a cone." The ice cream concession, sponsored by the Stores Department, won first prize for the best booth at the Naden Children's Fair last fall. Civilian employees Carolene Boucock, Dana Fee and Carole Boucock reinforced the South Seas motif, which included a grass hut, palm trees and tropical flowers. The ice cream went fast. (E-33252)



manufacture and supply of materials and equipment," Admiral Pullen added. "In fact, the ship to this point represents a little bit of sea power, but the picture is not complete. Industry and dockyard have played their part; now it is up to the captain, officers and ship's company to take the ship and make her into an efficient fighting unit of Her Majesty's Canadian Fleet."

The *Crescent* is the thirteenth ship to be so named. The first *Crescent* was a ship of 140 tons with a complement of 75 men. Built in 1588, she assisted in the defeat of the Spanish Armada.

The *Crescent* of today was built by John Brown at Clydebank. Commissioned on September 10, 1945, she was designed as the leader of the 14th emergency flotilla and the class was to have borne her name. Only one other, the *Crusader*, of a projected program of eight was completed.

The *Crescent* is the senior ship of the Second Canadian Escort Squadron, which is composed of the following ships: the destroyer escorts *Cayuga* and *Athabaskan*; the frigates *Stettler*, *Sussexvale*, *Ste. Therese*, *New Glasgow* and *Jonquiere*. Recently returned from the Far East, the destroyer escort *Sioux* will join the squadron following her refit period.

The commanding officer of the new destroyer escort is Captain Paul D. Taylor, who is also Senior Officer of the Squadron.

HMCS Jonquiere

Something that happened away last May left three of the officers of the *Jonquiere* with the impression that they had perfect eyesight. As the summer wore to a close, this suspicion was confirmed.

Last May 24, the *Jonquiere* was at Nanaimo, B.C., to take part in holiday celebrations there. While a volunteer guard from the ship's company was marching in the parade, Lt.-Cdr. H. R. Tilley, commanding officer, Lieut. R. J. Paul, executive officer, and Lieut. (S) Fred Barrett, supply officer, were engaged in an exacting but not unpleasant task.

They had been elected to act as judges for a beauty contest in which eight of Nanaimo's most charming young ladies were competing. Being officers and gentlemen they naturally chose a blonde

and thereby Miss Glenda Sjoberg, an 18-year-old beauty, became Miss Nanaimo.

Confirmation of the officers' 20-20 vision came in September at the Pacific National Exhibition when Miss Nanaimo competed with 22 other entrants for the honour of being chosen Miss PNE. She won the title and the \$1,000 prize that went with the victory.—D.C.L.

HMCS Athabaskan

Following her visit to Victoria, in October, Her Royal Highness, the Princess Royal left for Vancouver in the *Athabaskan* on Friday, October 21.

She was accompanied by Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, who transferred his flag to the *Athabaskan*.

On her arrival at the Dockyard Her Royal Highness was received by the Royal Guard, with the Queen's Colour paraded, and a royal salute of 21 guns was fired by a battery on "A" jetty.

As the Princess Royal sailed out of the harbour in the *Athabaskan* there were salutes by bugles at Duntze Head, followed by the pipes of the Canadian Scottish Regiment. A 21-gun salute was fired by a second battery located at Black Rock.

En route to Vancouver, the *Athabaskan* was escorted by ships of the Second

The Ottawa naval division made its TV debut on October 12 when CBOT televised a typical training night. Shown is Captain R. P. White, commanding officer of Carleton, talking to Paul Baylis, CBOT announcer.



Canadian Escort Squadron, the *Cayuga*, *New Glasgow*, *Jonquiere*, *Stettler* and *Ste. Therese*.

The ships of the Second Canadian Minesweeping Squadron, the *Comox*, *James Bay* and *Fortune*, and those of the 12th Canadian Escort Squadron, the *Brockville*, *Digby* and *Cordova*, made a rendezvous with the *Athabaskan* and her escort, to man and cheer ship as Her Royal Highness passed.

CNAV *Revelstoke*

It is not always the big ships that bring recognition to the Royal Canadian Navy. In this case it was the little ship CNAV *Revelstoke*, Auxiliary Coastal Minesweeper, which earned the honour of being the first RCN vessel to pass through the locks in the massive Canso Causeway.

Through courtesy of the senior service, the Ground Observer Corps of the Royal Canadian Air Force has, for the past several years, been supplied with RCN auxiliary vessels so that corp personnel may visit otherwise inaccessible island lighthouses along the Atlantic coast. This is in line with the policy of the RCAF to enlist and instruct as chief observers, lighthouse keepers in a plan designed to obtain information on aircraft (friendly or otherwise) approaching or operating along the Atlantic seaboard. Many of these outposts cannot be reached by land; hence the RCN has stepped into the breach by furnishing sea transportation.

In the latest operation, the *Revelstoke* began at Jeddore Light near Halifax and continued eastward around Cape Breton Island to the Magdalenes and returned to base by way of the Strait of Canso, visiting en route 16 lighthouses, including the well-known and lonely Flint Island and Scatari, isolated St. Paul's and Bird Rock.

The *Revelstoke*, under command of Captain Randall Dominie, reported a most interesting and satisfying cruise, as did the corps representative who found it a novel experience to approach the lighthouses by way of the ship's small boat, manned by stalwart crew members, and to see at first hand how these hardy keepers of the lights live in their splendid isolation.

Perhaps the highlight of the trip occurred on the return voyage when the *Revelstoke* entered the Canso Strait and headed for the causeway. Chief Officer Joe Sanford in an interview stated: "The climax of 'Operation Lighthouse' came when for the first time we saw the causeway stretching in massive outline across the placid waters. As we approached, the great span over the locks slowly moved into position to permit our entry. The huge gates in the locks closed behind us at 1450 Saturday, October 1, and we emerged from the locks at 1500". Mr. Sanford elaborated by saying: "The move through the locks was carried



That big polar bear hug is something that little Paul Laing must have been practising for weeks before Daddy — AB Wilfred Laing, of Shannon Park — returned home in the Labrador from the Arctic. (HS-39422)

out with the utmost smoothness and efficiency."

"Another first for the little ships of the RCN," boasted a smiling member of the crew. A statement with which I am in hearty accord, being a "little ship" swab myself.—W.R.S.

TAS Training Centre

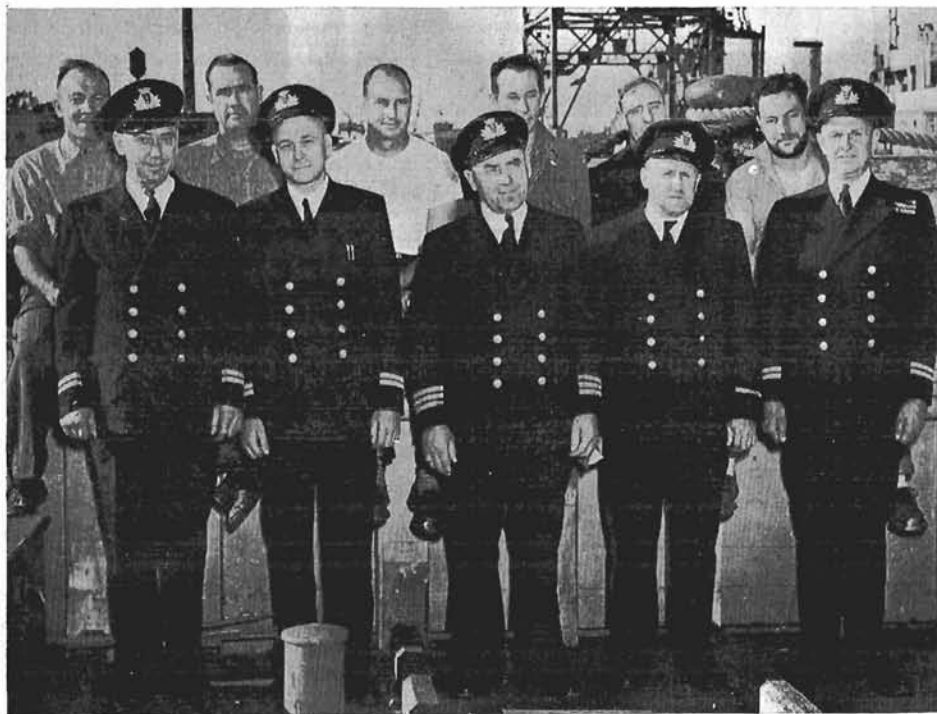
Recent changes in the TAS staff at *Naden* include Ldg. Sea. Ken Jeffries, drafted from *Venture* to the Training Centre as assistant to the Stores Officer. Ldg. Sea. Dan Cathcart and Ldg. Sea. James Nicholson are employed in the Detection Section as table operators, relieving Ldg. Sea. Charles Gowen and Ldg. Sea. William Goyman who have joined *Crescent*.

The TAS personnel of the *Crescent* formed the first pre-commissioning classes to be undertaken on the West Coast for some years. The classes were made up of 12 TD2s and 15 TD3s.

Mechanical Training Establishment

During September the Mechanical Training Establishment was moved from its old location above Central School in *Naden* to occupy the former quarters of Supply and Secretariat School, which is now known as the Mechanical Training Establishment Administration and Classrooms.

The move was made in less than half a day, with very little interruption of classes. The facilities are much better than previously, with all classrooms, model rooms, draughting room, theatre, etc., in the one building.



Captain and crew of CNAV *Revelstoke*. From left to right, front row: C. E. Backman, chief engineer; G. H. Welsh, second engineer; Randall Dominie, master; William Hampton, third engineer, and W. O. Sanford, chief officer. Back row: George Miles, cook; Leo Cook, quartermaster; H. L. Davidson, seaman; S. E. Tibert, seaman; Raymond Crook, oiler, and Herbert Gouchie, quartermaster.

The school has welcomed its new senior engineer, Lt.-Cdr. (E) L. R. Johns, who came from the *Sioux* and Lieut. (E) H. Young, who joined from the *Athabaskan*. At the same time it bade adieu to Lt.-Cdr. (E) J. R. Turner who has been appointed to Sorel for duties as engineer officer of the *Assiniboine*.

Ordnance School

After five years of faithful service as janitor in the *Naden* Ordnance School, "Scotty" Fortune is on the eve of retiring. All the garden hobbyists will miss "Scotty" for his wealth of garden hints and information. We all wish him well and the best of luck on his retirement.

There have been a few changes in the school recently: CPO Elwood MacDonald joined from the *Sussexvale*; Petty Officers A. E. Hogg, E. N. Spencer and C. A. Douglas left to join the *Ontario*, relieving PO1's L. T. Shore and Theodore Parham who joined the school. CPO Bert Nelson was drafted to *Star*, relieving CPO Frank Blosser who, with CPO Dick Lower and PO Eric Still, proceeded to *Stadacona* for a short course in the Electrical School before joining the *St. Laurent*.

We close with another old Ordnance maxim: "Never use force; get a large hammer."

ATLANTIC COMMAND

HMCS *Magnificent*

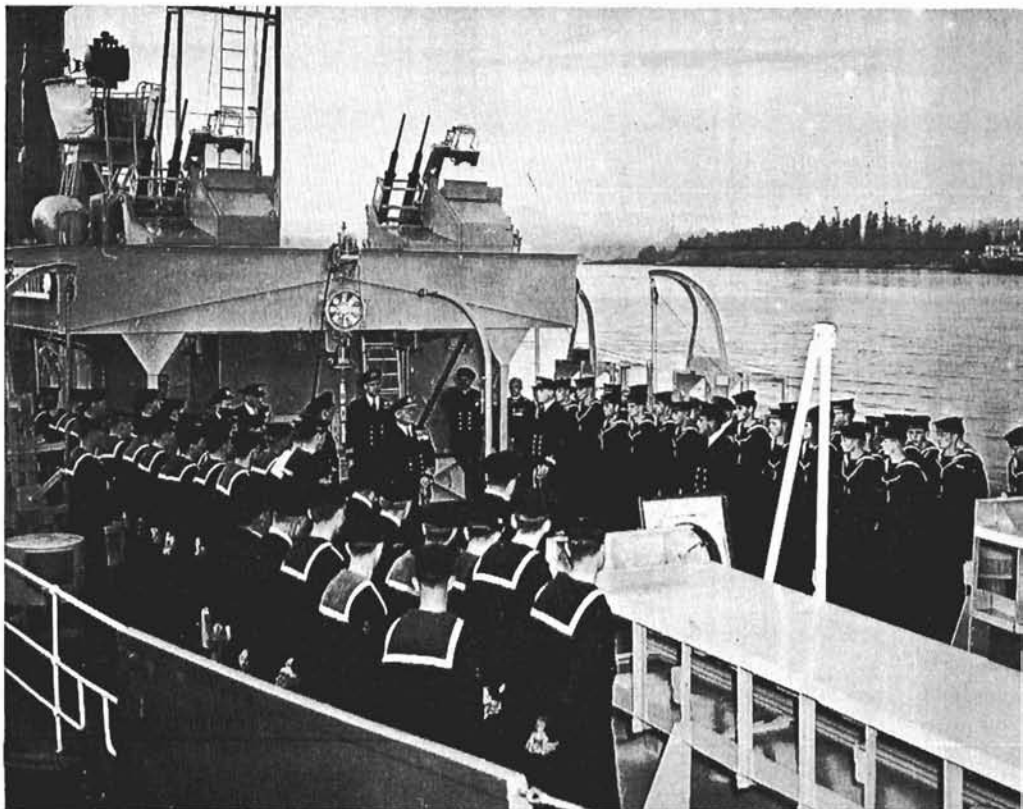
To complete the last half of the fall cruise of Task Group 301.1 the component units of the *Magnificent*, *Huron*, *Haida* and *Micmac* visited a number of European ports.

For four days in late October, while the three destroyers paid an informal visit to Amsterdam, the *Magnificent* lay to head and stern buoys in the busy part of the Rhine, Den Maas, which flows through the great Netherlands seaport of Rotterdam.

Sixty children from orphanages and a deaf institute were entertained on board the carrier the second day. Despite heavy rain, and with the carrier lying in the stream, over 300 invited guests attended the ship's official reception.

Daily tours to The Hague and Amsterdam for 40 members of the ship's company were arranged by Rotterdam Municipality. Other tours included visits to famous Dutch industries. Officers and men serving in the *Magnificent* will long remember the ship's visit to Rotterdam as a high point in the fall cruise, 1955.

As the *Magnificent*, with the *Micmac* in company, cleared the English Channel a short memorial service was held,



The longest day of the year for one ship's company was not June 21, but the day—November 7—when they transferred their allegiance from the Bangor coastal escort *Minas* to the Algerine coastal escort *Sault Ste. Marie*. Only a few hours after the *Minas*, which they had brought from Halifax, was paid off they commissioned the "Sault" at Esquimalt. Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, is seen addressing the ship's company during the commissioning ceremony. The ship, commanded by Lt.-Cdr. K. A. Stone, left a few days later for Halifax. (E-33639)

and a wreath dropped on the sea by Commodore E. P. Tisdall, near the position northwest of France where HMCS *Athabaskan* was sunk in action on April 29, 1944.

Warmer weather was welcomed as the ships proceeded to Gibraltar for a one-day operational visit before a month's flying operations and visits to ports in the Mediterranean. First of these was to Valencia, Spain, from November 4 to 8. The RCN carrier is reputed to be the largest ship ever berthed inside the harbour and considerable interest was taken in this first visit of Canadian warships to Valencia. Commodore Tisdall's annual inspection of the *Magnificent* was held during the ship's stay in Valencia.

The port of Genoa, Italy, welcomed the Canadian ships from November 11 to 15 adding to the convenience and the interest taken in the ships, berths were provided at the Stazioni Maritime, the principal liner piers of this famous seaport.

Led by Chaplain Louis Dougan, 34 Roman Catholic officers and men of the carrier group went by train to Rome for a one-day tour of the city. During this brief visit they had audience with His Holiness Pope Pius XII at his summer residence in Castelgandolfo.

The final informal visit was paid from November 18 to 22 to the French port

of Marseille. The *Magnificent* and the First Canadian Destroyer Squadron then sailed to Halifax with a two-day operational visit to Gibraltar en route.

Early in the fall cruise the 1954 record of 1,523 deck-landings was easily defeated; the figure to November 27 was 1,912 with an objective of 2,000.

HMCS *New Liskeard*

New Liskeard personnel agree that they experienced a wild night during the storm encountered while the ship was en route from New London to Halifax, November 20. The anemometer registered over 60 knots while waves, when daylight broke, appeared to be higher than the bridge. Bridge eye level is 42 feet. Even the "old salts" on board admitted that it was a rough night.

Meanwhile, one *New Liskeard* hand with unshakable confidence in the seaworthiness of the ship saw humour in the idea of sending a message summarizing the situation: "Whaler and motor cutter battered and holed, port anchor carried away, radars broken down, echo sounders broken down, loran broken down, MF/DF broken down. Para 2 Help Help." It might be added that at the time such an unorthodox message would have caused no anxiety ashore as it was later discovered that the main radio aerial was broken during the night.

Although no extensive damage was sustained, the disorder below decks reached a climax in the forward mess, where flooding of the cable and the paint locker spread to the mess and combined with the pounding and pitching turned kits and lockers into a hopeless soggy mass, oozing battleship grey paint—and Admiral's annual inspection only a week away!

The storm relegated to the background accounts of the training cruise, of sailing up the Chesapeake and down the Delaware Rivers by way of the canal, of passing under a seven-mile-long bridge and past the mouth of rivers with names like Susquehanna, of piping the famous atomic powered submarine *Nautilus* and of visits to Baltimore, Maryland, and New London, Connecticut. It also overshadowed accounts of sightseeing and of pre-Christmas shopping in the cities of Baltimore, Washington, Bridgeport, and New York.

On board the *New Liskeard* October will be remembered as the First Lieutenant's month. Lieut. John Huxtable and the buffer, PO Arthur Keddy, have been particularly conspicuous patrolling the upper deck and supervising the chipping, painting and "tidleywork".

The increased tempo of activity on the part of the seaman branch was brought home to all with a clatter, for Number One obtained the use of two very efficient and very noisy mechanical scalers. These instruments of torture operate on the same principle as riveters; except that each scaler consists of three hammers. Two such paint scalers operating on the deck head equal six frenzied hammers, setting up reverberations rivalling a *Shearwater* Avenger looping-the-loop.

In all fairness, it must be admitted that the work achieved by these scalers is most gratifying, with old paint and rust effectively removed and with clean metal ready for a coat of red oxide paint. Nevertheless, the First Lieutenant discovered a new type of scaler. This fascinating invention is electrically instead of pneumatically driven and consists of pawls mounted on eccentrics. The "innards" revolve at 1,750 RPM. It seems that some seamen have strange delight in lingering with this madly flailing machine on the deck above the officers' cabins.

HMCS *D'Iberville*

Diverting and instructive events marked *D'Iberville's* observance of Navy Days. On the afternoons of October 8 and 9 over 5,000 guests visited the Navy's Quebec installation,

Ship Establishes Link with Arctic

The presentation, on September 15th, 1955, of a ship's crest and picture of HMCS *Resolute* to the officer-in-charge of the Resolute Ionosphere Station at Resolute Bay, N.W.T., marked the fulfilment of a wish on the part of the commanding officer, Lt.-Cdr. J. A. Panabaker, and the ship's company of the *Resolute* to establish a link between themselves and the few inhabitants of the Department of Transport Ionosphere Station located on the shores of the bay from which the ship is named.

It began on Christmas, 1954, when the *Resolute* sent a greeting to the RCMP constable at Resolute Bay in the hope that a connection might be established between the ship and what might be called its northern friends.



Later, in May, Sub-Lt. Jens Gotthardt, RCN(R), from *Carleton*, the Ottawa naval division, joined the *Resolute* for training with the RCN before going up to the Arctic with the Department of Transport in June. When Sub-Lt. Gotthardt had arrived at Resolute Bay, a ship's badge and a framed photograph of the *Resolute* was forwarded to him. On behalf of the captain, officers, and men of the *Resolute*, Louis Colpitts, officer-in-charge of the Resolute Bay Ionosphere Station was presented with the picture and the badge, which now both adorn the wall of the lounge of the station's living quarters.

The picture shows Sub-Lt. Gotthardt presenting the picture and the crest to Mr. Colpitts.

observing various phases of the naval training program. Exhibits mounted by Canadian Marconi, RCA Victor, Davie Shipbuilding, A. E. Watts and T. McAvity and Sons provided visitors with an informative display of the complicated equipment required for RCN activities.

From *Shearwater*, VU 32 aircraft thrilled thousands of Quebec residents on both days with precision flying over the historic city.

On Sunday, October 9, following church services in Holy Trinity and St. Jean Baptiste parishes, the entire personnel of *D'Iberville* participated in a colourful March Past. Commodore P. W. Earl, Naval Officer-in-Charge, Montreal Area, took the salute. The

ever-picturesque Sunset Ceremony closed each day's activities.

Radio Stations CJQC and CHRC as well as CFCM-TV and the city's French and English-language newspapers collaborated closely with *D'Iberville's* staff to keep the metropolitan area and outlying districts informed of the ceremonies and their significance.

Tragedy struck *D'Iberville's* personnel on the night of October 27 when PO Harry E. Dunning was fatally injured in an automobile crash on the Ste-Anne Boulevard near Quebec City.

Funeral services were held in St. Peter's Anglican Church, Quebec City on October 29 and were attended by the Commanding Officer and men of *D'Iberville*. The body was accompanied to Kensington for burial.

Communications Training Centre

Visual communicator "F" and radio communicator "E" Trade Group II qualifying courses commenced in the Communication Training Centre, HMCS *Stadacona* on October 11 and completed November 18.

CV "F" was composed of the following: Leading Seamen Roger G. Aggett, Andrew P. Barber, John W. Lilly, Donald J. Marsh, Edward McMillan, Henderson Muise, Leonard Schulthorpe, Donald A. Sullivan, Ronald J. Tate, Edward D. Wagner.

CR "E" included Leading Seaman William F. Beckinsale, Gordon E. Campbell, Allan E. Craydon, Gordon D. Evans, Herbert F. King, William Krilow, Alex J. Lacour, Ronald D. Mark, Owen McKellar, Donald F. Parsons, Garfield T. Sweet, Charles W. Titford, Roscoe E. Tofflemire, George Whittle.

Ordnance Training Centre

PO John Roche recently joined the staff of the Ordnance Training Centre at *Stadacona* from the *Algonquin* and is at present in charge of the ordnance workshop.

Chief Petty Officers John Underdown and William Martin recently arrived from an extensive gunnery course in the United Kingdom, the former soon to be drafted to Ottawa.

CPO Paul Wentzell just returned from 30 days' annual hunting leave and resumed his job of regulating chief of the training centre.

Thirteen chief and petty officers have completed a six-week electrical course in the Electrical School. They are Chief Petty Officers Frank Blosser, Richard Lower, William Martin, John Underdown, Stuart Duncan, William Wales and Petty Officers William Still, John Orr, Robert Hodgson, Russell White,

William Robertson, Gilbert Shaw, and George Tatton. Early in January, 1956, with the exception of Chief Petty Officers Underdown, Martin and Tatton, they were to join the *St. Laurent* for three months on-the-job training.

Armourer's Mates Class No. 14 has completed its course and members went on leave before joining East Coast ships.

Five Armourer's Mates have qualified for Trade Group Two. They are Able Seamen John Clarke, Philip Hollywood, Eric Jensen, Harry Park and Charles Burton.

The first five armourer apprentices arrived here from the *Quebec* where they had a fair spell of sea duty. They successfully completed Trade Group 3 trade tests and went on annual leave en route to *Naden*, to begin an armourers' course in the Ordnance School.

Navigation Direction School

RP2 "Y" class completed instruction during the month of November in the Navigation Direction School at *Stadacona*. Top honours in the class were taken by Ldg. Sea. Daniel Fowler, with Ldg. Sea. Ronald Bentley in second place. Others who successfully completed the course were Ldg. Sea. Joseph Parent, Ldg. Sea. John Prince and Ldg. Sea. Owen Smith.

There are 18 officers, 79 men and three Wrens now undergoing instruction in the School. They comprise one JOTLC class, one RPI class, two RP2 classes, three RP3 classes, one Q1 class and one QM1 class.

HMCS Griffon

Late in August HMCS *Moose* was welcomed back to the Lakehead Naval Division after serving at GLTC for the summer. After her return the ship carried out a full program of Reserve training, together with search and rescue operations. On the week-end of October 7-10 she paid on operational visit to Duluth, Minnesota, to participate in the Duluth Fall Festival.

August was also notable for the Canadian Lakehead Exhibition which was held during the second week. *Griffon* had two entries consisting of an inside booth of a general nature and an outside booth upon which the model of the *St. Laurent* was displayed. The division worked in co-operation with the Area Recruiting Officer, Winnipeg, to make this the biggest and most successful Naval participation in the Lakehead Exhibition within recent years.

The Trafalgar Day Ball was held on October 21. This was an even greater success than in previous years and was attended by about 180 people.

On October 26 the first christening on board the division took place in the wardroom when the six-week-old daughter of the Staff Officer (Administration), Lieut. R. G. Guy, was christened Linda Margaret. Lieut. Guy's other child was christened in a similar ceremony in the wardroom of the *Portage* in September 1952.



An historic event in 1955 of special interest to the "fly-boys" was the completion of deck-landing qualifications for the first time by a reserve air squadron. An informal tribute to the nine reserve pilots from York who qualified was the presentation of a large brass star with pilot's wings, inscribed "To the Amateurs—VC 920, from the Pros—HMCS Magnificent". Worn here by Lt.-Cdr. (P) Derek Tissington, commanding officer of the squadron, it is admired here by Captain A. H. G. Storrs, commanding officer of the "Maggie", and Cdr. V. J. Wilgress, Commander (Air). (MAG-6526)

HMCS York

Usually it takes a citizen-sailor three to four years in the RCN(R) to reach—and pass—Trade Group II qualifying examinations. In some cases, reservists have made the grade in two years, but this is an exception. York's VC 920 Squadron, however, thinks it has the all-time record for the RCN(R), and probably any other comparable reserve force.

In August No. 1 Reserve Observer's Mates Course had its "wings" parade at the RCN Air Station, *Shearwater*—just 13 months after commencing new entry training. Commander (Air), who presented their wings, said that, not only had they completed a difficult course under difficult circumstances, but they had also obtained the highest course average on record.

Of the five members of the course AB Frank Fish and Ord. Sea. Fred Rol and Ord. Sea. Harry Windsor obtained their wings outright. AB Vern Phillips

and Ord. Sea. Gerry Rol passed all their examinations but will not be awarded their qualification until they have improved their Morse reception.

In October VC 920, York's air squadron, started training six new "citizen-sailors" as pilots at Downsview airport. The addition swells the squadron's number of pilots to 18, and makes it the largest by far in the country.

The six new recruits are Midshipmen George Ewanchew, William Chambers, Barry Craig, Joseph Zys, Leonard Brooks and Alan Davenport. All are from Toronto and district.

On Saturday, October 29, 1955, York's brass band under the direction of Lieut. Robert Plunkett, performed at the annual military inspection of the Naval and Marine Air Reserve Squadrons, Niagara Falls, N.Y.

This was the first time that a musical group from York has been invited to perform at a military inspection in the United States.

The Trafalgar Ball, the highlight of the navy's social season, was one of the most colourful in years.

Arranged by the Naval Officers' Association of Canada (Toronto branch) and York, the dance celebrated the 150th anniversary of the Battle of Trafalgar.

York had not previously taken an active part in the organization of the dance, and this year's theme was the "Air Branch of the Royal Canadian Navy".

HMCS Brunswick

Deep once more in its winter training program, *Brunswick* is looking back on a pleasant and valuable series of visits of ships of the United States Navy. A total of 17 American vessels called at Saint John in the period from June 30 to October 7.

Entertainment for the visiting officers and men was arranged by the personnel of *Brunswick* and included sight-seeing tours, smokers and receptions. Interest in the U.S. vessels and their personnel on the part of the citizens of the Saint John region was keen and many of our visitors left with high praise for the friendly treatment they received.

Of greatest importance, it is felt that the visits of the 17 ships have enabled officers and men to better know the United States Navy, and that they have also helped cement relations between our two navies.

HMCS Montcalm

Four officers of VC 923, the Naval Reserve Air Squadron at *Montcalm*, the Quebec City naval division, were presented with their "wings" by Capt.

Gordon C. Edwards, Director of Naval Aviation.

The four pilots, all trained under the reserve air training program are Sub-Lieutenants J. P. Jobin, Claude Laurin, Antoine Alain and Pierre Gagne. They are the first officers to be trained to wings standard in VC 923.

Sub-Lt. Jobin is an accountant and is a member of the Quebec Flying Club, while Sub-Lt. Laurin is an instructor at the Quebec Flying Club. Sub-Lts. Gagne and Alain are pilots with a Quebec airline, Quebecair.

Lieut. (P) Jacques Cote, RCN, is the resident instructor of VC 923 which operates from Ancienne Lorette Airport. The squadron was organized in 1954 and is equipped with three Harvards. It is one of five Naval Squadrons in Canada. The others are at Toronto, Kingston, Calgary and Victoria.

Queen Charlotte

The Chief and Petty Officers' Mess of *Queen Charlotte* held its fourth annual banquet at the Parkdale Hall on November 17.

Mess president CPO Ron Wilson introduced the honoured guests, Lt.-Cdr. J. Kenny, Lieut. L. G. Douglas and Lieut. K. A. McKenzie. The banquet was followed by an enjoyable dance.

A ship's company dance was held at *Queen Charlotte* on November 25.

The following new entries have been recently attested into the RCN (R) at *Queen Charlotte*: Ord. Sea. Barry MacDonald, Gary Aylward, George Bruce, Wm. McKenna and Ord. Wren G. Henderson.

HMCS Hunter

On Friday, November 11, Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, visited Windsor. His itinerary for the day included a press conference at *Hunter*; luncheon at the Ford Motor Company; a stand-to at the club rooms of Branch 94 Canadian Legion; a reception at the Prince Edward Hotel and dinner at the Branch 94 club rooms, at which he was guest speaker.

In his address to the Legion, Rear-Admiral Adams traced the history of sea war through the centuries up to the present time. He underlined the importance of a navy in the atomic age in being able to move a huge base of operations swiftly from one continent to another. A ground base stays in one place and the enemy knows where to find and destroy it. The modern task force, with carriers and guided missile ships, is highly mobile. Rear-

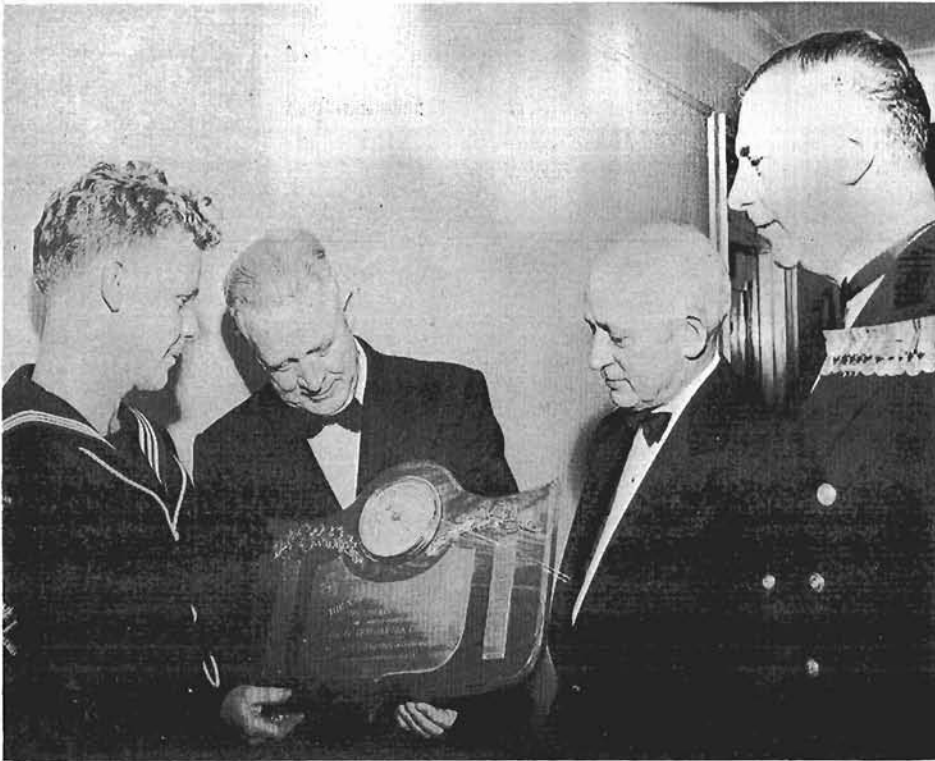
Admiral Adams spoke of the role of the RCN ships as sub-killers.

"Control of the sea means clear trade routes to the world and trade is the nation's life blood," he said.

Head table guests included, Nelson Meeks, American Consul at Windsor; Don F. Brown, MP for Essex West; William Griesinger, Minister of Public Works for Ontario; Mayor Michael J. Patrick, Windsor; Cdr. W. G. Curry, commanding officer, HMCS *Hunter* and Rear-Admiral Walter Hose, RCN (Ret'd).



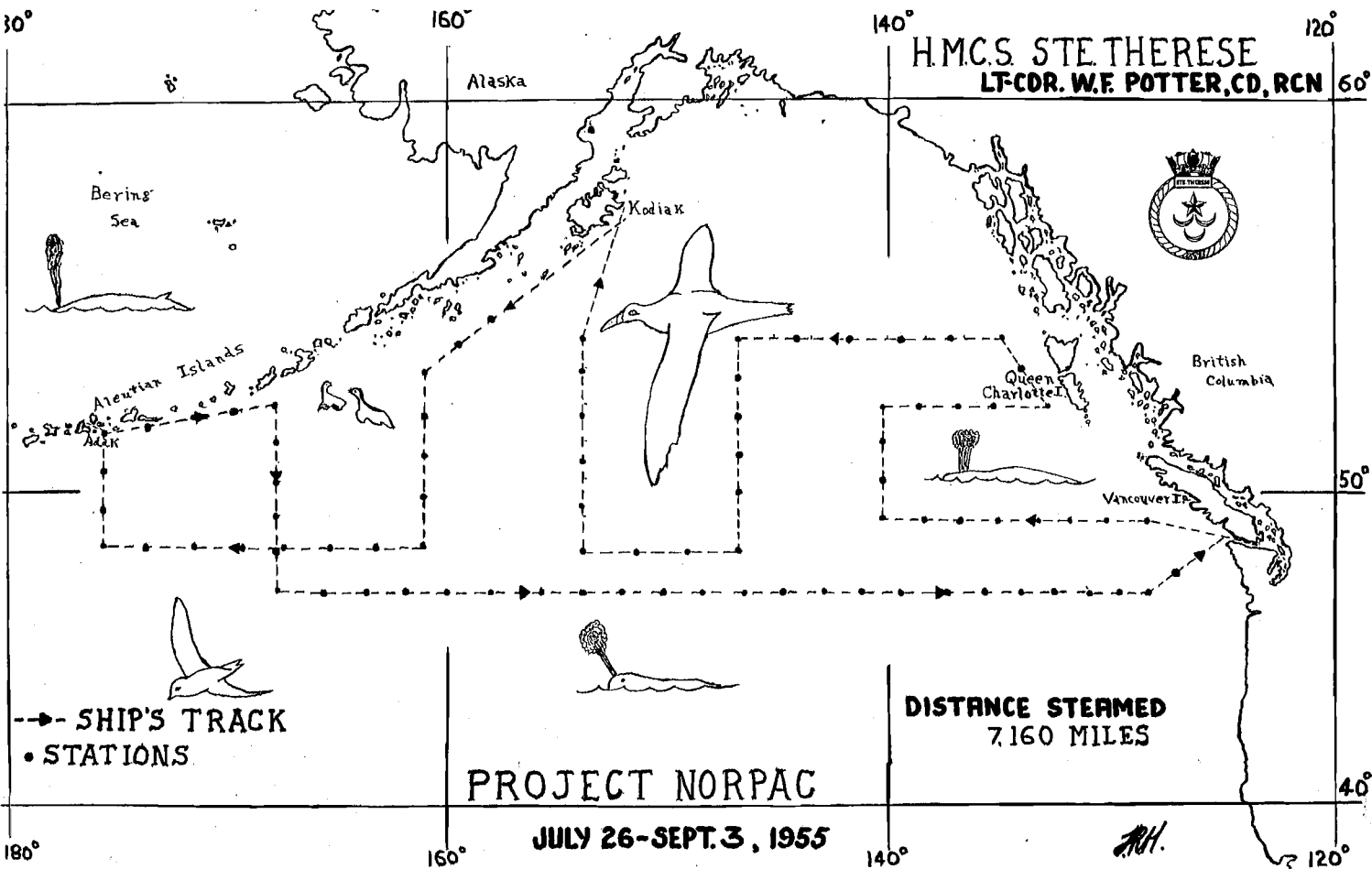
Ord. Sea. G. R. Muenzer, of HMCS York, is awarded a bos'n's call by his commanding officer, Captain L. D. Stupart. Five Toronto reservists received the award in recognition of high marks received on naval training at the Great Lakes Training Centre, last summer. Other recipients were Ordinary Seamen F. R. Darby, A. R. Booth, J. R. Zys and D. R. Kehoe. (Photo by Gilbert A. Milne and Co.)



The President's Trophy, awarded annually by the Navy League of Canada to the Sea Cadet with the best record of leadership was presented on October 27 to Sea Cadet PO Ronald Arthur DeForest, of RCSCC Ajax, Guelph, Ont., at the League's annual dinner in Toronto. From left to right are Sea Cadet DeForest, J. G. Dunlop, president of the Ontario division of the League, C. K. McLeod, national president, and Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. Runner-up for the trophy was Sea Cadet PO F. Wheeler, of RCSCC Terra Nova, St. John's, Nfld. (Photo courtesy Globe and Mail, Toronto.)



AB J. Richard Grenier, of HMCS D'Iberville, is shown chatting with His Excellency the Governor General following his investiture with the British Empire Medal. AB Grenier was awarded the BEM for his bravery in rescuing a 12-year-old boy who had become stranded on a cliff, 150 feet from the ground. (ML-3509)



IN SEARCH OF THE OCEAN'S SECRETS

Ste. Therese Steamed 7,160 Miles on Survey

KNOWLEDGE of land and sea throughout most of man's history has been acquired by a kind of guerilla warfare, with bits of information snatched here and there and eventually brought together in more or less organized form.

Now humanity is witnessing a mass attack on the frontiers of knowledge. One such assault, during the Second World War, unlocked the secret of the atom for good or ill. During 1956, in anticipation of "The Geophysical Year", (1957-58), many nations will make a combined attack on the mystery of the Antarctic, by land, sea and air, to determine whether it is more than the waste of snow and ice it has always seemed to be.

A similar onslaught — though on a smaller scale—was made on some of the problems of the North Pacific last summer and a Royal Canadian Navy frigate, the *Ste. Therese*, was called on to participate in this.

The *Ste. Therese* was one of more than 20 Japanese, American and Canadian ships operating north of the Tropic of Cancer in the joint synoptic oceanographic survey operation "NORPAC". She sailed from Esquimalt in late July

and returned in early September. During this period selected areas were surveyed simultaneously by the various ships. The exchange of data arising from the survey will give a broad picture of the current systems of the North Pacific as well as other important information on salinity, temperatures and sea life.

Three ships of the California Co-Operative Oceanic Fisheries Investigations, one from the University of Washington, one from the Pacific Oceanic Fishery Investigations (U.S.A.), and 15 to 20 from Japanese agencies undertook studies in the North Pacific. These circumstances went a long way toward giving oceanographers hope of seeing someday fulfilled the dreamed-of, but hitherto unattainable result — a truly synoptic hydrographic study of the entire North Pacific.

The information gained about ocean currents over such a large area has a very definite military application in mine warfare in times of war to say nothing of its value to shipping and fisheries.

A scientific party of seven from the Pacific Oceanographic Group (Fisheries Research Board) at Nanaimo joined the

Ste. Therese on July 25 for the project. The senior scientist was A. J. Dodimead, who directed, co-ordinated observations and provided liaison with the captain, Lt.-Cdr. W. F. Potter.

Project NORPAC required 7,160 miles of steaming, with supplies being obtained at Kodiak and Adak in Alaska during the operation.

Observations (see diagram) were made at 85 stations with two short 90 degree course alterations between each station to measure currents (by an instrument known as the Geomagnetic Electro-Kinetograph, more familiarly referred to as the GEK), and bathythermograph readings hourly as required.

At each station 17 water samples were taken at varying depths, from zero to 1,200 meters (660 fathoms). These were analyzed on board for temperature, dissolved oxygen, phosphate, and pH (a term having to do with ionization) by the scientists of the P.O.G. Temporary, but amazing, laboratory facilities were fitted for this purpose. Salinity analyses, which required very accurate measurements, were worked out later ashore at the Nanaimo Pacific Oceanographic Station.

Samples of sea life (the ship's company soon learned to call them "plankton") were taken at depths between 0 to 400 meters (220 fathoms) in specially constructed nylon cone-shaped nets. Both water and plankton samples (each haul done separately) were obtained by means of a 100-pound weight attached to a 5/32" galvanized wire from a motorized winch drum that temporarily replaced a Boffin mounting. Water bottles and plankton nets secured on the thin wire rope were lowered to the desired depths, and by sliding a brass weight down the wire, a tripping mechanism trapped the sample.

The Kelvin sounding machine was used for bathythermograph readings at a depth of 200 meters (110 fathoms).

The foregoing activities had a series of unexpected repercussions on officers and men.

The first came as the *Ste. Therese* slipped and sailed from Esquimalt, when the First Lieutenant was besieged with requests to "discontinue shaving". Youth proved an insurmountable handicap in some cases, it was evident when the beards came to judgment. The reduction in fresh water consumption was looked upon by the Engineer Officer as a blessing.

During the off-watch hours, the ship became almost a hobby shop with copper metal work, leather work, model ships, model aircraft and all types of handicraft underway. The ship's canteen did a lively business in ice cream

bars, selling 2,400 of them in the short period of twenty days.

As the project advanced, new words, and new uses for old words became everyday terms: plankton, water analysis, hauls, dips, GEK, oceanographic stations, etc. It was just added evidence of the flexibility of the naval mind.

The officer-of-the-watch was usually busy taking celestial observations whenever weather permitted, mastering the art of handling the ship on station in varying states of weather to keep the winch wire clear and upright, completing six-hourly meteorological messages, recording station data and maintaining bird, whale and porpoise logs.

Weather charts were prepared twice daily and the forecasts of local areas proved very useful.

Some of the statistics were: Total distance steamed, 7,160 miles; (total distance steamed since the ship's commissioning in late January, 21,600 miles); average speed, 11.5 knots; total periods sunny, 13 hours; total periods cloudy, 32 days 16 hours; average wind speed, 12 knots; station observations, 85; phosphate, oxygen, pH analyses, 1,400; bathythermograph readings, 267; GEK observations, 30; water samples, 5,200; hours spent on station, 129; plankton samples, 450; weather observations, 465; weather reports sent, 188.

On returning to Esquimalt, it was generally accepted that oceanography is well on its way to explaining the sea and unfolding its mysteries. However, for the naval mind, it is still true to say with Lord Jellicoe that "the sea is our life", scientifically and otherwise.



A. J. Dodimead, senior scientist in the oceanographic survey which was carried out by the *Ste. Therese*, is seen here checking data compiled from observations. Project Norpac required 7,160 miles of steaming, with stores and fuel replenished at Kodiak and Adak during the operation.

HMCS GLOUCESTER



SHIP'S BADGE DERIVATION

HMCS *Gloucester* is located in Gloucester Township, Carleton County, Ontario, not far from Ottawa. The township was named in 1798 for William Frederick, Duke of Gloucester, a nephew of George II who bore the Arms of the Royal Family with his personal label. Royal Arms may not be used except by special grant of Her Majesty, therefore one must look elsewhere for a suitable motif for the badge of *Gloucester*.

Gloucestershire in England was one of the earliest, if not the first of English communities to receive a grant of arms, and these are recorded as being three red chevrons and ten red discs or roundels, known in heraldry as "torteaux" upon a field of gold. As the Duke of Gloucester took his title from the shire, it would seem in order to go to the Arms of Gloucestershire for a badge device. To this end one chevron has been taken, and this carries an added feature in the fact that the term "chevron" is derived from the French word for rafter, and the device is shown in the same shape as a gable rafter. As the Radio Station is "housed" this device is doubly appropriate. Then by placing a single roundel upon the peak of the chevron we not only again draw from the Arms of Gloucestershire but set up the basis for the telegraphists badge" —simply by adding four lightning flashes issuing from the roundel.

While it would be quite correct to place these devices upon a field of gold as they are in original arms, a background of white or "argent" has been used to suggest that this particular "Gloucester" is in Canada, the colours of Canada being white and red.

HERALDIC DESCRIPTION

Argent, a chevron gules upon the summit of which a torteau of the same from which issue four lightning flashes azure, two to the dexter and two to the sinister.

Ship's Colours: Red and white.

THE NAVY PLAYS

Navy Squad Has Best Season

Navy's squad in the Victoria Canadian Intermediate Football Union rounded out its best season to date by trouncing Kamloops Kougars 13-0 in a Remembrance Day exhibition game at Kamloops, B.C.

Under the coaching of Lieut. (E) Frank Hindle, the team wound up in possession of the Victoria League Championship. It was only by the narrowest of margins that Navy lost the sudden-death playoff for the British Columbia Intermediate title.

After marching in the November 11 parade at Kamloops, the Navy squad took the locals in a game played in below-zero weather.

In regular season play, Navy lost only one game, an opener against Victoria Vampires who edged the sailors 7-6.

Navy, however, was undefeated in all subsequent games. This included tying the powerful Oak Bay squad twice, 5-5

and 12-12, and beating them once, 16-6. In remaining games against Vampires, Navy took both, 16-12 and 43-0.

Navy's team this year was affected throughout not only by the usual injuries but because several key men served in ships at sea frequently on operational commitments. The RCN team, the lightest in the local league, played a fast and wide-open type of football.

Ottawa Sailors Hold 21 Regattas

Ottawa Squadron, RCN Sailing Association, held 21 regattas, one of them for ladies, during the 1955 season—May 15 to November 5.

Three regattas with the Civil Service Recreation Association Yacht Club resulted in the RCNSA sailors losing the Dow's Lake Challenge Trophy for the second time.

Lt.-Cdr. Tom Appleton, top skipper of the season, was winner of the perpetual trophy. Other winners included—Mrs.

Beverly Hall, Ladies' Regatta; Ord. Lt.-Cdr. C. E. Brown, first series; Lt.-Cdr. A. A. Turner, second series; David Quarterman, third and fourth series, and Lieut. (S) Robin Leckie, Frosbite series. The top skippers were computed from highest points gained in each four regatta series.

Mr. Quarterman was top skipper, also, of a two-day racing program on the Ottawa River. The only spill of the season occurred in October 30 races when 34 mph winds sweeping over Dow's "Ditch" swamped one of the squadron's Admiralty class dinghies. The crew had no ill effects.

Cdr. J. Korning Heads Sailing Group

Cdr. Jack Korning has been appointed chairman of the RCN Sailing Association, succeeding Captain A. B. F. Fraser-Harris who is attending the National Defence College, Kingston.

Cdr. Korning, Copenhagen-born, entered the RCNR from the British Mer-



New champs of the Victoria Canadian Intermediate Football Union are navy players. Front row, left to right: AB William Lyons, Ldg. Sea. John Kingston, AB Edward Amos, Lt.-Cdr. R. P. Mylrea, Lieut. (E) Frank Hindle, coach, Cd. Commissary Officer A. E. Saxby, Ldg. Sea. Gerald Stephens, AB Otto "Bud" Brown, PO Robert Aitken. Centre row: CPO Robert Miller, trainer; Ldg. Sea. "Red" Larsen, AB William Morely, CPO Joseph Hornesty, Ldg. Sea. Archie Langston, AB Barry Moreland, Ldg. Sea. Ernie Lee, Ldg. Sea. James Tracy, PO James Beech, AB James Clark, Ord. Sea. Robert Parsons. Back row: AB Norman Bucsis, trainer, AB John Bowers, Ldg. Sea. Charles Thompson, Ord. Sea. Gerald Porter, Ldg. Sea. Robert Young, Ldg. Sea. Paul Skinulis, Ord. Sea. Walter King, Ldg. Sea. Doug Hill, Ord. Sea. George Kelly, AB M. Wright, equipment manager. Absent teammates are Lieut. Mel Wilson, PO Albert Reeves, PO Morley McAllister, Ldg. Sea. Roy Negrich, Ldg. Sea. Thomas Weale, AB Thomas Humphries, Ord. Sea. W. T. Schick and AB Peter Cook. (E-33621)

chant Service, transferring in 1945 to the regular force. He is Naval Co-ordinator on the staff of the Vice-Chief of Naval Staff.

Navy Team Keeps Tri-Service Trophies

No. 1 team, representing the Gunnery School in Halifax, retained both the Purdy Cup and Laurie Bugle during the tri-service rifle and Bren gun competition in Halifax last October.

The team was officially congratulated by the Flag Officer Atlantic Coast in a message which also praised sharpshooters of HMS/M *Ambush* who were a "very close runner up" in the Purdy Cup match.

Sports Program Switches to Gym

Sports around the Ordnance School changed from outdoor activities to muscle-stretching indoors at *Naden's* new gym.

The School split into two sections, comprising teams from East and West coasts, for Monday afternoon sports sessions. Badminton, volleyball, bowling and swimming are the main features.

During the hunting season on the island, several from the School went after deer with good results. CPO Chester "Davy Crockett" Padgett spent two days in the bush and got thoroughly soaked trying to come in gunsight of an elk without making contact.

Brunswicker Goes In for Hockey

Hockey, for the first time in several years, is again playing an important part in *Brunswicker's* sports program. The naval division has a puck squad competing in the Saint John, N.B. Commercial League.

In addition to regular training, there have been several recreational events, one of the most popular being the weekly small bore rifle shoot.

Italian Hockey Club Defeats RCN

In an exhibition game played at Torino, Italy, in November, the fast-skating Fiat hockey club defeated the RCN 7-4 in three periods of exciting hockey.

The Torino team, from the world-famous automobile and engineering firm, had 12 Italians and two Canadians, while the RCN team came from the *Magnificent*.

One-time American Hockey League player Harold Schooley, formerly of Hamilton, Ont., was the big star of the

evening, scoring 4 of the 7 goals for the Fiat Club. Italian playing coach Bob Bragnolo, a former Ottawan, was outstanding on defence for the winners.

PO Bernie St. John led the Canadian team with two goals and PO Danny McCowell came up with sensational saves between the Canadian pipes.

Valencians Win At Soccer 6-1

The Lavante Soccer Club of Valencia, Spain, handed out a 6-1 drubbing to the RCN in an exhibition soccer game in November. The RCN team was composed of players from the ships of Task Group 301.1 namely the *Magnificent*, *Huron*, *Micmac* and *Haida*.

Writers Take Softball Title

Naden Writers, whose sports prowess seems out of character with their desk jobs, beat the *Jonquiere* team to cop the Pacific Command Softball Championships and HMS *Dominion* trophy.

The *Ontario*, *Athabaskan*, *Cayuga*, *Stettler*, *Sussexvale*, *Ste. Therese*, *Jonquiere* and Reserve Training Squadron fielded teams for the straight elimination playoffs. *Naden* and the *Stettler* had the best battle of the semi-finals.

The *Naden* scribes accumulated 114 points over the summer season to win the 1955 Summer Cock o' the Barracks.



A golfer for only a year, AB Ben Aylesworth, left, nevertheless, won the Corby's and Wiser's golf trophy in the RCN Golf Association's annual competition on the West Coast, with a low net of 197 for 54 holes, played over three courses, Colwood, Uplands and Gorge Vale. Shown with him is CPO Tommy Rayson, secretary of the RCNGA. Both serve on the staff of the Flag Officer Pacific Coast. (E-33496)

Regatta Held In Bahamas

During the *Quebec's* fall Caribbean training cruise, boatwork, sports and recreation highlighted the cruiser's visit to the Bahamas. Prevailing northeasterly winds at Great Stirrup Cay caused the *Quebec* to shift to the more protec-

ted anchorage at South West Bay, New Providence Island.

The four-day stay there featured an interpart regatta held on a Sunday with the final race being pulled the next morning before departure. The engine-room department made a clean sweep with OSEMs taking the event for ordinary seamen under training and engine-room beating wardroom by half a length in the "open." Lower decks were cleared afterwards for presentation of trophies by the captain.

The ship's company annual musketry course covered three successive days at the police range in Nassau, 90 officers and men taking part.

During a sports excursion to Nassau, the baseball nine from the Ahepansis Club drubbed *Quebec* players 8-1 while the ship's soccer eleven lost 4-1 after a spirited game.

On the weekend, two beach parties were held on ideal white sands close to the anchorage, 150 men per outing. All enjoyed swimming and water sports in the crystal-clear water. Several, in fact tried underwater spear fishing.

MTE Busy in Interpart Sport

Interpart teams of the Mechanical Training Establishment, *Naden*, have taken an active part in season play. The hockey squad won two games by scores of 13-0 and 4-2, and lost one 6-1 at the outset.

MTE is not only represented on the RCN Curling Club executive by CPO Edward Shepperd as secretary-treasurer, but several rinks of MTE personnel are active in this winter sport, off to a good start under guidance of its executive. The new president is Lieut. (E) G. A. Dufour.

Hoop Tilt Won in Three Straight Games

A powerful Navy team won the annual Tri-Service Basketball tourney at *Naden* in three straight games during November's last weekend.

Ord. Sea. Leroy Bond, from the Medical Branch School scored an 84-point total in the three game finals to lead his mates to victory over RCAF, Comox; RSME, Chilliwack, and the Queen's Own Rifles.

QOR finished second, with two out of three wins, and Comox, took third place with one victory against a pair of losses.

High-scorer Bond, averaging close to 30 points a game in the series, had as runner-up team-mate AB Gerry E. Vowles, who tallied a 54.

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ALLAN, Murray H. LSEM1
 AMOS, William L. C2CS4
 ARROWSMITH, Lawrence. LSQM1
 ARSENAULT, Joseph O. LSQR1
 ARTHURS, Donald V. LSRP1
 ATKINSON, Eric G. P2AR2

BABCOCK, William R. LSCR1
 BATE, Geoffrey K. CIVI4
 BEATTY, Douglas E. LSEM1
 BEAULIEU, Paul. LSVS1
 BECK, Wilfred M. P2RP2
 BELLIVEAU, Reginald T. LSEM1
 BEST, Bernard A. C1R14
 BINGER, David W. PISH4
 BLACK, William R. LSEM1
 BLAKE, Ronald J. LSEM1
 BLANCHET, Jean-Marc J. LSEM1
 BORSK, Herbert A. LSR1
 BOUCHER, Auguste J. LSEM1
 BOUFFARD, Claude J. P2EM2
 BOVEY, William I. C2EA4
 BRACE, York. P2AW2
 BRAGG, Robert J. LSQM2
 BROWN, Charles E. C2CR3
 BRUCE, David W. C2CR3
 BUDESHEIM, Roy A. C2PC4
 BURKE, Brian E. P2AO3
 BURTON, Edward R. LSEM1
 BURTON, Gerald T. C2CS4
 BYRNE, Frederick B. P2AA2

CALLARY, John O. P2CR2
 CARPENTER, Stanley J. P2RS3
 CARR, Gordon V. C2CR3
 CARROLL, Archibald L. LSEM1
 CHAFE, Cyril A. P2CV2
 CHAFE, Ronald J. LSCS2
 CHURCHILL, Earl H. LSCR1
 CLAMP, Douglas F. LSEM1
 CLEARY, Ernest W. P2AR2
 CLEVELAND, Gordon R. LSRP1
 COOPER, Gordon O. P1CS3
 CORNISH, Dorne R. LSCR1
 CRACKLOW, Daniel L. P2BD3
 CRAWFORD, John A. LSEM1
 CROTHWAITE, Lawrence. LSEM1
 CROWE, Richard G. LSCS2
 CUMMINGS, William G. P1CS3
 CURTIS, John. LSCR1

DAWSON, Gerald A. P2CR2
 DAWSON, Kenneth W. LSAF1
 DEVENNEY, Thomas G. P1ER4
 DINN, James E. LSVS1
 DIONNE, Roland R. LSAM2
 DONOVAN, Cornelius J. LSCS2
 DOYLE, Daniel J. P2QM2
 DUNHAM, Charles E. LSAF1
 DUNHAM, Douglas A. P2AO2
 DUNN, Paul C. P2AR3

FARION, Raymond A. P2RW3
 FOLEY, Dennis A. LSEM1

GARRETT, Howard R. LSCS2
 GAY, Charles A. LSAF1
 GEARY, John H. LSAF1
 GILBERT, Henry H. P2EM2
 GOODLIN, Harry. LSCS2
 GOODWIN, Alan R. P2CR2
 GORMAN, John A. LSEM1
 GORRELL, James R. LSTD1

GRAHAM, Thomas B. P2EA3
 GRAY, Charles A. LSEM1

HALDANE, Frederick E. P1ER4
 HAMILTON, Donald W. P1ET4
 HAMILTON, Robert A. LSPW1
 HANSEN, Willy. P2EM2
 HARRIS, John R. LSEM1
 HAVELOCK, Roland G. P2BD3
 HERRING, Raymond D. P2CR2
 HIGGINS, Stephen J. LSAF1
 HILES, Melvin A. P1ER4
 HILL, James E. P2EM2
 HINES, Raymond W. LSCS2
 HODGE, Frederick. LSR1
 HOTT, Ronald L. LSEA3
 HOULE, John E. LSEM1
 HOULE, Reynold J. LSAM2
 HOWELL, Frank R. P2EM2
 HUFF, Warren B. P1CR2
 HUNT, Murray J. P2CV2
 HUTTON, Walter H. LSTD1

IGOE, John M. LSEM1

JAMES, Harold C. LSEM1
 JANES, Ralph G. LSCR1
 JOHNSON, Richard L. CIVI4
 JORDAN, Donald A. LSEM1
 JUDGE, William E. LSTD1

KAYE, Ronald L. P2EM2
 KENNEDY, Donald A. LSTD1
 KING, William A. LSRP1
 KIRTON, Irwin. LSQR1
 KNICKLE, Douglas E. LSAF1
 KOSAKOWSKY, Louis L. P2EM2
 KOWALSKY, Karl J. LSAF1
 KRUGER, Michael. P1CR2

LAIDLAW, James A. LSCV1
 LAURIE, Laughlin C. P1CS3
 LAURIE, William B. LSR1
 LEAFLOOR, Frederick A. P1CR2
 LEPAGE, Gilles J. LSQM1
 LEPPARD, Edward A. P1CR2
 LEWIS, Charles. C2Q14
 LEWIS, Philip J. P1CR2
 LINFORD, Lorne K. LSEF3

MacDONALD, Murray H. LSOM2
 MacLEOD, Kenneth R. P2AA2
 McBURNEY, Richard C. P1CS3
 McCOLM, Clayton W. P1PC3
 McCARTHY, Augustine J. LSEM1
 McCLELLAND, James S. LSPR2
 McClURE, Patrick J. LSVS2
 McCOWELL, Daniel L. P1AO3
 McDONNELL, George W. LSR1
 McGUIRE, Morley J. LSQM1
 McHARG, Roger N. LSAF1
 McINTOSH, Ronald C. LSCV1
 McKENNA, James J. LSCR2
 McKETTERICK, George M. LSQR1
 McLACHLAN, Andrew A. LSR1
 McLEOD, Myrvin K. LSQM1
 McNAUGHTON, James C. LSE1
 MARSH, Bruce M. LSAF1
 MARSH, Ronald T. P2CR2
 MARTIN, Paul. P1AC3
 MAXWELL, Patrick J. P2CR2
 MILES, Warren. P2ET3
 MILLS, Harvey M. C2OM3
 MONCRIEFF, John E. LSCR1
 MONTFORD, Leonard G. LSR3
 MOORE, William D. LSEM1

MORTLOCK, Georges J. LSEM1
 MOULAND, Wilson F. C2CR3
 MURLAND, Sture J. LSEM1
 MUTTERSBACK, Harry R. LSEM1

NICOLLE, Vincent G. LSEM1
 NORMAN, Gerald M. LSCR1
 O'HARA, John J. LSLR1
 OLDREIVE, William F. LSCS2
 O'QUINN, Bernard. LSQR1
 O'RILEY, John K. P2CR2

PAQUETTE, Joseph E. LSTD1
 PITUL, William. P2CR2
 POISSON, Arthur J. LSTD2
 POTTS, Charles S. LSCS2
 POULTON, Geoffrey. P1CR2
 PURDY, Lloyd M. LSEM1
 PUSKAS, John. LSCS2

REED, William A. P1CS3
 REID, David T. LSCR1
 REYNOLDS, Morris H. LSCS2
 RIPCHINSKY, Victor. LSQR2
 ROBSON, James H. LSAF1
 ROSE, Donald L. LSEM1
 ROSS, Thomas E. LSCR1
 ROUGEAU, Rene J. LSEM1
 ROY, Delphis J. P2RS3
 RUDDIFORD, Donald B. LSEM1
 RUSSELL, George A. LSRP1

SABEAN, Charles R. C1CS4
 SARRAZIN, Antonio J. LSTD1
 SHAND, Donald L. LSEM1
 SHATTUCK, Wayne A. P2CR2
 SHEPPARD, Lindsay E. C2CV3
 SHERBINA, Robert D. LSEM1
 SINDALL, George A. LSEM1
 SINKINS, George M. LSEG3
 SLOAN, James J. P1ER4
 SMITH, Kenneth E. LSCR1
 SMITH, Roland D. LSR1
 SMITH, William E. LSCS2
 SOUTHALL, Allan D. P2EM2
 STAICUE, Roy E. LSCV1
 STAPELTON, Dennis M. LSCR1
 STEEP, Robert J. C2AC3
 STEVENS, Donald. LSCS2
 STEWART, Charles A. LSRP1
 STRANGER, David R. LSEM1
 STYLES, Robert C. LSEM1
 SULLIVAN, Leonard J. P2CR2
 SULLIVAN, Ronald N. LSAF1
 SUMMERS, Ernest J. LSLR2
 SUNDERLAND, Neil J. LSQM1

TARRABAIN, Alex. LSEM1
 TAYLOR, James D. LSSE1
 TEMPLETON, John A. LSCR2
 TESTORI, Beverly L. LSTD2
 THOMAS, Keith C. LSEM1
 THOMPSON, Douglas F. LSEM1
 THWAITES, Joseph C. P2EM2
 THYNNE, Robert E. P2CR2
 TREMBLAY, Claude R. P2BD3
 TURNER, Henry M. LSTD1

VERGOUWEN, Peter J. LSCV1
 VINCENT, Glenford A. LSTD1

WAGAR, Lawrence L. LSEM1
 WALKER, Cyril H. C2CS4
 WALSH, Martin T. LSQR1
 WATKINS, Percy D. LSEF3
 WITHROW, Maurice S. LSCR1
 WOOD, James W. P1CS3
 WOODILL, Ronald A. LSQM1

YORGA, Willard. P1CS3
 YOUNG, Robert J. P2CR2



The CROWSNEST



Vol. 8, No. 4

February, 1956



The CROWSNEST

Vol. 8 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1956

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LADY OF THE MONTH

Just about this time of year, the yachtsman feels a stirring in his blood which, as surely as the blossoming of snowdrops or the swelling of the pussywillows, is a harbinger of spring. It foretells, first of all, a season of scraping and painting and patching, of hard work without monetary reward, during which the unrelenting taskmaster is the dream of fresh breezes and sparkling waves that sometimes comes true.

It may be that there are born yachtsmen, but the birth dates of such will not necessarily coincide with those on their baptismal certificates. More likely, their kind is born when a boy poles a crude raft across a pond and dreams the impossible dream that when he touches the far shore he will have reached the coast of Zanzibar.

Sometimes a yachtsman is born through the mere chance of being invited on board a trim sailing craft and experiencing for the first time an intimacy with the weather and the sea. Such an experience is recounted elsewhere in these pages and the heroine of that story is the Royal Canadian Naval Sailing Association's yacht *Pickle*, pictured on the opposite page in gentle weather off Halifax. (DNS-14456)

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Cover photo—The spring training cruises have begun—the *Quebec* off to the Caribbean, the *Ontario* to Hawaii and the *Far East*. This is a scene from an earlier cruise, with *Midshipmen (Air)* from the *Quebec* engaged in dogwatch boatpulling in the shadow of one of the twin volcanic peaks, "The Pitons", guarding a sheltered nook of St. Lucia, in the Windward Islands. (QB-1658)

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RCN NEWS REVIEW

One of the Royal Canadian Navy's new Banshees at Shearwater. (DNS-15256)

First Banshee Jets Delivered

The Royal Canadian Navy has received its first deliveries of the F2H3 Banshee, described as among the finest single-seat all-weather shipborne fighters in operational use today.

The RCN's first jet fighter squadron, VF-870, is being armed with the Banshee in preparation for service in the aircraft carrier *Bonaventure*, due to be commissioned late this year. Awaiting the day that it will go to sea, the squadron is based at *Shearwater*.

The cannon-armed Banshee is listed by "Jane's All the World's Aircraft" as a 600-mph twin-jet machine. Long range has been built into it and it packs electronic gear that enables it to seek out and attack the enemy in darkness or dense cloud.

The *Bonaventure* is designed to handle heavy jet aircraft of this type and is being equipped with angled deck, steam catapult and mirror landing aid.

History Prize Winners Named

The reasons for the disappearance of British naval bases and warships from the Great Lakes following the War of 1812-14 are carefully examined in an essay which has won for Instructor Lt.-Cdr. Lawrence Farrington first prize of \$150 in the initial competition of the Barry German Naval History Prize.

The second prize of \$100 went to Instructor Lieut. D. J. Williams for his "A Cadet's History of the 29th Motor

Torpedo Boat Flotilla, Royal Canadian Navy", a popular and vivid account of the flotilla's activities.

Both of the winning officers are serving in HMCS *Venture* and their essays were regarded by the judges as valuable additions to the knowledge of Canadian naval history.

The Barry German Prize in Naval History was founded in 1954 by the Dominion Council of the Naval Officers' Associations of Canada in honour of Captain P. Barry German, RCN



The top command of the Royal Canadian Navy changed hands on January 16—a change symbolized in this picture of Vice-Admiral E. R. Mainguy, the retiring Chief of the Naval Staff, left, and his successor, Vice-Admiral H. G. DeWolf. (O-8567)

(Ret'd). It normally offers three annual prizes of \$150, \$100 and \$50 and is intended to encourage interest in the history of maritime affairs of Canada and British North America. It is open to all personnel of the RCN and RCN (R) active lists.

In this year's contest the proposed topic should be submitted by April 1 and the completed essays must be in the hands of the contest committee's chairman, the Naval Historian, Naval Headquarters, Ottawa, by November 1.

The award of prizes is based on the recommendation of the committee, which is composed of the Dominion Archivist, a member of the Naval Board, an appointee of the NOAC, the Naval Historian and the Director of Naval Education. Prizes will be awarded early in 1957.

Details of the contest appear in the Navy list and other particulars may be obtained from the Naval Historian.

Venture Cadets Sail for Far East

A two-month training cruise for *Venture* cadets got under way late in January and was to include visits to San Francisco, Pearl Harbour and ports in the Far East.

The *Ontario*, commanded by Captain David W. Groos, sailed from Esquimalt January 27 with approximately 80 cadets embarked. She will be accompanied throughout the entire cruise by the destroyer escort *Sioux*.

Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, was to fly his flag

in the *Ontario* as far as Pearl Harbour. In addition to the *Sioux*, five other units of the Pacific Command's Second Escort Squadron, under Captain Paul D. Taylor, of Victoria, accompanied the cruiser as far as Hawaii. They are the *Cayuga* and *Athabaskan* (destroyer escorts) and the *Jonquiere*, *New Glasgow* and *Stettler* (frigates).

The Task Group was to visit San Francisco from January 30 to February 2 and Pearl Harbour February 9-13. The *Ontario* and *Sioux* will continue to the Far East and the remainder of the group will return to Esquimalt, arriving February 21. During the time the seven ships are in company, every opportunity was to be taken to carry out training exercises and manoeuvres.

The cadets, all in their first or second years at *Venture*, will receive practical training in seamanship, navigation, communications and other subjects while on board the *Ontario*. In addition, their normal classroom studies will be continued during the cruise.

The *Ontario* and *Sioux* will return to Esquimalt in late March.

Capt. T. C. Pullen CO of Labrador

Captain Thomas Charles Pullen, a fifth generation naval officer named after an Arctic-exploring ancestor, was to take command of the *Labrador* on February 13.

He succeeded Captain Owen C. S. Robertson, who commissioned the *Labrador* in July, 1954, and commanded her through two epic Arctic voyages.

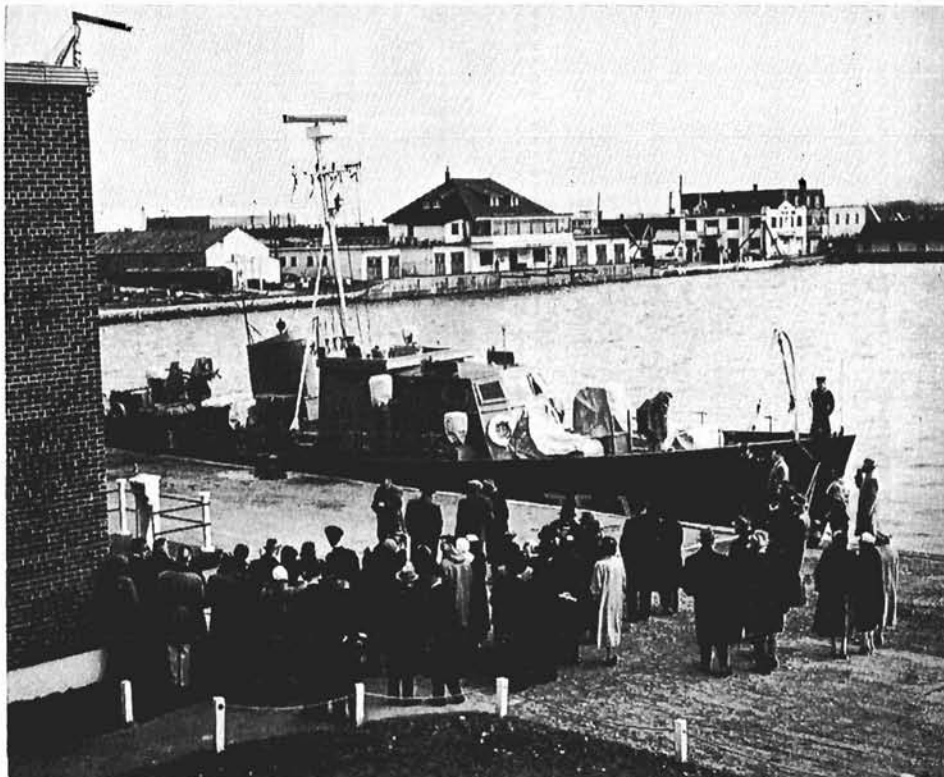
In her first year in commission, the *Labrador* became the first warship to negotiate the Northwest Passage and the first to circumnavigate the North American continent. In 1955 the ship played a leading role in operations concerned with the seaborne supply of Dew Line sites in the Eastern Arctic.

Caribbean Goal Of Training Cruise

The training cruiser *Quebec* sailed from Halifax January 24 on a three-month training cruise to the Caribbean.

During the cruise, the ship was to visit nearly a dozen ports in as many countries, beginning with Port of Spain, Trinidad, from January 31 to February 4, and concluding with a two-day stop at Bermuda. She is scheduled to return to Halifax April 22.

Borne for training are a number of junior officers. These include midshipmen (air) who, on completion of initial sea training in the *Quebec*, will proceed to the United States in May for flying training. The remaining junior officers



Late last fall HMCS Loon, the first of a new class of small patrol craft, was commissioned at York, the Toronto naval division and, with the ice already closing in, made her way to Halifax where she is based. (Photo courtesy Globe and Mail, Toronto.)

are executive branch midshipmen who will receive subsequent training at the Royal Naval College, Greenwich, England.

Also embarked for training were men of the seamen, engineering and electrical branches. These men are being given basic and conversion training in their respective trades.

Trials Resumed By St. Laurent

The *St. Laurent* began her second period of intensive working up trials and anti-submarine training in mid-January when she sailed for the Bermuda area.

The ship is operating in company with the *Nootka* and HM Submarine *Alderney* during most of this month-long period. In February, she will go to Key West, Florida, to begin two months of evaluations with the United States Navy.

Penatang Goes To Norwegians

The *Penatang* commissioned at Saint John, N.B., January 9 following a refit there.

The frigate, first of three to be loaned to Norway under a recent agreement between the Norwegian and Canadian governments, sailed for Halifax later in

the month and was officially transferred January 25. She has been renamed *Draug* by the Royal Norwegian Navy.

Two other Royal Canadian Navy frigates, the *Prestonian* and *Toronto*, will be transferred within two months. They will be renamed *Troll* and *Garm*.

Loon, Bluethroat Now in Service

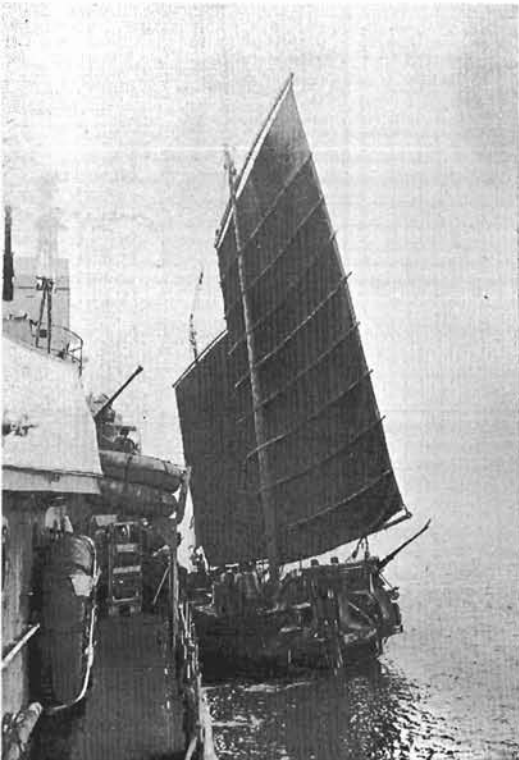
Two new units joined the Atlantic Command in December. The looplayer *Bluethroat* was commissioned as a Canadian Naval Auxiliary Vessel at Lauzon November 28. The ship was built by George T. Davie Ltd., Lauzon.

The first of four class patrol vessels, HMCS *Loon*, was commissioned at Toronto November 30, and arrived at Halifax December 14, after bucking heavy ice conditions in the St. Lawrence.

The *Loon*, which is designed for harbour patrol work and is also suited for training duties, has a displacement of 65 tons, is 92 feet in length and is capable of 14 knots. She carries an Oerlikon gun, depth charges and hedgehog. Primarily of wood and aluminum construction, she has a normal complement of two officers and 19 men.

Other vessels of her class are being built at Midland, Orillia and Penatang, and are scheduled for completion this year.

Korean Summary



East and West meet on the Yellow Sea. (NK-701)



It's peaceful on this hilltop in Southern Japan, but warships lie in the harbour below. (CA-27)

EIGHT CANADIAN destroyers served with the UN Fleet in Korea. Their tours of duty varied in length from six months to fourteen months. From July 5, 1950, when HMC Ships *Cayuga*, *Sioux* and *Athabaskan* sailed from Esquimalt for Korea, until the return of the *Sioux* from her last tour, September 24, 1955, these ships served:

HMCS *Athabaskan* (DDE 219) served three tours (30 months). 1st tour—Cdr. (now Capt.) Robert P. Welland, DSC and Bar, CD, RCN; 2nd tour—Cdr. (now Capt.) Dudley G. King, DSC, CD, RCN; 3rd tour—Cdr. John C. Reed, OBE, DSC, CD, RCN.

HMCS *Cayuga* (DDE 218) served three tours (34 months).— 1st tour—Capt. Jeffrey V. Brock, DSO, DSC, CD, RCN; 2nd tour—Cdr. (now Capt.) James Plomer, OBE, DSC and Bar, CD, RCN; 3rd tour—Cdr. W. P. Hayes, CD, RCN.

HMCS *Crusader* (DDE 228) served two tours (24 months) under the command of Lt.-Cdr. (now Cdr.) John H. G. Bovey, DSC, CD, RCN, and Cdr. W. H. Willson, DSC, CD, RCN.

HMCS *Haida* (DDE 215) served two tours (22 months) under the command of Cdr. Dunn Lantier, DSC, RCN, and Capt. John A. Charles, CD, RCN.

HMCS *Huron* (DDE 216) served three tours (17 months) 1st tour—Cdr. Edward T. G. Madgwick, DSC, CD, RCN; 2nd tour—Cdr. Richard C. Chenoweth, MBE, CD, RCN (in September, 1953, Cdr. Chenoweth was relieved by Cdr. (now Capt.) Thomas C. Pullen, CD, RCN); 3rd tour—Cdr. J. C. Pratt, CD, RCN.

HMCS *Iroquois* (DDE 217) served two tours (19 months) under the command of Capt. William M. Landymore, OBE, CD, RCN; 3rd tour—Cdr. M. F. Oliver, CD, RCN.

HMCS *Nootka* (DDE 213) served two tours (21 months) 1st tour—Cdr. (now Capt.) Alexander B. F. Fraser-Harris, DSC and Bar, CD RCN; 2nd tour— Cdr. Richard M. Steele, DSC, CD RCN.

HMCS *Sioux* (DDE 225) served two tours (18 months) under the command of Cdr. (now Capt.) Paul D. Taylor, DSC, CD, RCN. HMCS *Sioux* began her third tour when she sailed from Esquimalt on November 7, 1954, under the command of Cdr. A. H. Rankin, OBE, CD, RCN. She returned home on September 24, 1955.

Up to the cease-fire on 27 July, 1953, the Canadian ships steamed 723,886 miles in the course of their duties with the UN Fleet and fired approximately 50,000 rounds of main armament ammunition and 70,000 rounds of close range ammunition.

More than 3,500 officers and men of the RCN gained operational experience at sea in the Korean war. A total of 53 awards were made by HM King George VI and HM Queen Elizabeth II to Canadian naval personnel.

The awards included one Distinguished Service Order (DSO); three Officer of the Military Division of the Most Excellent Order of the British Empire (OBE); nine Distinguished Service Crosses (DSC); one bar to the Distinguished Service Cross; two Distinguished Service Medals (DSM); four British Empire Medals (BEM) and thirty-three Mentions in Despatches, one of these awarded posthumously. U.S. and Korean decorations were also awarded.

The only operational casualties were suffered by HMCS *Iroquois* when, during a bombardment of enemy shore installations on the east coast of North Korea near Songjin, a communist shore battery found the destroyer's range. In this action one officer and one man were killed, one man died in a few hours of wounds; three men were listed as "injured—not serious" and seven men were listed as having sustained "minor injuries".



Military targets in Chinnampo are set ablaze during the withdrawal. (CA-335)

THE STORY OF THE RCN IN KOREA

Ships and Men Were Ready Ten Days After Invasion

WITH THE RETURN of HMCS *Sioux* to Esquimalt in September, the last RCN ship on service in the Far East had returned to her home port. She was one of the first and the last to serve in troubled Korean waters.

Ten days after the Communists swarmed without warning across the 38th Parallel in Korea, Canada's first contribution to the forces of the United Nations was on its way to the Far East.

Three destroyers—HMC Ships *Cayuga*, *Sioux* and *Athabaskan*—set sail on July 5, 1950, from Esquimalt for Pearl Harbour with instructions to place themselves under the orders of the Supreme UN Commander. Within a month they were on active service in the theatre of war.

The three destroyers arrived at the UN naval base at Sasebo, Japan, on July 31, 1950, and almost immediately were put to work. Escort and blockade duties occupied them for a time, then came "Operation Chromite"—the amphibious landings at Inchon. Later, when the tide turned in the enemy's favour with the entry of Chinese Communist forces, the Canadian ships supported the bitter allied withdrawal.

As the war settled into a pattern—and fresh ships arrived to relieve the

hard-worked originals—the Canadian destroyers assumed a variety of tasks. They helped maintain the blockade of the enemy's coastline; mounted the defence of friendly islands off the coasts of North Korea; brought aid and relief to the sick and needy of South Korea's isolated fishing villages; spent long weeks screening UN carriers against possible submarine and air attack; supported the coastal flanks of the UN armies, and bombarded Communist installations, troop encampments, roads and rail lines along the east and west coasts.

In January, 1951, the *Nootka* arrived from Halifax and the *Sioux*, first of the original three to be relieved, set course for home. In early spring a second Halifax-based destroyer, the *Huron*, arrived on the station and the *Cayuga* sailed for Canada. In April, the *Sioux* returned to the theatre to take over from the *Athabaskan*.

During the summer and early fall, the Canadian ships developed an operational pattern which called for close teamwork with small patrol craft of the ROK Navy. The essential purpose was to prevent invasion of UN-held islands off the coast of North Korea. The destroyer on the station would move as

far as possible into the waters separating an island from the mainland, then a small ROK Patrol craft would steam closer to shore to act as spotting, or lookout ship, to call down and direct the destroyer's gunfire to repel threatened attack on the island.

There was also an offensive aspect to this co-operative effort, the destroyers frequently supporting harassing raids on enemy territory.

IN THE FALL of 1951, the *Athabaskan* came back for her second tour and the *Huron* returned to Halifax for refitting. This brought together again the three "originals"—the *Cayuga*, *Sioux* and *Athabaskan*.

The ensuing winter's operations were characterized by long weeks at sea under conditions similar to those experienced by Canadian ships in the North Atlantic during the Second World War.

Early in 1952, the *Nootka* arrived to replace the *Sioux*, and in June the *Iroquois* and *Crusader* arrived, relieving the *Cayuga* and *Athabaskan*.

In July and August, the *Nootka* experienced what was described as "one of the most active patrols of the war". During an 18-day period, she came under enemy fire seven times, but on

each occasion escaped without harm and gave back better than she got. The *Nootka* also directed and supported a landing by South Korean forces on the enemy mainland. Later the *Nootka* carried out a daring night rescue of a foundered ROK patrol craft.

In the course of a September patrol, the *Iroquois* directed an eminently successful attack on the lower approaches to Taeju. Three companies of South Korean troops made the beach assault, the object of the operation being to inflict casualties and take prisoners.

On September 29, the *Iroquois* arrived in the Songjin area to relieve HMS *Charity* in the east coast task unit. After a few days of interdiction patrol off the rail cuts along this section of coastline, the *Iroquois* joined USS *Marsh*, a destroyer escort, to provide counter-battery support on the afternoon of October 2. The *Marsh* had been doing the same run in the morning, had been shot at without taking any hits, and asked for some support in the afternoon run.

The day's work was just about finished and the two ships altered to seaward. The battery opened fire again, this time ignoring the *Marsh* and gunning for the Canadian ship. Only a few salvos were needed to get the destroyer's range and one round hit "B" gun deck. An officer and one seaman were killed outright, and another man was critically wounded and died a few hours later in the ship's sick bay. Several other men sustained slight injuries.

The *Iroquois* made smoke and sped out of range, all guns blazing as she did so. She was fortunate not to have suffered heavier casualties and greater damage (the one hit did little more than poke a neat hole in the deck and blow out some lockers in the petty officers' mess below), for the enemy's salvos were barely missing for several minutes as she sped seawards.

While the ship withdrew, her medical officer and his assistants treated the wounded men and the damage control party determined that the *Iroquois'* fighting efficiency had not been impaired. Next morning the *Iroquois* made rendezvous with an American supply ship, to which were transferred two of the wounded and the bodies of the three dead. Then the ship returned to exact revenge. This time she blasted the area and left it a smoking rubble. There was no further activity from the enemy guns.

THE *CRUSADER* relieved the *Iroquois* on October 14, and the latter returned to Sasebo to make good her damage and prepare for the next patrol. The *Crusader* remained on the station for a couple of weeks and, just before the end of the month, smashed up an enemy train. It was the first of the four-plus she eventually got, to become "train busting champion of the UN Fleet".

In November, the *Haida* arrived from Halifax to take over from the *Nootka*. In another week the *Iroquois* was on



The children of a war-torn land were befriended by Canada's sailors. (AN-217)

her way home, after the *Athabaskan*, old faithful of the UN fleet, arrived to relieve her.

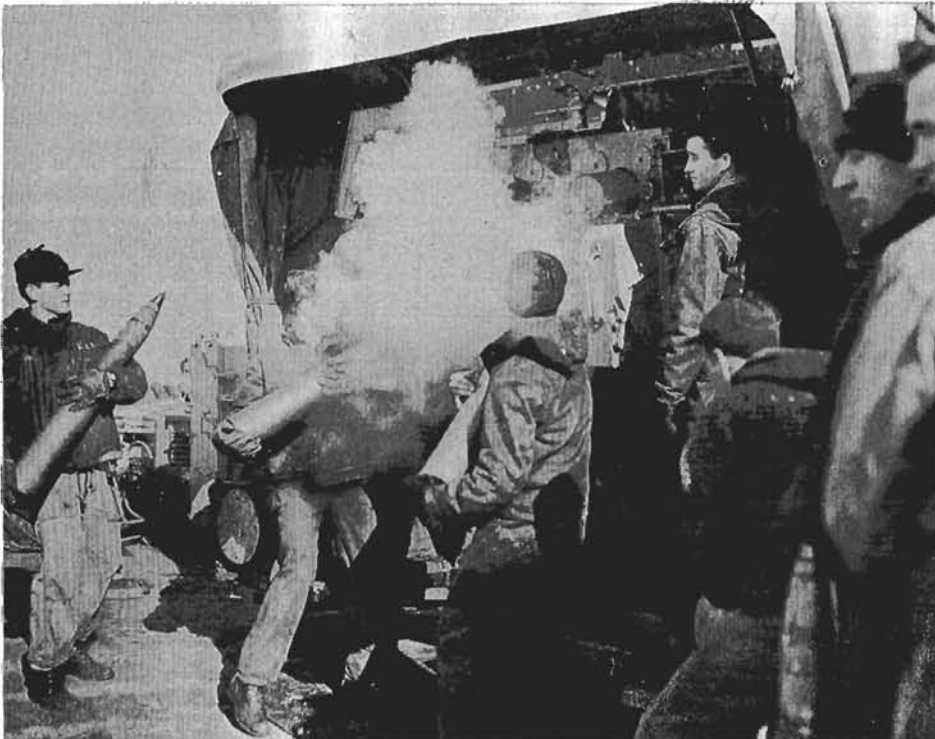
The *Haida* was not long in joining battle. On her second patrol, the destroyer bagged a train and became the second RCN ship to earn membership in the 'Train Busters' Club. But the *Haida's* most active patrol was her last in the Korean area before sailing for home.

This came to be known among crew members as the "Coronation Patrol". It happened that both the *Athabaskan* and *Crusader* were in harbour on Coronation Day and joined in the observance and celebrations with other Commonwealth Navy, Army and Air Force units. The *Haida*, at sea, paid humble duty to Her Majesty in a unique way by smashing up two of the enemy's supply trains on the east coast rail line.

Both the *Haida* and *Crusader* departed for Canada in June, having been relieved by the *Iroquois* and the *Huron*. The *Crusader* had spent just over a year under UN command and had established an enviable record for straight shooting and overall efficiency.

The *Athabaskan* joined the "Train Busters' Club", in July, with a flourish.

It was July 1, Canada's birthday, and the *Athabaskan's* guns echoed the heavy barrage laid down by Canadian artillery units on the line in honour of Dominion Day. In a six hour "fireworks display", the ship blasted a 24-car train off the rails and ripped up enough track to halt traffic for several days. On the same patrol a second train fell prey to the *Athabaskan's* guns.



Two more coming up for Red shore batteries at Inchon. (CA-463)

ON JULY 27 the armistice agreement came into effect, the shooting stopped and the naval forces under UN command reverted to stand-by duty. There was a natural tendency to let down, but the Canadian destroyers quickly shifted to a program designed to maintain efficiency at a high peak. Exercises and evolutions while at sea,

training courses and organized recreation when in port, kept officers and men fully occupied.

In November, 1953, HMCS *Crusader* returned to relieve the *Athabaskan* and the latter arrived back in Canada on December 11, becoming the first Canadian destroyer to complete three tours of duty with the United Nations in the

Far East. The *Athabaskan's* latest assignment was the longest put in by any RCN ship serving with the UN; her third tour lasted nearly 14 months, and during that time she spent approximately 270 days at sea.

For the *Crusader*, it was the commencement of her second operational tour in the Far East.

Early in January of 1954, the *Cayuga* reached the UN base in Japan to relieve the *Iroquois*. It marked the start of the *Cayuga's* third assignment in the theatre.

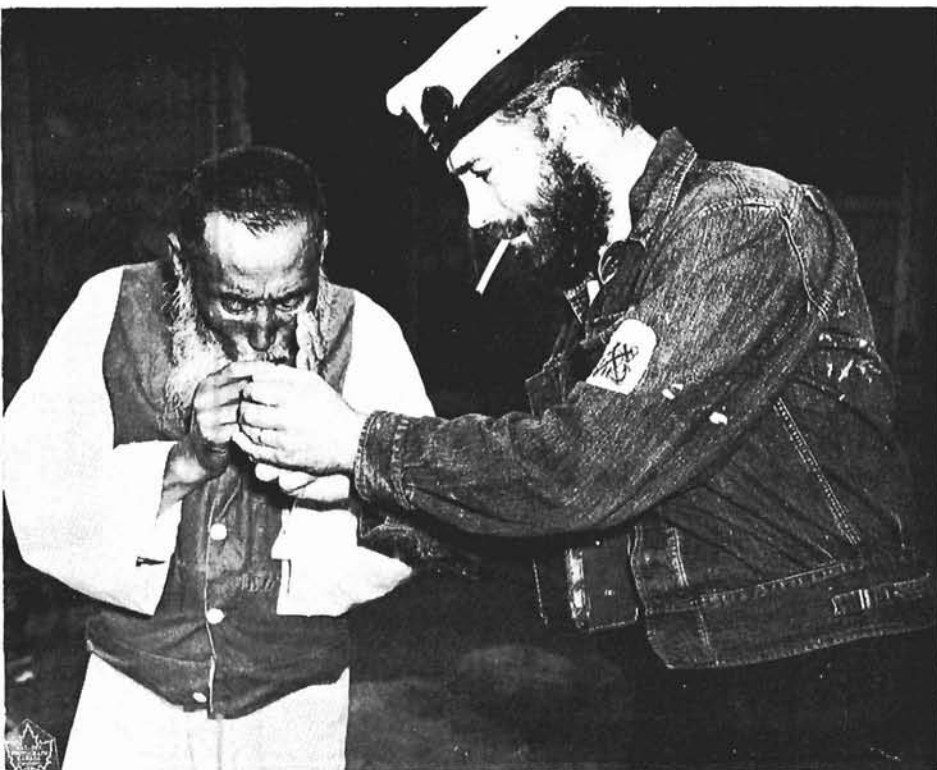
The *Iroquois* returned to Halifax via Singapore, the Suez and the Mediterranean, to become the third Canadian destroyer to complete the round-the-world circuit in the course of United Nations duties. (In this globe-trotting homeward voyage she was preceded by the *Nootka* in 1952, and the *Haida* in the summer of 1953.)

The *Haida* left Halifax on December 14, 1953, for her second "turn" with the UN fleet. She relieved the *Huron* early in February 1954.

The *Iroquois* relieved the *Crusader* in August, 1954; the *Huron* took over from the *Haida* in September, and the *Cayuga* was replaced by the *Sioux* in mid-December.

In line with a decision to reduce Commonwealth forces in the Far East by two-thirds, the *Huron* and *Iroquois* sailed for Halifax in company late in December via the Suez Canal and Mediterranean, arriving in Halifax in March, 1955.

The *Sioux* became the RCN's sole representative serving with UN naval forces in the Far East, her third tour ending with her return to Esquimalt on September 24, 1955.



A light for an elderly villager on a Korean island. (NK-1311)



Dear Mom and Dad — Things are kind of dull right now but . . . (AN-277)



Wonder whatever became of Alice? (SO-329)

MAN of the MONTH



CPO GORDON F. HALL

IN THE OPINION of the officers and men of the frigate *Jonquiere*, it would take a long search to find a shipmate as invariably friendly and helpful as Chief Petty Officer Gordon Frederick Hall whom they have chosen to be Man of the Month.

Born on May 29, 1925, in Stratford, Ontario, CPO Hall attended schools there and in August 1941 articulated as a machinist apprentice with the Canadian National Railways. Following his 18th birthday in 1943 he left this apprenticeship to enroll in the RCNVR in London, Ontario, as a Stoker 2nd Class.

During his first sea service, in the corvette *Amherst*, CPO Hall had an experience of the kind which has befallen many a young sailor, and the telling of this story seldom fails to bring a smile to the face of the listener and narrator alike.

After being assigned the job of messman to 19 chief and petty officers, Stoker Hall had successfully dished up his first meal at sea—notwithstanding the fact that at the time he was not feeling very well.

In due course, the cutlery, (the entire stock) was placed in the pan and washed after which the seedy messman lugged the dirty water to the upper deck for disposal. Just as the pan hovered over the chute, Stoker Hall had a premonition that all was not as it should be—and it wasn't. For, as the water surged out of the pan, there was a tell-

CHIEF DISCLOSES FATE OF AMHERST'S CUTLERY

tale clatter as soap, cloth, and nineteen settings of cutlery disappeared down the chute.

The members of the mess were not sympathetic listeners to the tale concerning the loss of all their cutlery. Tersely they informed the messman that before another meal was served they expected to see utensils on the tables and hinted darkly at horrible fates in store for the messman if this did not come to pass. After spending the next few hours in a frantic treasure hunt, Hall was at the appointed time able to furnish each diner with either a knife, fork or spoon!

CPO Hall was, he feels, not destined by fate to succeed in this role for soon afterwards another misadventure involving a ladder, loaded mess trays, some petty officers and himself brought this job to an abrupt end.

When the war in Europe was over, CPO Hall volunteered for service in the Far East and was accordingly drafted to *Cornwallis* for training in combined operations, but while he was taking this course VJ Day intervened. From August until September 1945, Hall served in the *Ste. Therese* and during that period was rated ERA 5th Class, the rank in which he left the RCNVR.

At *Discovery*, during his "out routine", an incident occurred which, according to CPO Hall confirmed his future plan to enter the RCN. While eating his last meal in barracks, CPO Hall entered into conversation with a youth who was just completing his first "in routine". When he found that it was Hall's last day in the Navy, the young man said: "You must be glad to get out". Somewhat perplexed at this statement coming from one who had just volunteered, CPO Hall asserted that he was not glad to be leaving and asked the reason for this peculiar remark. The lad then declared that from the time he had enlisted odd people had ventured to tell him that a sailor's life was pretty miserable.

CPO Hall took pleasure in countering the misinformation that this new entry had been given and assured the lad that the years he had spent in naval uniform had been enjoyable indeed.

After demobilization CPO Hall, always with the Navy in mind, completed his machinist's apprenticeship and on Labour Day, 1949, returned to *Discovery* as a P2ER3 in the RCN.

Following his re-entry, CPO Hall served in *Cornwallis* for six weeks before returning to the West Coast. At *Naden* while being instructed in power of command, he had an experience of the sort that few other men would contemplate telling with the amusement that CPO Hall exhibits as he relates this story.

One day, the entire ship's company at *Naden* had fallen in on the parade ground and when the battalion was dismissed, CPO Hall tripped, fell, and was trampled by men seeking to clear the parade. When the initial wave of humanity had passed, a number of slower people noticed him sprawled on the asphalt and teasingly encouraged him to get up. But, he couldn't. He had a broken leg.

Since that time, CPO Hall has served in four sea-going ships. The first was the *Ontario*, in which he went to Australia. A year later he was once more en route to distant areas of the Pacific, this time as a petty officer serving in the *Crusader* during her first tour of duty in the Far East. From October 1953 until August 1954, CPO Hall served for two periods in *Naden* and, during this latter draft there, was an instructor on a technical trades course.

When he was in *Discovery* carrying out his discharge routine from the RCNVR, CPO Hall met his future bride, and in 1946, following his return to Stratford and a lively correspondence, they were married. Now, CPO and Mrs. Hall and their family of one son and two daughters live in Victoria.

BALL ATTENDANCE EXCEEDS 700

More than 700 attended the annual Chief and POs ball in *Stadacona* gymnasium November 18. For the first time, Chiefs wore wing collars and bow ties, just to give a formal touch to the event.

In October, 23 former Chief and POs of the RCN were honoured with life memberships to the mess. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attended the mess dinner, assisting Cdr. Dunn Lantier, the honorary president, in presenting the membership pins.

Ex-members of the mess with 20 or more years of RCN service qualify for "life" pins. Former PO James Joslin, veteran of 37 years RN-RCN service, thanked the mess on behalf of the recipients.

OFFICERS AND MEN

Family, Home Lost by Fire

Ottawa's spate of winter fire fatalities claimed the lives of the wife and five children of Ldg. Sea. Arthur C. Estensen, a photographer attached to Naval Headquarters.

Fire destroyed his Westboro district house December 17, killing his 24-year-old wife, Florence, and three children. Twin daughters, born in November, died the day after the fire—one of the most tragic in years in the national capital. Estensen escaped and was treated for burns and severe shock suffered as he vainly tried to rescue his family, of which he was the only survivor.

The RCN Benevolent Fund was quick in offering its assistance and Headquarters personnel, assisted generously by public donations, set up a substantial fund to rehabilitate the destitute sailor.

Former "Tel" Now Officer

The promotion of Petty Officer Norman A. Prowse, 26, of Cluny, Alberta, to the rank of acting sub-lieuten-

ant was announced by Naval Headquarters.

Born November 24, 1929, in Cluny, Sub-Lt. Prowse entered the Royal Canadian Navy in Calgary in March, 1948, as an ordinary telegraphist.

Since then he has served in various shore establishments, the aircraft carrier *Magnificent*, the cruiser *Quebec*, the destroyer escort *Huron* and the Algerine coastal escort *New Liskeard*.

Sub-Lt. Prowse was taking training courses in the United Kingdom at the time of his promotion.

Promotion for Petty Officer

Naval Headquarters has announced the promotion of Petty Officer York Brace, 24, to the rank of acting sub-lieutenant (Supply).

Sub-Lt. Brace was born in Vancouver on January 10, 1932, and was living in Winnipeg when he entered the RCN as an ordinary seaman in June, 1950. Since then he has served in east and west coast training establishments and in the cruiser *Ontario*.

In June, 1955, he graduated from the RCN Preparatory School, Esquimalt, B.C., where he qualified academically for promotion to commissioned rank.

Following his promotion, Sub-Lt. Brace was appointed to HMCS *Hochelega*, the Naval Supply Centre, Montreal, for further training.

Officer Named To Dockyard Post

Cdr. (L) Donald Clark has been appointed to the staff of the Commodore Superintendent, Pacific Coast, as Manager Electrical Engineering, HMC Dockyard, Esquimalt.

He succeeds Captain (L) Stuart E. Paddon who became Deputy Superintendent and Co-Ordinator Refit and Repair, Pacific Coast, and Deputy Superintendent, HMC Dockyard, Esquimalt, last December.

New Head for 'Copter Squadron

The appointment of Lt.-Cdr. Rodney V. Bays, as commanding officer of Helicopter Squadron 21, based at *Shearwater*, was announced.

He succeeded Lt.-Cdr. John H. Beman who was appointed Helicopter Liaison Officer on the staff of the Naval Member, Canadian Joint Staff, Washington, D.C.

Ontario Has New Engineer Officer

Cdr. (E) John C. Chauvin who has been Assistant Principal Naval Overseer, Montreal Area, since November, 1950, has been appointed engineer officer of the *Ontario* and took up his new duties on January 7, 1956.

He succeeded Cdr. (E) William C. Patterson.

Cdr. (E) Robert J. Craig succeeded Cdr. Chauvin in his Montreal appointment.

Dockyard Party Held in Scotian

Civilian employees of HMC Dockyard, Halifax, held their annual Christmas party on December 22 in the gymnasium of HMCS *Scotian*. Santa Claus was present and the many guests enjoyed dancing and refreshments.

During the party a presentation ceremony took place when the employees



Away from the cares of office, His Worship the Mayor of Shannon Park sits back and relaxes while Judith, one of his five beautiful daughters, reads to him. Around the turn of the year Petty Officer Terrance Gollinger was elected "mayor" of the 500-family naval community adjacent to Dartmouth, N.S. Showing varying interest in the story are, from left, Maureen, Coleen, PO Gollinger, Judith, Nancy, Mrs. Gollinger and Patricia. (HS-40101)

HALF-YEARLY PROMOTIONS LIST

The names of 29 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 18 members and the Royal Canadian Navy (Reserve) by 11. The list of those promoted follows:

ROYAL CANADIAN NAVY

To be Captain (1)

Acting Captain James Charles Pratt, Director of Personnel (Officers), Naval Headquarters.

To be Commander (7)

Lieutenant-Commander Ian B. B. Morrow, on staff of Flag Officer Atlantic Coast as Staff Officer (Plans).

Lt.-Cdr. Charles Edward Richardson, commanding officer, HMCS *Athabaskan*. (Now Reserve Training Commander, West Coast.)

Lt.-Cdr. Wylie Carlyle Spicer, Directorate of Torpedo Anti-Submarine Warfare, Naval Headquarters.

Lt.-Cdr. James Brant Fotheringham, on flying courses in United Kingdom.

Lt.-Cdr. Douglas Seaman Boyle, Deputy Director of Naval Training, Naval Headquarters.

Acting Commander Noel Cogden, Assistant Chief of Staff (Air) to Flag Officer Atlantic Coast.

Lt.-Cdr. Raymond A. B. Creery, HMCS *Magnificent* as Staff Officer (Operations) to Senior Canadian Officer Afloat.

To be Captain (E) (1)

Cdr. (E) James Stuart Ross, Senior

honoured Rear-Admiral (E) and Mrs. W. W. Porteous with gifts before their departure for Ottawa where Rear-Admiral Porteous took up the appointment of Chief of Naval Technical Services in January.

Trade Group III

Courses Completed

AB Fernand R. Edmond led his class with an average of 87 per cent in the trade group three qualifying course for Radio Technician (Air) (Detection) that ended November 10, 1955, at HMC Electrical School in *Stadacona*.

AB Stewart K. Baker's 79.5 per cent average placed him at the head of the trade group three qualifying course for Electrical Technician (AE), completed November 25.

Observer Mates

Learn Electronics

The mass of electronic equipment packed into the CS2F, the twin-engined

Assistant Engineer-in-Chief, Naval Headquarters.

To be Commander (E) (4)

Lt.-Cdr. (E) Alfred Horace Kerley, Ottawa, on staff of Engineer-in-Chief, Naval Headquarters.

Lt.-Cdr. (E) Arthur James Geraghty, HMCS *Ontario*. (Now Deputy Assistant Chief of Naval Technical Services (Air) Naval Headquarters).

Lt.-Cdr. (E) James Harold Johnson, Deputy Director of Air Engineering, Naval Headquarters.

Acting Cdr. (E) Kenneth Ewart Lewis, Officer-in-Charge, Mechanical Training Establishment, and Engineer Officer, HMCS *Stadacona*, Halifax.

To be Captain (L) (1)

Acting Captain (L) Stuart Edmund Paddon, Deputy Superintendent and Co-Ordinator Refit and Repair, Pacific Coast, and Deputy Superintendent, HMC Dockyard, Esquimalt, B.C.

To be Commander (L) (1)

Lt.-Cdr. (L) Douglas Clare Waring, Electrical Officer, HMCS *Labrador* (Now Assistant Engineer-in-Chief (Trials), Naval Headquarters).

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. Walter Morrison Little, RCN Hospital, Halifax.

To be Constructor Commander (1)

Constructor Lt.-Cdr. David Ian Moore, on staff of Naval Constructor-in-Chief, Naval Headquarters.

To be Ordnance Commander (1)

Ordnance Lt.-Cdr. Hugh Anthony Leonard, Staff Officer (Ordnance) to the Naval Member, Canadian Joint Staff, Washington, D.C.

anti-submarine aircraft which is being introduced into the RCN, means that observer mates are going to have to bone up on electronics.

Changes have been made in syllabi for all trade groups to place greater emphasis on electronics. The first men to feel the effect of the change were the members of the No. 9 Observer Mate TG2 Course, which began last fall at *Shearwater*.

PO Second in U.S. Naval Class

The graduation of PO Richard H. Applejohn, 28, of Aylmer East, Que., from a clinical laboratory technique course held in the U.S. Naval Medical Centre in Bethesda, Maryland, was announced by Naval Headquarters.

At a diploma presentation, held in early December, PO Applejohn ranked second in a class of 61 graduates with an average of 91.4 per cent. He was highly commended for his fine per-

ROYAL CANADIAN NAVY (RESERVE)

To be Commander (5)

Acting Cdr. Denis J. P. O'Hagan, commanding officer, HMCS *Scotian*, Halifax.

Acting Cdr. Reginald George Stapley, executive officer, HMCS *Chippawa*, Winnipeg.

Lt.-Cdr. Joseph Roberts, HMCS *Discovery*, Vancouver.

Acting Cdr. William Haggett, commanding officer, HMCS *Queen*, Regina.

Lt.-Cdr. Andrew William Ross, executive officer, HMCS *Discovery*.

To be Acting Commander (1)

Lt.-Cdr. John Nantes Kenny, commanding officer, HMCS *Queen Charlotte*, Charlottetown.

To be Commander (E) (1)

Lt.-Cdr. (E) Henry Urquhart Ross, commanding officer, University Naval Training Division, University of Toronto.

To be Commander (L) (2)

Lt.-Cdr. (L) Campbell Young Spratt, HMCS *Malahat*, Victoria.

Lt.-Cdr. (L) Gilbert Frank Vail, commanding officer, University Naval Training Division, Dalhousie University, St. Mary's University and Nova Scotia Technical College, Halifax.

To be Chaplain, Class IV (1)

Chap. (P) Class III Waldo E. L. Smith, HMCS *Cataraqui*, Kingston.

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. Nelson Boright Reilly, HMCS *Malahat*.

formance and outstanding scholastic achievement at the Naval Medical Centre.

PO Applejohn is married and has two children. His parents, Mr. and Mrs. R. M. Applejohn, reside in Aylmer East.

Commenting on PO Applejohn's success in the course, the National Naval Medical Centre News said he had set a fine example during his stay in Bethesda.

"Finishing second in the class and serving as class vice-president were just two of the things Applejohn did in demonstrating how well two great Navies can work together as one team."

Air Student Commended

For outstanding performance of his duties as a student naval aviator at Whiting Field, Milton, Florida, Sub-Lt. Thomas H. Copeland, RCN, was last

November awarded a certificate of commendation and selected as student of the week, November 21-28.

Sub-Lt. Copeland, whose home is in Halifax, had earlier graduated from the Naval Pre-Flight School at Pensacola, Florida, and received primary flight instruction at Whiting Field.

He joined the RCN as a naval airman in 1949 and has flown for three years (600) hours as an observer mate. He was selected for pilot training in 1954 and promoted to midshipman (air) in November of that year.

Naval Defence Conference Held

Exploration of the possibility of establishing medical teams in the Royal Canadian Navy (Reserve) on a semi-active basis was proposed at the annual meeting of the Naval Defence Conference at Naval Headquarters on December 2.

The conference, sponsored by the Naval Officer's Associations of Canada, was under the chairmanship of T. R. Durlley, Montreal, president of the Dominion Council of the NOAC. Retired naval officers from across Canada attended, among them Rear-Admiral Walter Hose, former Chief of the Naval Staff.

The proposed medical teams, made up of a medical doctor, nurses and orderlies, would not only be available for duty in the event of mobilization, but would also form organized groups which could serve their communities in time of natural disaster or surprise attack. Other specialists, with training suited to service or civil defence needs, could be similarly recruited, the conference suggested.

Second Invention Brings Cash Award

A cheque has been awarded by the Department of National Defence to Acting Cd. Airman (AO) Paul Joseph Brunelle, in appreciation of his design enabling Sea Fury fighters to catapult from aircraft carriers with sleeve targets in tow.

His modification has been adopted in the RCN for all Sea Furies, according to a letter of commendation sent to him by the Naval Secretary.

Mr. Brunelle is the first serviceman to receive two financial rewards for constructive suggestions to better service equipment. In 1952 he designed a cutter device in rocket firing assemblies of Avenger anti-submarine aircraft.

Mr. Brunelle's latest device enables an aircraft carrier to catapult target-towing Sea Furies instead of launching them in the conventional manner. In certain instances, the catapult would be a preferable means of getting a fast-

moving target aloft for benefit of the carrier's guns' crews and those of other ships in company.

His earlier device sheared off the electrical fixture providing the impulse charge to rockets, once they had been fired. Before his cutter was incorporated in Avengers, remnants of the fixture, after firing, banged against the underside of the mainplanes, causing damage.

Mr. Brunelle developed the devices while a petty officer and chief petty officer in the 30th Carrier Air Group. As an air ordnanceman, he serviced aircraft armament and ordnance installations, including various types of aircraft target towing equipment.

Scholarship for RCN(R) Officer

On his way to France to take up a French government scholarship appointment, Lieut. (SB) Fred W. Denton, RCN(R), who had been serving on the staff of the Command Personnel Officer, *Stadacona*, sailed from Montreal in early autumn.

Lieut. Denton holds a master of arts degree from Acadia University, Wolfville, N.S., and served for two years as Staff Officer, UNTD, at Mount Allison University, Sackville, N.B. He has received the appointment of Assistant *Etranger de Cours Complémentaire*, at Rennes, France.

Cdr. Booth New Athabaskan CO

Cdr. Philip Sydney Booth, who has been Director of Torpedo Anti-Submarine and Mine Warfare at Naval Headquarters for the past two-and-a-half years, took command of the *Athabaskan* on January 11.

Succeeding him in his former appointment is Captain Patrick F. X. Russell, of Halifax, who took up his new duties on January 4.

Cdr. Angus H. Rankin, succeeded Captain Russell on December 19 as the RCN Director of the Joint RCN-RCAF Maritime Warfare School at Halifax.

Dundalk Sailor Rescues Officer

A crew member of the naval oiler *Dundalk* was the hero of a Halifax harbour rescue on November 30 when he sprang into the chill water to assist a naval officer whose car had plunged from a jetty into 22 feet of water.

Rescued was Lieut. (S) A. H. MacLeod, supply officer at HMCS *Scotian*, who had been making end of the month payment on board the *Quinte*, tender to *Scotian*, when he received an urgent call to see a sick relative in hospital.

Unfamiliar with the jetty where the *Quinte* was secured, Lieut. MacLeod missed a turn and the car went over the side. He forced his way out of the car and reached the surface dazed and helpless. Lyle Rose, of the *Dundalk* unhesitatingly jumped to his assistance and helped him to a log fender from where he was hoisted by rope.

Lieut. MacLeod was taken to hospital suffering from shock, but was released the following morning.

Naval divers quickly located the car and it was raised within an hour of the accident by a dockyard crew under the direction of Herman Baker, dockyard bos'n.

WEDDINGS

Wren A. D. Fenwick, *Naden*, to Ordinary Seaman J. A. Rait, *Naden*.

Able Seaman Maurice Goyette, *Quebec*, to Miss Angeline Bergeron, Granby, Que.

Lieutenant R. M. Lester, *York*, to Miss Caroline Watson, Toronto.

Lieutenant (MN) Mary Ann Markham, *Naden*, to Lieutenant R. D. C. Sweeney, *Stettler*.

Commander (E) Raymond J. McKeown, *Quebec*, to Miss Margaret Eaton Small, Halifax.

Able Seaman Donald F. Mitchell, *Quebec*, to Miss Doreen Davies, Windsor, Ont.

Sub-Lieutenant Ian R. Munro, *Comox*, to Miss Thomasina McCrossan, Victoria.

Able Seaman Bruce Murch, *Naden*, to Miss Arla Jean Cummings, Duncan, B.C.

Able Seaman A. J. Reilly, *Naden*, to Miss Aline Robidoux, North Bay, Ont.

Lieutenant R. F. Smyth, Royal Military College, to Miss Jean MacLeod, Halifax, N.S.

AB H. C. Walker, *Naden*, to Miss Jeannine LaRivière, Vancouver.

BIRTHS

To Able Seaman Garry Anderson, *Naden*, and Mrs. Anderson, a son.

To Petty Officer R. G. Arnold, *Naden*, and Mrs. Arnold, a daughter.

To Leading Seaman George Boynett, *York*, and Mrs. Boynett, a son.

To Lieutenant J. J. Brooks, *Comox*, and Mrs. Brooks, a daughter.

To Able Seaman Thomas Buxton, *Naden*, and Mrs. Buxton, a daughter.

To Surgeon Lieutenant Ian Clemes, *York*, and Mrs. Clemes, a daughter.

To Petty Officer Norman Cormier, *Naden*, and Mrs. Cormier, a daughter.

To Petty Officer Robert Day, *Naden*, and Mrs. Day, a son.

To Leading Seaman Jack Fair, *Naden*, and Mrs. Fair, a son.

To Leading Seaman N. R. Filleul, *Naden*, and Mrs. Filleul, a son.

To Lieutenant R. G. Guy, *Griffon*, and Mrs. Guy, a daughter.

To Petty Officer W. J. Hopkins, *Naden*, and Mrs. Hopkins, a daughter.

To Lieutenant J. P. Jones, *Scotian* and Mrs. Jones, a daughter.

To Lieutenant-Commander John P. Keeling, *Quebec*, and Mrs. Keeling, a son.

To Petty Officer David Kelly, *Naden*, and Mrs. Kelly, twin daughters.

To Petty Officer D. C. Macauley, *York*, and Mrs. Macauley, a daughter.

To Petty Officer Milton K. Mason, *Quebec*, and Mrs. Mason, a daughter.

To Lieutenant-Commander (SB) A. E. M. Morbey, Naval Headquarters, and Mrs. Morbey, a son.

To Petty Officer C. A. O'Leary, *Scotian*, and Mrs. O'Leary, a daughter.

To Able Seaman Douglas Phillips, *York*, and Mrs. Phillips, a son.

To Leading Seaman Timothy Phillips, *Naden*, and Mrs. Phillips, a son.

To Able Seaman C. D. Reeves, *Comox*, and Mrs. Reeves, a daughter.

RACING WITH PICKLE

Heavy Weather Yacht's Forte

THE NAVY had done it. Macnab's Island was falling astern, Chebucto Head looming to starboard. Two days before it had seemed a flight of fancy to picture this craft on an ocean trip, let alone in an ocean race, but electricians, mechanics, riggers, painters, suppliers had swarmed over her. The day of departure had come and the *Pickle's* sails had filled for the first time in a breeze, light but enough to fill the main on its 67-foot tall stick.

I was lying up forward; the bow wave made a gentle chuckling sound; I scraped woodwork, trying to meet that nice point where just sufficient motion is apparent to avoid a challenge. Thoughts were of the *Pickle*, the beautifully sleek, 58-foot yawl sailing down to Manchester, near Boston, to race back to Halifax, and of the peculiar name of a craft so lovely.

But there was a reason for it. The first *Pickle* had been a speedy schooner originally named "*Sting*". Part of Nelson's fleet a century and a half ago, while scouting she had learned the whereabouts of Villeneuve and his fleet, had alerted Nelson when the enemy came out for Trafalgar. Basically a messenger, not a fighter, the *Pickle* nonetheless had shown her pluck that day. While the *Achilles*, a French ship of the line, lay burning, her exploding magazine dealing death to her crew,

the *Pickle* had come alongside and taken off 68 members of the *Achilles'* crew, transferring them to other craft.

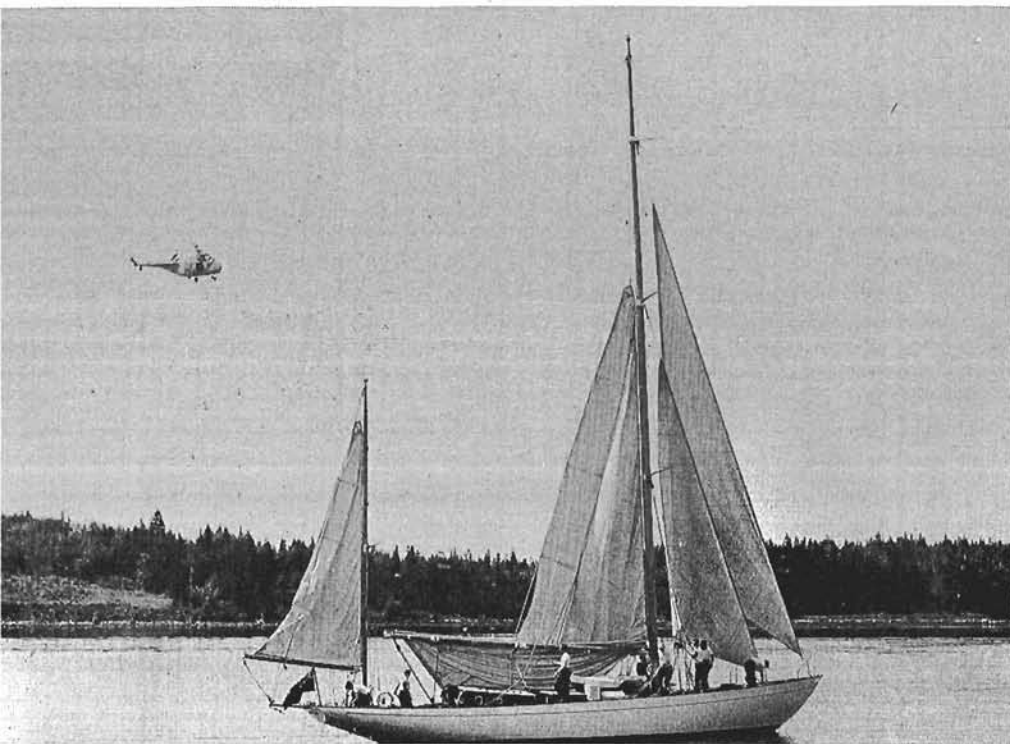
Probably one should say 67 of the crew because one of the rescued was the wife of the captain of the *Achilles*. Her flaming clothing had been torn off, and she came aboard the *Pickle*, tradition says, nude. The crew gave shirts from which temporary clothing was fashioned for the lady, but history does not tell us the speed of the needlework in this particular "make and mend".

In any event, the battle over, the *Pickle* was despatched home, bearer of a message of victory and tragedy to a waiting England.

"Maggie" men, too, might honour the *Pickle* because, the year before Trafalgar, she rescued the crew of the first *Magnificent* when she went aground off Brest.

The new *Pickle* is a prize from the German navy. She spent some time in England and, early in 1955 was placed in the hands of HMCS *Shearwater*. It was a lucky move for her. There was Cdr. George M. Wadds, a yachting enthusiast. His staff included Lt.-Cdr. Edward Wiggs. This pair for a month deserted wives, families and friends, and, when duty permitted, with others worked through the days and half the nights to transform the neglected duckling into what is probably the most beautiful

A distant relative of the sailing ship with the power to create its own breezes flies jauntily past the becalmed *Pickle* off the Nova Scotian shore near the RCN Air Station. The picture shows the clean, speedy lines of the former German yacht. (DNS-14245)



His Worship the Author

The author of this account of the yacht *Pickle's* participation in the Manchester-Halifax race last summer is unique among *Crows-nest* contributors. For one thing, he is a landsman; for another, he is His Worship the Mayor of Halifax, Leonard A. Kitz.

Mayor Kitz is well known among sailors as a friend of the service. Scores of them have enjoyed the hospitality of his home. This stems from the plain, ordinary goodness of his heart, rather than his background, for during the Second World War he was a captain with the Princess Louise Fusiliers in Italy.

He has said that this is his first and last venture into print, but let us earnestly hope that this is not so.

yawl in all Canada. (A minimum budget was allowed, and so, I gather, during this particular refit the word "scrounge" took on a newer, subtler meaning.)

Now, after this refit, the *Pickle* was ready. Clear of Chebucto Head, under blue skies and with a moderate breeze, she leaned slightly. We were away, a new and untried crew promptly put to learning the ways of the yawl and each other. Cdr. Wadds was skipper. Captain (S) T. F. T. Morland, an old hand at ocean racing, made us jump to stays, winches and sheets. Of our crew, young AB J. R. MacFarlane showed a special eagerness, wrestling with recalcitrant electrical apparatus, bilge pumps and, generally, making the unworkable work. Lt.-Cdr. Wiggs, with long sailing experience and obvious ability, was a tower of strength looking after the forward sails.

On the second day we got a blow. On a regular ship a 35-mile wind is taken in stride; on a craft like the *Pickle*, built for racing, it's an experience. Hot food was out. The physical strain of holding oneself upright was a trying chore. Sheets of chill spray with unerring aim found the unprotected part. No one stayed dry. The man at the wheel anticipated, as best he could, the power of the combers that tried to knock us off course. The demands of sails, with new rope to cope with, allowed the crew little time off during the two-day head wind that harried us across Fundy, yet an equal time was spent with the sails almost motionless. Finally, however, we entered the pleasant waters of Massachusetts Bay

to spend two days before the race, enjoying open-handed American hospitality.

Finally came the starting gun and a score of speedy vessels were under way. The *Tuna* and *Grilse* like ourselves were entries from the Royal Canadian Naval Sailing Association, the *Calypso*, a fine yawl, from Halifax's Royal Nova Scotia Yacht Squadron. Twelve hours later it was *Pickle* weather, heavy weather where size helped. The wind had risen to 30-35 knots. Combers on her port bow rolled green water aft and, as night came, the wind increasing still, we waited word to reef. No order came. Cdr. Wadds, hunched in the cockpit, his eye carefully watching the stick, carried all sail. Under full working canvas, the *Pickle* charged, her starboard rail awash for hours as we swept through the night. Later we learned that most had reefed sail, a few indeed had carried little more than bare stick. One of the smallest craft returned to harbour.

At dawn no other boats were to be seen and we felt we were up to the leaders or ahead. Certainly, none could have driven harder than the nine to nine-and-a-half knots we had been logging. The crew, tired, cold and wet, was cheered.

Hardly a bunk was dry, not that these ever were empty. Every four hours a new occupant took his spell in one while his opposite number roused out, went back to the job. The craft, sailing beautifully, bucked to and fro and, un-

der full canvas, rode at such an angle that for two days, a pot wouldn't stay upright. Then, as the wind eased, the great *Genoa* was set and, as the wind drew astern, the spinnaker, 2,280 square feet of canvas against the mainsail's 860 feet, was freed to reach beyond the bow like a great scoop.

As we approached the Nova Scotian coast, sights were taken, Seal Island lay to port and, with some misgivings, we found that we were a bit too far north. In the great bustle of departure dozens of checks had been made. The compass had been swung but, on this course, it was a few degrees out. There we were, as a result, caught in the swift, outgoing Fundy tide. It was a hard blow.

Ironically, if we had hit there with an incoming tide, rather than the one we faced, the four knots flow would have rounded to our advantage. As it was, though we swung to starboard, we lost hours—and as we learned later, lost the race there.

Passing Cape Sable, Lockeport, Mouton Island and Ironbound, we closed to home off Pennant, in to the light-ship off Halifax Harbour mouth. There, having seen no sail for days, we joined three other craft, the four of us rounding that marker in as many minutes.

We finished going well, leaving the three astern. The great sailing ability of the *Pickle* had been proved. It had been a wonderful trip. We hadn't won, but it had been a great race.—L.A.K.

RETIREMENTS

CPO Charles Thomas BURGESS, 42, C1ET4, Selson, Sask., and Halifax, N.S., joined November 25, 1929; served in *Naden*, *Vancouver*, *Skeena*, *Nootka*, *Ottawa*, *Assiniboine*, *Niobe*, *HMS Marlborough*, *Athabaskan*, *Peregrine*, *Stadacona*, *Uganda*, *Rockcliffe*, *Haida*; awarded Long Service and Good Conduct Medal; retired November 24, 1955.

CPO Alexander A. CAMPBELL, 49, C1ER4, Winnipeg and Halifax; joined May 2, 1932; served in *Stadacona*, *Champlain*, *Saguenay*, *St. Anne*, *Prince David*, *Annapolis*, *Avalon*, *Niobe*, *Scotian*, *Magnificent*, *La Hullose*, *Haida*, *Wallaceburg*; awarded Long Service and Good Conduct Medal; retired December 11, 1955.

CPO Edward GLOVER, 44, C1EM3(NQ), of Hamilton, Ontario, joined October 5, 1931; served in HMC Ships *Stadacona*, *Saguenay*, *Festubert*, *Fundy*, *Gaspé*, *Assiniboine*, *Kenogami*, *Orillia*, *St. Laurent*, *Avalon*, *Oshawa*, *Peregrine*, *Ungava*, *Scotian*, *Shearwater*, *Cayuga*, *Ontario*, *Naden*; awarded Long Service and Good Conduct Medal; retired October 4, 1955.

CPO Duncan MacFARLANE, 42, C1V14, of Verdun, P.Q., and Carp, Ontario, joined January 22, 1931; served in HMC Ships *Naden*, *Skeena*, *Stadacona*, *Fraser*, *Saguenay*, *Vancouver*, *Restigouche*, *Avalon*, *St. Hyacinthe*, *Columbia*, *Stoua*, *Scotian*, *Cornwallis*, *Bytown*; awarded Long Service and Good Conduct Medal; retired September 28, 1955.

CPO Cassam Maciver MARLIN, 42, C1R14 of Barrie and Ottawa, Ontario, joined September 23, 1929; served in HMC Ships *Stadacona*, *Saguenay*, *Champlain*, *Gaspé*, *St. Laurent*, *Restigouche*, *Assiniboine*, *Bytown*, *Givenchy*, *Swansea*, *Naden*, *Scotian*; awarded Canadian Forces Decoration; retired September 23, 1955.

CPO Malcolm Grant MEREDITH, 37, C2Q14, of Seal Island and Dartmouth, N.S., joined September 27, 1935; served in HMC Ships *Stadacona*, *Champlain*, *St. Laurent*, *Saguenay*, *Restigouche*, *Naden*, *Skeena*, *Bittersweet*, *Saskatoon*, *Ungava*, *Peregrine*, *Kentville*, *Iroquois*, *Eastore*, *Scotian*, *Huntsville*, *Cornwallis*, *Shearwater*, *Wallaceburg*; awarded Canadian Forces Decoration; retired October 1, 1955.

CPO Samuel Forrester MURDOCK, 46, C1TA4, of Halifax, N.S., joined October 6, 1930; served in HMC Ships *Stadacona*, *Champlain*, *Festubert*, *Saguenay*, *Niobe*, *Vison*, *Cornwallis*, *Peregrine*, *Warrior*, *Nootka*, *Wallaceburg*, *Iroquois*; awarded Long Service and Good Conduct Medal; retired October 5, 1955.

CPO Donald Wentworth WARING, 42, C1R14, of Castor, Alta., joined May 27, 1935; served in HMC Ships *Naden*, *Vancouver*, *Stadacona*, *Gaspé*, *Skeena*, *St. Hyacinthe*, *Venture*, *Avalon*, *Assiniboine*, *Givenchy*, *Burard*, *Uganda*, *Rockcliffe*, *Cedarwood*, *Ontario*; awarded Canadian Forces Decoration; retired June 10, 1955.

HMCS CAPE BRETON



Ship's Badge Derivation

Originally constructed and loaned to the Royal Navy as a maintenance vessel, HMCS *Cape Breton* lies alongside a jetty in the Dockyard at Halifax where her extensive shops are used to train engineering branch apprentices.

Commissioned on January 31, 1953, she had the unique distinction of being the first ship in the Royal Canadian Navy to be commanded by an officer of the engineering branch.

The spur gear, which forms the central theme of the ship's badge is a reference to her engineering role. The arrow-shaped objects pointing toward the centre are "ermine" and are derived from the arms of Brittany, which are simply a shield of ermine. Cape Breton Island received its name from the fishermen and later settlers who came from Brittany. The thistle refers to the Scottish settlers who arrived later when Canada came under British rule. The complete design is set against a blue field which, of course, refers to the sea.

Blazon

Azure, a spur gear argent charged with a device consisting of three ermine spots conjoined in trefoil fashion in the centre, one pointing to the dexter base and one to the sinister base sable, and between them issuing from the centre three thistle blooms proper.

SHIP'S COLOURS: White and Black.

CAPTAIN PLOMER BECOMES DCNP

Captain James Plomer became Deputy Chief of Naval Personnel on January 21, with the acting rank of Commodore in the appointment.

He succeeded Captain Harold V. W. Groos, who has been appointed commanding officer designate of the Bonaventure, now building at Belfast, Northern Ireland.

Captain Plomer has just completed a course at the Imperial Defence College.

THE NAVY TO THE RESCUE IN 1955

Mercy Missions Undertaken by Air, Sea and Land

*The quality of mercy is not strain'd
It droppeth as the gentle rain from
heaven
Upon the place beneath.*

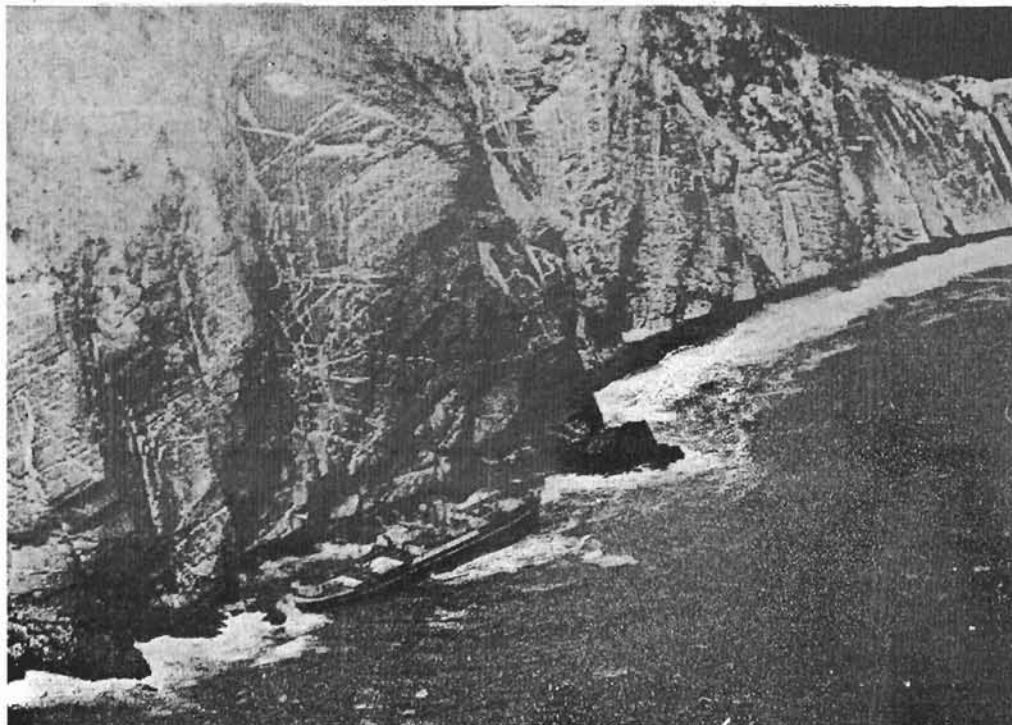
SHAKESPEARE could never have foreseen it, but in this day and age mercy also "droppeth" as a naval helicopter with great frequency and under a wide range of circumstances.

Last year was a remarkable one in the history of the Royal Canadian Navy for the number of rescue and mercy missions performed in the absence of any great natural disaster to compare with the Fraser Valley and Red River floods of some years back, or Hurricane Hazel of late 1954.

How many persons owed their lives or well-being to the Navy's helping hand has not been computed, but they were numerous and they, included Eskimos, Greek sailors, hunters, children, lighthouse keepers and others.

On the wastes of Southampton Island in the Arctic a naval helicopter sought and found an American soldier who had lagged behind his companions and become hopelessly lost. On the prairies, in sub-zero weather, naval divers descended through the ice to search lake bottoms for the victims of air crashes. In the open sea warships of the Royal Canadian Navy sped to the assistance of other ships in distress.

The *Kismet II* hard aground against the cliffs of Cape Breton Island. Note the overhang of the cliff by the ship which made it impossible for the crew to escape by means of a line lowered from the cliff's top. The photo was taken from an RCN Avenger aircraft. (DNS-15093)



In every instance where a call for help was answered, the Navy was justified in its confidence that the courage, determination and skill of its officers and men would be adequate to each situation as it arose.

Some of the year's events called for qualities of fortitude and devotion to duty usually only associated with action in the face of the enemy and, before the year ended, some of these had been recognized by awards and commendations by Her Majesty the Queen.

ON THE LAST day of the year, it was announced that Her Majesty had been pleased to approve the award of the George Medal to Lieut. Douglas A. Muncaster for his rescue in March 1955 of a fellow naval flyer from a crashed and burning aircraft near the RCN Air Station at Dartmouth. The medal is awarded for brave conduct on land or at sea or in the air not in the presence of the enemy, or for gallantry in saving life.

On the afternoon of March 9, Lt.-Cdr. Roger Fink, pilot, and Lieut. Muncaster, co-pilot, were in the helicopter circuit in a Bell helicopter when they heard a control tower transmission: "All aircraft on Baker, orbit." Fifteen seconds later they learned from the tower that an aircraft had crashed near the Air Direction Centre, in a heavily wooded area about a mile south of the

airfield. The helicopter arrived over the scene about three minutes after the crash.

The aircraft, a Sea Fury piloted by Sub-Lt. J. V. Searle, had broken in two, with the forward section inverted and on fire.

Lt.-Cdr. Fink was unable to land the helicopter owing to the density of the trees and bush. He hovered about 50 yards from the aircraft and Lieut. Muncaster leaped to the ground from a height of about eight feet. As he ran toward the plane one of the fuel tanks exploded.

On nearing the scene, Lieut. Muncaster heard sounds from the cockpit and realized that Sub-Lt. Searle was alive and conscious. The cockpit canopy, jammed against the ground, was partially open, but not sufficiently for an exit.

Unable to make an opening in any other way, Lieut. Muncaster picked up a rock and smashed a hole in the perspex. By this time the flames had reached the cockpit and there was every chance the remaining fuel tanks would go up.

Sub-Lt. Searle had managed to remove his helmet and parachute and forced his head and shoulders through the hole in the perspex. After a considerable struggle, Lieut. Muncaster extricated the pilot, who had already suffered burns.

By this time the aircraft was burning furiously and only moments later the remaining fuel tanks exploded. The two officers followed a trail to a narrow road about a mile away where Lt.-Cdr. Fink had landed. Sub-Lt. Searle was flown to station hospital and the helicopter returned later for Lieut. Muncaster.

L T.-CDR. FINK, who had built himself a tremendous reputation as a fixed-wing pilot during NATO exercises, was to figure again late in the year in a rescue drama that hit the front pages throughout Canada and the United States.

This was the rescue of the 21 members of the crew of the Liberian freighter *Kismet II*, hard aground and breaking up at the foot of a towering cliff at the northern end of Cape Breton Island.

The *Kismet* sent out a distress call on the morning of Friday, November



To Lieut. Douglas Muncaster, the George Medal for rescuing a naval pilot from a burning fighter plane. (DNS-3951(A))

26. During the night, while repairs were being made to damaged steering gear, she had drifted onto the rocks below a 900-foot cliff a few miles from Cape St. Lawrence and was resting only 25 feet from the overhanging cliff face, her engineroom holed and steam shut down. In calm weather, the crew could have walked ashore, but the ship was buffeted by a snow-filled gale and thunderous waves filled the boats when the seamen attempted to turn them out. Hopeless efforts were made to get lines to the cliff top; their rockets would barely soar that high.

Their calls for help had been heard, and the 30-hour operation that was to bring them to safety was already under way.

All such air-sea rescue operations are directed by the Rescue Co-ordination Centre at the Royal Canadian Air Force Maritime Headquarters in Halifax and the rescue effort was to involve the RCN, the RCAF, the RCMP, Canadian National Telegraphs personnel, numerous amateur radio operators across Canada, civilians along the coast and elsewhere, and two merchant vessels. The RCN auxiliary vessel *Eastore*, near Sydney at the time, was ordered to the area.

RESCUE OPERATIONS were organized at Bay St. Lawrence, a tiny hamlet and site of a CN Telegraphs relay station, about ten miles from the grounding. There were no telephones. Mr. and Mrs. Mel Smith, residents of Bay St. Lawrence, and both of them accomplished amateur radio operators, were to send and receive hundreds of messages in conjunction with the Cape

Breton Emergency Amateur Operators Radio Network, some of them relayed as far as Manitoba. The CNT facilities were swamped.

An RCN helicopter was ordered to the area and, after a stop at Sydney for fuel, reached Bay St. Lawrence. A short time later an RCAF Dakota from Greenwood was flown to Halifax and loaded with breeches buoys, lines and other rescue equipment. Herman Baker, Dockyard bos'n, and Allan Snook, assistant bos'n, flew north with it to Sydney, where the equipment was transferred to a truck. Other gear was drawn at Point Edward Naval Base and, led by RCMP Inspector J. A. Henry and headed by a snow plow, the convoy started over the Cabot trail. They were stopped short of their goal by narrow mountain roads, covered with ice, and small, unsafe bridges. The journey had to be completed on foot.

Offshore, the tanker *Irving Lake* and merchant ship *Bercharmaine* waited for weather to moderate so they could send away boats or otherwise assist.

On Friday afternoon the Navy's Sikorsky, piloted by Lt.-Cdr. John Beeman, commanding officer of HU 21, the helicopter utility squadron at *Shearwater*, with Lt.-Cdr. Fink as co-pilot and crew members PO Lawrence Vipond and AB Paul Smith arrived at the scene.

A heavy gale was whipping along the face of the cliff. Snow showers reduced visibility at times to less than half a mile.

Lt.-Cdr. Beeman was not long in learning that the gale, blowing parallel to the cliff, had created terrific air tur-

bulence. As it flew shoreward, the helicopter suddenly dropped about 500 feet, almost to the waves, and just as suddenly was tossed aloft again. Any effort to approach the ship could only result in the machine being smashed against the cliff face or thrown into the sea.

THE HELICOPTER returned to Sydney where the crew rested overnight and took off in the early morning to look into chances of approaching the ship. The wind was still blowing at from 25 to 45 knots, but it had shifted slightly—perhaps not more than ten degrees—but there was a chance there might be relatively smooth air near the ship in the lee of the cliff.

Lt.-Cdr. Beeman made a test run close to the surface and found that this conjecture was true and he hovered near the stern of his ship while his crew indicated by chopping motions with their hands that they wanted a landing space cleared.

The seamen flew to work with axes, saws and hammers, chopped down the after binnacle, ripped away the guard rails and in five minutes had cleared the poop deck of all top hamper.

The helicopter slipped in sideways and touched three wheels to the deck, balancing there with power on. Four fingers were held up to indicate the number of passengers which could be taken.

"You could count in seconds the time the men took to get aboard," Lt.-Cdr. Beeman said afterward. "They were in there like jackrabbits."

That was trip No. 1, and Lt.-Cdr. Fink and PO Vipond were left behind

The blazing *Sea Fury* from which Lieut. Douglas Muncaster dragged Sub-Lt. J. V. Searle. (DNS-13532)





Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, extends his congratulations to the helicopter personnel who rescued 21 Greek seamen from the stranded *Kismet II*. They are, from left to right, AB Paul Smith, PO Lawrence Vipond, Lt.-Cdr. Roger Fink and Lt.-Cdr. John Beeman. (DNS-15118)

at Bay St. Lawrence to make more room on the next attempt.

This time they signalled for six sailors to get aboard, but when they were airborne, the helicopter seemed unusually sluggish and a count of heads showed that a seventh had scrambled in.

Lt.-Cdr. Fink and AB Smith made the third trip, bringing back six of the *Kismet* crew. Lt.-Cdr. Fink also piloted the fourth and final trip, with PO Vipond accompanying him. This brought off the remaining four men, the captain's dog, and it was discovered on land, the ship's cat as well.

BACK AT THE relay station the *Kismet's* captain, Captain Anast Maniatis, of Athens, Greece, tears of gratitude in his eyes, thanked the helicopter crew profusely and all those who had assisted in the rescue work.

"During our 30 hours on the rocks," he said, "I felt we were in danger at all times. I am most thankful the pilot was able to come in this morning because I knew that if the wind shifted again rescue would be impossible."

A short time later the wind did shift and that night a fierce storm laid more inches of snow on the ground.

Only three days before the *Kismet* efforts had reached their climax, Lieut. W. E. James flew a helicopter to the rescue of a member of a hunting party in the Gaspereau Lake region near Kentville.

Russel Freeman, although suffering from a broken leg, had gone into the woods with his brother and a friend, to

do the cooking while the others stalked game. They had arrived at their cabin by boat and during the four days they were there the lake froze over, making it impossible to return except on foot.

Not all the rescue operations had a happy ending. However, most of them did. When three children were injured in a sledding accident near HMCS *Cornwallis*, a call was made for an RCN helicopter which was immediately sent to the scene. The children were in need of specialist medical attention that was not available in their community, and it was imperative that such aid be administered if the children were to have a fighting chance for their lives. With all possible speed, through a blinding snowstorm, the Sikorsky helicopter rushed the injured children to a Halifax hospital. The prompt treatment resulted in their eventual complete recovery.

RESCUE OPERATIONS were not always confined to aircraft alone, as was illustrated when a USAF officer fell from an aircraft in the Bermuda area, and plummeted 8,000 feet to the sea below. However the officer Capt. Wallace M. Taylor, was successful in opening his parachute. The frigate *Toronto*, carrying out exercises in the area sped to his aid.

Within two and a half hours the officer was safe on board the ship.

During all rescues the need for immediate action is self-evident if they are to be carried out successfully, and a delay in rescue procedure can often

mean the difference between life and death.

When two seamen were scalded by the explosion of a steam valve on the United States oil tanker *California*, an RCN helicopter was sent to the aid of the stricken men and brought them to the Naval Hospital at *Stadacona* where the men received the urgently needed medical attention. Their recovery was largely due to the fact that medical aid was rendered shortly after the accident.

One of the most tragic events of the year's rescue operations occurred when three Canadian frigates, the *Prestonian*, *Toronto* and *Lauzon* were involved in a search for an RAF aircraft which went down as the three ships co-operated with the RAF in coming to the aid of the distressed Icelandic trawler *Einar Olafson*.

An RAF Neptune that had participated in the search for the *Einar Olafsson* was overdue, and the Canadian ships joined with HMS *Wizard* in a search for the downed plane and possible survivors. During the night plane wreckage was sighted and, shortly after, the bodies of three of the nine crewmen were recovered, one by the *Toronto*.

On another occasion the frigate *Prestonian* was dispatched to stand by a Panamanian freighter, out of fuel in heavy seas off Bermuda. The frigate, on arrival at the scene, found that it was not possible for her to pass a towing line but she stood by the freighter until a U.S. Coast Guard ship arrived and successfully took the Panamanian in tow.

AMERCY operation along the rugged coast of Cape Breton occurred when a Navy helicopter carried the pregnant widow of a lighthouse keeper, drowned two days before, from lonely St. Paul Island to Sydney on Cape Breton Island.

High seas made it impossible for the widow, Mrs. Mary Gatza, to leave by boat and, following a call from Rescue Co-ordination Centre, a helicopter left *Shearwater*, and flew to St. Paul Island. The pilot, Lt.-Cdr. G. J. Laurie, had to cope with 50-mile-an-hour winds and snow squalls in the 45-minute flight from the Sydney airport to the island. However, he successfully landed and brought the woman to safety.

The northern of the two St. Paul Island lights is on a detached rock, separated from the island by a narrow channel between precipitous cliffs. The cleft is spanned by cables and George Gatza was crossing by bos'n's chair with the Christmas supplies when the cables snapped and plunged him into the channel.

A companion, second assistant keeper Marlin L. Baker, of Jeddore, N.S., escaped with minor injuries, but Gatza was swept away by the current. Waves 15 to 19 feet high were pounding the shore at the time.

In October 1954 Lieut. Wallace Elmer James, then at *Shearwater*, had flown a helicopter to St. Paul Island to bring Baker, badly injured in a dynamite explosion, to Sydney, N.S., for hospitalization. That journey was made in high winds, low visibility and snow flurries. Lieut. James' courage and skill were recognized in June 1955 by the award of the MBE.

ANOTHER MEMBER of the naval service who was honoured in 1955 for his part in an incident of the previous year was AB J. Richard Grenier, of *D'Iberville*, who rescued a 12-year-old boy from the face of a cliff in Quebec City. AB Grenier was awarded the British Empire Medal.

In January 1955 a Queen's Commendation was awarded to PO R. B. Johnson for his part in rescuing a 67-year-old commissionaire from Toronto harbour in March 1954. At the time of the rescue PO Johnson was serving in the *Digby*.

A member of the RCN(R) who received the Queen's Commendation during the year was PO Malcolm Winston Judson, of Queen Charlotte, who rescued a Department of Fisheries employee from drowning two years ago. It was the second time PO Judson had saved a person from drowning.

In December a commendation from Vice-Admiral A. R. Mainguy, Chief of the Naval Staff, went to Lieut. Robert James Paul of the *Jonquiere*, for "presence of mind in preventing a drowning at Vancouver". Lieut. Paul, in August, had hauled from the water a boy who had fallen between the ship and a jetty. Lieut. Paul is also a two-time rescuer.

As 1955 drew to a close, a helicopter was sent, following an emergency call, from *Shearwater* on a 160-mile flight to lonely Sable Island to pick up a Department of Transport worker who was suffering from a stomach ailment. The helicopter was piloted by Cdr. F. W. H. Bradley, who flew the DOT worker back to Halifax for hospitalization.

In addition to the air-sea rescue operations carried out by the Navy, the Underwater Training Unit at Halifax was called on numerous occasions to assist the RCMP and local police in the recovery of bodies following drownings. Among the recoveries performed by the unit were those of the body of a boy who had drowned in Maynard's Lake, and of the bodies of three fishermen

drowned in Sherbrooke Lake, Lunenburg County.

Another time the unit was called in to assist in the search for the body of a man drowned in the East River, New Glasgow, N.S. Later in the year, the unit assisted in the recovery of the body of a woman who had drowned in the river near Bridgewater, N.S.

THE NAVY was partner with the Royal Canadian Air Force in a number of mercy missions and rescues during the year.

In April, Lt.-Cdr. Alan J. Woods shared with Flight Lt. Howard Robertson in the piloting of a T-33 jet aircraft from Edmonton to Redwood, California, with an urgent cargo of a rare type of blood needed to save the life of a baby not yet born.

Earlier in the year naval personnel from Churchill went along in a RCAF Dakota in search of a downed RCMP aircraft with seven persons on board. Scanning the bleak snowy wastes of the Northwest Territories, naval eyes spotted flares sent up by the stranded party. Other aircraft bearing needed engine fuel were directed to the spot.

All three armed services co-operated last fall in an air drop of food to an Indian community on the shores of Lake Winnipeg which had been isolated by the early freeze-up.

West Coast ships, aircraft and divers of the Royal Canadian Navy figured in a number of search, rescue and recovery missions throughout 1955.

Divers from the Diving and Explosive Disposal Training Centre at *Naden* began their first recovery operation on March 19 when four divers were flown to Gimli, Manitoba, to look for a Silver Star T-33 jet aircraft which had crashed in ice-covered Lake Winnipeg. The remains of the pilot and 2000 pounds of the aircraft, which had disintegrated, were recovered. Two divers were employed every day, averaging about two-and-a-half hours a dive. There were 24 dives during the whole operation, totalling 60 hours. This operation lasted three weeks, some of it in 20-below-zero weather.

ON APRIL 15, one officer and four men from the Diving Centre travelled to Brooks, Alta., to assist the RCMP and RCAF in the recovery of an RCAF Harvard which crashed into Lake Newell, near Brooks. A total of 117 hours was spent in diving. Both the plane and the pilot's body were recovered.

The Navy divers returned to Gimli, on November 26, and brought a jet aircraft and pilot's body from Lake Winnipeg.

Two days later, on November 28, two Navy Divers were flown to Queen Charlotte Straits to carry out a survey on an RCAF Canso aircraft which had crashed in 35 feet of water.

Three divers, on September 21, assisted the RCMP in raising a car which had plunged into the Fraser River at Yale. A similar operation was carried



For rescuing a boy from Vancouver harbour, Lieut. Robert J. Paul, executive officer of the frigate *Jonquiere*, received the personal commendation of Vice-Admiral E. R. Mainguy on December 9 during his farewell visit to Esquimalt as Chief of the Naval Staff. Looking on is Captain Paul D. Taylor, Captain Second Canadian Escort Squadron. (E-33937)

out on October 10, when three divers recovered a body and car from the Fraser River at Haney. The following day, October 11, divers went to Revelstoke where they recovered another car which had plunged into a river.

Divers were flown to Powell River on November 25 to recover a logger's body. On December 2, two divers assisted the RCMP in recovering a body from Lake Cowichan.

In addition to these undertakings, Navy divers also destroyed two Japanese mines which were washed upon the West Coast during the year. The first mine disposal operation was carried out on May 17 at Gilbert Bay in the Queen Charlotte Islands. The other was in Tian Bay on June 5.

The destroyer escort *Athabaskan* sailed from Esquimalt Sunday, October 23, to assist the U.S. hydrographic survey vessel *Patton*. HMCS *Cordova*, visiting Prince Rupert, was also dispatched to assist the ship.

BUFFETED BY 60-mile-an-hour winds and in a heavy swell, the *Patton* was believed to be in danger of foundering when the distress call was made. At the time the survey vessel was between the southern tip of the Queen Charlotte Islands and the northern end of Vancouver Island.

Officers and men of *Athabaskan* who were on shore leave had been immediately recalled. The *Athabaskan* and

SEA BOTTOM CHARTED BY DEPTH CHARGES

As every sailor knows, depth charges have two important uses:

- (a) sinking enemy submarines;
- (b) going fishing.

Capability (b) is to be discouraged unless it happens the ship's company is sadly in need of depth charge drill about the time the ship is going through an area infested with fish. It then becomes a legitimate salvage operation.

Dr. H. B. Hackey, chief oceanographer of the Canadian Joint Committee on Oceanography, reported in Ottawa recently a third use—surveying the ocean depths.

He told the Fisheries Research Board that depth charges had been dropped last summer by ships at known positions and the resulting sound waves, picked up at shore stations, had helped to determine the structural features of the sea bottom in the Sable Island region and in the Gulf of St. Lawrence.

The project, sponsored by the Dominion Observatory, is not yet complete, he said, but it has already given useful information on the areas studied.



Naval divers from Naden recovered an automobile and the body of the driver from the Nanaimo river early in January. The late model car plunged through a barrier as it approached the bridge and landed right side up in about 45 feet of water. RCMP called the naval divers to their assistance. The recovery operation was carried out efficiently while hundreds of spectators watched. (E-34491)

Cordova were brought back however, after the *Patton* signalled she was proceeding under her own power. She later reached Bull Harbour safely.

Naval personnel took part in three rescue missions on Friday, November 11. The first of these took place in the morning when the RCMP reported that a fishing vessel with two men aboard was in danger of foundering on the beach in front of Royal Roads. The Navy's emergency boat, a 75-foot harbour craft, responded immediately and returned to Esquimalt Harbour about half-an-hour later with the fishing boat, which had a fouled screw, in tow.

Later the same day, Oak Bay police reported that three young boys were missing in the vicinity of Discovery Island. The coastal escorts *Brockville* and *Digby* of the Twelfth Canadian Escort Squadron, were sent out to search to seaward of the island and the RCN emergency boat proceeded to Discovery Island. However, they were all recalled after a message was received from the lighthouse keeper on Discovery Island stating the boys had been found and were safe in the lighthouse.

While the emergency boat had been on its way to the island another call was received that two hunters were reported missing on Chatham Island. This information was passed to the emergency boat but shortly afterwards the tug *Chatham Chief*, reported having found the hunters on Denman Island and that it had taken them on board.

AIRCRAFT from the RCN utility squadron, VU 33, based at Patricia Bay Airport, took part in one major air search during the past year.

On August 3, a Pacific Western Airlines amphibian aircraft with five men aboard was reported missing in the Kitimat area. Two Avenger aircraft from VU 33 flew a total of 40 hours, assisting RCAF and private planes in the search over an 8,000 square mile area. Flying out of the search headquarters, Terrace, B.C., the Navy pilots, Lt.-Cdr. H. L. Swiggum, commanding officer of VU 33, and Lt.-Cdr. D. J. Fisher, participated in sweeps over the area from August 8 to August 19 when the search was finally abandoned.

To all the foregoing incidents can be added the flights made by helicopters of the *Labrador*, bearing medical aid to suffering humanity in lonely Eskimo settlements in the Arctic.

Human lives cannot be valued in dollars and cents, nor is the hand of mercy extended with the thought that a coin may be dropped in it. The reward of the Navy lies in this: that the grief and suffering of this world have been to some extent allayed, that, in peace as in war, its officers and men have shown themselves capable and willing to cope with emergencies and that, even at the risk of their own lives, if need be, they are ready to come to the aid of their fellow human beings.

SOME THOUGHTS ON JAPAN'S DEFEAT

The Writer Asks: "Need the A-Bomb Have Fallen?"

AS LONG as men have traded and fought upon the sea, one of the tasks of every navy has been the destruction of enemy commerce. Commerce-raiding has always been an attractive method of warfare, especially when privateering or prize money has added to patriotism the chance to turn an honest dollar. To nations not predominantly or naturally maritime, it is fascinating.

In one sense it conforms to the foremost principle of warfare, that the primary duty of every commander is to catch his enemy at a disadvantage. Just as the soldier manoeuvres to fall upon the enemy with forces that outnumber him ten to one, and the airman seeks to "bounce" some unsuspecting foe, the sailor should always look for a fight with someone as inferior as possible to himself. Far from being unchivalrous, this is simply common sense. In this respect the commerce-raider has achieved the ultimate; his chosen prey is slower, badly armed, less

The Author

The writer of the accompanying article on the factors leading to the defeat of Japan is (and this is made all too clear in the concluding paragraph) a member of the Royal Canadian Air Force.

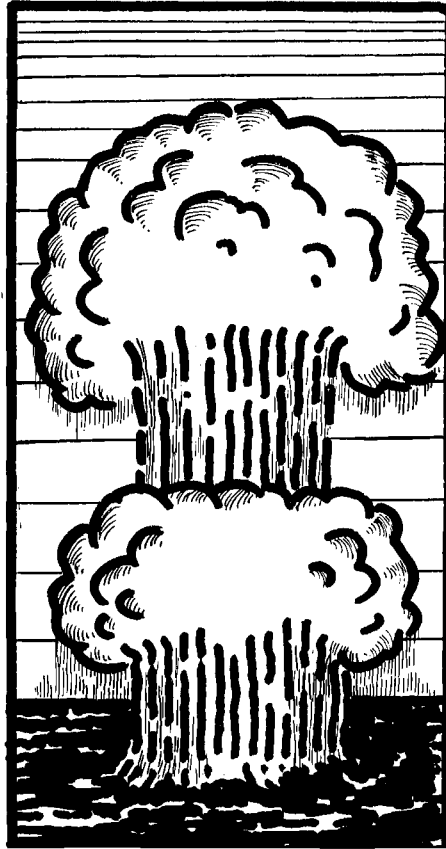
He is Squadron Leader Norman William Emmott, who is at present serving in Air Force Headquarters, Ottawa, as a staff officer in the Directorate of Instrument and Electrical Engineering.

A native of British Columbia (he lists his home town as Nelson, B.C.), Squadron Leader Emmott entered the RCAF as an equipment assistant in 1937. During the war he remustered to aircrew. He flew more than 50 missions as navigator in Halifax heavies and in December 1944 was awarded the Distinguished Flying Cross, flying operational, for gallantry in conflict with the enemy.

Since the war he has done considerable flying over the Arctic on supply missions.

The present article arises from a staff course during which he was a member of a group analyzing the Pacific war.

The opinions expressed in the article are entirely his own and should not be construed as a statement of the official attitude of either the Royal Canadian Navy or the Royal Canadian Air Force. The article is simply presented here for what it is—a stimulating expression of an original viewpoint.



manoeuvrable, and if possible is sunk by stealth.

If it conforms to this law of warfare, however, it is diametrically opposed to another law, the dictum of Napoleon and Clausewitz that the chief target is the main armed forces of the enemy. Nevertheless, many an admiral—the 19th century French Admiral Theophile Aube is a good example—chose "shamelessly to attack the weak, shamelessly fly from the strong", in the belief that such a campaign would so sap the strength of the enemy that the war could be simply and painlessly won. Usually such a belief turns out to be a snare and delusion, and it has often brought the men who actually fought the battles into the most dreadful danger; out of 44,000 men who served in German submarines in the Second World War—33,000 lost their lives.

To be vulnerable enough to commerce-raiding to be brought to defeat by it, a nation must of course depend overwhelmingly upon maritime trade. This has almost always meant an island country. There have been exceptions, however; in 1814 the New England

states were so distressed by the sweeping of their merchant men from the seas that they very nearly seceded from the United States and made a separate peace, and during the Civil War the Confederacy was badly hurt by the Union blockade. Nevertheless, against a continental power blockade and commerce-raiding have little chance of being decisive, as the fight put up by blockaded Germany in two world wars has abundantly proved.

GREAT BRITAIN is so dependent upon her merchant ships, and her national life would grind to a halt so quickly if they were to stop plying to and from her ports, that for centuries it has been the dream of enemy fleets to defeat her by sinking or capturing her commerce. Sometimes, as in 1917 and in 1943, they have come perilously close to achieving their aim. In both those years Britain was only weeks away from starvation. In every war, however, the defence has managed to turn the tide, and to gain control of the sea completely enough to allow the merchant fleet reasonably free use of it. Throughout several thousand years of maritime warfare, no com-

Similar Views Expressed in '46

The first Canadian naval officer to set foot on Japanese soil after the surrender expressed thoughts similar to those found in the accompanying article.

An Edmonton newspaperman, Lieut. (SB) Donald R. Menzies, RCN (R), became a naval intelligence officer, studied Japanese and served with the Royal Navy in Japan as an interpreter following the surrender. Reporting to Naval Headquarters in Ottawa, he wrote in early 1946:

"Throughout my whole stay in Japan, I came to the conclusion that the Japanese were licked thoroughly on the home front. If I may offer an opinion I believe that, even though the atomic bomb and Russia's entry into the war were great factors in the sudden collapse of Japan, the real reason she fell was because of her inability to make war on the home front.

"Most of Japan's great factories, as well as the thousands of small factories spread throughout the country, have been bombed and are in ruins. This and the mining of all her ports, plus the sinking of thousands of tons of shipping, I feel, are the real reasons for Japan's surrender."

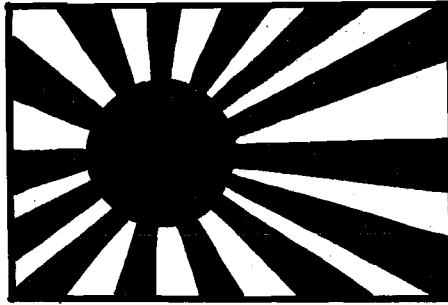
merce-raiding offensive has ever been decisive enough to win a war—at least in Western waters.

When the Japanese struck at Pearl Harbour, however, they began a war that was almost a laboratory experiment designed to find if the usual verdict of history was an inflexible rule. No country could have been more vulnerable to attacks against its shipping than Japan.

With an area only 50 per cent greater than that of Great Britain, the Japanese home islands must support a population twice as large on land only 15 per cent arable. Modern wars are run on petroleum, and nearly all the oil Japan uses must come to it by sea. She is far from self-sufficient in coal, and must import most of her iron ore. No bauxite, the ore from which aluminum is smelted, exists in the Japanese "inner zone" at all, and she has no rubber, ferro-alloys such as manganese, chrome, nickel, cobalt and tungsten, and no tin, lead or mercury. In a modern war it is impossible to exist for long on stock-piled supplies or on previously manufactured supplies, because the tempo of development—P-40s to B-29s in four years—makes equipment grow obsolete so fast, and because battle itself eats up supplies so quickly.

No nation, regardless of courage or determination, can wage a war against a first-class enemy unless it has adequate supplies of modern weapons, as the lightning conquest of Yugoslavia and Norway by the Germans proved beyond doubt. Japan, likewise, had to have guns and planes and ships, and the fuel to run them; without these tools the matchless courage of the Kamikaze and Kaiten crews was of no avail. Thus because practically all the munitions factories were in Japan, and because these factories had to be supplied by sea, the whole Japanese war effort stood or fell by the Japanese merchant navy.

BEFORE THEY went to war, the Nipponese war lords knew this very well indeed, and they calculated how much shipping they would need to support a war fought at the end of oversea supply lines. Japan began the war with 6,100,000 tons of shipping at her disposal, and she expected to end the third year of war with 5,250,000 tons, allowing for up to 1,100,000 tons of losses in the first year and 800,000 tons a year thereafter. At this rate, which meant not quite replacing the annual losses, they expected to be able to conquer most of East Asia and then to hold on to their gains.



For the first year or so everything went according to plan. Enough territory was overrun to assure supplies of all the vital substances Japan needed; rubber and cobalt from the Netherlands East Indies, tin from Siam, copper from the Philippines, and lead from Burma. All that was necessary was to transport it to the home islands. As soon as bombs fell on Pearl Harbour, however, the commerce-destroying forces of Japan's foes—nearly all of them belonging to the U.S.A., and most of those of the U.S. Navy—went into action. By the end of 1941 the U.S. submarines had scored their first successes. Aided by naval air and aircraft of the USAAF, and by British Commonwealth and Dutch submarines and surface craft, the American submersibles began their campaign to whittle away at the Japanese merchant marine.

During the first year of the war, among almost unbroken Japanese successes, they did not greatly exceed the depredations that the Japanese had expected. The planned figure for the Japanese merchant navy by December, 1942 was between 5,300,000 and 5,600,000 tons; the actual figure was 4,600,000 but it represented only a net loss of some 900,000 tons from their actual December 1941 figure. Getting into their stride, in the next year until December 1943, the Allied commerce-raiders reduced the Nipponese merchant ships by 900,000 tons, and then in the year after that by another million. Despite frantic efforts to replace losses by operating shipyards at full capacity and by adopting such expedients as the building of wooden, engines-aft freighters, by July 1944 the Japanese merchant marine was 2,150,000 tons short of the

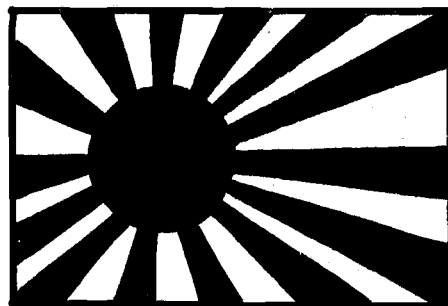


figure estimated in 1941 for the end of the third year of war.

The 3,100,000 tons of shipping actually afloat in July 1944 was scarcely enough to satisfy the 1941 estimate of civilian needs of 2,850,000 tons, let alone the military needs of 2,400,000 tons. By April 1945 the situation had reached disastrous proportions; the Japanese by then had only 1,250,000 tons still unsunk, and this was only half enough to supply the military even if the civilians starved to death.

The effect, moreover, was cumulative. The excess of sinkings over new construction demanded more new shipbuilding than had been anticipated. The materials required for these ships all had to be imported, which put more strain than ever on the attenuated merchant fleet. The losses in tankers created a fuel shortage which made it harder and harder to operate the ships that were left.

The significance of the figures was recognized in Japan surprisingly early. Rear Admiral Takagi of the Navy General Staff made a staff study between 20 September 1943 and February 1944 of the war's lessons up to that time. Based on an analysis of air, fleet and merchant ship losses, and Japan's inability to import essential materials, Takagi concluded that Japan could not win and should seek a compromise peace. His recommendations were not accepted by the Supreme War Direction Council, but enough of his comrades agreed with him to form quite a large peace party.

BY THE SPRING of 1945 it was apparent even to Emperor Hirohito that defeat was inevitable. Despite the fact that the Japanese home army was still intact, that 9,000 serviceable combat planes existed, and that the Navy still counted 650 warships, no hope existed of beating off the expected invasion. In nearly every case the underlying reason was the success of the commerce-destroying war.

The best place to attack an invasion fleet is at sea; but the Japanese Navy was so short of oil that its ships could not be used for anything but harbour defence. Many of the destroyers—and destroyers are never more desperately needed than in the face of submarine attack—had to be camouflaged at their docks and used as anti-aircraft gun positions. Combat air operations had to be drastically curtailed, while training slowed until first-line Japanese pilots had only 100 flying hours.

Badly off as were the armed services, however, the Japanese economy was in a state of even more complete collapse.

The people themselves were almost starving, and practically no new clothing or miscellaneous civilian supplies were on the market. By March 1945 the situation was so serious that imports of coal had to be cut practically to nothing and imports of iron ore cut off completely, so that the few ships remaining could be used to carry food-stuffs and salt. As a result, steel production from domestic resources could not be maintained at over 1,500,000 tons a year; shipbuilding alone had required 1,600,000 tons in 1944. The shortage of steel crippled all the rest of Japanese manufacturing. The highest priority was given to aircraft engines, but so acute was the shortage of steel that not enough engines were being produced in July 1945 to equip the airframes that were being manufactured, despite the fact that the production of aluminum, the chief material in airframes, was only nine per cent of the 1944 rate.

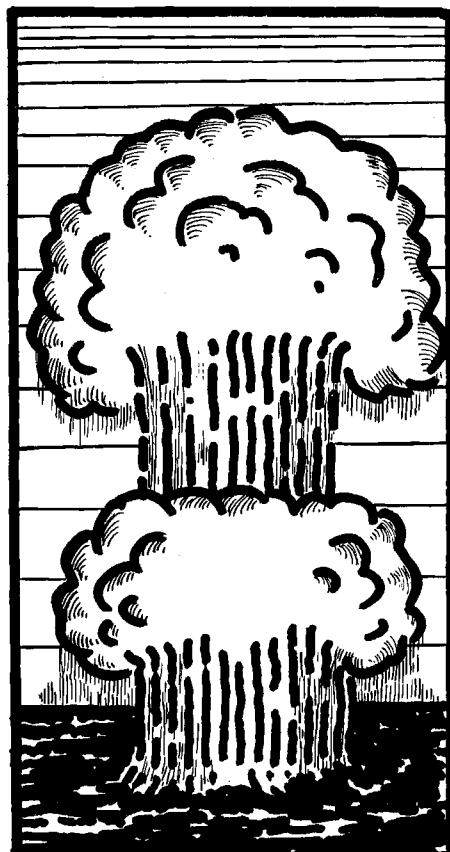
The general level of Japanese industrial activity in July 1945 showed the ravages of the blockade. Electric power and coal consumption were 50 per cent of their 1944 peak, and general output was approximately 40 per cent of the 1944 figure. The decline in the use of coal and power was partly due to air-raid damage to factories, but mainly due to the fact that many factories had no raw material to use. Oil refineries which were out of oil, and aluminum smelters which had no bauxite were in no position to use power in any form.

As a result of this situation, it was the opinion of certain United States commanders and representatives of the U.S.A. Strategic Bombing Survey that as a result of a co-ordinated program of blockade and continued air attack that Japan could be forced to surrender without invasion. This was the opinion of the Japanese themselves. In the summer of 1944, before the intensive air assault on Japan had begun, the Tojo government had fallen, and although die-hards forced the succeeding government leaders to continue the war, increasing pressure was put on the government and the Emperor to surrender. By April 8, 1945, a new government under Admiral Suzuki was put into power with instructions from the Emperor to bring the war to an end. The Japanese negotiations with Russia, which could have ended the war before the atom bombs fell, are now history.

THERE IS NO doubt, therefore, that the combined efforts of air attack and blockade strangled Japan into surrender. Blockade is commerce-raiding

pure and simple, while air attack is a form of commerce-destruction. Both forms of warfare are attack not directly upon the armed forces of the enemy but upon the sinews of war—the weapons every combatant must use. There is no attempt to belittle the gallant men who endured so much to drive the Japanese out of their quickly-acquired and far-flung empire, but merely expelling them from Burma and Carolines and Singapore would not automatically have spelled their downfall.

Indeed, history tells time and again of powers whose empire was shorn from them without driving them to utter defeat; the Byzantine empire, for instance, survived for four hundred years after its Asiatic dominions had been conquered by the Moslems. Never before had a country admitted defeat while it had large forces still uncommitted, as the Japanese had with their 2½ million men, 9,000 planes, and nearly a million tons of warships. The frantic efforts of the Japanese to end the war months before the atom bombs were dropped is proof enough that 1945 saw a new thing under the sun—a war that could have been won by commerce-destruction alone. From the standpoint of the military student, indeed, it is rather unfortunate that the atom bombs contaminated the clinically-sterile atmosphere of this laboratory of conflict.



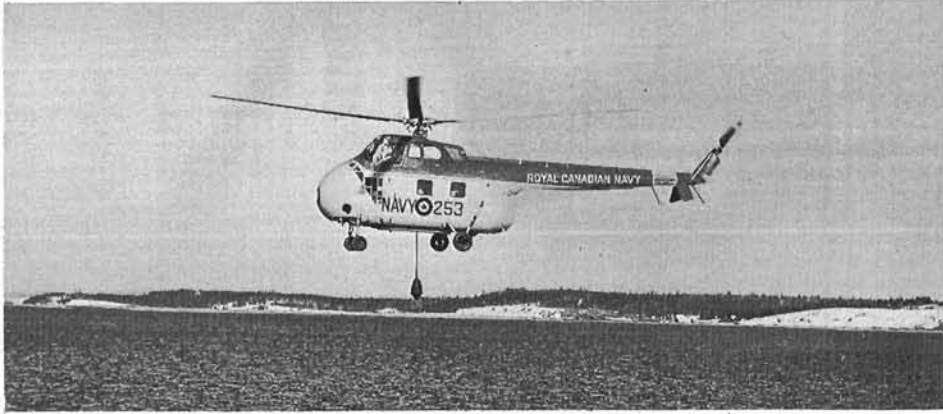
The actual destruction of the Japanese merchant fleet, however, is by no means a testimonial for conventional naval power as such. Fifty-five per cent of the sinkings were made by submarines, 31 per cent by aircraft, 9.3 per cent by mines, most of which were dropped by aircraft, and less than one per cent by surface gunfire. The other four per cent of losses were due to marine accidents.

The amazing success of the American submarines was due largely to the quality of the ships and their crews, and also to the inferior quality of the Japanese counter-measures. When the war began, many of the American submariners had had ten years experience aboard their boats; the enemy boats, in contrast, were manned overwhelmingly by men with five years at the most. Except for some disheartening experience with non-exploding torpedoes, American equipment was excellent. Their continual superiority in radar gave them an advantage that lasted throughout the war. The Japanese submarines, on the other hand, were not only badly equipped (many of their captains had to wheedle radar equipment out of the dockside authorities by devious means) but were often wasted on jobs like freighting supplies to beleaguered garrisons.

JAPANESE anti-submarine effort was plagued not only by their inferior equipment, but also after early 1943 by a shortage of escort vessels. Furthermore, their high command threw away with a lavish hand the most precious and expensive of their military commodities, their trained aircrews. As a result, their airborne anti-submarine operations were ineffective. Finally, as the end of the war neared, such escorts as they still had could not be operated for lack of fuel.

Thus the Japanese Empire went to its doom, strangled by an offensive that completely bypassed what is almost always considered the basis of a country's power—its military forces. The whirring sound the careful listener may hear at this moment is that caused by Napoleon and Clausewitz, the advocates *par excellence* of the doctrine of striking at the enemy's main forces, turning in their graves.

There may be arguments forever on who won the war, but in Japan it is crystal-clear who lost it. The Japanese Navy, because it could not ensure the safe and timely arrival of its convoys, must take the blame. The author of this article, who is an airman, may be unwilling to concede that the Navy can win a war, but he is perfectly willing to admit that it can lose one.—N.W.E.



A Sikorsky helicopter of HS 50, the RCN's helicopter anti-submarine unit, hovers over a practice area off the coast of Nova Scotia preparatory to lowering its "pinging" and listening gear into the sea. (DNS-15082)

TRAINED FOR THE SEA SONARMEN FIND WINGS

MEN OF THE Royal Canadian Navy's seaman branch, who not many months ago may have thought that their training destined them to shipboard duty for the rest of their naval careers, have taken to the air.

They are the sonar operators serving with Canada's first helicopter anti-submarine unit, HS 50, and they are the first men of the seaman branch in the short history of Canadian naval aviation to have been placed on full flying duties.

The unique feature of the anti-submarine helicopter is its sonar equipment, whose underwater "ear" can be lowered from the hovering machine, raised while the aircraft is flown to a new position, lowered again and so on. Thus a large area of the ocean may be rapidly searched by means of this so-called "dunking" sonar for submarines and their presence reported to attending warships or aircraft.

Because of the similarity in the operation of the helicopter's sonar equipment with that borne in warships, it was decided to utilize the training of the torpedo anti-submarine specialists and eight men were initially drafted to the unit. They had to be volunteers, hold the rate of Torpedo Detector Trade Group II or higher and pass an aircrew medical examination.

The unit itself came into existence on July 4, 1955, under the command of Lt.-Cdr. (P) G. H. Marlow. It was allotted six HO4S-3 helicopters. Pilots and ground crew went to the Sikorsky plant in Bridgeport, Connecticut, to accept them and ferry them to their new home at the Royal Canadian Naval Air Station.

Although HS 50 is a comparatively young unit, it has been built around a core of experienced officers and men.

The commanding officer, Lt.-Cdr. Marlow, who is from Saskatoon, Sask., was a member of No. 1 Naval Helicopter Flight formed at *Shearwater* in 1951 and has since served in Naval Headquarters at Ottawa as Staff Officer Helicopters.

Lt.-Cdr. H. R. Welsh, the senior pilot, and Lt.-Cdr. K. L. Gibbs, training officer, both of whom are from

Edmonton, underwent a helicopter conversion course at Pensacola, Florida, and then did a tour of duty with United States Navy helicopter anti-submarine squadrons at Weeksville, N.C., and Key West, Florida, respectively.

Lieut. D. W. Elliott, RN, who is on an exchange appointment, recently completed two years in 845 Helicopter A/S Squadron of the Royal Navy.

CPO G. E. Jamieson, of Ohsweken, Ont., has had 15 years torpedo anti-submarine experience, including a year with Helicopter Anti-Submarine Squadron Three, in Weeksville, N.C. The experience he gained there is being passed on to the full in the training of men to qualify as sonar aircrewmembers.

The nine flying sonarmen serving in the unit are: Petty Officer G. A. Bohnert, of Hanover, Ont., and Leading Seamen K. G. Plume, of Toronto; A. J. Cairns, of Toronto; G. M. Renaud, of Magog, Que., N. C. Schermerhorn, of Ottawa; H. P. Secord, of Penobscus, N.B.; G. A. Burke, of Halifax; R. G. Blondin, of Windsor, Ont., and J. H. Montgomery, of Oakville, Ont.

The unit, in its few short months of life, has taken part in several exercises and demonstrations, and will be increasingly busy in 1956. Before the old year had ended plans had been drawn up for the "choppers" to try out the latest tactics and equipment with the brand new anti-submarine destroyer escort *St. Laurent* and to embark in the carrier *Magnificent* for the spring cruise.



Pictured by a Sikorsky helicopter are the sonar air crewmen of HS 50, the helicopter anti-submarine unit at the RCN Air Station, Shearwater. Front row: Leading Seamen K. G. Plume, and A. J. Cairns, both of Toronto; CPO G. E. Jamieson, of Ohsweken, Ont.; Ldg. Sea. G. M. Renaud, of Magog, Que.; Ldg. Sea. N. C. Schermerhorn, of Ottawa, Ont. Back row: PO G. A. Bohnert, of Hanover, Ont. and Leading Seamen H. P. Secord, of Penobscus, N.B.; G. A. Burke, of Halifax; R. G. Blondin, of Windsor, Ont., and J. H. Montgomery, of Oakville, Ont. (DNS-15018)

AFLOAT AND ASHORE

ATLANTIC COMMAND

The Navy's frontage of Halifax harbour became a "magic mile" over the Christmas season, ablaze with lights, from end to end from December 21 until after New Year's Day.

Most ships rigged festoons of coloured lights and in some cases lighted crosses and Stars of Bethlehem were hoisted to the masthead. Flood lighting was also used effectively by some of the warships. At least one funnel was surmounted by a large Santa Claus. All the ships had the traditional evergreens washed to their yards. Vessels on the Dartmouth side of the harbour added their light and colour to the festive scene.

Huge Christmas trees, ablaze with coloured lights, stood in the open at *Stadacona*, HMC Dockyard and *Shearwater*. Both *Shearwater* and *Stadacona* erected huge greeting signs and another was on the roof of the Naval Aviation Supply Depot buildings at RCNAS.

An entertaining sidelight to Christmas performances in the Atlantic Command was a display of tumbling, chair stunts, and a trampoline performance presented by *Stadacona* PTIs garbed as clowns.

The tumblers performed at *Stadacona* children's parties and repeated their acts in the "Maggie" and in the Halifax Garrison Sergeant's Mess on request.

The troupe was led by CPO Ray Ellison and included Ldg. Sea. Bob Leclerc and AB Joe Perron, the trampolinists, PO Fred Cox and Leading Seamen Ray Shanks, Andy Anderson and Tom MacAuley. CPO Benny Grant directed costuming and make-up.

HMCS Cornwallis

A wicked witch, a beautiful princess, a talking cat, a singing sailor and many other fabulous characters came to life in *Cornwallis* just before Christmas. They appeared in a musical comedy titled "Snow White and the Seven ODs" and gave everyone, from children up, a topic of conversation for days.

Walt Disney's famous movie and its songs were adapted (with permission) to fit a mythical *Cornwallis* and surrounding country. The result was colourful, tuneful and humorous—one of the most delightful shows ever attempted by a Naval group at the training base.

Officers, men and wives worked diligently for six weeks rehearsing, making costumes and painting scenery. In this they were led by author-producer Lieut. F. J. P. French, director Lieut. Jim Gates, USN, and musical director CPO A. W. Delahunt.

Outstanding in an excellent cast were the wicked witch (Mrs. Fraser Bournes) and her ugly daughters Flotsam and Jetsam (Lieut. French and Lieut. A. E. Shirley), Snow White (Mrs. B. Blair) and Snow White's cat (Inst. Lieut.-Cdr. D. D. MacKenzie). The music, excellent, was played with obvious enjoyment by the *Cornwallis* band.

PACIFIC COMMAND

Gunnery Training Centre

About 60 members of the Saint Barbara Clan in the Pacific Command held a year-end reunion in the Petty Officers' Mess at *Naden* during the festive season. Saint Barbara is the patron saint of armourers and gunsmiths.

The Clan Chieftain, Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, was met on arrival by Lt.-Cdr. (G) William Manfield, officer-in-charge, Gunnery Training Centre, and was welcomed by a salute from an ancient mortar, Admiralty No. 282, which dates back to 1716.

NAVAL DIVISIONS

HMCS Discovery

Following in the wake of last fall's disastrous floods on the North and West Shores, when aid from *Discovery* though immediate was not completely organized, the base is now geared for any civil emergency under a plan devised to assist civil defence authorities.

CPO R. A. Myles has drawn up a watch and quarter bill which organizes the whole ship's company into first and second parts of Red, White and Blue watches.

The setup is now so complete that each part of the watch contains approximately 60 chiefs, POs, men and Wrens. Each group is further subdivided for certain specific duties and the whole can be employed in any general emergency.

Each of the units is complete in itself and contains its own doctors, medical assistants, sonar rates, firefighters, administration and pay writers, seamen, supply personnel, radar plot rates and all other branches that may be required. High on the list are electrical and engine room mechanics.

Now, should any emergency arise, watches, or parts of watches can be called immediately and be in action within a comparatively short time. In this way, the base believes, it can offer

Christmas hijinks at Cornwallis. The cast of "Snow White and the Seven ODs" in the finale. (DB-6306)



immediate organized assistance to civil authorities in the event of local disaster.

The 75-foot YFM 319, *Discovery's* new training ship, has been readied for training cruises. According to Lieut. Herbert Norman, Staff Officer (T), the new ship, which was only commissioned a few months ago, can transport 200 reserves on exercises. Her twin screws push her through the water at about 10 knots.

During the training year thus far, 150 officers and 204 men and Wrens have performed their required two weeks' naval training on active service, according to figures released by training office. Training period for the year ends on March 31.

The base recently said goodbye to Lt.-Cdr. James Skelton, who has retired because of business reasons.

Canadian Forces Decorations have been awarded to Cdr. Gerald Lancaster, Lt.-Cdr. C. S. J. Lancaster and Lt.-Cdr. (L) Monty Shore, the latter driving to and from Abbotsford every Tuesday to maintain his reserve attendance record.

Lieut. (S) S. R. Lawrence has assumed appointment as senior reserve supply officer. Lt.-Cdr. Harold Irish has the entire base mobilized into 30 teams in a recruiting drive for 150 new ordinary seamen and ordinary Wrens by February 29.

HMCS York

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, was the guest speaker at the first annual mess dinner held by the Chief and Petty Officers' Mess of *York* recently. Other guests included wives of mess members, ship's officers and representatives from the army and air force. The mess dinner was the first of its kind to be held in the Toronto naval division.

Rear-Admiral Adams praised the chief and petty officers for their initiative and enthusiasm in organizing such a fine event, for, he said, "It creates a wonderful impression on people who hear about it and especially our wives who attend". He emphasized that the wives of citizen-sailors are great supporters of the naval reserve. The Admiral hoped that the habit of mess dinners would spread to other divisions.

In his address of welcome, mess vice-president PO H. L. Lehman expressed regrets for the absence of the mess president CPO Frank Hopkins who was in hospital and unable to attend. It was through CPO Hopkins' efforts, the vice-president said, that *York's* first annual mess dinner was made possible.

The program was highlighted by a ceremony paying tribute to lost shipmates.



This Nativity scene at Naden during the Christmas season was the outcome of the co-operative efforts of the chaplains, the shipwrights and men of the West Coast naval establishment. The beauty of the scene, in full colour, was further enhanced by a timely snowfall. (E-34312)

Dancing on the drill deck to the music of Dave Miller and his orchestra followed the dinner.

Wrens Valorie Cummings and Pat Towne assisted the chief and petty officers in escorting honoured guests to the mess, presenting roses to the ladies and taking part in the tribute to the fallen.

CPO W. R. Franklin, assisted the vice-president in arrangements in the absence of the president.

HMCS Scotian

A divisional weekend drill was held at *Scotian* for reserve officers on November 19 and 20.

In line with the ambitious training program being undertaken at *Scotian*, reserve officers boarded the *Quinte* on November 19 for a day at sea. The accent was on practical training, and the officers began to assume officer-of-the-watch duties shortly after the *Quinte* slipped the jetty.

At sea the work began, some taking station in order to con the ship, while others assisted in "streaming" various types of "sweeps" designed to explode mines of different construction. In spite of poor weather conditions, a marked enthusiasm was displayed as the "old hands" dug in to do their share of the work.

On Sunday ashore a series of informative lectures was given by departmental heads in areas of their own specialization. The lectures included a summation of UNTD training and the various stages through which a cadet

passes to become qualified for promotion to sub-lieutenant. Lectures on leadership, naval intelligence and recruiting followed.

On Saturday evening the wardroom of *Scotian* was the scene of an entertaining smoker. Skits were arranged and successfully staged before an appreciative audience.

HMCS Chippawa

The parade deck of the Winnipeg naval division was converted into an amusement park with live pony rides, while motor boat rides were enjoyed in the swimming pool on the occasion of the annual Christmas party for children.

The 330 children were supervised by men and women of the ship's company, dressed as clowns or pirates.

The band, in comic costume, played Christmas music to add to the festive air. The children greeted Santa Claus at 1500 and received candy and gifts.

The Chief and POs' Ladies' Auxiliary Christmas party for the children at St. Boniface Sanitorium has been an annual affair since 1950, and this year's party was supported by members of the ship's company, dressed for the occasion as clowns or pirates.

This year, the band of *Chippawa*, under the direction of Sea Cadet Lieut. E. Rigg, assisted by CPO T. I. Tucker, was in attendance in costume dress.

The president of the Ladies' Auxiliary, Mrs. J. B. Borthwick, expressed her appreciation to all who participated

THE NAVY PLAYS

Shearwater Wins Football Title

There was an all-service finale in the Nova Scotia Canadian Football League for the first time in three years as *Shearwater Flyers* downed RCAF Greenwood Bombers 32-5 in the sudden-death final November 26.

Under the skillful coaching of Lieut. Don Loney, RCNAS sports officer, the Flyers won three of the five trophies up for annual award.

For finishing first in the league play with six wins and two losses, the Flyers received the new Admiral Bidwell Trophy. Ldg. Sea. Bob Hayes—fullback and team captain—won the Duffus Trophy for being the league's most outstanding player, an award he was given in 1953 along with the Milovick trophy for being highest scorer then.

Finally, for winning the championships, the Purdy Trophy fell into *Shearwater* hands for the second time in league history. The first time was in 1952.

Other teams competing in the league were *Stadacona*, RCAF Station, Greenwood, N.S., Dalhousie University in Halifax, and St. Francis Xavier University in Antigonish, N.S. In the eight league games, *Shearwater* scored a total of 178 points averaging 22 per game, with a total of 97 scored against them, or an average of a dozen a game.

Navy Anglers Elect Officers

CPO Dick James of the Gunnery Training Centre at *Naden* was elected president of the Royal Canadian Navy Anglers' Association at the annual general meeting held December 7 in the *Naden* theatre. He succeeded CPO Bruce Colgrave of *Venture*.

Other newly elected members of the 1956 executive include: Lieut. (SB) Norman Stewardson, first vice-president; CPO James Ross, second vice-president; Mrs. Lynda Murphy, secretary; PO Herb George, treasurer; and the following directors: Lt.-Cdr. (SB) Bev. Gillespie, CPO Ken Neal, Gordon Hooley and Jack James.

The office of honorary president for 1956 has been accepted by Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast.

The RCNAA came into being last spring with membership open to serv-

ing naval personnel and their families, civilian employees of the naval service and to a limited number of retired naval personnel.

The main objective of the Anglers' Association is to foster interest in sports fishing on the West Coast and provide a medium for exchange of fishing tips. Membership dues, for the main part, go to provide monthly script prize redeemable at most local sporting goods stores.

Monthly prizes are in force each year from May to October inclusive. Prizes are \$15, \$10, \$8, and \$7 in script for top four salmon by lady member and a \$5 hidden weight prize.

At the annual general meeting the following annual trophies were presented to season winners of the different classes. Vic Holman received the *Daily Colonist* trophy with a 30 lb. 9 oz. spring, the largest spring salmon weighed in during the season. W. C. Brown captured the trophy for largest coho with a 14 lb. 7 oz. catch. Jack James, who figured prominently in the monthly competitions, also qualified for the trophy awarded to the member weighing in the most salmon over ten pounds. His total was 14.



Vic Holman receives The Daily Colonist Trophy from CPO Bruce Colgrave, retiring vice-president of the RCN Anglers' Association, during the annual general meeting of the association held at HMCS *Naden* early in December. Mr. Holman landed the largest spring salmon of any RCNAA member during the 1955 fishing season in the Pacific Command. Mr. Holman is a civilian employee of the RCN at the seaman-ship school in *Naden*. (ES-33975)

The Lady's trophy, for largest salmon caught by a lady member went to Mrs. Dick James, who caught a 13 lb. 11 oz. salmon. Roy Mitchell qualified for the Junior's trophy with a 3 lb. 3 oz. catch.

Navy Band Appears At Grey Cup Game

A highlight of the Grey Cup Classic at Vancouver November 26 was the crack, combined display demonstrated by the band of HMCS *Naden*, the Army's B.C. Area Band from Vancouver, and the RCAF Technical Air Command Band from Edmonton on the field at half-time.

At the conclusion of marching and counter-marching, the Navy band formed an anchor in front of the Royal box, from which Lieutenant Governor Frank M. Ross watched the game. The Army and Air Force bands completed the spectacle, seen also throughout the TV network, marching into position around the anchor to form the outline of the maple leaf.

Earlier in the day the three bands led the extravagant Grey Cup parade through the city.

Swimming Champ Enrolls in Navy

Naval athletics have been boosted in the Maritimes with the enrolment as an ordinary seaman of Haligonian J. Wayne Sullivan, former swimming and diving instructor at Halifax's leading aquatic club, the Waegwoltic, and the YMCA there.

He is holder of the 1951-2-3 Maritime Diving Championship and the 1954 Halifax Figure Skating Championship.

"L" School Tops Barracks Sports

Electrical School, with 196 points, copped *Stadacona's* Cock o' the Barracks for interdepartmental Summer sports. Supply trailed with 174, Ordnance with 166, Gunnery 156, ND and Seamanship 150, MTE 144, and TAS 129.

Ordnance School won the swimming championship cup, Supply got the softball cup and Electrical the track and field prize.

Vice-Admiral E. R. Mainguy presented the awards, along with the Com-

mand Basketball trophy, during his final inspection of *Stadacona* as Chief of the Naval Staff at ceremonial divisions December 16. It was the final lap of his farewell visit to the Atlantic Command.

Padre Commodore Of Sailing Group

Chaplain B. Lea Gillard, Pacific Command Protestant Chaplain, has been elected commodore of the Esquimalt Squadron of the RCN Sailing Association.

Other officers on the 1956 slate include Lt.-Cdr. (S) John Agnew, vice-commodore; Fred Rainsford, secretary; A. H. Shields, treasurer; Frank Piddington, fleet captain; Lt.-Cdr. E. T. Coggins, Snipe captain, and Lt.-Cdr. B. C. Hamilton, service boats captain.

CANADIAN GEAR FOR BONAVENTURE

Electrical and electronic equipment valued at \$2,834,000 has been ordered from Canadian firms for the Royal Canadian Navy's new aircraft carrier, *Bonaventure*. In addition, some \$200,000 worth of orders for such equipment have still to be let by the Department of Defence Production, which places all contracts for the Navy.

While the *Bonaventure* is being built in Northern Ireland by Messrs. Harland and Wolff Limited of Belfast, every endeavour has been made, where possible, to fit this ship with equipment and materials of Canadian manufacture.

Among the major classes of Canadian equipments to be installed in the carrier are several electronic fire control and radar units, worth some \$2,181,000, which make up part of the ship's internal communications and fire control system. Radio transmitters and receivers, along with other items of radio equipment, have also been ordered in Canada to the value of about \$264,000. In addition, there has been ordered \$313,000 worth of electrical fittings and fixtures, such as transformers, distribution panels, lighting units, etc.

Electrical galley equipment for which orders have been placed with Canadian firms now total some \$75,000. These include a wide variety of equipment such as electric ranges, roasting ovens, refrigerated serving counters, dough mixers, ice cream freezers, coffee urns, pressure cookers and dishwashing machines.

Wherefore Art Thou Romeo?

OLD CHARLIE was always a stable sort and, naturally, he's still around. But Nan has left us, and this is a reminder that her predecessor was Nuts. Peter has become a Papa and good old hard-worked Roger, incredible as it may seem, has turned out to be a Romeo.

Many years ago when a signalman or W/T operator wanted to call out the alphabet he shouted "Ack, Beer, Cork, Don . . ." If he had survived until the beginning of the Second World War, his cry would be "Apples, Beer Charlie, Duff . . ."

However, that sounded too much like first call to breakfast or something and, before the curtain rang down on the Second World War, the alphabet was

LETTER to the Editor

Dear Sir:

Regarding the "Naval Lore Corner" of the September issue of *The Crowsnest* concerning the Samoan disaster of March 15-18, 1889, you may be interested to know that from September 1954 to May 1955 I had the pleasure of serving with HMS *Calliope*, the RNVR training ship in Newcastle-on-Tyne.

Until two or three years ago the original *Calliope*, which survived the Samoan hurricane, was still the reserve naval division for Tyne Division, RNVR. I am told that she was paid off about 1904 and in '06 came to the Tyne. There she served faithfully for almost a half-century as a jetty-bound reserve training ship.

The present *Calliope* possesses numerous relics of the old ship; the one I found most interesting being the midshipman's log for the period covering the Samoan disaster. One of the features of the wardroom's social life each year is the annual mess dinner held on the anniversary of the hurricane at which one of the junior officers recounts the details of that event.

Yours,

David L. S. Bate,
Lieut. (L), RCN (R)

P.S. I am in England on an Athlone Fellowship and am working with the Nuclear Power Plant Company, while on leave from the HEPC of Ontario. D.L.S.B.

"Ballyhew",
82 Grove Park,
Knutsford, Cheshire.

being voiced "Able, Baker, Charlie, Dog . . ."

Those who deal with such things couldn't let matters rest there. Romeo and Juliett have entered, although Love has left for Lima. Now it's "Alfa, Bravo, Charlie, Delta . . ."

Good Old Charlie! Bravo!

That extra "t" has been added to Juliett presumably to avoid confusion in languages which do not pronounce the terminal letter. "Alfa" would also seem to be spelled that way to avoid confusion.

The new alphabet has been devised by the International Civil Aviation Organization and comes into effect on March 1, 1956. It is known as the "ICAO Phonetic Alphabet", although this use of the word "phonetic" hardly jibes with the dictionary definition. Here, to be clipped out and treasured by those who are interested in such things, are the new names of the letters:

THE ICAO PHONETIC ALPHABET (Effective March 1, 1956)

Alfa	Juliett	*Sierra
Bravo	Kilo	Tango
Charlie	Lima	Uniform
Delta	Mike	Victor
Echo	November	Whiskey
Foxtrot	Oscar	X-Ray
Golf	Papa	Yankee
Hotel	Quebec	Zulu
India	Romeo	

* An agreed substitute word may be adopted at a later date. Roger remains in operational usage, e.g. "Roger and over", but Romeo will be used in spelling out words.

RN Introduces New A/S Frigate

The first of a new class of anti-submarine frigates came into service in the Royal Navy in December with the provisional acceptance of HMS *Hardy*.

The new frigates, of the Blackwood class, are single-screw vessels of all-welded construction, with prefabrication methods used to permit rapid construction. They are reported to be economical in fuel consumption, highly manoeuvrable and with a hull design that enables them to maintain high speed in heavy seas.

The *Hardy*, which has an extreme length of 310 feet and a beam of 33 feet, is armed with three Bofors guns and two triple anti-submarine mortars.

The *Hardy* was named after the destroyer of the same name which led the attack at the first Battle of Narvik. The new ship was launched in November, 1953, by the widow of the destroyer's commanding officer, Captain B. A. W. Warburton-Lee, VC, RN, who lost his life in the battle.

THE DRAMA AND HUMOUR OF SIGNALS

A Useful, Entertaining Compilation of Messages

THE FIRST recorded operational signal between ships at sea occurred in 480 BC when, at the Battle of Salamis, the Greek flagship hoisted an oar with a red cloak attached—the signal for the Greek ships to turn together and bear down upon the Persian enemy. As communications between ships grew in scope down the ages, and especially with the advent of modern times, a growing store of signals—inspiring, factual, humorous—has accumulated. Some of the great and funny ones have been compiled into a book—“Make a Signal”.

It has taken Captain Jack Broome, DSC, RN, to do it. Captain Broome will be remembered as the man who decorated the pages of the Second World War *Atlantic Convoy Instructions*, and other somber publications, with his amusing pen sketches. In “Make a Signal” he has put his rare talent to the compilation of history’s famous and funny signals, and the pages bear his delightful drawings once again.

This book will appeal to the mariner—active or retired—and the landlubber will enjoy it too, for in it he will find not only messages that inspired British seamen in their greatest moments, but the basic humour that is the sailors’ lucky lot.

As the reader might expect, Nelson’s famous signal “England expects that every man will do his duty” is included, and the author chronicles the events leading up to the actual wording of the message. To show that time and mind change the essence of many signals, Captain Broome, in his Preface points out that the day after the Battle of Trafalgar the commanding officer of HMS *Euryalus* wrote in a letter that Nelson’s words were, “England expects that every officer and man will do their utmost duty.” And Admiral Collingwood, second in command at Trafalgar had a ring inscribed: “England expects everything; men, do your duty.”

The job of checking the text of messages was not an easy one, for in the Second World War alone Admiralty informed the author that there were about 200 tons of messages! With the assistance of the Admiralty and navy men, from “Sea Lord to Signal Bos’n”, Captain Broome has prepared a feast of reading.

There are extracts from ships’ logs, signals passed between British men-of-war in the days of Admiral Lord Howe and the glorious first of June, 1794. There are Nelson’s operations signals as he manoeuvred his squadrons. In modern dress there are messages passed between British ships during some of the historic actions of the First and Second World Wars, notably the pursuit of the *Bismarck*.

Towards the back of the book, in the section “Scrap Log”, Captain Broome gives the reader a galaxy of signals of every type and description. Some of them the author admits have become hoary chestnuts, others will strike fresh to the reader’s eyes. Some are serious, many display a sailor’s humour, and, at times, very ribald humour. Some

BOOKS for the SAILOR

are exceedingly brief, such as the exchange between the two Queen Elizabeths when they met at sea for the first time:

HMS *Queen Elizabeth* to RMS *Queen Elizabeth*: SNAP.

There is the story of the confusion wrought by the International Code Signal, I K. The Hamburg-Amerika liner *Steinmark* was fitted out as a commerce raider and re-named *Kormoran*. On the 19 December, 1941, she was sighted by HMAS *Sydney* who bore down on her. The *Kormoran* turned away and made a signal reporting a “disguised raider” in sight. She made the signal as if it came from a Dutch ship she closely resembled.

The *Sydney* hoisted I K, which the *Kormoran* did not understand, and the German ship’s captain answered with the order, “down screens, open fire”. A fierce battle ensued and both ships were badly damaged. Towards evening the *Sydney* steamed away under a dense cloud of smoke and was never seen again. The *Kormoran* was abandoned and scuttled. The signal that the *Sydney* had hoisted was: “You should prepare for a hurricane or typhoon.”

There may be many serving and retired navy men who will recall some of the amusing items in the signal logs they knew, and be disappointed at not finding them in these pages. But this communicator’s pot-pourri is chock-a-block with good things to read.—C.T.

“Make a Signal” by Captain Jack Broome, DSC, RN; 224 pages, illustrated by the author; McClelland & Stewart Ltd., Toronto; \$3.25.

THIRD VOLUME OF HISTORY OUT

THE PUBLICATION of Mr. A. C. Hardy’s third and final volume of “Everyman’s History of the Sea War” completes an excellent reference work for those interested in the Second World War naval picture.

We were beginning to despair of ever seeing the third volume at all, since it has been six years since the publication of Volume II. Commander Hardy, however, is an extremely active man, and as we suspected “various matters, including the author’s absence from this country have conspired to hold back the production of the third volume . . .”

Volume III covers the period from late 1943 to the collapse of Japan in something like 130 pages of narrative—a remarkable job of condensation. The real value of the volume, however, lies in the appendices and tables, which make up about one half the book. Of particular value are the tables of major war losses, including enemy submarines sunk, the dates of sinking, the cause and the position. This table alone makes Commander Hardy’s Volume III a “must” for the student of naval warfare.

The work as a whole gives a brief, overall picture of the naval side of things in the Second World War and is recommended for “everyman”, whether or not he be a student of naval history.—R.S.M.

Everyman’s History of the Sea War, Vols. I, II, III, by A. C. Hardy. Published by Nicholson and Watson Ltd., 32 Gosfield Street, London, W.1., 18 shillings per volume.

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ADAMSON, William J. P2MO2
 ANDERSON, Robert W. P2NS2
 ARSENAULT, Joseph A. LSEM1
 ASHTON, Clifford J. P2TD2

BARBER, James R. P1ER4
 BARRIAULT, Michael A. C1SW4
 BENN, Carl E. P2NS2
 BERTRAND, Gerard J. LSCV1
 BLENKIRON, Allan K. P2MA3
 BOND, Jacques. P1AW3
 BONNETT, Jack A. LSAR1
 BOUCHER, Jean-Paul. LSCR1
 BOURGOUIN, Kenneth A. LSAR1
 BOWMAN, Leslie W. P2RR2
 BOXALL, Kenneth G. LSQR2
 BRADFORD, Lloyd C. LSAF1
 BRETT, Richard B. P2RW3
 BROADBENT, Murray A. LSAF1
 BROWN, Freeman H. LSB2

CACCAVELLA, Carmen N. LSCK1
 CAMPBELL, William M. LSAW2
 CASS, Valentine. C1ST4
 CHRISTIAN, Donald P. LSRC2
 CHUTE, John M. P2EG3
 CLARKE, Gervis R. LSEM1
 COLE, Edwin G. LSSW1
 COXHEAD, Frederick A. LSCR1
 CRAFT, Peter N. P1CR2
 CRAWSHAW, Kenneth D. P2RS3

DAVIS, Ronald T. LSCS2
 DAWE, Ross C. LSLR2
 DAWSON, John H. LSQR1
 DESPRES, Rene R. LSCV1
 DIBBLEE, Harold G. P1PM4
 DICKSON, John S. LSRC1
 DILL, Ronald S. LSQM1
 DONALDSON, Paul W. LSVS2

EARL, Thomas H. LSNS1
 ECKSTEIN, Bryce C. P1CS3

FAST, Allen. LSCR1
 FAWCETT, John D. LSAW2
 FERGUSON, Rowan G. LSTDS
 FRANKS, Victor K. LSCV1

GAGNON, Roger J. LSCK1
 GARAND, Victor J. LSQM1
 GARDINER, James G. LSCK1
 GAUDET, Lionel F. LSCR1
 GILLESPIE, Alexander W. LSAF1
 GIRARD, Eugene H. LSAA1
 GOOLD, John M. C2ER4
 GORDON, Albert P. LSTD2
 GREASLEY, John R. LSCR1
 GREGORY, Paul J. LSCV1

HAINES, Harold J. P1CR2
 HALLDORSON, Skuli S. LSVS1
 HALLOWAY, Walter J. P2MA2
 HANDLEY, Leonard D. LSC2
 HAWKINS, Ronald A. C2ET4
 HENDERSON, Donald J. LSCR1
 HOLDEN, Angus. P1ER4
 HOWLETT, James D. P2TD3
 HULL, Gerald M. LSPW1
 HYMERS, William J. P1ER4

IRELAND, Henry A. LSAF1

KAULMAN, John E. P2PW2
 KELLY, Joseph C. P2CR2

KERISMAN, John. LSEM1
 KING, Allen R. LSEM1
 KOWK, William R. P1CK3

LAYTON, John L. C2CR3
 LECOMPTE, Laurier E. LSMA1
 LLOYD, Albert J. LSQM1
 LYONS, Howard T. LSSW2

MacDONALD, Joseph K. P2CR2
 MacDONALD, Ronald J. LSRP1
 MacKINNON, Russell A. P2CV2
 McDOUGALL, Allan O. P1ER4
 McISAAC, Edward S. P2EA3
 McLEAN, Gregory G. LSCR1
 MARCHANT, Frank A. LSCK2
 MEI, George C. LSB2
 MILLER, Stanley E. P2CV2
 MILLS, Charles E. C1WR4
 MINER, Clayton J. LSVS1
 MITCHELL, Alexander B. P1PW3
 MOECKL, Walter. P1VS3
 MORGAN, Kenneth N. P1ER4
 MORROW, Joseph F. P1CR2
 MULLINS, Raymond P. LSAR1

NICKERSON, Cecil W. LSQM1

OLYNYCH, Metro D. LSMA1

PALOU, John J. LSQM1
 PAOLUCCI, John A. LSEM1
 PARSON, Gordon J. P1CR2
 PARSONS, Harold R. LSCV1
 PATRICK, Douglas J. LSTD1
 PEPIN, Rene H. P2CR2
 PILGRIM, Hugh R. LSTD1
 POIDEVIN, James J. LSEM1
 POOLE, Cyril O. P2PW1
 PRETTY, Robert A. LSAA1
 PRICE, Gordon D. LSRP1
 PRIOR, Stanley R. C2VS3
 PUDDIFANT, James A. P2CV2
 PUMFREY, Raymond L. C1MA4
 PURGAVIE, Robert D. LSCK1

RADLEY, John E. P1CV2
 RAYNER, Douglas C. LSEM1
 REITSMAN, Gerben G. LSCV1
 REYNER, Albert F. LSAA1
 RICHARDSON, Henry J. LSEG3
 RIEGER, Valentine J. P2VS2
 ROBERTSON, David M. P2AW2

SAVOIE, Gerald J. P2CR2
 SCHMIDT, Simon. LSRP1
 SEMPLE, William E. LSCV1
 SENIOR, William R. P1ER4
 SHERWIN, Frederick H. P2CV2
 SHOREY, Joseph J. P2RP2
 SHUMANSKI, Walter W. LSRP1
 SIMMONS, Sydney J. P1ER4
 SINYERD, Vincent O. LSTD1
 SPENCE, Robert A. LSQM1
 STARR, Edward R. LSEF3
 STASHEWSKY, Victor. LSEM1
 STENABAUGH, George R. LSQM1
 STINSON, Hewitt A. LSS1
 STONER, Donald G. LSAR1
 STRACHAN, Thomas A. LSCS2

TEEPLE, Brian N. P2RN3
 TIEFENBACH, John J. LSAF1
 TRACY, Edward P. LSCV1
 TRAHAN, Philip H. LSSW2
 TURNER, Robert M. LSSW1

VINCENT, Jacques J. LSCR1
 VOLLET, John M. C2SW3

WALSH, William J. P2PW2
 WALTON, Owen F. LSAF1
 WATKINS, William L. LSAW1

WELLS, Harry E. LSPW1
 WILSON, Robert R. LSTD1
 WINCH, John L. P2BD3
 WOODS, Joseph E. C. P2MA2

YAGER, Walter P. P1PW3

ZEHR, George J. LSCV1

RCN(R)

ATKINS, James Simon. P2PW2

BARBER, Shirley May. WLAW1
 BEAULIEU, Joseph George. LSB2
 BELANGER, Joseph Ronald. LSCR1
 BELLAMY, William W. P2NS2
 BOUCHARD, Paul Henri. C1QRS
 BOURDAGE, Patrick. C1SW3
 BOX, Milton R. LSLRS
 BROWN, Norman. P1SH4
 BUTLER, Patricia Dorothy. WAPW1

CONNORS, Gerald Hayes. P1SH4

DOWNES, Muriel E. WLAW1
 DOWNEY, Andrew L. W. ABPW1
 DUNCAN, Robert Knight. P2CR2
 DUNCAN, Vivienne E. WP2AW2
 DUNLAP, George David. C2CV3

ELTRINGHAM, Patricia J. WLAW1
 EVERALL, Stanley M. ABNRS

FRASER, Joan Elizabeth. WLNS1

GAGNON, Jean Pierre. P2BD3
 GILHAM, Margaret E. WLPW1
 GINTER, Ronald. P2NS2

HAID, Lawrence J. C2SH4
 HENDERSON, Charles Stanley. LSEM1
 HOGG, Robert D. LSNF1
 HOUSIAN, Mary. WLMA1
 HOWELL, Roy G. ABQMS
 HUES, Helen V. WP2AW2
 HUMPHREY, John G. P2QRS

KARNATH, Monica. WLMA1
 KIERSTEAD, Joyce D. WLAW1

LAMONTAGNE, G. J. A. ABLMS
 LIGHTBOUND, Frank Hailwood. P2AA3

MACLEOD, Doreen E. WLRPS
 McCOOL, Howard Edward. C2SW3
 MILLER, Thelma N. WLAW1
 MORRISON, Frederick G. LSPW1

OSMOND, William H. R. ABQMS

PROSPER, William T. ABQMS

REA, John Barclay. LSPW1
 REYNOLDS, Betty Anne J. WP2AW2
 RICHARDS, Alexander E. LSNS1

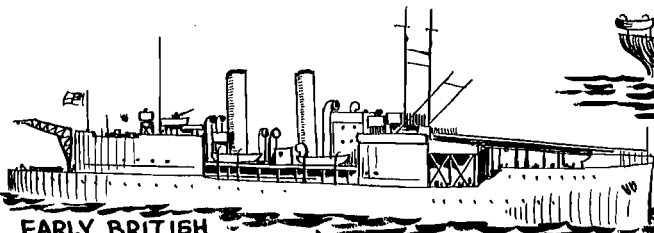
SCOTT, Joan E. WLRPS
 SELLERS, Joy M. WLN1
 SPRAGGON, Marion J. K. WLCV1

THOMAS, Garfield K. ABQMS
 TOGAWA, Shizuye. WAQMS
 TUCKER, Arthur Raymond. ABPW1
 TYLER, John Richard. P2PW2

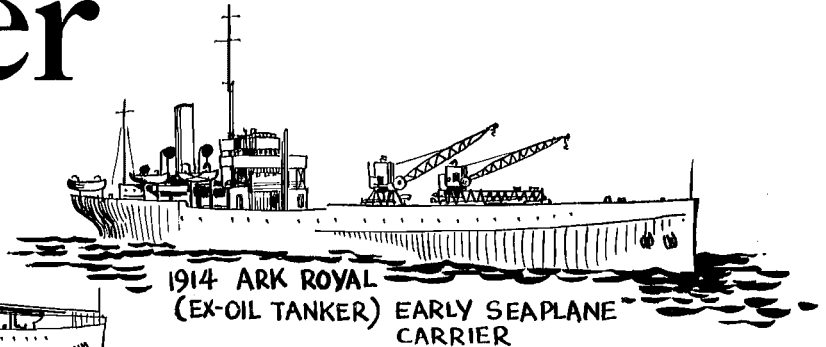
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 WHITE, Audrey B. WLCC1
 WHITFIELD, Christian W. P2QR1
 WILSON, Ronald A. C1EM3

Naval Lore Corner

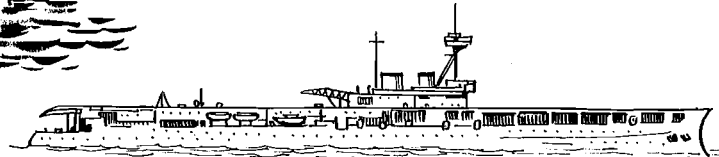
No. 34
EVOLUTION OF THE
AIRCRAFT CARRIER



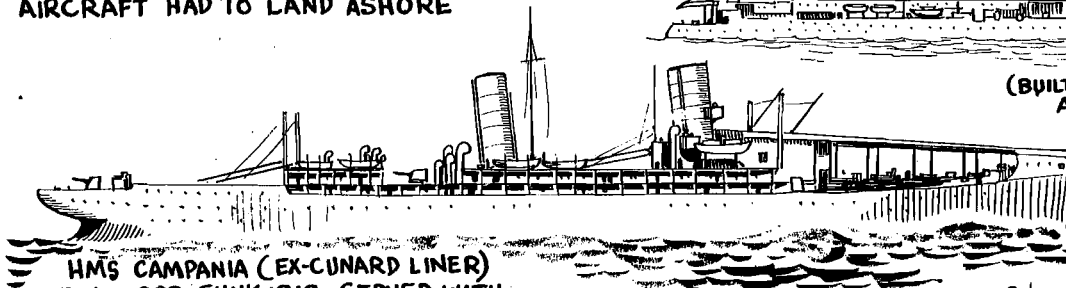
EARLY BRITISH
CARRIER (WORLD WAR I)
HMS PEGASUS (EX-CROSS CHANNEL STEAMER)
HANGAR AFT, FLIGHT DECK FORWARD.
AIRCRAFT HAD TO LAND ASHORE



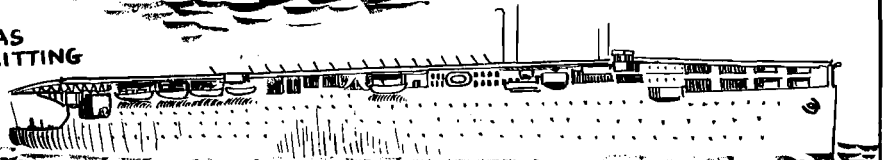
1914 ARK ROYAL
(EX-OIL TANKER) EARLY SEAPLANE
CARRIER



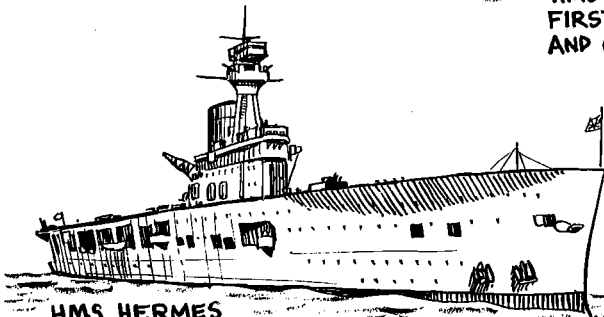
HMS EAGLE
(BUILT AS CHILEAN BATTLESHIP
AND COMPLETED AS A
CARRIER. FIRST
CARRIER WITH 'ISLAND'
SUPERSTRUCTURE.



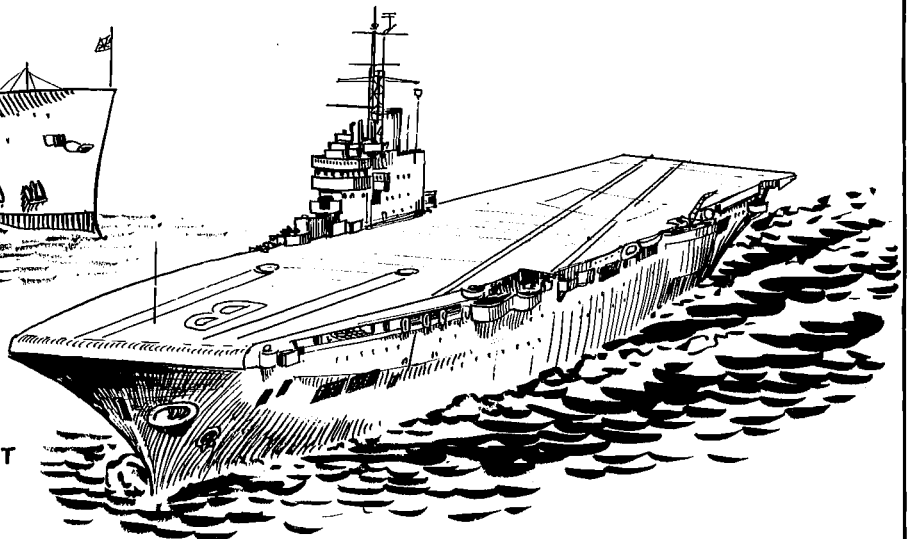
HMS CAMPANIA (EX-CUNARD LINER)
BUILT 1893, SUNK 1918. SERVED WITH
GRAND FLEET. HER FLIGHT DECK WAS
LATER CARRIED FURTHER AFT BY SPLITTING
THE FORWARD FUNNEL IN TWO AND
EXTENDING THE DECK BETWEEN



HMS ARGUS, 1918 (EX-ITALIAN LINER)
FIRST CARRIER TO HAVE NO PROTRUDING FUNNELS
AND CLEAR FLIGHT DECK. CARRIED 15 AIRCRAFT.



HMS HERMES
1924 - FIRST SPECIALLY
DESIGNED CARRIER



HMS BULWARK
MODERN LIGHT FLEET
CARRIER - CARRIES
50 AIRCRAFT...



GROWNEST





The CROWSNEST

Vol. 8 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1956

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Cover Photo—The purpose of this picture was to promote the RCN(R) recruiting drive in the naval divisions across Canada, and particularly the role of *York*, the Toronto naval division, in the campaign. It must be obvious that if *York* does not exceed its quota, it's not the fault of Ord. Wren Dawn Downey. (Photo by Soulthorp, of Gilbert A. Milne & Co., Toronto.)

LADY OF THE MONTH

Were it not for the bold pennant numbers on the hull, it would require fairly close examination to detect that the two pictures on the opposite page represent the same ship.

At the top is the *Crescent* in her former guise of destroyer, the form in which she was commissioned in September 1945. At the bottom she appears as a modern anti-submarine destroyer escort after she had emerged from dockyard hands at Esquimalt to begin a new commission on October 31, 1955.

The *Crescent* has never been to war, her services in the Atlantic and Pacific Commands having been that of a training ship. She did, however, go to the Far East in 1949 to stand ready to evacuate Canadian citizens from China during the civil war then raging, should the need arise. And many of the officers and men who served and trained in her were to see duty in the Korean war.

The first Canadian destroyer to be given "the treatment" was the *Algonquin*, which began her present commission at Esquimalt three years ago and now is senior ship of the First Canadian Escort Squadron based at Halifax, just as the *Crescent* has become senior ship of the Second Canadian Escort Squadron in the Pacific Command. (CR-122; E-33772.)

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

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

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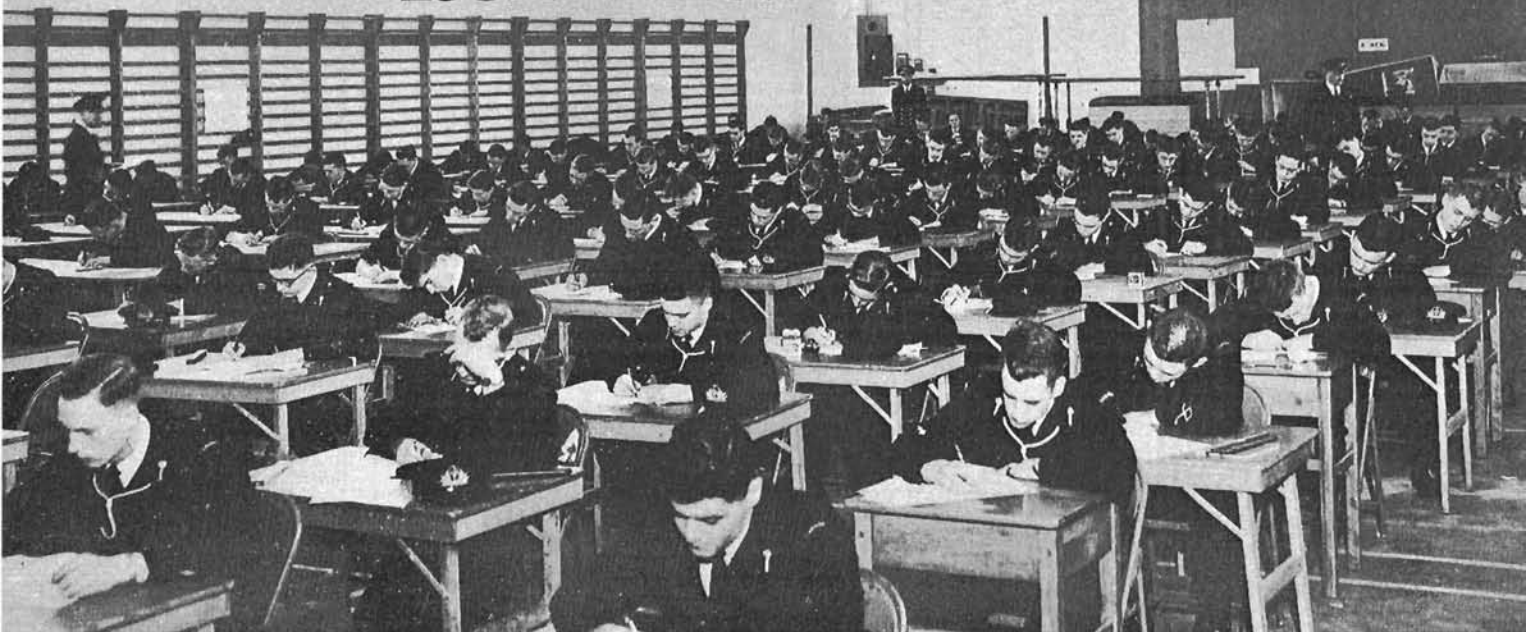
4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.



Under the watchful eyes of the invigilators, cadets at HMCS Venture press earnestly on with their mid-term exams. Marks in these count toward the term-end standing and it is evident from the picture that the cadets take them pretty seriously. (E-34661)

Capt. Robertson Named to DRB

Captain Owen C. S. Robertson, who commanded the *Labrador* on her notable Arctic voyages of 1954 and 1955, has been appointed to Ottawa for special duty with the Chairman of the Defence Research Board.

In the appointment, which takes effect March 16, he will serve in an advisory capacity to the DRB chairman, drawing upon the experience gained during the *Labrador's* extensive operations in the North during the past two years.

Quebec Visits Scene of Fair

During her current training cruise to the Caribbean, the training cruiser *Quebec* called at Ciudad Trujillo in the Dominican Republic and participated in special Canada Day Observances in connection with the International Fair of Peace and Progress being held there.

The cruiser's officers and men took part in the Canada Day observances February 23 and the ship sailed three days later for Guantanamo, Cuba. Approximately 25 countries, including Canada, have exhibits in the Dominican fair, which opened last December.

Before returning to Halifax April 22, the *Quebec* will visit other ports, including Colon, in the Canal Zone, St. Thomas, in the Virgin Islands; Kingston, Jamaica and Bermuda.

The *Quebec* is carrying a number of junior officers for training, including midshipmen (air) and executive midshipmen, as well as 13 Sea Cadets. Also

embarked for training are men of the seaman, engineering and electrical branches, who are being given basic and conversion training in their respective trades.

Indonesian CNS Sees Canada's Navy

The youthful head of one of the world's youngest naval services has paid a visit to the Royal Canadian Navy.

He is Vice-Admiral Raden Subijakto, Chief of the Naval Staff of the Republic of Indonesia, who arrived in Montreal on January 26, from England. He visited RCN ships and establishments on the East Coast and later conferred with naval officials at Ottawa. Admiral Subijakto was accompanied by Mrs. Subijakto and three staff officers.

He inspected ships and establishments of the Royal Canadian Navy's Atlantic

Command at Halifax on January 27, and the following day visited *Cornwallis*.

On January 30, Admiral Subijakto was in Ottawa to confer with senior naval officers. Discussions were held on matters of naval training, education, recruiting and organization.

Staff officers who accompanied Admiral Subijakto were Commander A. Rugebregt, Chief of Naval Technical Services (purchasing); Lt.-Cdr. Saleh Bratawidjaja, Chief of Administration, and Lieut. Frijomo Prodjojukanpo, Flag Lieutenant. The party left for Washington January 31.

Admiral Subijakto began his naval career as a cadet in the Royal Netherlands Navy at Soerabaja. He completed his training in the United Kingdom and served in the Dutch frigate *Johan Maurits* and the submarine *K15* during the war. He was appointed chief of staff of the Indonesian Navy in 1949.



Hon. Ralph Campney, Minister of National Defence, greets Vice-Admiral Raden Subijakto, Chief of the Naval Staff of the Republic Indonesia, in the presence of Canada's Chief of the Naval Staff, Vice-Admiral H. G. DeWolf. (O-8575)

Big Manœuvres For Caribbean

The Royal Canadian Navy this spring will carry out in the Caribbean Sea its largest peacetime manœuvres outside Canadian waters.

Sixteen surface units, from both the Atlantic and Pacific commands, supported by carrier-borne aircraft and by submarines of the Halifax-based Sixth Submarine Squadron of the Royal Navy, will participate in the exercises, which get under way March 24 off St. Thomas in the Virgin Islands.

Nearly 5,000 officers and men will be in the participating ships. These include the aircraft carrier *Magnificent*, the cruiser *Quebec*, eight destroyer escorts, three frigates, three coastal escorts and the three submarines.

Commodore E. P. Tisdall, Senior Canadian Officer Afloat, in the *Magnificent*, will be in tactical command of the manoeuvres. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, will observe the last week of the 16-day exercise.

The ships will carry out both day and night operations embracing almost every phase of naval warfare from weapons training to advanced fleet and anti-submarine exercises.

Except for the *Quebec*, which was already in the Caribbean area, ships of the Atlantic Command began moving southward February 27, when the *Magnificent* and *Iroquois* (destroyer escort) left Halifax for preliminary exercises. They were joined by the *Algonquin*, *Haida* and *Micmac* (destroyer escorts) and one submarine sailing as a group from Halifax February 29. After anchoring at Trinidad March 8-13, half the group will visit Barbados and the remainder will visit Kingston, St. Vincent, before going on to St. Thomas.

The *Crusader*, with Admiral Bidwell embarked, the *Huron* (destroyer escort) and the 11th Escort Squadron, composed of the *Portage*, *Wallaceburg* and *Sault Ste. Marie* (coastal escorts), will arrive at St. Thomas April 2 for the last week of the manoeuvres. They sail from Halifax near the end of March.

West Coast ships of the Second Canadian Escort Squadron sail from Esquimalt, B.C., March 1. They include the *Crescent* and *Cayuga* (destroyer escorts) and the *Jonquiere*, *New Glasgow* and *Ste. Therese* (frigates).

Travelling by way of the Panama Canal, the Pacific Command ships will rendezvous with the *Quebec* at Colon, Canal Zone, March 18. The six ships will then travel in company to St. Thomas.

Following the combined manoeuvres, the West Coast ships will visit other ports in the Caribbean before returning to Esquimalt early in May. The East Coast ships will carry out further exercises, both in the Caribbean and off the American and Canadian coasts, before returning to their base.

'HMCS Patriot' HQ for Reserve

The names of officers and men on the staff of the Flag Officer Naval Divisions now are borne in the books of HMCS *Patriot*, naval establishment commissioned at Hamilton on February 1.



The White Ensign is raised to mark the commissioning of HMCS *Patriot*, the new administrative command for naval reserve headquarters in Hamilton. Shown are CPO James W. Small, Lt.-Cdr. F. H. (Eric) Pinfold, commanding officer, and bugler Ord. Sea. Gordon W. Merry.

Previously these personnel were attached to *Star*, the Hamilton naval division.

Patriot is commanded by Lt.-Cdr. F. H. (Eric) Pinfold, Commander of the Great Lakes Training Centre, who will continue to hold the summer training command.

The new establishment derives its name from the destroyer *Patriot*, presented to Canada by Great Britain in 1919 along with the destroyer *Patrician* and the cruiser *Aurora*. All three were commissioned HMC Ships on November 1, 1920, at Devonport, England, and arrived in Halifax on December 21. They were among the first oil-burning ships in the RCN.

The *Patriot*, commissioned in the Royal Navy on June 17, 1916, had seen service on patrol and anti-submarine duties during the First World War. By late 1927 it became obvious that the destroyer was worn out and, around the turn of the year, she was paid off and later sold for scrap.

One of her historical links with the Royal Canadian Navy (Reserve) of today is that she served as a training ship for personnel of the Royal Canadian Naval Volunteer Reserve, following its establishment in 1923.

Labrador on River Survey

The *Labrador* sailed from Halifax, February 21, to launch Canada's first full-scale survey of ice conditions in the Gulf of St. Lawrence.

The Arctic patrol ship, which returned last November from DEW line operations in the far north, embarked scientists from the Defence Research Board, which is co-ordinating the survey, and from the Atlantic Oceanographic Group, of St. Andrews, N.B. Other agencies participating in the survey are the Fleet Weather Service of the Royal Canadian Navy and aircraft of the RCAF's Maritime Command at Greenwood, N.S.

This year's operation is the first co-ordinated mid-winter survey of ice, oceanographic and meteorological conditions in the gulf area. From such studies, the scientists hope eventually to be able to predict ice conditions months in advance.

The overall objective of the studies will be an attempt to develop an ice forecasting system, similar to that used in the Baltic, to facilitate year-round navigation in the Gulf, with or without the use of icebreakers.

The need for all-year navigation in these waters has been emphasized by the increasing number of large mining developments in the area, including the copper smelter at Mont Louis, iron ore docks at Seven Islands, titanium at Harbour Pierre and the base metals developments at Bathurst, N.B.

During the *Labrador's* three-week operation oceanographic stations are being set up, ice concentrations plotted, both from the sea and the air, and meteorological studies carried out from points ashore.

THE LURKING PERIL OF SEYMOUR NARROWS

Engineers Plan Final Assault To Demolish Ripple Rock

IN THE STRAIT of Georgia, which separates Vancouver Island from the mainland of British Columbia, there is a narrow passage called Seymour Narrows. It is about two miles long and situated about 100 miles north of Vancouver.

This passage, used by most coastal shipping, has an average width of only 2,500 feet, while the rest of the Strait for a distance of about 200 miles, does not narrow to less than two miles at any point.

Twice daily the tides of the Pacific rush in and out, at the north through the Queen Charlotte Strait, and at the south through the Strait of Juan de Fuca. At the constricted Seymour Narrows these tides cause currents to race through with velocities exceeding 10 and up to 15 knots 250 days of the year.

At the southern end of Seymour Narrows, nearly in the centre of the channel, there exists a submarine outcrop of rock in the shape of a hogsback surmounted by two pinnacles reaching to nine and 20 feet below low water. This outcrop—which is really an underwater mountain—is known as Ripple Rock.

On the east side of the Rock, the channel is 325 feet deep and on the west side, 400 feet deep.

by

*Brigadier J. P. Carriere, Chief Engineer,
Harbours and Rivers Branch, Department of Public Works*

* * *

This massive obstruction in the patch of the charging tide causes great turbulence, and whirlpools are so large and powerful that they have upset small craft and diverted large and powerful ships from their course.

No complete record of losses has been compiled, but it is estimated that since 1875 some 14 large ships have been lost or severely damaged. And well over 100 smaller vessels, fishing boats, tugs, yachts etc., have been sunk with the loss of at least 114 lives.

Navigation through the Narrows is limited as much as possible to periods of slack tides which occur twice a day and last from 20 to 40 minutes. During low water slack tide the pinnacles are within striking distances of the bottoms of relatively small ships; and while there may be reduced turbulence during that period, there are often wind forces to be reckoned with so that ships will not be driven off course and on the rocks.

Ships wait for slack tides at each end of Seymour Narrows like cars on Main Street waiting for the green light and, at the right moment, dart through from each end. This creates a heavy traffic which in itself is far from desirable in this restricted passage.

The yearly time loss by ships and boats thus forced to lie idle for long periods adds up to millions of hours with consequent costs in dollars.

Two attempts have been made to remove the top parts of the two pinnacles by drilling and blasting from a barge anchored over them. The first attempt was entirely unsuccessful. Anchor cables snapped almost as fast as they could be replaced, and the pitching and swaying of the barge in the turbulent current precluded continuous drilling.

In the second attempt a different method of anchoring the barge was adopted, with negligible progress as the result, and the work was finally abandoned as impractical and too costly.

The files of our Department are filled with ideas for knocking off the caps of Ripple Rock. These have been submitted equally from mariners and landlubbers, citizens and foreigners, males and females, engineers, scientists, labourers, miners and day-dreamers. They range all the way from plastering the pinnacles with mortar shells, navy torpedoes or blockbusters to vaporizing them with an atomic bomb.

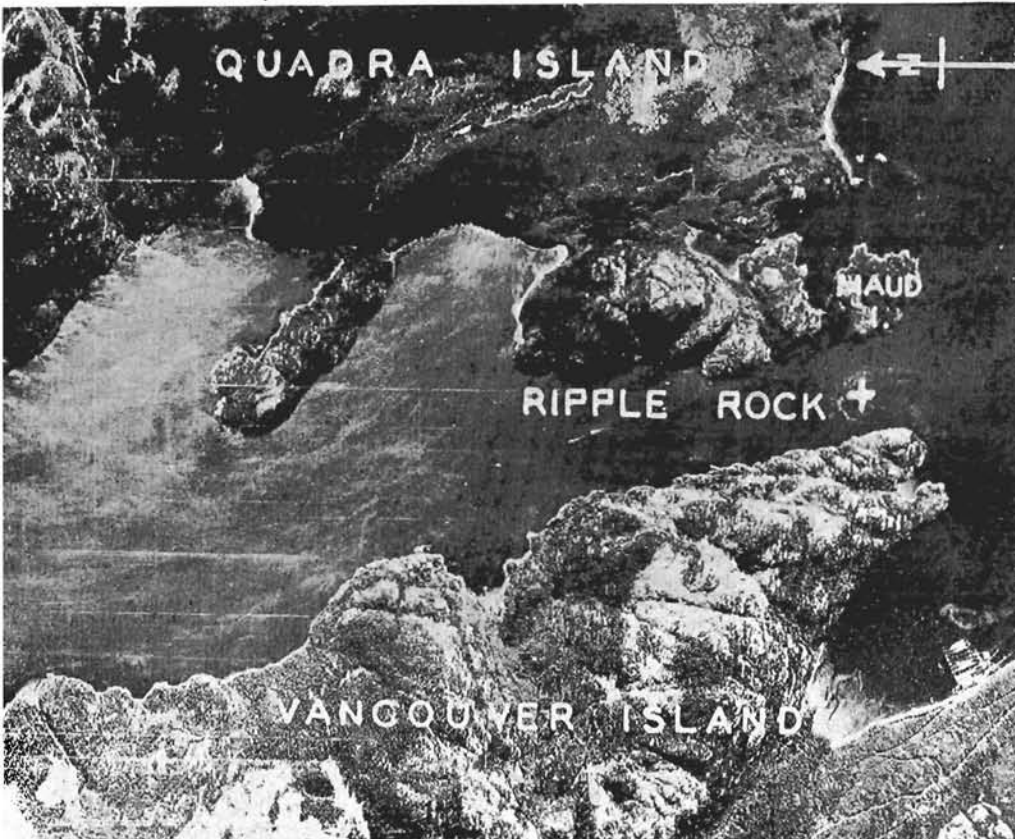
Mining men have long contended that the proper method of attack is from mine workings beneath the bed of the channel and within the rock itself.

In 1953, the National Research Council was instructed by the chairman of the Privy Council Committee on Scientific and Industrial Research, to make a study of the feasibility of removing the hazard of Ripple Rock and to make suitable recommendations.

As part of this study a hole was bored by diamond drill from Maud Island on the east side of the Narrows, curving down under the east channel to a point beneath Ripple Rock, the object being to test if mining of the rock was feasible.

Since the channel between the island and the Rock is 325 feet deep, the hole had to start downward, pass beneath

This RCAF photograph of Seymour Narrows shows the location of Ripple Rock, which is to be eliminated as a navigation menace by a mighty explosion.



the deep part of the channel with a satisfactory clearance and then curve upward into Ripple Rock. With great difficulty, a hole 2,500 feet long was drilled from which most of the core was recovered.

Detailed examination of the core revealed that working in the rock presented nothing but an ordinary mining problem and was entirely feasible. It also indicated that it could be done at reasonable cost.

The committee of the National Research Council charged with this study also examined other proposals and likely methods of attack. It reported that the tips of Ripple Rock could be removed and favoured an underground approach to the inside of the rock, and there setting off one massive blast to pulverize the objectionable tops of the two pinnacles.

The Department of Public Works was charged with the responsibility of implementing the recommendations of the report.

For the preparation of detailed plans and specifications, the Department employed Dr. Victor Dolmage, Consulting Geologist, and E. E. Mason, Consulting Mining Engineer, both of Vancouver, B.C., to work under the direction of the Chief Engineer, Harbours and Rivers Engineering Branch.

The formal project described by drawings and specifications, provides for:

- (a) A shaft on Maud Island, sunk to a depth of 500 feet and ap-

Naden to Rescue Of Blood Bank

When the Red Cross blood bank in Vancouver ran dry early in January ("Absolutely bone dry," it was said), officials of the society knew where to turn.

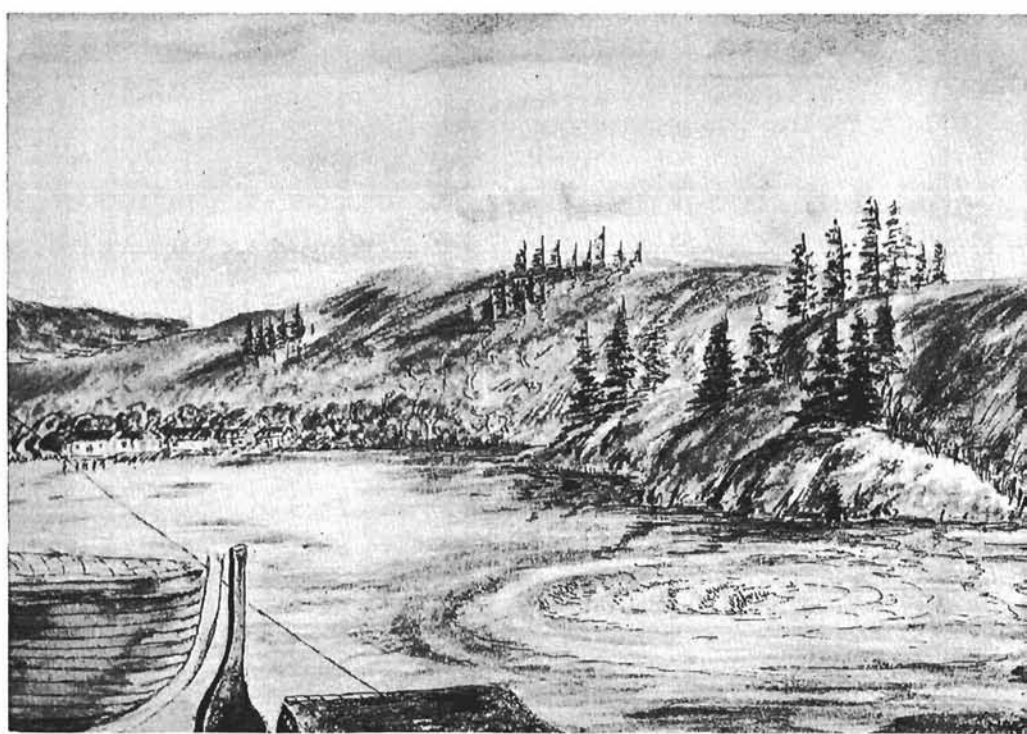
To the Navy, naturally.

An appeal to Naden resulted in a mobile blood donor clinic collecting 308 pints of good, red, rich sailors' blood. This was flown to Vancouver and the blood bank was solvent again.

It would be pleasant to report the consequences of this transaction in the case of Mr. Jacob Snitchberry, 86-year-old patient from Bella Boola, who had been feebly scratching at death's door.

After one transfusion of Naden blood, it would then be possible to say, the elderly patient leaped from his bed, kissed the head nurse, danced a sailor's hornpipe and then sat down to change his will in favour of the Royal Canadian Naval Benevolent Fund.

Unfortunately hospital authorities do not permit such an intimate glimpse of happenings within their walls and it can only be stated, without a hint of the undoubtedly beneficial consequences, that 308 sailors gave their blood.



Warships of the Royal Canadian Navy, using the Inner Passage along the coast of British Columbia, know the treacherous nature of Ripple Rock. This view of Seymour Narrows and the swirling waters around Ripple Rock is the work of CPO W. P. M. Shaw, who has made numerous sketches and paintings of B.C. coastal scenes.

proximately 7 feet by 18 feet in cross section, and containing three compartments, one for mucking, one for service and a manway. It also includes space for ventilation and other service conduits and power lines.

- (b) A tunnel, 2,370 feet long and 6' x 7' in cross-section, leading from the main shaft, under the channel, at a minimum depth of 100 feet under the bottom, to a position underneath Ripple Rock.
- (c) Two main access raises leading upwards from the tunnel towards the two pinnacles of Ripple Rock, for a height of approximately 300 feet; these raises, 15' x 7' in cross-section, will contain three compartments similar to those in the main shaft.
- (d) Sub-levels, in the form of tunnels, 6' x 7' in cross-section, driven off each raise under each of the pinnacles, lengthwise, for a total length of 370 feet.
- (e) Small tunnels called boxhole entries, 6' x 6' on a 45-degree slope and coyote drifts, on various grades and driven from the sub-levels to various directions and levels under each pinnacle, to be used as chambers into which to place the explosives for the final blast.

Safety precautions are amongst the highlights of the project. All tunnelling

will be preceded by test hole drilling and grouting wherever required. Careful timbering of the work is being provided for as well as flood control gates and emergency doors. Forced ventilation will be maintained at all times, and explosives for the final blast will be encased in water-tight and vapour-proof metal containers.

The final blast—involving about 750 tons of high explosives—will be the most spectacular part of the project. It will be preceded by very detailed safety precautions extending many miles away from Ripple Rock. Special instructions will be issued to all persons within a specified area, detailing the precautionary measures to be taken, and the exact timing of the blast will be planned and forecast sufficiently in advance for all precautions to be taken.

A complete photographic record of existing installations will be built up before the blast to compare with photographs taken afterwards. Seismic recording apparatus will be installed to record the extent and magnitude of the earth tremor, while other equipment will measure the blast effect.

The blast will be timed so as to reduce to a minimum any detrimental effect it may have on fish.

Tenders for the execution of this work were received on September 28, 1955, and it is planned to start the work some time this year. The target date for the final blast has not yet been firmly set, but it is planned for late 1957 or early 1958.—(The P. W. Dispatch)

CONSERVING YOUR CASH IN FOREIGN PORTS

It Helps To Know What A Canadian Dollar Is Worth

BETWEEN WARS they used to tell of a mythical traveller who arrived in France with the return half of a steamship ticket and \$20 in his pocket. Six months later, after touring all the countries of Europe, he embarked for the United States or Canada with more money in his pocket than when he started. In the meantime, he had lived off the fat of the land, yet he had not picked pockets, gambled or done a tap of work.

It is doubtful whether anyone actually accomplished this feat, although it was theoretically possible. The trick was to sell dollars to shady characters on back streets at the unofficial or black market rate and buy them back again from a bank or travel agency at the official rate. The only risks involved were losing your shirt or being sluggish in a dark alley.

Nowadays governments take a pretty dim view of such proceedings and the sailor ashore is well advised to confine his money changing to reputable agencies. At the same time, if he is going shopping in a foreign land, he should know the value of his dollar in relation to the local currency.

If the sailor tries to spend Canadian money ashore he may find that the tradesmen in a foreign port will refuse to accept it or give him much less than the current exchange value. If the port happens to be one thronged by tourists, the sailor may receive his change in three or four different currencies.

The secret in getting value for your money in foreign ports is not only to know the difference in value between Canadian and local monetary units, but

also to *feel* the difference. Thus, anyone who spends ten-shilling notes as if they were dollar bills will find his cash resources dwindling about 40 per cent faster than he had reckoned. The rare person who relates the ten-shilling note to a two-dollar bill will suspect the natives of driving a hard bargain.

The Canadian sailor on his first venture into a sterling area is apt to find change-making a tricky undertaking. Should he fail to recognize the difference between a two-shilling coin and a half crown, the sixpence difference can easily cost him a lot of loose change.

Although the Canadian dollar, at the time of writing, is the world's "hardest" and has been for some years, it is not as well known in foreign countries as its U.S. counterpart and may be subjected to an unreasonable discount. Accordingly, carrying U.S. currency is next best to buying local money.

There are dollars and dollars, and the sailor should not assume he is being "clipped" and become hostile when he is asked to pay five dollars for a good

meal or a long taxi ride in the British West Indies. After all, there is a difference of more than 40 cents between the B.W.I. dollar and the Canadian one. The five-dollar taxi or restaurant bill would therefore represent less than three dollars in Canadian money.

Last year ships of the Royal Canadian Navy visited two-score distant lands, from New Zealand to Norway, from the Union of South Africa to Japan. In any year, there is a chance that Canadian seamen will step ashore in ports where their uniforms have never before been seen.

With a view to helping officers and men to assess their pocket money in terms of the world's currencies, a "pay-bob" at *Shearwater* has compiled a table showing the approximate values of various foreign currencies in terms of the Canadian dollar. These values fluctuate from day to day, but the changes are so slight in most cases that the table should be reasonably useful. It must be emphasized however that the quotations are nominal and for reference only.



Ever have money troubles in a foreign port? Then think of the worries of Canadian sailors going ashore in the Far East during the Korean war. This picture taken three years ago shows Petty Officers Tom Reynolds and Ernest McKernan displaying a Korean yen, worth 1 cent; Japanese ten yen—2½ cents; British Armed Forces (Baff) Australian special three-penny voucher—3½ cents; Baff Australian one shilling—14 cents; pre-war Japanese 50 yen—14 cents; an American two-dollar bill and an American military payment certificate worth five cents. They also had to handle Singapore and Hong Kong currency. (AN-184)

What Chance Have the Birds?

In a three-hour endurance run at the South China Athletic Association's Stadium, Hong Kong, on January 25, Cd. Master-at-Arms Henry Pape, of HMS *Tamar*, naval shore base there, ran 30 miles in two hours, 54 minutes, 45 seconds.

According to the Admiralty News Summary, this established three unofficial records:

World 30-mile record, by beating the 1955 time by three minutes, three seconds.

English 30-mile record, beating, by five minutes, 31.4 seconds, the previous time, posted in 1946.

Empire 25-mile record, in two hours, 22 minutes, 46.1 seconds, thus beating the 1946 record by six minutes, 6.9 seconds.

What Your Money Is Worth In Foreign Funds

Country	Unit	Consisting of	Approx. Canadian Equivalent
Argentina	Peso	100 centavos	\$.031
Australia	Pound	20 shillings	2.24
Austria	Schilling	100 groschen	.038
Belgium and Luxemburg	Franc	100 centimes	.02
Bermuda	Pound	20 shillings	2.80
Bolivia	Boliviano	100 centavos	.005
Brazil	Cruzeiro	100 centavos	.015
Br. West Indies (except Jamaica)	Dollar	100 cents	.586
British Honduras	Dollar	100 cents	.70
Burma	Kyat	100 pyas	.21
Ceylon	Rupee	100 cents	.21
Chile	Peso	100 centavos	.003
Colombia	Peso	100 centavos	.40
Costa Rica	Colon	100 centimos	.15
Cuba	Peso	100 centavos	1.00
Denmark	Krone	100 ore	.145
Dominican Republic	Peso	100 centavos	1.00
Ecuador	Sucre	100 centavos	.067
Egypt	Pound	100 piastres	2.87
Fiji	Pound	20 shillings	2.51
Finland	Mark	100 pennia	.004
France	Franc	100 centimes	.002
French Africa	Franc	100 centimes	.005
Germany	Deutschemark	100 pfennig	.237
Greece	Drachma	100 lepta	.33
Guatemala	Quetzal	100 centavos	1.00
Haiti	Gourde	100 centimes	.20
Honduras	Lempira	100 centavos	.50
Hong Kong	Dollar	100 cents	.175
Iceland	Krona	100 aurar	.061
India	Rupee	16 annas-192 pies	.21
Iraq	Dinar	1000 fils	2.81
Indonesia	Rupiah	100 cents	.088
Iran	Rial	100 dinars	.013
Ireland (Republic)	Pound	20 shillings	2.80
Israel	Pound	1000 prutot	.56
Italy	Lira	100 centesimi	.001
Jamaica	Pound	20 shillings	2.80
Japan	Yen	100 sen	.002
Malaya and Singapore	Dollar	100 cents	.32
Mexico	Peso	100 centavos	.08
Netherlands	Guilder (or Florin)	100 cents	.26
New Zealand	Pound	20 shillings	2.79
Nicaragua	Cordoba	100 centavos	.14
Norway	Krone	100 ore	.14
Pakistan	Rupee	16 annas-192 pies	.21
Panama (Republic)	Balboa	100 centesimes	1.00
Paraguay	Guarani	100 centimos	.047
Péru	Sol	100 centavos	.05
Philippine Islands	Peso	100 centavos	.499
Portugal	Escudo	100 centavos	.035
Puerto Rico	U.S. Dollar	100 cents	1.00
Salvador, El	Colon	100 centavos	.40
South Africa	Pound	20 shillings	2.80
Spain	Peseta	100 centimos	.025
Sweden	Krona	100 ore	.19
United Kingdom	Pound	20 shillings	2.80
U.S.S.R	Ruble	100 kopecks	.25
Venezuela	Bolivar	100 centimos	.30

History Before Your Eyes

A THREE-DIMENSIONAL view of the development of the modern navy lies before visitors to London who wander from the hurly-burly of Trafalgar Square, according to A/Lieut. (SB) John M. Thornton, whose talent, thought and effort go into *The Crow- nest's* "Naval Lore Corner".

One of his sources of inspiration for the drawings was a visit some years ago to the Royal United Service Institution Museum in London and recently he set down on paper his recollections of that visit.

The Royal United Service Institution has for its objectives "the promotion and advancement of the science and literature of the three services" and it seeks to achieve these ends through its library, lecture theatre, journal and museum.

The library has been spoken of as the finest collection of military literature, in the broadest sense, to be found anywhere.

The lecture theatre is noted for its outspoken and instructive addresses by military experts. A notable example was the address last autumn by Field Marshal Lord Montgomery on military organization in which he discussed the vital role of the navies.

The lectures, supplemented by professional and scientific articles, appear in *The Journal*, published quarterly. It is directed largely toward giving each service a better understanding of the other two.

All officers holding commissions in the Royal Canadian Navy and Reserve, active or retired, and midshipmen are eligible for membership, which costs £1 10 shillings for the calendar year—less than \$5 a year at current rates of exchange.

While the greatest benefit of membership is undoubtedly derived by those who have access to the lecture theatre, library and museum, *The Journal* by itself is a valuable medium for keeping in touch with military trends and their historical background.

Here are Lieut. Thornton's memories of the Royal United Service Institution Museum:

ACROSS FROM the War Office on Whitehall, in London, stands a large building of grey stone. A small entrance on its north side, flanked by an ancient cannon and an anchor,



Weepers
Jeepers!
Lookit
the Names
They Give
Our
Sweepers

I OFTEN think there really oughta be a law
To enforce proper thinking on the part of the boys from Ottawa.
It's all very well to name the sweepers after estuaries and bays,
But why didn't they use their imagination when the ships were on the ways
And give each of them a really resounding, inspirational name
Instead of something trite that's mostly a waste of champagne?
Not that I have anything against a bay called Quinte
Except there is confusion whether it ends in "int" or "inty",
And of course there is a lot of romance connected with the name of Fundy,
But the rest of the names are as commonplace and uninspiring as a wet and
foggy Monday.

Think of the names they could have picked from the N.S. Eastern Shore!
Musquodoboit, Martinique, Quoddy, or even Jeddore—

Or, if they were really on the bit, and really wanted to pick 'em,
Why didn't they settle on *Necum Teuch*, or better, *Ecum Secum*?

However, if they have thought of Newfoundland they'd have been in a bit of
a pickle

Owing to the unfortunate fact that a great many of the waterways there are
called somebody-or-other's tickle.

Nevertheless, it wouldn't have done a single bit of harm

To have one of our sweepers christened *Joe Batte's Arm*.

Some of the reasons I have advanced for changing the names may be thin, yet
I think it is high time someone called our sweepers by appropriate names, and
not after some obscure Upper Canadian inlet.

—R.G.C.

usually goes unnoticed by passersby because of the attraction of the Mounted Life Guards on sentry duty across the street at the entrance to the Horse Guards Parade. The building is the historic banqueting house of the old Whitehall Palace, and houses the museum and lecture rooms of the Royal United Service Institution. The small door is the entrance to the museum.

Here is one of the finest collections of naval and military relics and models in existence. The lower floor, or crypt, is devoted mostly to modern exhibits and houses a magnificent array of model warships including a particularly fine group of naval vessels of the late 19th century and the early 20th century.

Many of the models are realistically displayed with small pinnances and picket boats alongside under the miniature boat booms.

There are also models of armoured fighting vehicles, aircraft and weapons and exhibits are constantly being added to the collection to give a picture of the scientific development of the services.

The student of naval architecture can study the evolution of modern warship design, graphically displayed in model form, from the old ironclads and armoured cruisers to the modern battle-ships and destroyers.

The centre aisle of the crypt is devoted to a display of battle tabloids, each battle is represented in a detailed

model laid out in miniature and the visitor can get a bird's-eye view of nearly every major British battle from the landing of Julius Caesar to the D-Day landings at Normandy. Around the walls is a fine collection of uniforms, medals, small arms and mementos of famous military commanders.

To the interested student of naval and military warfare, a week would not be time enough to digest a fraction of what is presented in the museum. However, it is open to the public so that anyone can spend a day or a month studying the exhibits. Whether you are a layman or an expert, you will find the Royal United Service Institution Museum absorbingly interesting.

OFFICERS AND MEN

Naval Aide for Mayor of Halifax

Another symbol of the ties that link the Navy and Halifax is the recent appointment of Lieut. K. M. Young, RCN, as naval aide to His Worship, Mayor Leonard A. Kitz.

The first official function at which Mayor Kitz was attended by his new aide was the transfer, in January, of the frigate *Penetang* to the Royal Norwegian Navy.

The appointment is believed to be unique, but is a logical outcome of the close liaison necessary between civic and service authorities in the naval port.

Wings Given to NATO Observers

January 13 marked the close of an interesting period at HMCS *Shearwater*. On that date, the Commodore, RCN Barracks, Halifax, Commodore E. W. Finch-Noyes, presented wings to the final NATO Observer Course to pass through the RCN Observer School.

Number Nine Course, consisting of five Royal Navy and two Royal Canadian Navy officers completed the nine-month course and will soon depart for the final stage of their training at RNAS *Eglington*, Northern Ireland.

Though observer training will soon cease, the school will continue to function and in fact will increase its activities. With the advent of the CS2F, the requirement for observer's mates is almost doubled.

The training of observer's mates will be even more extensive than in the past, for the new aircraft will have

WEDDINGS

Lieutenant Martin Herbert Brayman, *Shearwater*, to Miss Hazel Ruth Folden, Berwick, N.S.

Able Seaman R. E. Burkholder, *Naden*, to Miss June Diane Buxton, Victoria.

Lieutenant Richard John Hitesman, *Cayuga*, to Miss Joan Christina Rodger, Victoria.

Able Seaman B. F. Kraft, *Naden*, to Miss Joan Isobel Wingate, Victoria.

Lieutenant John Irwin Manore, *Algonquin*, to Miss Cecily Emily Elizabeth Rankin, St. Thomas, Ont.

Able Seaman Donald Albert Pickles, *Naden*, to Miss Joanne Milley, Victoria.

Able Seaman Denis Robert Reeves, *Naden*, to Miss Colleen Gail Cann, Edmonton.

Leading Seaman Gordon Simpson, *Naden*, to Miss Carole Joan Lipsack, Victoria.

Lieutenant (MN) Marjorie Aileen White, *Stadacona*, to Sub-Lieutenant (S) Ian R. U. Fraser, *Stadacona*.

Able Seaman Donald Woolgar, *Naden*, to Miss Barbara May Allcock, Victoria.



The awards to the first winners of the Barry German Naval History Prize were presented at HMCS *Venture* on January 26 by Cdr. T. R. Durley, RCN(R) (Ret'd), president of the Dominion Council of the Naval Officers' Associations of Canada. The winners were Inst. Lt.-Cdr. Lawrence Farrington (left), first place award, and Inst. Lieut. Douglas Williams, second place. (E-34756)

several types of equipment that have not hitherto been employed in the RCN. Moreover, it is anticipated that there will be a need to increase the pilot's navigational training in order to maintain past operational efficiency. This will become another of the school's roles.

Since its inception in January 1953, 75 observers have passed through the school and taken their place in squadrons. Of these numbers, about one-third have been RCN officers, and they today comprise the bulk of squadron observers.

Until the training of observers ceases, the name of the school will remain the same and trade classification of observer's mate will not alter; that a new title will be required in the near future is evident. Just what it will be has not yet been ascertained.

Benevolent Fund Aids Former Sailor

There's little that can be compared with the satisfaction to be derived from helping a former shipmate—but that's all in the day's work to the Royal Canadian Naval Benevolent Fund.

Last year the case of a former sailor who had lost his arm in an accident was brought to the attention of the Fund, which responded with alacrity. The sequel is told in the following letter from the Second World War naval veteran:

"On behalf of my family and myself, I would like to thank the Royal Canadian Naval Benevolent Fund for their most generous help following my accident.

"It certainly has relieved my mind a great deal knowing that the mortgage will be paid until I can get back on my feet again and that the children will be clothed well.

"I was quite worried for some time as I thought perhaps we might lose the house but, thanks to the Benevolent Fund's generosity, everything looks a lot rosier now and we can face life with a lot more confidence than before."

'Copter Picks Up Ejected Flyers

The Royal Canadian Navy, despite its rules on the subject, was glad to be able to accommodate a couple of hitch-hikers early this year.

They were two RCAF officers, whose CF-100 was involved in a collision with another aircraft of the same type about 30 miles west of Ottawa. The officers ejected themselves clear of their damaged plane, landed safely by parachute and were picked up and flown back to Ottawa's Uplands Airport in a helicopter piloted by Lieut. L. H. Caslake, of the VX10 detachment operating with the National Aeronautical Establishment at Uplands.

BIRTHS

To Leading Seaman Lyle Auton, *Stadacona*, and Mrs. Auton, a son.

To Chief Petty Officer Alick Croft, *Naden*, and Mrs. Croft, a son.

To Lieutenant John A. Farquhar, *Stadacona*, and Mrs. Farquhar, a son.

To Petty Officer R. E. Fitchett, *Naden*, and Mrs. Fitchett, a son.

To Leading Seaman Robert Frandle, *Naden*, and Mrs. Frandle, a daughter.

To Chief Petty Officer Brian Inglis, *Naden*, and Mrs. Inglis, a daughter.

To Commander Jack N. Kenny, *Queen Charlotte*, and Mrs. Kenny, a son.

To Lieutenant R. C. Knapp-Fisher, *New Liskeard*, and Mrs. Knapp-Fisher, a son.

To Able Seaman Robert Long, *Stadacona*, and Mrs. Long, a son.

To Leading Seaman R. A. Newman, *New Liskeard*, and Mrs. Newman, a son.

To Petty Officer John B. Crozier Smith, *Athabaskan*, and Mrs. Smith, a daughter.

To Petty Officer Ronald Waugh, *Niobe*, and Mrs. Waugh, a daughter.

In appreciation of the Navy's efforts, Group Captain D. R. Miller, commanding officer, RCAF Station Uplands, wrote:

"On the afternoon of 13 January, 1956, an aircraft from RCAF Station Uplands was involved in a midair collision and crashed in the vicinity of Carleton Place.

"In arranging the search and rescue of the crew of the aircraft, assistance was requested from Lieut. Caslake, the officer commanding your VX-10 Detachment attached to the CEPE/NAE Detachment at Station Uplands.

"Through the provision of a helicopter piloted by Lieut. Caslake and his co-operation, the members of the crew were successfully evacuated. Extremely short notice was given in this instance and the efficient way in which the operation was carried out was due to a large extent to Lieut. Caslake and his crew.

"It is requested that the appreciation of all concerned at Station Uplands be extended to Lieut. Caslake and the members of your Naval Detachment who assisted."

Senior Officers Change Posts

Forthcoming changes in appointments of three senior officers of the Royal Canadian Navy have been announced.

Captain Desmond William Piers, at present commanding the *Quebec*, will take command May 9 of the *Algonquin* with the additional appointments as Captain, First Canadian Escort Squadron, and as senior officer in command of the units concerned.

In his new appointments, Captain Piers will succeed Captain Ralph Lucien

Eskimos Take 'Copters in Stride

Were Eskimos who had never heard of such machines before amazed or fearful when RCN helicopters dropped out of the sky at their communities?

Not they. Their attitude, on the contrary, was one of keen, intelligent interest, according to Lt.-Cdr. E. A. Fallen, of Fort William, officer-in-charge of the helicopter detachment borne in the *Labrador* during last summer's operations along Hudson Strait and in Foxe Basin.

The amazement was all on the part of the helicopter pilots, who found that the Eskimos weren't satisfied with an inspection of the exterior of the whirlybirds, but had to know what made them tick. Engines, even the rotor couplings, were exposed to view and provoked excited debates in the Eskimo language.

Lt.-Cdr. Fallen wasn't sure what they were discussing, but he saw enough to indicate the Eskimos were a race with natural mechanical aptitude.



Pictured is the class of petty officers who successfully completed the Regulating Petty Officer "A" Class in HMCS Stadacona. The course was of 12 weeks duration, and was the first of its kind to be offered. Although the regulating training facilities have been organized in Stadacona for the past two years, and some 215 graduates have undergone courses in administration there, this was the first class of regulating petty officers to be qualified. Other courses offered have been for advancement within the regulating branch, and for the quartermaster branch. From left to right are: Back row, PO Allen Leveridge, PO Harry Tivy, PO Robert F. Cane, and PO Victor J. Dyer; centre, PO James A. Wardell and PO William Ramsay; front, CPO Lewis J. Smith, class instructor and Lieutenant-at-Arms J. W. Isherwood. (HS-39605)



Graduates of the fourth course of plane technicians at the Naval Aircraft Maintenance School, Shearwater. Left to right, front row, PO Mohamed-Sheriff Shah, Trinidad, B.W.I.; PO Albert Brownell, Truro, N.S.; CPO A. Gasper, Saskatoon, Sask., instructor; Lt.-Cdr. E. A. Smith, Saskatoon, commanding officer of Naval Aircraft Maintenance School; PO A. Moore, Windsor, Ont., instructor; PO Allan Whalley, Long Branch, Ont.; PO William Hudson, Leicester, England. Back row PO Harry Greenwood, Toronto; PO William Sopko, Hamilton; PO Gordon Lee, London, England; PO George Holt, Fort Saskatchewan, Alberta; PO Richard Nunnerley, Port Arthur, Ont. (DNS-14861)

Hennessy. The latter officer goes to the United Kingdom and on June 11 becomes Chief Staff Officer to the Naval Member, Canadian Joint Staff (London), and alternate Canadian Member to the Military Agency for Standardization. He will hold the additional appointment of Commanding Officer, HMCS Niobe, RCN establishment in London.

Cdr. Frederick Ernest Grubb, who has held the U.K. appointments since August, 1954, will join the staff of the Flag Officer Pacific Coast in Esquimalt on July 9, as Assistant Chief of Staff (Training and Administration).

Communication Courses Finish

The following communications courses were completed by November 28 in the Communications Training Centre, at Stadacona:

- CR2 "E", with Ldg. Sea. Allan M. Craydon scoring top honours and Ldg. Sea. Ronald D. Mark second;
- CV2 "F", with Ldg. Sea. Alex C. Muise heading the class and Ldg. Sea. Donald A. Sullivan, second.

Nieces Seek RN Veteran

Two nieces, living in Winnipeg, are endeavouring to locate their uncle, a veteran of service in the Royal Navy, and have written to *The Crowsnest* in the hope that retired or serving personnel may know of him.

He is Charles Young, who was born and attended school in Stratton St. Margaret, Swindon, Wiltshire. Conflicting records give his year of birth as 1894 and 1895. He joined the Royal Navy about 1912 and received his discharge from HMS *Defiance* on August 6, 1924.

The information as to his whereabouts is being sought by the Misses Jeanne M. and Louise A. Young, 364 Parkview Street, Winnipeg 12, daughters of Charles Young's only brother Frederick.

Air Maintenance Courses Ended

At recent passing out ceremonies at the Naval Aircraft Maintenance School in *Shearwater*, the following graduated with top honours:

- Air Fitters' courses (TG2), Ldg. Sea. Robert G. Mustard; (TG1), Ord. Sea. John Ranseth; Air Riggers' courses (TG2), Ldg. Sea. Charles Rolfe; (TG1), Ord. Sea. Robert Dunmall; Air Ordnance course (TG1), Ord. Sea. Donald Fleming; Safety Equipment Technicians' course, Ord. Sea. Ronald Wilson.



These are members of the No. 36 Officers' Divisional Course at Cornwallis between October 31 and December 12, 1955. Front row, left to right: Instr. Lt.-Cdr. David D. MacKenzie (Course Officer), Lieut. (W) C. E. Ogilvy, A/Sub-Lt. (MAd) R. H. Whetmore, and CPO C. E. Coles (Course Chief Petty Officer). Second row: Lieut. (S) R. J. Bachand, Lieut. (L) G. C. Kearton, A. Sub-Lt. (S) P. C. Fortier, Sub-Lt. (S) H. M. Harrison and Cd. Communication Officer J. E. Parrish. Third row: A/Sub-Lt. (S) Conrad Merleau, A/Sub-Lt. (SB) F. G. Clark, A/Cd. Electrical Officer B. L. McInnis, Lieut. (MAd) B. H. Bak, A/Cd. (SB) Officer J. M. Kempton and A/Cd. Ordnance Officer C. C. Penney. Back row: A/Cd. Radio Officer J. R. Nowland, A/Sub-Lt. (S) R. M. Sutherland, Sub-Lt. (S) R. J. Volker, Lieut. (S) D. W. Swan, A/Cd. Radio Officer Ronald Emmerson, A/Cd. Gunner (TAS) D. J. Thomson and Sub-Lt. (S) E. B. Larkin. (DB-6255)



Here are the members of the No. 65 Chief and Petty Officers' Leadership Course held at Cornwallis between October 24 and December 5. Front row (left to right): PO Christopher Moodie, PO Gordon Mason, PO William Glanfield, Cd. Writer Officer W. A. Wolfe (course officer), PO Donald Schleen and PO Walter Everall. Back row: CPO Russell Knight, PO Francis Mattatall, CPO Herbert Cooper, PO Warner Huff, PO William Roy and PO Robert Hotchin. (DB-6230)

Cdr. Creery Commander (Air)

Cdr. Raymond A. B. Creery took up the appointment of Commander (Air) in the *Magnificent* in February. He succeeded Cdr. Victor J. Wilgress, who was to attend the course at the Royal Naval Staff College, Greenwich, England, beginning March 9.

Cdr. Creery has been Staff Officer (Operations) to Commodore E. P. Tisdall, Senior Canadian Officer Afloat (Atlantic) in the *Magnificent*. His successor in the staff appointment is Lt.-Cdr. Joseph J. MacBrien, who took over the duties February 16.

91 Enrolled as ROTP Cadets

Ninety-one young men from across Canada have been enrolled in the Royal Canadian Navy as cadets under terms of the Regular Officer Training Plan at the three Canadian Services Colleges.

Under the Regular Officer Training Plan, cadets are maintained at the colleges at government expense and upon graduation join the services as regular force officers.

Royal Military College has 26 new naval cadets, Royal Roads, 22, and Collège Militaire Royal, 43.

Of the naval cadets beginning studies at the Services Colleges, 36, including 25 French-speaking young men, are from Quebec Province, 27 are from Ontario, 14 from the Prairies, eight from British Columbia and six from the Maritimes.

Prize Awarded For Attendance

Richer by \$50, AB Albert Holt, of Vancouver, has found himself the beneficiary of the prize offered by the Vancouver branch of the Naval Officers' Association for the reservist most regular and assiduous in attendance at parades at HMCS *Discovery*.

The \$50 bond was presented to AB Holt by Tom Phillips, NOA president.

Earlier, as part of its program in support of the naval division, the NOA had contributed \$100 to help defray the expenses of the *Discovery* rowing team's trip to the Canadian Henley last summer. The NOA felt that the oarsmen had put up a good show and were a credit to the division.

U.S. Navy Has Big Program

The United States Navy's new \$1,400 million shipbuilding program, passed by the House of Representatives by a vote of 359-3, calls for the construction of 23 new warships, the conversion of 23 older vessels and the building of 5,000 tons of new landing and service craft.



The No. 64 Petty Officers' Leadership Course was held at Cornwallis from October 17 until November 28. Front row (left to right): PO Stanley Raynham, Lieut. R. H. Kirby (assistant course officer), Lt.-Cdr. A. W. Stewart (OIC Leadership School), Lieut. G. G. Armstrong (course officer), PO A. F. West (course petty officer) and PO Harold Klee. Second row: Petty Officers Lawrence Munday, Russell MacKay, Kenneth MacDonald and Nelson Larche. Third row: Petty Officers Frederick Cook, Clifford Gee, Melvin Millar and Nicholas Yakubowich. Fourth row: Petty Officers Clive Milo, Archibald Wood, David Fisher, Russell Dunn and Norman Richardson. Back row: Petty Officers Frederick Bailey, Bryan Morley, Lynn Wood, York Brace and Harry Osbourn. (DB-6211)



These are members of the No. 63 Chief and Petty Officers' Leadership Course held at HMCS Cornwallis between September 5 and October 17. Front row, left to right: CPO Alexander Brown, CPO Philip Muir, Cmd. Wtr. Officer A. L. Hayley (Course Officer), CPO George E. Coles (Course Chief Petty Officer), CPO Fred Giles and CPO William Jones. Centre row: PO Roy English, PO Carman Marklinger, PO Thomas Miller, CPO Charles Francis, PO Harry J. Clark and PO Ronald Coster. Back row: PO Robert Lawson, PO Peter Buchan, CPO Leslie Logan and PO Ronald Hamlin. (DB-5939)

The *Army Navy Air Force Journal* says that more than half of the new ships will be guided missile vessels and that one will be atomic-powered.

The program, funds for which still remain to be appropriated, also includes a sixth *Forrestal* class carrier, six atomic submarines, two 1,400-ton escort vessels and an 8,000-ton ammunition ship. The bill provides authority to begin design and advance procurement for a nuclear-powered aircraft carrier.

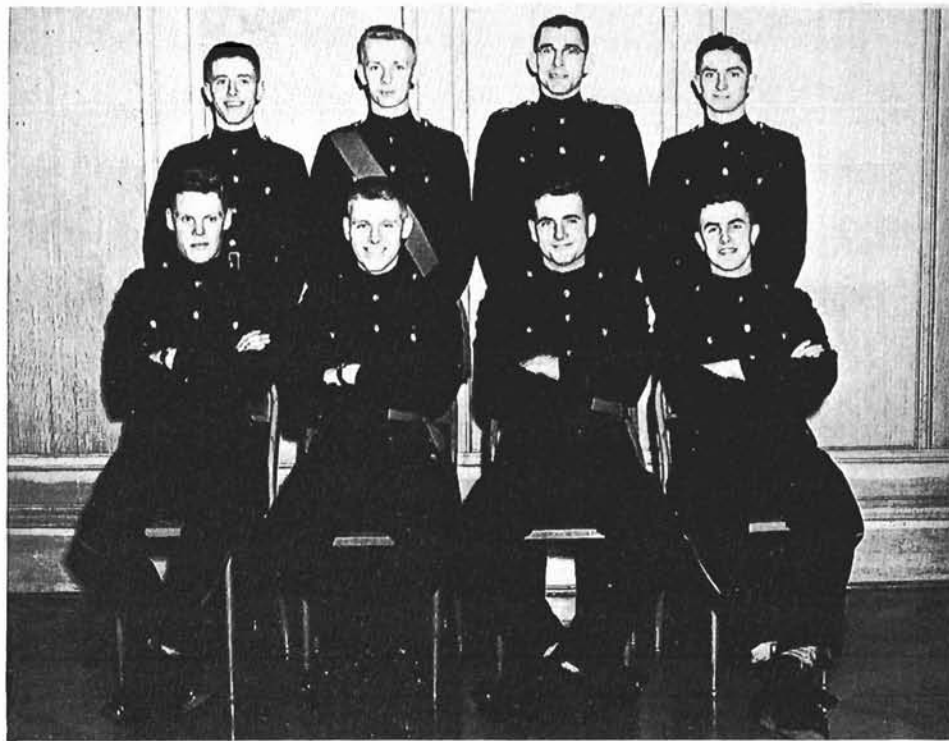
Five light cruisers and a submarine are to be converted to guided missile use and other conversions will include four carriers, an amphibious assault ship, an attack transport, a seaplane tender, six radar picket escort vessels and four ocean radar station ships.

Retired Naval Officer Elected

Captain Reginald Jackson, OBE, VRD, RCN(R) (Ret'd), was elected president of the Alberta United Services Institute January 31 at Calgary. Lt.-Cdr. Donald McDiarmid, CD, RCN(R), was elected a director by acclamation.

Venture Cadets Score High Marks

A total of 183 naval cadets wrote the mid-year examinations at *Venture*, 74 of the cadets being in the first year. Senior cadets had an over-all average of 65.7 per cent while the junior cadets had an average of 64.8 per cent.



Eight former members of the Royal Canadian Sea Cadets Corps now are attending Royal Roads, the Canadian Services College, near Victoria. Front row, left to right: Cadets M. H. D. Taylor, ex-RCSCC Rawalpindi, Prince Albert, Sask., R. C. Salmon, Daerwood, Selkirk, Man., P. D. Crofton, Discovery, Vancouver, and D. Fraser, Falkland, Ottawa. Back row: Cadets I. G. A. Fletcher, Captain Vancouver, Vancouver, W. M. McMurtrey, Jervis Bay, Saskatoon, D. E. Taylor, Rainbow, Victoria, and R. Gillard, Cornwallis, Deep Brook, N.S.

Cadet (E) George Gudgeon, helped along by two perfect papers in mathematics, headed the senior cadets with an average of 90.4 per cent, followed

closely by Cadet (E) Keith Davies, with 87.4 per cent and Cadet (E) John Littlefair, with 87.1 per cent.

In the junior year, Cadets Rene Claus, of Belgium, and Edward Lauer were first and second in averages of 82.9 per cent and 82.6 per cent respectively.

Injured Family Flown to Naden

Following hospitalization in Minot, North Dakota, in late September as a result of a two-car collision, CPO George J. Kitson, a naval communicator, his wife and four children were flown by RCAF aircraft to Patricia Bay Airport where they landed on January 16.

A son of CPO Kitson, aged eight years, was killed as a result of the crash, which occurred at Minot.

CPO Kitson, who was still encased in a body cast, was moved to the RCN Hospital at Naden.

His wife, who had a body cast removed a few days previously was housed with the children at Signal Hill. None of the other children was seriously injured. They are: Joseph Nicholas, 14; Michael Anthony, 11; Rebecca Caroline, 4, and Christine Mary, eight months

At the time of the accident CPO Kitson was en route to Naden from Cornwallis.



Officers of the Supply Branch have made a presentation of sterling silver to the Wardroom Officers' Mess at Stadacona. Here, Commodore (S) C. J. Dillon, Supply-Officer-in-Chief, left, on a visit to the Atlantic Command, presents the silverware on behalf of his branch to Cdr. L. P. McCormack, acting on behalf of the mess. The Supply Branch began its contributions for the silver over a year ago. The present consisted of five silver bowls and 10 pairs of silver candlesticks. (HS-39351)

MAN of the MONTH



CPO D. K. DORRINGTON

BOMBS HAVE crunched around him, shells from an enemy submarine have blasted holes in his ship, buzz bombs and V-2 rockets have forced him to spend night after night in shelters, and yet . . .

The most vivid recollection of his naval career for Chief Petty Officer Delbert K. "Del" Dorrington goes back nearly 23 years to his early days as a boy seaman in the Royal Canadian Navy and it's not improbable that he from time to time furtively rubs the top of his head to see if there's still a lump there.

That lump may have had something to do with his being chosen by the Torpedo Anti-Submarine School at *Stadacona* as "Man of the Month". For it was one of the things that awakened in the 17-year-old boy a realization that the Navy meant business and that he was, in fact, entering a man's career.

The incident occurred at *Stadacona* back in 1933 when "Del" was receiving his initial training under the tender care of Petty Officer P. D. Budge, who now holds the rank of commodore, commands *Naden* and is Commodore RCN Barracks, Esquimalt. Young Dorrington had not yet reached the stage where his attitudes were ship-shape. Oblivious to the instruction going on at the time, he was reading a comic strip, when a stonicky* suddenly descended on his

What's A Stonicky? Ask The Man Who Bought One

head with a sharp crack. Thus was he introduced to naval discipline and directed on the way to a long, useful and interesting life in the Navy.

Born at Inverness, Cape Breton Island, in 1916, he was brought up at Peterborough, Ont., where he attended Peterborough Collegiate and Vocational School before joining the service.

He commissioned the first *St. Laurent*, River Class destroyer, in Chatham, England, in 1937 when Lt.-Cdr. (now Rear-Admiral) R. E. S. Bidwell was her captain. From there he went to a coal burner, the minesweeper *Gaspé*, and at about this time he set some of his thoughts to words in four brief lines he called "Things You See and Don't See":

A ship upon an ocean,
A ship upon a sea,
A paint brush in a Tiffy's hand—
You never these will see.

His attitude toward wielding paint brushes led him to join the Torpedo Branch, but unfortunately history does not record which Tiffy (engineroom or sick bay) inspired the doggerel.

In 1938, "Del" was in the spotless *St. Laurent* when she steamed around to the West Coast, where the ship's company transferred to the *Skeena* and brought her back to Halifax.

When the war started in 1939, CPO Dorrington was in the *Saguenay*, which was detached to steam to Curaçao, the Dutch possession in the West Indies, to intercept five German freighters which were sheltering in that neutral port, and succeeded in blockading them for a time.

He first saw action under Cdr. (now Vice-Admiral, Ret'd) E. R. Mainguy in the *Ottawa*, when she attacked in the Atlantic an Italian submarine which managed to slip away.

Drafted to HMS *Vernon* in 1940 for a leading torpedoman's course, he found that his sleep was disturbed by incessant bombing and that during instruction all classes were at immediate notice to repel the threatened invasion of Britain. Eventually, the bombing became so serious that the school was

evacuated to Chatham. It was here that he was rated leading seaman, having passed the professional exam some time before, when leading seamen's boards were stiff. The year 1942 found him in the *Assiniboine* under Lt.-Cdr. John Stubbs, when suddenly one day in poor visibility a German submarine was sighted close to the ship. The enemy craft being low in the water, the *Assiniboine's* guns could not always bear on it, while the latter found the *Assiniboine* a perfect target. Moreover, the submarine, being very manoeuvrable, kept turning in a smaller circle than the *Assiniboine*, and thus managed to inflict considerable damage to the destroyer. The eventual outcome was that the destroyer out-manoeuvred the U-boat, which was rammed and sunk. The *Assiniboine* picked up 26 survivors, and landed them at St. Johns, Newfoundland.

CPO Dorrington was in charge of the depth charge throwers at this time and he fired several patterns during the action. Many of his shipmates will recall his zeal for firing depth charges, despite all the shattered light-bulbs he subsequently had to replace.

Next came two convoy trips, in the corvette *Sudbury* from New York to Guantanamo Bay, Cuba, where the water taxis are reputed to have noted an increase in the number of passengers.

Early in 1943, CPO Dorrington was sent to *Stadacona* for a Low Power LTO's course. Having passed this successfully, he rejoined the *Assiniboine* under Lt.-Cdr. (now Captain) R. P. Welland, and sailed for convoy work in the North Atlantic. More exciting actions took place in the English Channel, but by this time he was due for a refresher LTO's course, and was sent ashore to HMS *Mariborough* late in 1943. Although now safe from invasion, Britain was being subjected to attack by the V-bombs at this stage, so "Del" spent more nights in the shelters. On completion of the course, he was supposed to join the ill-fated *Athabaskan*, but she sailed too early, and so he was drafted to the *Iroquois* instead, under Cdr. (now Rear-Admiral, Ret'd) J. C. Hibbard. He was aboard when the *Iroquois*, *Haida* and *Huron*, had a short sharp encounter with five heavily-armed German trawlers, five of which were sunk.

* A "stonicky" was a short stick used when splicing heavy hawsers to pound the strands into place. Fishermen on the Pacific Coast wield a similar stick to stun salmon as they are being hauled into the boat and they call it a "stonicky". The word is not found in the Oxford Dictionary. The reference here is presumably to a pointer or a stonicky used as one.—Ed.

Back in the *Assiniboine* as a CPO in 1944, he served in her for the remainder of the war on the Channel Patrol.

Much of the equipment at present used in the TAS and Gunnery Schools was installed immediately after the war by the instructors themselves, and CPO Dorrington worked on this until he did the first conversion course to TD1 in 1948.

After a year at sea in the *Swansea* under the command of Lieut. (now Cdr.) R. W. Timbrell, he qualified as TASI, and since then most of his career has been spent instructing on shore. At the moment, he is Regulating Chief in the TAS School, where his familiar "Come here, my son!" halts many an OD in his tracks.

CPO Dorrington married Audrey Elizabeth Hannebery on December 26, 1941, and probably had one of the shortest honeymoons on record; the ceremony took place at 2045, and his ship sailed for convoy duties in the grim Atlantic at 0630 next morning. The war having no respect for persons, it was a full 11 months before he saw his wife again.

The Dorringtons intend to retire to Peterborough, Ont., at the end of 1958 when his time is up. After taking a course in transitional counselling, he hopes to get a job in personnel management in some firm, where his long experience in the service will stand him in good stead.

'Whoever Finds This Bottle . . . ?

Anyone who is interested in figuring out long odds might spend the next few years trying to work out the astronomical proportions of this one:

A couple of years ago, AB Thomas Scott Murray, of Victoria, tossed overboard from the frigate *Antigonish* off the coast of California a bottle containing a note.

The bottle presumably drifted south along the California coast and then struck out for the open sea. Two years and 3,000 miles later it was washed upon the shores of Midway Island, last outpost of the Hawaiian chain. There it was found by Warrant Officer Raymond L. Scharback, of the United States Navy, who manfully suppressed his disappointment at merely finding a note inside and reported his find to AB Murray.

Thus in an area of millions of square miles and with thousands upon thousands of Central and South Pacific islands to choose from, the bottle, true to its naval origins, picked a spot inhabited by friendly naval personnel.

It makes one kind of humble just to think of it, but it has yet to be established that bottles will succeed radio as a method of naval communication.



Easter Bonnets à la RCN



ARTS AND CRAFTS SPEED ARCTIC HOURS

Labrador's Hobby Show The Season's Gala Social Event

AT AN AUTUMN hobby show on board HMCS *Labrador* in Arctic waters a variety of exhibits was displayed in the ship's cafeteria. This was quite a social event after more than five months at sea and, with the added attraction of coffee and doughnuts provided by the Supply Branch, was well patronized by the ship's company.

It is by no means essential to have a hobby to relieve monotony in the *Labrador*, but judging from some of the work put into some of the items, it can certainly be an interesting way of passing the time. "Goofing" at walrus and polar bears is liable to lose its appeal after a few months.

For many weeks, there had been a hideous grinding and rasping noise after working hours in the boat engine repair shop. As the wardroom ante-room is located on the other side of the bulkhead, the wardroom officers were most interested to see if these strange noises could in any way be connected with the hobbyists' craft and they were not disappointed. An impressive collection of model brass cannon complete with teak carriages, elevating gear, and wedges had been constructed by CPO Eric Blaney, of Windsor, Ont. and Dartmouth, N.S.; PO Kenneth Astles, of St. Thomas, Ont., and Dartmouth, N.S.; Ldg. Sea. Arthur Blinkhorn, of Sydney, N.S.

Ldg. Sea. Gilbert Gayea, of Toronto, Ont., outdid the historic armament section by providing his cannon with a gun's crew and round shot.

Ldg. Sea. Roger Mathurin, of St. John, P.Q.; PO Kenneth Krotz, of Halifax, N.S., and AB John Thompson, of Peterborough, Ont., had canvases hung at the show and their subjects ranged from a very creditable painting of the *Labrador* in the ice to a bevy of nudes (wholly imaginative, according to the artist).

Eskimos are renowned for their carving in soapstone and ivory and a visiting Eskimo would have been rather surprised to see that he has no monopoly in this field. Surgeon Lieut. D. J. Kidd, of Halifax, N.S., had produced some extremely delicate pieces of "Eskimo Art", which included a miniature naval crown in old ivory suitable for final manufacture into a brooch, an Eskimo in soapstone with raised ivory harpoon on a soapstone base, and an ivory ring with inscribed Eskimo syllables. Padre T. L. Jackson, of Dartmouth, N.S., also



Patient, skilled effort produced these gleaming model cannon, displayed here by their makers Ldg. Sea. Gilbert L. Cayea, Ldg. Sea. Arthur L. Blinkhorn and AB Rolland Slingerland. (LAB-1369)



The art section of the Labrador's hobby show revealed Ldg. Sea. Roger L. Mathurin, of St. Jean, Que., as an artist of catholic tastes, ranging from the Disney-esque to the Dali-esque. (LAB-1367)



Captain O. C. S. Robertson comments on the work of the Labrador's amateur photographers. (LAB-1365)

had been active in ivory carving and, in addition to a crouching weasel, had on display some flat odd-shaped pieces of smooth ivory which were advertised as free-form tiddly winks.

A magnificent gun stock inlaid with ivory by CPO Riley Mombourquette, of Sydney, N.S. and Halifax, N. S. and a polar bear carved of teak by Lt.-Cdr. (SB) W. E. Markham, of Dartmouth, N.S., gave added Arctic variety to the show. PO Allan Barry, of Montreal, P.Q., and Dartmouth, N.S., had an 18th century brig on display and PO Thomas Brown of Dartmouth, N.S., and PO Kenneth Kritz, of Halifax, N.S., with an eye to Christmas, had concentrated

on dummy revolvers, with PO George Bell, of Halifax, N.S., and Ldg. Sea. John Kirkland, of Windsor, Ont., and Dartmouth, N.S.

Exhibits of Arctic scenes and leather handbags were popular items with work by Ldg. Sea. Gordon Keeling, of Strathroy, Ont., and Halifax, N.S.; AB William Doward, of Strathroy, Ont. and Halifax, N.S., and AB Donald Milks, of Ottawa, Ont.

Many other projects were not on display owing to incompleteness but there is no doubt that the provision of hobby shop and hobby equipment has been fully justified in the *Labrador*.

The "L" School Re-Visited

EARLY IN 1947 I was instructed to report at HMC Electrical School to describe the behaviour of electrons to a RT Class.

To my consternation I found the officer-in-charge and most of his staff in shirt sleeves, piling up debris and clearing the way for what was to become a most amazing school.

The explanation of course was that the Wrens had not long before vacated the building and alterations were not keeping pace with the ambitious dreams of a young department. So ruthless and rapid was the program of reconversion, the rumour still persists that a Wren

was discovered asleep in one of the compartments about to be demolished.

With such a spectacular birth, it is not surprising that growth was rapid. For a time the youngster had growing pains, threatening to eclipse every other school in the Navy. I well remember a letter on training from a far-sighted officer at Headquarters envisaging the use of the most fantastic instructional devices, including television. In 1947 that was really something.

Meanwhile the transformation continued without let-up. The Wrens' canteen became the workshop, their galley became labs and their beauty parlor

became administrative offices. While modifications were being made to the plumbing and wiring, the battle between vocal cords and star drills went on merrily and endlessly.

The surprising thing about the whole affair was that morale was at an all-time high. The "L" School boys reached the top in all interpart activities, even on the range, to the consternation of "Guns" and his sharpshooters.

By 1951, the stripling had grown to such proportions that he needed more space, and ousted his elder brother, the Communication School, who took up residence in *Cornwallis*, the message centre alone remaining.

On return to the school in 1955, I was struck by the amazing development of the intervening years. Labs had become labs in the real sense of the term, with equipment and demonstration pieces in the cupboards and counters provided. AC is rapidly replacing DC. HMCS *St. Laurent* and HMCS *Labrador* are in with their challenge to those who like to "dig in" and try to master the maze of electronic gadgets of a modern ship. Kirchoff and Ohm are no longer adequate—that sine wave is everywhere! "Man-O-man, you should see that gunar circuit! Are you a power man or an electronics man?" Well, who knows?

One feature of the school, however, still persists—the cinema is as stuffy as ever.—L.B.S.

RETIREMENTS ANNOUNCED

CPO Hugh Cochrane DUNBAR, 36, C1T14, Kamloops and Victoria, B.C.; joined January 12, 1936; served in *Naden*, *Skeena*, *St. Laurent*, *Fraser*, *Stadacona*, *Saguenay*, *Ottawa*, *Avalon*, *Cowichan*, *Cornwallis*, *Niobe*, *Restigouche*, *Peregrine*, *Rockcliffe*, *Cayuga*, *Athabaskan*, *Discovery*; awarded Canadian Forces Decoration; retired January 12, 1956.

CPO George Edward HUE, 41, C2EM3, Oxford, Cumberland County, N.S.; joined January 8, 1936, served in *Stadacona*, *Champlain*, *St. Laurent*, *Skeena*, *Venture*, *Naden*, *St. Croix*, *Avalon*, *Niobe*, *Tillsonburg*, *Protector*, *Cornwallis*, *Sioux*, *Haida*, *Huron*, *Qu'Appelle*, *Iroquois*, *Portage*, *New Liskeard*, *Swansea*; awarded Canadian Forces Decoration; retired January 7, 1956.

CPO Jules LAPOINTE 40, C2ET4, Shawinigan Falls, P.Q.; joined November 20, 1933; served in *Stadacona*, *Saguenay*, *St. Laurent*, *Skeena*, *French*, *Port Hope*, *Minas*, *Avalon*, *Restigouche*, *Niobe*, *Niagara*, *Scotian*, *Haida*, *Montcalm*, *Magnificent*, *D'Iberville*, *Toronto*, *Trinity*, *New Liskeard*; awarded Canadian Forces Decoration; retired January 8, 1956.

CPO Arthur Freeman MEISNER, 38, C1Q14, Port Medway and Halifax, N.S.; joined September 9, 1935, served in *Stadacona*, *Champlain*, *St. Laurent*, *Pembroke*, *Saguenay*, *Elk*, *Venture*, *Columbia*, *Cornwallis*, *Hochelaga*, *Lindsay*, *HMS Ettrick*, *Peregrine*, *Micmac*, *Wallaceburg*, *Scotian*, *Niobe*, *Magnificent*, *Brockville*, *Crescent*, *Naden*; awarded Canadian Forces Decoration; retired January 17, 1956.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Comox

Last October, Lt.-Cdr. C. G. Smith assumed command of the *Comox* and the duties of Commander Second Canadian Minesweeping Squadron.

With Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, embarked, the *Comox*, *James Bay* and *Fortune* sailed to take part in operation "Full House".

The minesweeping squadron swept ahead of the fleet out of Nanoose Harbour and later simulated a convoy protected by the Second Escort Squadron. The operation was of great value in preparation for forthcoming exercises with the USN.

On October 27, the squadron sailed for Long Beach and joined the 9th USN Minesweeping Squadron to take part in PACTRAEX 56L. The sweepers were given an area off the assault beaches to clear prior to landing by the USMC. Sweeping was carried out, mostly at night, with ships totally darkened.

The Canadians swept their share of the drill minefield and after cleaning

up one of the "friendly" fields, were detached and proceeded to Long Beach where they were later joined by the Second Escort Squadron.

After a visit to San Francisco November 22-25, the minesweeping squadron returned to Esquimalt. Exercises in the vicinity of Esquimalt were carried out in December and the ships enjoyed Christmas and the New Year's alongside.

In 1955, the *Comox* had 122 days at sea and steamed 15,420 miles.

Communication Training Centre

Recently, drafting has been heavy around the CTC, with many personnel changes in the Command, drafts to sea, ashore, East Coast for courses and even a few fortunate people inland to divisions.

The school is in the process of receiving a much-needed paint job. It should improve the looks of the place immensely.

The Red Cross blood donor clinic at *Naden* early in January, was well attended from this establishment, with

almost 100 per cent of the personnel turning out for this worthy cause.

The CTC and the ships in harbour are conducting a modified version of "Operation Hawkeye" for a three-week period. All traffic to and from ships is passed by visual means during daylight hours in lieu of the normal method of passing by radio on the harbour circuit. It is intended to give visual ratings more experience with flashing lights and semaphore.

TAS Training Centre

Recent changes in the staff include CPO John Bing to HMS *Vernon* for gunner (TAS) qualifying course, CPO Frank Andrews to the *Sioux*, PO Brock Bottomley to the *New Glasgow* as squadron TASI; PO Russell Hooke to the *Cayuga*, CPO Cecil Buckley to TASTC as assistant to ETO (TAS), PO Gilbert Dixon to Detection Section, PO Frank Paulsen to Weapons Section, and PO Cyril Butler and PO Paul Bernard to Detection Section.

During the past year the TASTC has qualified 109 third class rates and 32 second class rates. Eight first class rates and seven TASIs from the West Coast were qualified in the TAS School in *Stadacona*.

Navigation Direction Training Centre

Naden's Navigation Direction Training Centre has just gone through the throes of a new interior decorating job and many busy hands from the Dockyard have been installing new equipment. Although this has led to a great deal of upset at times, the centre will soon be up-to-date in every respect.

At the present time the centre is qualifying one RP3 course and two RP2 courses of nine men each, while the QMs have one class of nine men qualifying for QM2. QMs also have two reserves qualifying QM2 and QM3 and at the same time a Navigation II course is proceeding, with seven RCN(R) officers enrolled. A Navigator's Yeoman course was also begun with 14 men. It can be seen that the centre is keeping busy in spite of the turmoil.

In the sports world the RPs and QMs were taking an enthusiastic part in hockey and basketball. Although they haven't won all their games, they have come out ahead in their share and in-



One of the mysteries of Canada's Arctic is how the Eskimos acquired their boats, such as the substantial craft in which an Eskimo family visited the Labrador last summer. There is no wood to build boats in the area and an Eskimo who could buy one would be rich indeed by Far North standards. Lt.-Cdr. J. C. Ruse, head of the Labrador's diving party, ran into the theory that most of the boats were abandoned long ago by whalers and sealing ships and have been maintained with loving care throughout the years by their new owners. (LAB-1059)

terest is high in the school in the inter-part sports program.

Lt.-Cdr. (D) R. F. Choat took over as the centre's new OIC to relieve Lt.-Cdr. (D) J. D. Jellett who completed a little over two years in that capacity. Another staff change of note finds PO Norman (Bunker) Hill going to RCN Depot.

Mechanical Training Establishment

Routine around the MTE School and Shops at *Naden* has returned to normal after the mid-winter special leave periods, with 106 men under instruction at the present time.

Post-entry Engineering Artificers' Trades Course E3, comprised of five P2ER3s completed on January 13, with the men proceeding on long leave prior to draft.

Intermediate Technical Trades Course E13, comprised of 11 LSEM1s ended January 6, with most of the class drafted to sea as replacements for ITTCE 15 which commenced January 9.

Post-entry Engineering Artificers' Trade Course E4 and Basic Technical Trades Course E19 commenced January 4.

Basic Technical Trades Course personnel formed the greater part of the guard for the retiring Chief of the Naval Staff, Vice-Admiral E. R. Main-guy, when he paid his farewell visit to *Naden*.

A great many changes are taking place around the establishment with the following departures, CPO Douglas Evans and CPO William Erickson to an Instructional Technique Course at San Diego; CPO Arthur Seibel to the *Ste. Therese*; CPO Kenneth Woodfort to the *Ontario* and CPO Charles Keen, CPO Roderick MacPherson, CPO William Hutchings, CPO Beaulieu Bonneau, CPO William Grondin and Petty Officers Joseph Ward, Donald Bath, George Noble, Sidney Dobell, Roy Mitchell, William Lynch and Robert Gordon proceeding to maker's courses in Canada and the United States.

Gunnery Training Centre

Under the direction of Lt.-Cdr. (G) W. A. Manfield, Officer-in-Charge, and Lt.-Cdr. (G) G. H. Barrick, Senior Staff Officer, the Gunnery Training Centre has recently achieved, within the approved framework, a changeover in methods of instruction, organization of courses and expansion of syllabi, adapted to the latest equipment.

While still retaining its role in *Naden* as the custodian of outward signs and expressions of discipline, dress and deportment, the Gunnery Training Centre



A scale model of the French cutter *L'Agneau* is admired at the annual meeting at Stadacona of the Maritime Museum of Canada. Left to right are: Mayor Leonard Kitz, honorary president; Commodore E. W. Finch-Noyes, chairman; Captain C. W. Gilding, curator; Rear Admiral R. E. S. Bidwell, president, and Cdr. J. R. Coulter, secretary treasurer. (HS-40437)

has developed and expanded its courses into what may be termed a "Forward Look".

Under the new scheme, gunnery personnel in the trade group one division receive more practical and less theoretical training. More emphasis is placed on preventive and "immediate action" type of maintenance. Syllabi are adjusted to deal with all equipment fitted on West Coast ships, and instruments to be fitted in new construction ships.

Higher gunnery rates in trade group two and three, undergoing qualifying or refresher courses, now receive an expanded course which not only deals with the latest equipment, but exposes them to the broader training and operational aspects of their job, thus enabling them to fill more responsible positions and to be of greater assistance to young officers carrying out gunnery duties afloat.

This new concept will result in fewer minor breakdowns of equipment in the fleet at sea, a greater degree of co-operation between the maintainer and the user, and an increase in the overall effectiveness of both present and future weapons.

Educational Training School

Someone once remarked that you either have IT or you don't, "IT" being the indefinable, elusive quality that makes an individual stand out amongst his fellows.

During the two-week period from December 5 to 16 the staff of the Educational Training School in *Naden* did their best to make "IT" something a little more concrete and meaningful to 17 men of the RCN and the Reserve. "IT" in naval parlance is "Instructional Technique".

The course, held in *Naden*, attracted wide interest and quite a number of applicants had to be turned down due to space and instructor limitations. Inst. Lieutenants D. H. Tait and Laurence Cottrell were in charge of the course and their efforts were supplemented by demonstrations and lectures given by Inst. Cdr. C. H. Little, Inst. Lieut. K. M. McCrea and Inst. Lieut. N. E. Orr. Judging from the remarks of the candidates it proved to be a most successful and rewarding two weeks.

At the conclusion of the course, Inst. Cdr. Little took the class on a personally-conducted tour of the Naval Maritime Museum, Esquimalt.

ATLANTIC COMMAND

HMCS *Quebec*

During her present commission, the *Quebec* has probably been the most visited ship in the fleet. Her current cruise to the Caribbean provides a good illustration of this.

More than 2,800 visitors, including many groups of school children, thronged on board the *Quebec* during her five day stay in Point-a-Pic, Guade-

loupe. The people showed unusual interest in the first official visit of a Canadian warship and came from many parts of the island to view the training cruiser.

In honour of the ship's company, a ball was held by the Naval Veterans' Association. The dance marked the opening of the Mardi Gras carnival and many colourful entertainers, together with the ship's orchestra, helped make it a gala affair.

Sports were very popular. Basketball and soccer were played against local teams, while regatta races were held on three successive days. Each regatta consisted of five dinghies sailing a series of three races. Water skiing was carried out near the ship's berth and several tried their skill for the first time.

The usual beach parties were held and an interesting tour through a sugar refinery was arranged. The ship's band had an audience of several thousand when it played a concert one evening in the public square. A reception was held on board for 200 guests who were greatly impressed by the "beat the retreat" ceremony put on by the ship's guard and band.

The first port of call on the three-month training cruise, was Port of Spain, Trinidad. Later, during the six-and-one-half-hour passage to Tobago, His Excellency the Governor of Trinidad and Tobago, Sir Edward Beetham, honoured the training cruiser by flying his standard from the masthead. His Excellency and party were guests of the

captain for the short crossing. At noon the vice-regal party was entertained at a buffet luncheon on the quarterdeck.

While in Port of Spain the officers and men were the recipients of friendly hospitality with the pre-carnival spirit prevailing. Canadian Trade Commissioner D. B. Loughton and other Canadian residents did much to make the visit a successful and happy one. Others who did everything in their power to assist Mr. Loughton were the U.S. Navy, local sporting clubs, the police force, industrial groups and island residents themselves.

A group of 27 engineroom personnel was entertained for the day by the executives of the Shell Oil Company at their private club. One of the most active sports programs ever conducted in a foreign port was carried out. Teams were landed for basketball, cricket, field hockey, golf, pistol and rifle shooting, soccer, softball, tennis and water polo.

Several dances were held for the ship's company at the Mariner's Club where the music was provided by the famous steel bands as well as the ship's orchestra.

Sight-seeing tours and swimming parties to beautiful Maracas Beach were organized. At Tobago, following divisions and divine services, large beach parties were landed to take advantage of the wide expanse of white sands under rows of palm trees just five cables from the ship's anchorage.

Maritime Museum

The year 1955 showed an increase of 16,000 visitors over the previous year to the Maritime Museum of Canada on Citadel Hill in Halifax, it was reported by the Museum's chairman at the annual meeting at HMCS *Stadacona*.

Commodore E. W. Finch-Noyes, who was elected to his second term as chairman, said nearly 120,000 people registered at the museum during the year.

The curator, Captain C. W. Gilding, said during 1955 he received and recorded the loan or donation of 321 items, including 16 ship models, 193 pictures, 54 books, six special documents, 45 maps, charts plans or photos, and 11 miscellaneous items.

Letters were received from the National Maritime Museum and the Cutty Sark Society in the United Kingdom, thanking the Halifax museum for its donation towards refitting the world-famed tea clipper.

The meeting agreed, in general, with the chairman's recommendation that the museum largely concentrate, in so far as models were concerned, on obtaining plans and accurate models of dories and various sailing craft of the Maritimes and other parts of Canada.

In addition to the re-election of the chairman, Ernest Bell was elected to fill the position of the late J. T. Beanlands as a civil member of the museum board.

VS 881

On Monday, December 12, VS 881 returned to its base at the Naval Air Station, *Shearwater*, after a successful six-week training program in Bermuda. The squadron was stationed at Kindley Air Force Base, the sprawling U.S. Military Air Transport airfield at the north-east corner of the islands.

The flight down, led by the squadron commanding officer, Lt.-Cdr. (P) N. J. Geary, was uneventful and marked the longest over-water passage for most of the squadron's junior pilots and observers. The 735 miles were covered in just under five hours. The squadron was escorted by a Lancaster from the RCAF Search and Rescue Unit stationed at Torbay, Newfoundland.

Two RCAF North Stars carried the ground crew and light stores while CNAV *Eastore* had sailed two days previously with heavy stores.

Lieut. (O) J. E. McLaughlin, the squadron liaison officer, was on hand to meet the 11 Avengers at Bermuda and all personnel were soon settled into the base's transient quarters.

After one day and one night familiarization detail to put to memory the size and shape of the islands and the loca-



Operation "Indian Summer" had its lighter moments in Bermuda when VS 881 was based at USAF Kindley Field in Bermuda. Pictured left to right with their catch of several peculiar varieties of fish are Sub-Lt. John Gruber, Lt.-Cdr. N. J. Geary, Sub-Lieutenants R. D. Bissell, N. E. Garapick, William Shearer, Fred Hawrysh, Bernard Andrea, W. K. Brown, and David F. Williams. Who says the West Coast is the only place to fish!

tion of the exercise areas, the squadron began its anti-submarine training program.

Tracking exercises were carried out initially with the Royal Navy submarine *Ambush* and U.S. submarine *Requin*, and aircrews were given the opportunity to watch the boats in various attitudes of trim. A successful strike was made on the *Quebec* on November 4 with six aircraft at a distance of 220 miles from the island. The *Nootka* and *Outremont* joined in the air-sea exercises during the second week of the stay. At the end of this time the squadron was employed on an extensive search for two Bermuda residents who were lost at sea in a small launch. The search was maintained over a five-day period utilizing every available aircraft but unfortunately no trace of the missing boat or occupants was found.

A series of exercises with the *Algonquin*, *Prestonian*, *Toronto* and *Lauzon* was carried out for the benefit of the Joint Maritime Warfare Course embarked. The submarine *Astute* acted as the enemy. A valuable debriefing session was held at Kindley at the conclusion of the week's exercises. This gave ample opportunity for the "Fish-heads" to meet the "Flyboys" and sort out their mutual problems.

The final week was spent in conjunction with the *St. Laurent's* work-up program. Gunnery tracking exercises concluded the squadron training period.

There wasn't a great deal of time for play, especially for the hard-working maintenance section. Personnel were able to maintain, through their efforts, a high level of squadron efficiency and only one detail had to be cancelled due to unserviceabilities. One accident was recorded, a ground collision between an American Air Police truck and a parked aircraft. After an elevator and wing tip change, the *Avenger* was soon flying again.

In summary it was a very successful exercise period, which has brought the squadron much closer to the goal of efficient air-sea co-operation in the anti-submarine role.—E.D.F.

HMCS *Shearwater*

The annual children's Christmas party was held at *Shearwater* over a two-day period with the alphabetical separation A to L, attending Monday, December 19, and M to Z, on the 20th. Children of both civilian and naval personnel attached to the big base, attended.

The parties were a huge success and good use was made of the 18 different clown and pirate operated rides, games and booths. As would be expected in an air station, Santa Claus flew in from



While squadron planes are airborne, ground crews of VS 881 play volleyball during spare moments. The picture was taken by AB George Carless when the squadron was based at Kindley Field, Bermuda, for Operation "Indian Summer."

the North in a big RCN Sikorsy helicopter.

Funds for the party were provided by donations from the various station messes. Arrangements were completed by a group made up of members of the Ship's Welfare Committee and included: Lt.-Cdr. M. O. Jones; Inst.-Cdr. J. C. Mark; CPO John E. Callard; CPO Fred Devlin; PO Fred Lucas and PO John Fyfe. Master of ceremonies during both days of the party was CPO Denny Shaw.

As in other years the children of the Nova Scotia Home for Coloured Children from Preston, were entertained at a Christmas party by the Petty Officers in *Shearwater*.

This year, the event took place in the Petty Officers' Mess on the afternoon of December 21. Mrs. Ida Kinney, Mother-in-Charge at the Home, supplied a list of the children's names in order that individual presents could be wrapped. The children, 35 in number, ranged in age from 16 months to 11 years.

A committee was formed of Petty Officers Fred Lucas, N. J. (Sammy) Senczyn, Peter Johnson, James Stoddard and William Clinton. Rides, and games were borrowed from the station Christmas party and set up in the mess where mess members, decked out as pirates, turned in strength to man all entertainment stalls, to give the children a bang-up time.

Presents for the youngsters were donated by ship's fund while soft drinks came from local merchants. The RCN Film Society had donated cartoon films and these were well received.

Clown entertainment was provided by Henry Majeau, who did a stalwart job dressed as a very happy clown. During the party, Captain D. G. King visited the children and passed out silver dollar prizes to some of them.

In turn the children, entertained the entertainers with some very good singing.

HMCS *Loon*

By the time the ship's company of the inshore patrol vessel *Loon*, newly commissioned at Toronto on November 30, 1955, had reached Halifax on the ship's maiden voyage, they had piled up a wealth of experience—mostly suited to service in the Arctic.

The *Loon*, commanded by Lieut. A. J. Norman, had a pleasant voyage from Toronto to Kingston on December 1, but learned on arrival at the latter city that ice conditions in the river were such that no one would complain if the commanding officer decided to lay up the little ship for the winter at Kingston.

However, a river pilot came on board, and it was decided to press forward. Actually there was smooth sailing until the *Loon* reached Cornwall. From there on there was little to recommend the journey.

Out of Cornwall dense fog set in, speed had to be cut to six knots—and the gyro failed. Temporary repairs got the *Loon* to Montreal by the evening of December 3.

Down river from Montreal the *Loon* only kept going by following the wake of merchant ships which broke a path through the ice for her, the larger vessels often changing course and reducing speed to help her on her way to Quebec City.

The hours of darkness at Quebec after their arrival added up to a prolonged nightmare. Officers and men worked all night long in the bitter cold, chopping ice away from the hull, fending off floes and praying that the *Loon* would not be crushed or overturned by the ice coming down the St. Charles River. The icebreaker *D'Iberville* freed the *Loon* from her dangerous spot and led her to a place of refuge in the Quebec basin.

The journey from Quebec to Father Point astern of the icebreaker *C. D. Howe* had its perils, too. At times the *Loon* was in danger of being trapped and crushed in ice floes two or three feet thick.

The lower stretches of the river and gulf were relatively ice free, but the inner harbour at Gaspé, the *Loon's* next port of call, was frozen over and the little ship had to berth in the outer harbour.

Snowstorms, turbulent seas and a period of seven hours without heat seemed minor troubles during the rest of the journey to Halifax, but crew members, remembering their past ordeal, were struck by the resemblance between Chebucto Head and the Gates of Paradise. When the *Loon* had secured alongside a Dockyard jetty on December 14, the last entry in the log might well have been written in letters of gold.

Naval Air Maintenance School

If you are in Naval Aviation, you have probably gone through NAMS (Naval Aircraft Maintenance School), whether it was six years ago as an air mechanic, or just last year as OSNAS.

Some will remember when the School started in the summer of '48, and how the tools came from the instructors' own tool kits, how they nearly froze that winter in old 108 hangar and how the instructors had to compete with each others' voices during classes because they were all held out on the hangar deck.

By the end of that year, there was a staff of 21 and 60 air mechanics were undergoing training. Now, after four moves and 6½ years, there's a staff of 50 and 648 men were trained in 1955.

By now, 2,144 men have successfully passed through the school. That works out to 14 years of highly technical instruction received. Today, for example, one can take a course on the Avenger, the Banshee, the Rolls Royce Nene engine, used in the T-33 jet trainer, or the engines of any one of the three helicopters in service. There are courses for pilots, observers, observer's mates, Reserves, UNTD cadets and Sea Cadets. All these being over and above the regular trade courses, air fitter, air rigger, air ordnance, aircraft controlman and safety equipment. So you see, although the number of graduates may not seem large, the amount of knowledge imparted is fabulous.

The school has suffered its growing pains, some normal, some abnormal. It has had its setbacks and frustrations, and undoubtedly will have more. For, in trying to keep abreast of the research and development constantly going on in modern Naval Aircraft, the latest instructional techniques and increasing numbers of trainees, it cannot help but find new problems and obstacles. Now we have the experience and know-how, each new problem is a challenge to be met, each obstacle a contest to be won.

If the Naval Aircraft Maintenance School doesn't know the answer it will find it for you, and if it can't find it, you will probably be drafted there as an instructor.

NAVAL DIVISIONS

HMCS *Brunswicker*

In connection with the recruiting campaign last quarter, the Saint John naval division inaugurated a "Bring a Pal" competition. Each member of the ship's company was asked to invite his (or her) friends to join the Reserve.

Every member who brought in three new entries was to receive an engraved gold bracelet, with the one bringing in the largest number to the end of the training season being awarded a \$100 Savings Bond purchased by the Ship's Fund.

The response has been excellent, with 37 new entries signed on in the last quarter. Four bracelets have already been awarded. With such enthusiasm, *Brunswicker's* recruiting officer, Lt.-Cdr. G. Wilson, and his team have high hopes that this personal contact plan will bring in 45 more recruits before the end of the training year.



These are members of the No. 35 Officers' Divisional Course held at Cornwallis between September 12, 1955, and October 24, 1955. Front row, left to right A/Sub-Lt. Desmond Nugent, A/Cd. Engineering Officer Percy Danby, A/Cd. Airman (SE) David Young, Sub-Lt. (W) Phyllis Tomlinson, CPO George Coles (Course Chief Petty Officer), A/Cd. Electrical Officer Ernest Young, A/Cd. Electrical Officer Robert Henry and A/Cd. Engineering Officer Reginald Beale. Second row: A/Cd. Airman (AO) Paul Brunelle, Lt.-Cdr. (SB) George Inch, A/Sub-Lt. John Gilliland, A/Sub-Lt. Frederick Berchem, A/Cd. Airman (OA) Roy Myhre and A/Lieut. Charles Maginley. Rear row: Instr. Lieut. Lawrence Cottrell, Lieut. (O) William Keindel, Lieut. Gerald Garrad, Lt.-Cdr. (E) Eugene Miodonski, A/Cd. Engineering Officer Melvin Larsen and Const. Lieut. Homi Canas Sethna. The course officer, Lieut. L. J. Parry, was appointed to the *Stettler* before the photograph was taken. (DB-5940)



Down by the stern and with steam pouring from her wounded starboard side, the Canadian-manned aircraft carrier HMS Nabob lies dead in the water after her torpedoing in Arctic waters off Northern Norway. Shortly afterward temporary repairs were made and she slowly steamed the 1,100 miles back to Scotland. She survives today as a German cargo steamer. (HN-1502)

NABOB STILL PLIES SEAS

Torpedoed Carrier Eludes Scrap Heap

THE FIRST Canadian-manned aircraft carrier, relegated to the scrap heap after she had been torpedoed off North Cape, Norway, on August 22, 1944, is still plying the seas more than 11 years later.

She still bears the name *Nabob* without the "HMS" and is now a fast dry-cargo ship in the service of a German shipping company.

How the *Nabob* came to be a Royal Navy rather than RCN ship, although commanded by a Canadian and manned by Canadian personnel, arose from the intricacies of the U.S. Lend-Lease program.

The Royal Navy could obtain escort carriers under Lend-Lease, a program in which Canada did not participate, but was pressed for manpower. The RCN had adequate manpower and Canada was willing to buy aircraft carriers from the U.S., but this was forbidden by American legislation. Eventually it was agreed that the Royal Canadian Navy should assist the Royal Navy in manning the *Nabob* and *Puncher*, under construction on the West Coast of the U.S.

The *Nabob* was commissioned by a care and maintenance crew on September 7, 1943, and proceeded to Vancouver for final fitting out. Five weeks later command was assumed by Captain H. N. Lay (now Rear-Admiral and Vice-Chief of the Naval Staff).

The 15,000-ton carrier was the largest ship ever manned by the Royal Canadian Navy up to that time. As the RCN had not yet entered the field of naval aviation, aircrew and air maintenance personnel were provided by the Royal Navy and *Nabob's* complement finally

consisted of 502 RCN and 335 RN personnel.

After completion in Vancouver, the *Nabob* proceeded through the Panama Canal to Norfolk and New York where she embarked a cargo of RAF aircraft which were ferried to the U.K. She then spent several months "working up" her air squadron of Avengers and Wildcats before joining the flag of the C-in-C Home Fleet at Scapa Flow on August 1, 1944. She sailed from there on two missions with task forces composed of British and Canadian warships. The first mission was intended to disrupt enemy shipping in the coastal channels above Bergen, Norway. Her second and final one was as a participant in air strikes against the German battleship *Tirpitz*, lying in a northern Norwegian fjord.

The torpedo that ended her fighting career found her as she was preparing to fuel escort vessels before joining the escort of an allied convoy en route to Murmansk. Twenty-one men were killed and six others injured. The ship was badly damaged and settled 16 feet by the stern with her quarterdeck awash. Her auxiliary machinery was temporarily out of action due to electrical failure and her main engines had to be shut down. For a time, it appeared as if the ship would have to be abandoned.

But the *Nabob* survived. Her damage control parties did a magnificent job, bulkheads were shored, emergency electrical power supplied, ventilating fans started and personnel were able to return to the engine room. Four hours after the explosion the ship was slowly making way through the water. During the first night a German submarine fol-

lowed her but two Avengers were catapulted and succeeded in keeping this submarine down long enough for *Nabob* to alter course and shake off pursuit. Five days later she was safe in Scapa Flow.

If sentiment had prevailed, the wounded *Nabob*, which had stoutly survived a 1,100-mile journey through stormy seas, would have been restored to service. But the torpedo damage was too great and economy demanded that she be withdrawn from service.

With the paying off of the *Nabob* thoughts turned to replacement and Canada was offered the light fleet aircraft carriers *Warrior* and *Magnificent*, then building. Had hostilities continued, the intention was that both would be commissioned as ships of the Royal Canadian Navy at the same time rather than successively, as was the eventual outcome.

It was assumed that the *Nabob* would be "cannibalized", in accordance with wartime practice of drawing on damaged equipment for repair parts and materials for less damaged sinews of war, and sold for scrap.

This was done, but it failed to spell the final doom of the *Nabob*. What happened to her later was told in a letter published in the January 1956 issue of *The Navy*, official organ of the Navy League of Great Britain. The writer L. L. von Munching, librarian of the Netherlands navy department, marine ministry, said, after giving details of the torpedoing:

"After the war, in March 1947, this damaged aircraft carrier was sold to the Netherlands for scrap to the yard of Arie Rijdsdijk-Boss at Henrik-Ido-Ambacht, together with the damaged frigates *Duff*, *Ekins*, and *Halsted*.

"The *Nabob* arrived at Rotterdam on the 21st September, 1947, the ship was stripped of her flight deck and the damaged hull was repaired at the yard of Wilton-Fijenoord at Schiedam. When the damage was repaired the hull was offered for sale, but it was not before 1950 that this hull was sold to the North German Lloyd and completed as the dry cargo ship of the same name. Her first voyage was to Montreal with a cargo of grain."

Librarian von Munching supported his facts with a photograph of the *Nabob* passing the King's Bridge, Rotterdam, in September 1947. Flight deck and bridge were intact at that time but she had, of course, been stripped of guns and radar.

A recent issue of *Lloyd's Register* lists the present owners of the *Nabob* as Roland Linie Schiffahrt of Bremen, Germany.

(See P. 28, April '56 issue)
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Two of VC 922's Harvards prepare for take-off during weekend training exercises held at Patricia Bay Airport, Sidney, B.C. The aircraft closest to the camera is piloted by Lt.-Cdr. (P) A. M. Davidson, resident instructor who is in charge of the squadron. The other aircraft is piloted by Lieut. (P) J. F. Rankin, DSC, in front seat. Other occupant of the plane is Lieut. John Kyle, at present completing his training to wings standard. (E-33923)

VC 922 RECORDS TWO YEARS OF PROGRESS

Seventeen Reserve Pilots Receive Training At Patricia Bay

"December 1, 1953; Reserve Naval Air Squadron formed at Patricia Bay Airport, Sidney, British Columbia, and is designated Composite Squadron 922, with basic mission designator VC 922."

THIS WAS the first entry in the squadron log, marking the formation of the third Royal Canadian Navy (Reserve) Air Squadron in Canada, VC 922. The other two squadrons in existence at this time were VC 920 at Toronto (*York*) and VC 921 at Kingston (*Cataraqui*). There are now five squadrons in operation. The other two are VC 923 at Quebec (*Montcalm*) and VC 924 at Calgary (*Tecumseh*).

Today, VC 922 is able to look back on the two years which have passed with a feeling of considerable achievement. In that time the squadron's functional duties have shown steady progress. Beset in its early stages by a variety of problems and difficulties for which solutions had to be found quickly and effectively, it has now reached the point where it has become an important and integral component in the over-all organization of the Royal Canadian Navy (Reserve) training program.

No effort is spared to train the RCN(R) pilots to the high peak of efficiency called for in their training syllabus. The Second World War proved the value of escort vessels and aircraft working together as a team in anti-submarine operations. To provide a nucleus of trained pilots to maintain this important development is the prim-

ary function of the training provided in the Reserve squadrons.

In charge of VC 922 is Lt.-Cdr. (P) A. M. Davidson, RCN resident instructor and Staff Officer (Air) at Malahat, the Reserve Naval Division in Victoria.

Like the other Reserve squadrons, VC 922 comes under the administrative and operational control of the Flag Officer Naval Divisions, with Malahat as its parent unit.

Before the formation of the squadron at Patricia Bay, a Cadet Flying Unit was set up there in 1952 for the purpose of providing air familiarization training for cadets from the Canadian Services College, Royal Roads, and from

the University Naval Training Divisions. Lt.-Cdr. Davidson was the commanding officer of the unit from its inception until it was disbanded in 1953, when he took over the new Reserve squadron.

Two Harvard aircraft were used for instructional purposes in the Cadet Flying Unit and these machines were later transferred to VC 922 to provide the training facilities for the Reserves. Now the squadron is composed of four Harvards and it is anticipated that two Avengers and an Expeditor will be delivered in the near future to broaden the training program.

The Reserve pilots in VC 922 now number 17, nine of whom are senior pilots. All are qualified pilots with a wide variety of flying experience behind them. Equally, in their civilian occupations, they represent a variety of professions. Flying in the squadron at the present time are a chartered accountant, a personnel officer, a traffic controller with the Department of Transport and an assistant professor of languages at Royal Roads. Three of the pilots are from Vancouver and they fly to Pat Bay at weekends for training.

Members of the Reserve squadrons are drawn from those with previous Service flying experience. Also eligible are young men between 18 and 24 who have their Department of Transport private pilots' licence. In addition, midshipmen can train while on special duty. On successfully reaching wings standard, they are graduated with their (P) qualification and the rank of acting sub-lieutenant.



Lt.-Cdr. (P) A. M. Davidson, in charge of VC 922, the Royal Canadian Navy (Reserve) Air Squadron at Patricia Bay Airport, Sidney, B.C., is seen checking over details of flight plans. (E-33925)

Normal training time for those on special duty to reach wings standard is six or seven months. The training period for Reserves, who put in their flying time at weekends, is about 18 months.

Broadly speaking, the training in the squadrons is broken into two categories, the ground course and the air program. Among the subjects which the pilots have to study to reach wings standard are: aircraft engineering, principles of flight, navigation and instruments, airmanship, radio aids, meteorology and officer training. In the air program they must pass in the clear- hood, navigation and instrument examinations.

The ground training for the Reserves is carried out at Patricia Bay on Friday evenings. During weekends when the weather interferes with the flying program, "classroom" work is substituted. Instruction in navigation is given by Lt. (O) E. S. F. Francis, RCN(R) (Ret'd), while the theories of airmanship and flight procedures come under the direction of Lt. (P) W. E. Forman. Instruction in meteorology is given to the pilots by Bill Mackie, meteorologist in charge, Victoria City Weather Officer.

Every month the reserve pilots, on an average, put in about 12 hours' flying time. Consequently, Saturdays and Sundays at Patricia Bay are times of great activity as the pilots log their

hours in the air. The four Harvards belonging to VC 922 are housed in a hangar at the airport which is used by the Victoria Flying Club and by private aircraft owners. On the western side of the field, directly opposite the runway from VC 922's headquarters, is the RCN Utility Squadron, VU 33, Naval cadets from *Venture* are also undergoing flying instruction at Pat Bay with the Victoria Flying Club.

At the conclusion of their training period the Reserve pilots undergo their wings standard examinations which are supervised by the Command Check Pilot. In addition to pilots with previous flying experience, the squadron has graduated six midshipmen.

Expansion of the squadron program will be carried out in the future when training of observers' mates is undertaken. Build-up of the number of OMs has been necessitated by the introduction of the new CS2F to the RCN. The crews of the new modified version of the American S2F will consist of two pilots and an observer's mate.

In addition, with the new aircraft which are expected to join the squadron in the future, there will be an increase in the ground crew personnel to service these aircrafts. With the acquisition of the Avengers and the Expeditor, permanent force personnel will be brought in to instruct the Reserve

ground crews in the maintenance program.

Like many of the pilots training under him, Lt.-Cdr. Davidson has had a wide flying experience. Although he now calls Vancouver his hometown, he was born in Edmonton. On the outbreak of the Second World War he joined the Royal Canadian Air Force and, in 1942, went to RCAF Station, Uplands, Ottawa, as an instructor.

The following year, as a fighter pilot, he went overseas to join 313 Squadron in England. Attached to the 84th Group Support Unit, this squadron was made up of Canadian, British, Czech and Polish pilots. In 1944, Lt.-Cdr. Davidson was transferred to Holland where he joined 274 Squadron. This was the RAF squadron in which Pierre Clostermann, the author of *The Big Show* and *Flames in the Sky*, flew.

He returned to Canada at the beginning of 1945 and after leaving the RCAF he went back to Edmonton. Becoming interested in the RCN (Reserve), he joined *Nonsuch* in 1947. Some time later he moved to Vancouver and, in 1952, he transferred from the Reserve to the RCN on a short service appointment. Now, with the completion of his SSA, he is returning to the reserve to continue as commanding officer of VC 922.

"The squadron," he points out, "has progressed considerably from those early days and now, in our third year, we are looking forward to maintaining and increasing our potential effectiveness in the RCN (Reserve) air organization."



A pre-flight briefing is given to four of the Reserve pilots of VC 922 by Lt.-Cdr. (P) A. M. Davidson, resident instructor, at extreme left. Others from left to right: Lieut. (P) David Slater; Lieut. John Kyle, at present completing his training to wings standard, and Lieut. (P) J. F. Rankin, DSC. (E-33926)

Young Patients Entertained

The following letter was received by the Chief and POs' mess at *Discovery* following the annual mess pilgrimage to the Health Centre for Children at Christmas:

"On behalf of the Board of Directors and staff of the Health Centre for children, I wish to express our sincere appreciation for the very fine entertainment and gifts provided on December 19 by the Chief and Petty Officers' Mess, HMCS *Discovery* for the little patients at the Health Centre for children.

"From all reports the youngsters were royally entertained with music and song and gifts and, as a result, at the end of the evening, only the age barrier was holding them back from enlisting in this exciting service. Please accept, therefore, our grateful thanks for helping once again to make hospital not such a bad place to be at Christmas time."

The letter was signed by J. Lyman Trumbull, Chairman, Board of Directors.

THE NAVY PLAYS

Membership Drive Opened

Setting a membership objective of 125, the Pacific Command's Royal Canadian Naval Golf Association topped the 80 mark within a week of starting its membership drive.

CPO Orville Fox, chairman of the Association, has expressed the view that 1956 should be one of the best seasons for Navy golfers in a long time, judging by the enthusiasm already being shown.

The RCNGA recently decided to accept membership in the Victoria and District Golf Association. CPO George Buckingham and CPO Tom McIntyre were named the RCNGA representatives to the VDGA.

The opening inter-ship tournament this year was held at Gorge Vale Golf Course on January 25. *Naden* won the competition and now holds the Sport Shop Trophy. Individual prize-winners were: low gross, Inst. Cdr. C. H. Little, low net, Ldg. Sea. William Semple; low gross, 1st nine, CPO Tom McIntyre; low

gross, 2nd nine, Inst. Cdr. G. L. Amyot; low net, 1st nine, CPO George Buckingham; low net, 2nd nine, Lt. (S) Roly Edwards; kicker's handicap, Captain P. E. Haddon; hidden holes, CPO Elwood McDonald and PO Raymond Irwin.

Season Short For Hockeyists

January marked the end of the hockey season for the *New Liskeard*. Service commitments and the loss of numerous key players kept the team from reaching its maximum peak. But the spirit and eagerness showed by all when entered the contests amply made up for the lack of practice.

The team was grateful for the support given by the ship's company throughout the season and, as a supporter said after the last game, "Wait till next year".

Liverpool Takes Badminton Cup

The *Stadacona* Badminton Club played host to Liverpool, Bridgewater

and Lunenburg in January. A new cup, the *Stadacona* Invitation Badminton Trophy, was at stake and was won by the Liverpool club, captained by Reg Wigglesworth.

Team standings were: Liverpool, 16; *Stadacona*, 14; Bridgewater, 12, and Lunenburg, 10.

West Coast Golfers Elect Officers

At the annual general meeting of the Pacific Command's Royal Canadian Navy Golf Association in December, the following officers were elected for the new season: President, Rear-Admiral H. F. Pullen; vice-president, Captain P. E. Haddon; chairman, CPO O. G. Fox; vice-chairman, Chaplain (P) H. R. Pike; secretary-treasurer, CPO Tommy Rayson; team captain, Lt.-Cdr. (E) Raymond John; publicity director, Lieut. (E) Ian Martin; entertainment director, CPO Earl Sealy.

Prize-winners at the annual RCNGA Christmas tournament were: Instr. Cdr. C. H. Little, CPO Duke Oxborough, CPO Cornelius Nast, PO Ronald Bennet, CPO George Buckingham, Instr. Cdr. G. L. Amyot, CPO Len Ebbing and PO Cyril Mann.

York Does Well in Winter Softball

York officers' softball team triumphed over HMCS *Donnacona* in Montreal in January 24-19. Lieut. D'Arcy Quinn pitched the team to victory, but had difficulty when *Donnacona* started touching him in the third inning. York was leading 17-3 at the time. However, the Hogtown defences tightened in the latter stages and the contest was clinched in the last frame.

In the Toronto garrison league, York had not lost a game up to mid-February. It had defeated the Queen's Own 19-2; the Ordnance Corps, 12-2; and the Irish Regiment 8-5.—A.W.

Two Titles for Athabaskan

The *Athabaskan* gained two championships in winter sporting activities of the Pacific Command, winning the Command basketball and the Command volleyball titles.

To take the hoop crown, Athabees defeated Ontarios 60-45. Others in the



Here is the jubilant hoop team from the Athabaskan which won the Pacific Command title by drubbing the Ontario 60-45 in the basketball finals. Earlier, Athabees picked up the Pacific Command Volleyball title: Front row: Ldg. Sea. W. J. Jones, Ord. Sea. K. L. Lane and AB G. E. Young. Back row: AB A. E. Angell, Ord. Sea. W. J. Keith, AB S. J. Florchuky, AB F. J. Roth and AB. E. E. Martin. (E-34449)

12-team tournament were the *Sussexvale*, *Jonquiere*, *Ste. Therese*, *Venture*, *Naden*, *Sioux*, *CANCORTRON 12*, *Stettler*, *New Glasgow* and *Cayuga*.

In the volleyball championship, Athabees downed *Venture* 15-1, 9-15 and 15-5. Fifteen teams took part in this tournament. Ships and establishments participating, in addition to those listed in the basketball championships, were *Venture*, *CANMINRON 2* and *Utility Squadron 33*.

Trophy Honours Deceased Officer

The late Flying Officer James Alick Marshall, RCAF, who was well known in the Pacific Command during his service as Cadet Wing Commander at Royal Roads in 1951 and 1952, has been honoured by his Service Colleges classmates in a unique and enduring manner.

The Marker, "The Unofficial Newspaper of the Gentlemen Cadets of The Royal Military College of Canada" reports that members of the RMC Class

of '54 have established The Marshall Memorial Award for Sportsmanship. F/O Marshall, an outstanding young cadet and a promising junior officer, was killed in a flying accident at Portage La Prairie July 17, 1954, only six weeks after he graduated from RMC.

The award is a trophy which will be won annually by the cadet participating in the yearly Canadian Services Colleges Tournament who exhibits the highest degree of sportsmanship, determination and skill in the opinion of a specially appointed judge or panel of judges.

The trophy is a green onyx pylon, mounted on a piece of black onyx, the whole placed on a mahogany base. Worked on its four faces appear an Olympic-type torch, the Canadian Services Colleges Crest and the crests of the three services. In memory of F/O Marshall it bears the motto: "He travelled a short while toward the sun and left the vivid air signed with honour . . ."

The Barber Pole Song

IF ANY SONG conveyed the spirit of the North Atlantic convoy lanes during the Second World War, it was "The Barber Pole Song"—the song of Escort Group C.5, whose striped funnel decorations had led to the group being dubbed "The Barber Pole Brigade".

The late Hon. Angus L. Macdonald, then Minister of National Defence for Naval Services, mentioned in a speech in the House of Commons in 1945 that when the first Canadian corvettes put to sea, the band, at the request of Cdr. G. H. Stephen, had played "The Road to the Isles".

Neither Mr. Macdonald nor the rest of official Ottawa had at that time heard of "The Barber Pole" song. Nearly two years earlier, a Wren serving in Newfoundland had received a copy of it from a man serving in HMS *Itchen* on the night before the frigate sailed on her last voyage. The *Itchen*, HMCS *St. Croix* and HMS *Polyanthus* were victims of the first German acoustic torpedo attack on escorts and only one man from each ship survived.

The Wren passed the words of the song along to a naval information officer in Newfoundland and he, in turn, sent them to Ottawa.

It was this chain of events which led to the story of the song being told in the press in 1945, but it was still assumed at that time that the authorship, like that of some of the Navy's more ribald songs, would never be known.

This, luckily, was not the case. The author was promptly identified as Surg-

Lieut. (later Lt.-Cdr) W. A. "Tony" Paddon, RCNVR, who wrote the verses while serving in HMCS *Kitchener* as medical officer while that corvette was still attached to C.5 group.

After the war, Dr. Paddon returned to his post with the Grenfell Medical Mission at Northwest River, Labrador, 20 miles across Lake Melville from Goose Bay. His father, Dr. Harry L. Paddon, had served there under the late, great Sir Wilfred Grenfell, founder of the mission.

At the time the song was written the ships in the group were the destroyers *Ottawa* and *Kootenay* and the corvettes *Kitchener*, *Arvida*, *Wetaskiwin* and HMS *Dianthus*. The "originals" of C.5 in June 1942 were the destroyers *Saguenay* and *Skeena* and the corvettes *Sackville*, *Galt*, *Wetaskiwin* and *Agassiz*.

Unity of purpose was strong in the mid-ocean groups, but nowhere stronger than in C.5, whose senior officer, the aforementioned Cdr. Stephen, had been known to ignore the standard formation signals on leaving harbour and pass the message "Follow George".

Ships joined the "Barber Pole Brigade", did their stint of mid-ocean duty and left it, but the spirit remained. And that is what the song meant when it said:

"If you know another group in which
you'd sooner spend your hours
You've never sailed beneath the Barber
Pole!"

"THE SONG"

IT'S AWAY outward the swinging
foc'sles reel
From the smoking seas' white glare
upon the strand
It's the grey seas that are slipping
under keel
When we're rolling outward bound
from Newfoundland.

CHORUS:

*From Halifax or Newfiejohn or Derry's
clustered towers
By trackless paths where conning
towers roll
If you know another group in which
you'd sooner spend your hours
You've never sailed beneath the Barber
Pole!
It's the grey seas that are slipping
under keel
When we're rolling outward bound
from Newfoundland!*

SO BEWARE harbours that berth
the Barber Pole
If you'd keep the situation well in
hand—
After grey seas that went slipping
under keel
When we wallowed outward bound
from Newfoundland.

CHORUS:

*Be prepared for spacious doings, for
a short and merry time,
With a glass and lass as every sailor's
goal
There'll be song and celebration to re-
move the salty rime
From the bearded boys beneath the
Barber Pole.
After grey seas that went slipping
under keel
When we wallowed outward bound
from Newfoundland!*

IT'S AWAY, astern of us the West-
ern Islands lie
There's an ocean lies before us to be
spanned.
It's the grey seas where sullen ice-
bergs lie
When we're rolling inward bound to
Newfoundland.

CHORUS:

*From Halifax or Newfiejohn or Derry's
clustered towers,
By trackless paths where conning
towers roll,
If you know another group in which
you'd sooner spend your hours
You've never sailed beneath the Barber
Pole!
It's the grey seas that are slipping
under keel
When we're rolling inward bound to
Newfoundland!*

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

APPS, William J.....LSEM1
 BALTIMORE, Elmer W.....LSCR1
 BERENDT, Peter.....LSAF1
 BERTRAND, Leopold F.....LSCR1
 BERTRAND, Louis J.....LSAM2
 BONE, Reginald F.....LSCK1
 BONNETT, Jack A.....LSAR1
 BORLAND, Ronald J.....P2EM2
 BROWNING, John A.....LSPW1
 BROWNRIGG, John A.....LSMO1

 CAMPBELL, Paul D.....LSEF3
 CARGNAN, Lionel J.....LSSW1
 CHAIF, Harvey B.....LSAA1
 CHAPMAN, John R.....LSPW1
 CHISHOLM, John A.....P1ER4
 COCKRILL, James W.....LSVS1
 COLEMAN, Elvin M.....P2AA2
 CONNER, Stanley W.....P1PC3
 CORRIGAN, Donald J.....LSRW3
 CROWELL, Walter R.....LSAR1

 DAVIES, Cyril G.....P2NS2
 DAY, Allan J.....LSOM2
 DELANEY, Romanus G.....P2EM2
 DENUKE, Carl E.....P2EM2
 DEWHIRST, John V.....P2EM2
 DORMAN, Alan F.....P2RS3
 DUNCAN, Robert J.....P1ER4

 EDWARDS, Donald J.....P2EM2

 FILLEUL, Norman R.....LSEF3

 GEARY, Wilfred J.....LSEM1
 GOULDIE, Gordon C.....P1ER4

 HENDERSON, Charles J.....LSCV1
 HENDREN, Robert B.....LSRN3
 HICKE, Frank J.....LSAM2
 HIELSCHER, Joseph M.....LSCK1
 HUBBS, Donald W.....LSRW3

 KEAYS, Harold R.....P2AA2
 KELLY, Bryant A.....P2VS2
 KENNEDY, Grant H.....LSBD2
 KILTHAU, Wilfred H.....LSEM1

 LAMOUREUX, Wilfred L.....P1AA3
 LAPLANTE, Georges J.....LSAW1
 LAROCHE, Paul J.....LSVS1
 LEBLANC, Donald A.....LSNS1
 LITTLE, Harry S.....P2TD2
 LUND, Norman J.....LSCK1
 LYNCH, Norman R.....LSAM2
 LYNCH, Ronald T.....P1ER4

 MacVITTIE, Roy A.....P2EM2
 MacAGY, Robert J.....LSPW1
 McCAMBLY, William R.....P2RW3
 McCARTNEY, Mervin.....P1ER4
 McKENZIE, Jack W.....P2EM2
 McLAREN, Lawrence L.....LSAM2
 MANAK, Miles J.....LSPW1
 MARCH, Frederick M.....LSOM2
 MARSDEN, Ernest H.....LSAF1
 MEIR, Jetrold.....P2EM2
 MELLING, Gilbert J.....LSQR1
 MOOERS, Douglas L.....LSCS2
 MORTON, Walter E.....LSLR1

 NANTAU, Roy F.....P2AA2
 NICKERSON, Douglas C.....P1ER4
 NORRIS, Ronald B.....P2EG3

OAKE, Charles L.....LSSW1
 PARKER, Peter C.....LSOM2
 PERRY, Arnold J.....P2EM2
 POSIAK, Paul.....P2MA3
 PROULX, Jean-Guy.....LSAA1
 PURCELL, Norman I.....LSEM1

 RHAME, John A.....LSAO1
 RICHARDSON, Donald B.....LSCV1
 ROSELL, Ronald H.....LSAM2

 SAMPSON, Oswald D.....LSQM2
 SCOTT, John J.....LSAF1
 SIGALET, John W.....LSEM2
 SINGLETON, Samuel N.....LSAA1
 SMITH, RALPH W.....P2EM2
 STORIE, Richard K.....LSCR1

 TARRANT, Vincent J.....LSRP1
 TUTT, Richard J.....LSEA3

 WANNOP, James R.....P2EM2
 WAYMAR, Clarence D.....LSSW1
 WESTELL, John R.....P1CS3
 WHITBY, Joseph E.....LSTD2
 WILLIAMS, Joseph R.....LSAW1
 WILSON, James C.....LSQM2
 WILSON, Robert J.....P1ER4

RCN (R)

AXFORD, Ernest R.....C1ER4

 BLACK, Robert V.....LSAF1
 BOKLA, William.....LSQMS
 BOWES, Frances E.....WAMMS
 BRETT, Thelma M.....WLCC1
 BROADFOOT, Stanley R.....LSRPS
 BRUSSE, Hendrik A.....ABQMS
 BUTLAND, G. Louis M.....P2QRS

 CHAMBERLAIN, John.....P1SH4
 CHARNLEY, Derek R.....LSAF1
 CHURCHILL, Henry G.....P1CC2
 COLVERD, Ray R.....P2MM2
 COOK, David Wesley G.....LSTD5
 CREW, Robert D.....LSQRS

 DALZIEL, John Thomas.....LSAAS
 DONAGHY, Marguerite M.....WLAW1
 DONALDSON, C. Anne M.....WLCC1

 EDWARDS, John James.....P1QRS
 EVANS, Pauline T.....WLPW1

 FARDELL, Mary H.....WLVS1
 FERGUSON, Ronald J.....LSCR1

 GALE, George David.....P2NF1
 GALLO, Joseph.....LSEM1
 GOYMAN, Stanley.....LSPW1
 GREER, Doreen E.....WLQM1
 GRIME, Frederick.....P1SH4
 GRISDALE, Marilyn A.....WACC1

 HARRIS, Paul C.....LSCV1
 HUCULAK, Bernard G.....P1SH3
 HURST, Douglas Charles.....P1SH3
 HUTCHINGS, Robert.....P1SH3

 JAQUES, Yvonne Patricia.....WLCV1
 JARVIS, George N.....P2BD3
 JONES, Megan.....WLCV1
 JORGENSEN, Thomas A.....LSNS1

 KOPSTEIN, Jack Jacob.....LSBD2

 LEBLOND, Jean Wilfred.....LSBD2
 L'HEUREUX, Ken Conrad.....ABAAS
 LITTLEFAIR, William K.....C2CR3

MACKAY, Donald C.....AB(NQ)
 MARKEY, Eleanor M.....WLCV1
 MARTIN, Katherine L.....WACC1
 McCONNELL, James Kenneth.....LSAW1
 McKERLIE, Dunbar B.....ABNS1
 McNEILL, Gordon James.....P1SH4
 McQUEEN, Hamilton J.....LSMA1
 MOREAU, Pauline Marie R.....WAAW1

 PAQUAY, Romain Joseph.....LSBD2

 RAWN, Raymond C.....ABQMS
 RICHARDS, Doris E.....WAMA1

 SCHMIDT, Albert R.....LSCK1
 STANGER, Joyce Ann.....WLCV1
 STEVENSON, Dinah J.....WLPW1
 STOREY, Francis W.....P1CR2

 ZAMYRUK, Walter P.....ABLMS

U.S. Veteran of Korea Joins RCN

A U.S. Army veteran, ex-prisoner of war of the Chinese Communists in Korea, is one of the recent Royal Canadian Navy recruits. He is Eric E. J. Muise whose home is now Goodwood, Prospect Road, Halifax County, N.S.

Muise, who was attested in late October as an ordinary seaman (communicator radio), joined the U.S. Army in April, 1948, while visiting his father in Reading, Massachusetts.

He served first in the Army of Occupation in Japan and in July 1950 went with his unit to Korea, landing at Pusan on July 4 and proceeding from there directly to the front. He took part in the Nak-Tong and Kum River campaigns and was present at the capture of Seoul.

From there, his unit pushed on to Central Korea where Muise was captured by the Chinese Communists. He was at first turned over to the North Koreans, but later was returned to the Chinese who interned him near the Manchuria-Korea border.

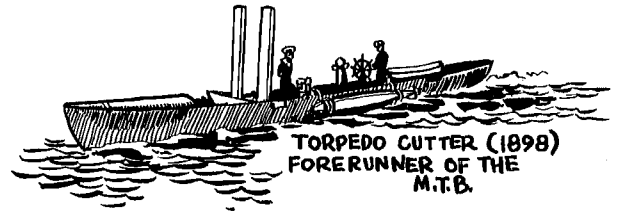
Of his three years as a prisoner, two were spent in a prison camp and one in a labour battalion, which earned the name "Slave Labour Unit" from the prisoners. Muise was subjected to forced studies of the communist doctrine and underwent the infamous brain washing. Prisoners who refused to attend classes were not fed.

During the course of his imprisonment, Muise escaped seven times but was recaptured on each occasion. Muise blames Korean children in the hills for these unfortunate events as they were the first to spot him each time and reported him to North Korean soldiers who quickly rounded him up.

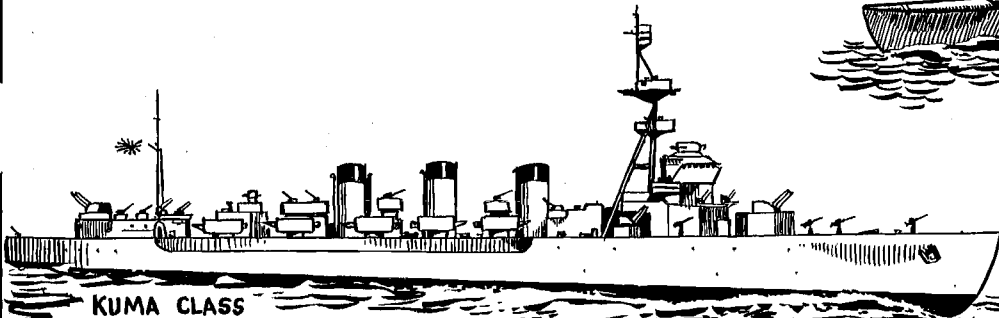
He was finally restored to the U.S. Army on August 22, 1953, during the exchange of prisoners named "Operation Big Switch". He was honourably released from the army October 29, 1953, the wearer of the Purple Heart, Presidential Unit Citation, American Defence Medal, United Nations Medal and the Japanese Occupation Medal.

Naval Lore Corner

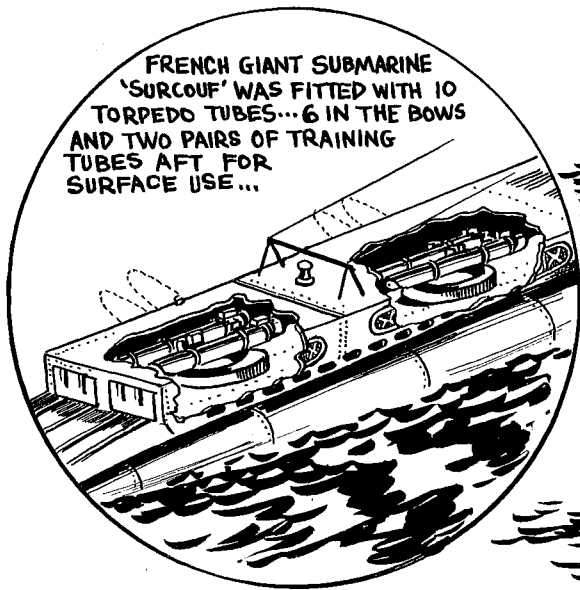
No. 35
TORPEDO ARMAMENTS



TORPEDO CUTTER (1898)
FORERUNNER OF THE
M.T.B.



KUMA CLASS
JAPANESE TORPEDO CRUISERS...
WERE FITTED WITH 40 24 IN.
TORPEDO TUBES...BY FAR THE HEAVIEST
TORPEDO ARMAMENT EVER MOUNTED...

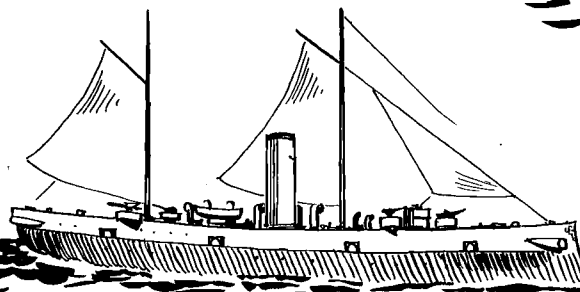
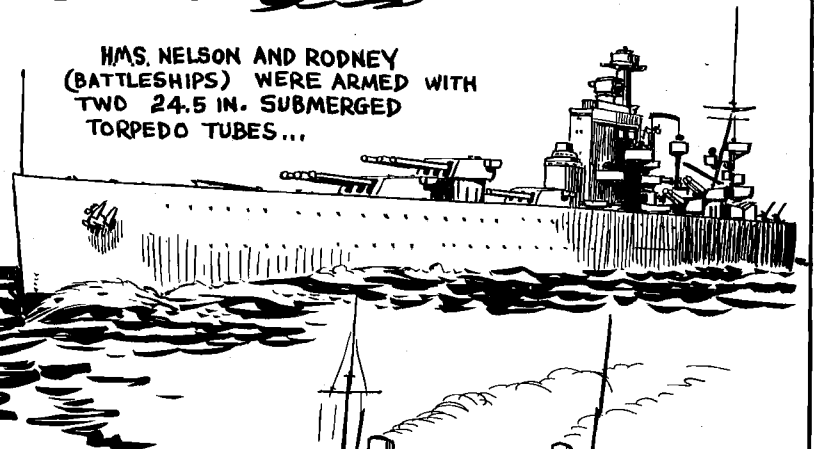


FRENCH GIANT SUBMARINE
'SURCOUF' WAS FITTED WITH 10
TORPEDO TUBES...6 IN THE BOWS
AND TWO PAIRS OF TRAINING
TUBES AFT FOR
SURFACE USE...

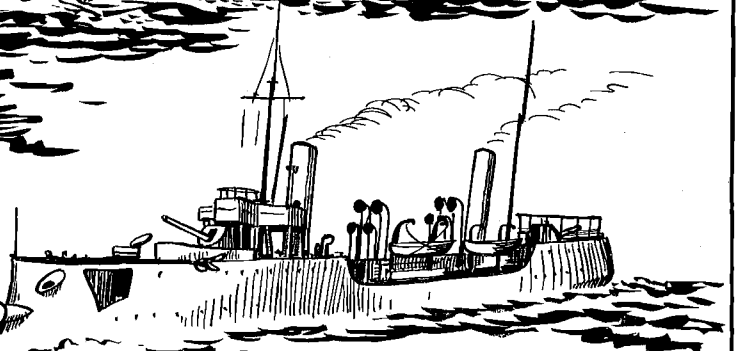


HMS EMERALD AND
HMS ENTERPRIZE
MOUNTED 16 TORPEDO TUBES—
THE HEAVIEST TORPEDO
ARMAMENT IN THE ROYAL
NAVY...

HMS NELSON AND RODNEY
(BATTLESHIPS) WERE ARMED WITH
TWO 24.5 IN. SUBMERGED
TORPEDO TUBES...



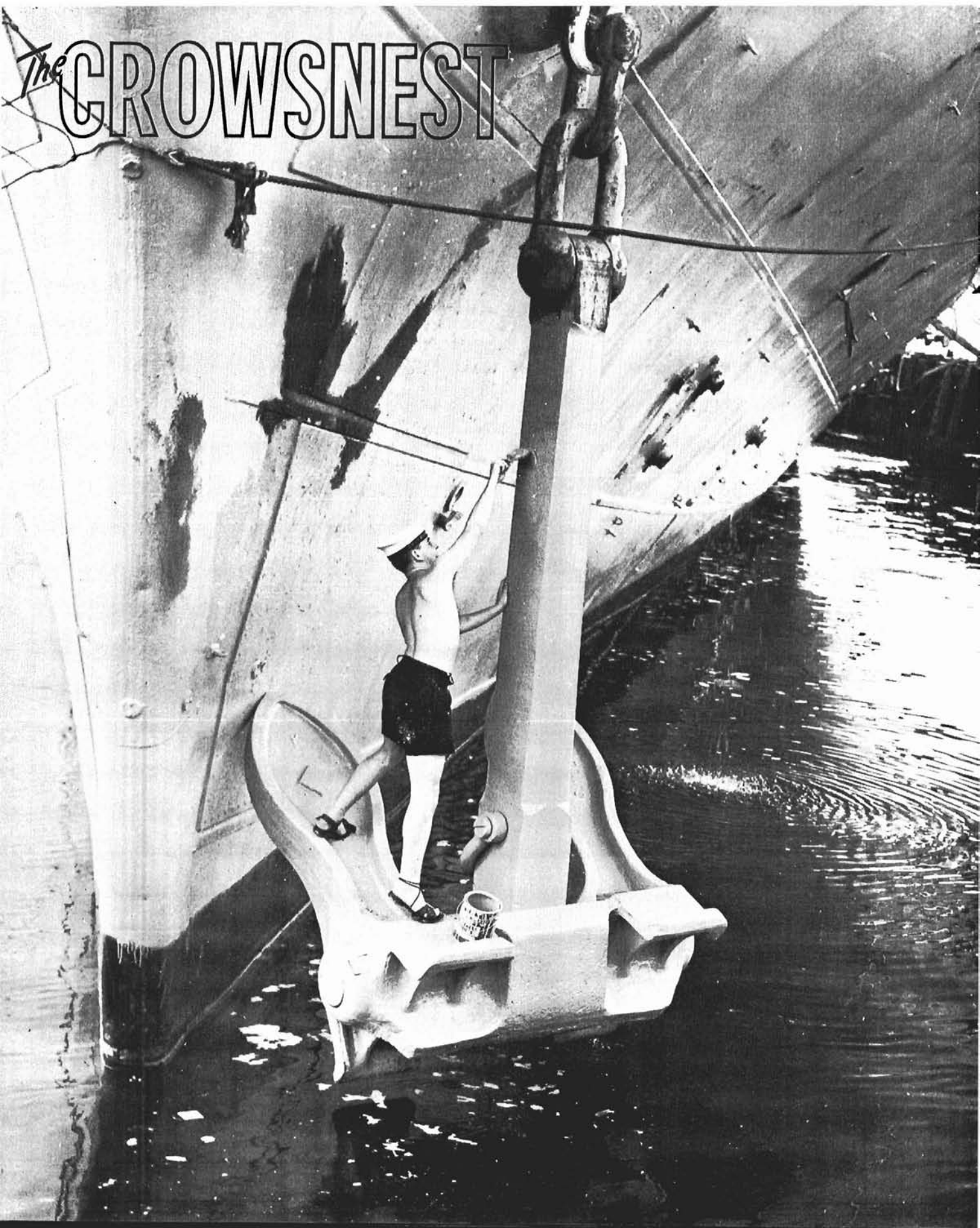
1886—H.M.S. FEARLESS AND H.M.S. SCOUT, 1430 TON
TORPEDO RAMS — 11 TORPEDO TUBES, 4 5 IN. GUNS...

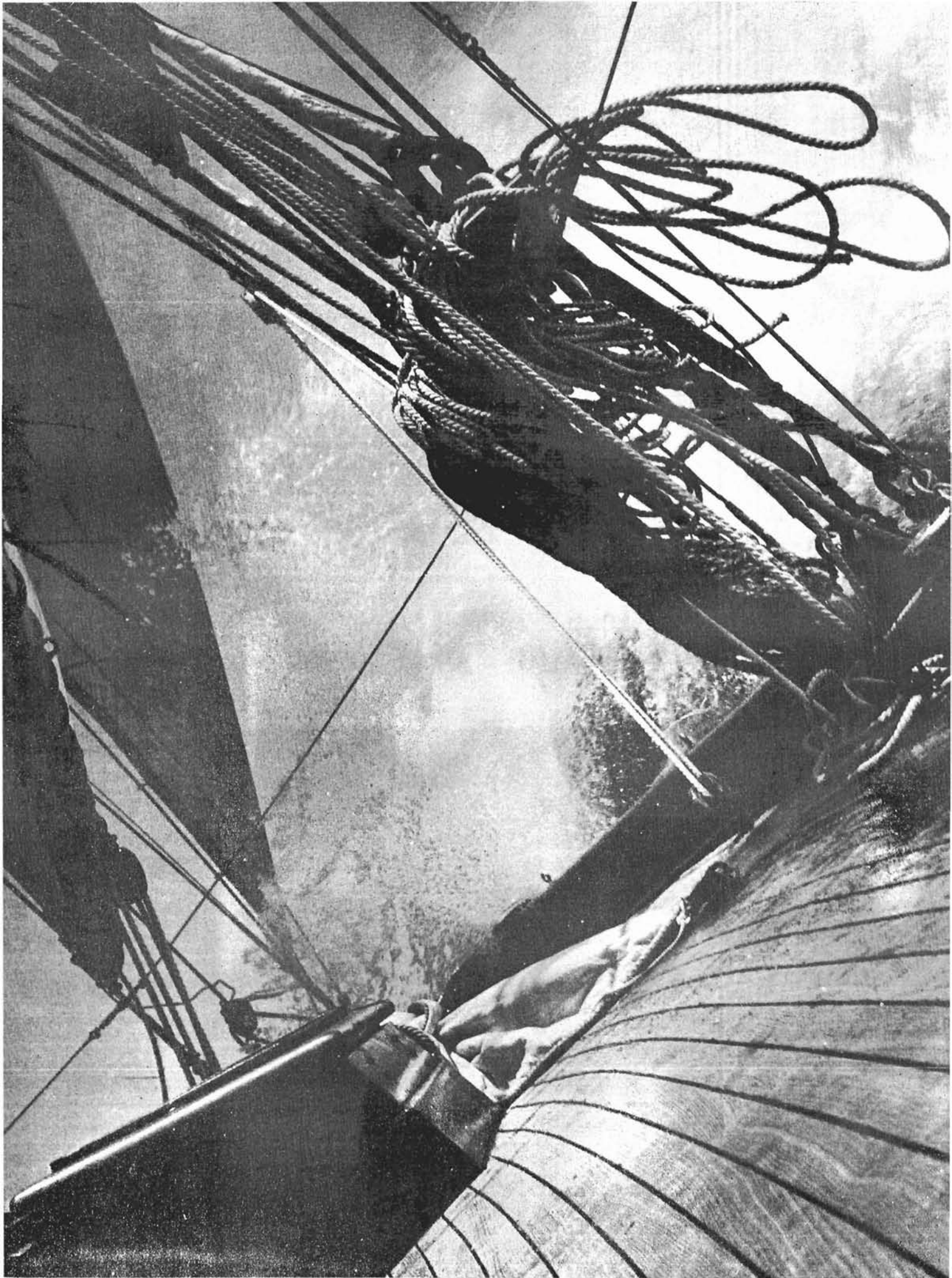


TORPEDO GUNBOAT H.M.S. HAZARD
(1880s) ALSO CALLED A TORPEDO BOAT
CATCHER — MOUNTED 2 4.7 IN. GUNS
AND A TORPEDO TUBE IN THE BOW...



The CROWSNEST





The CROWSNEST

Vol. 8 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1956

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The Cover—This time of the year must never be allowed to pass (it says here) without drawing attention to the spring-cleaning season. And what better spot could one pick for carrying out these duties than in the shade of the flare of "Maggie's" bow in a West Indies port? AB Donald Buchanan, of Windsor, Ont., spruces up the port anchor. (MAG-7022)

LADY OF THE MONTH

"Which is up?"

This question — hardly redolent of the poetry of the sea — is one that springs immediately to mind, although the picture on the opposite page is certainly not an "abstraction". It is, in fact, a picture of HMCS *Oriole*, training yacht for *Venture* cadets, on the port tack and throwing a welter of foam and spray to starboard.

The photograph was taken on board the *Oriole* by James A. McVie, APSA, of Victoria, whose work, also depicting the *Oriole*, in gentler mood, appeared on the June 1955 cover of "The Crownsnest".

This latest photograph by Mr. McVie has been hung in 18 international photographic salons during the past nine months and was the Victoria Camera Club's "Print of the Year" for 1955.

Mr. McVie, a former Canadian Army captain, is employed with the audit staff of the Naval Supply Depot in HMC Dockyard, Esquimalt. His photographs have been displayed in many parts of the world and have won hundreds of awards.

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 Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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

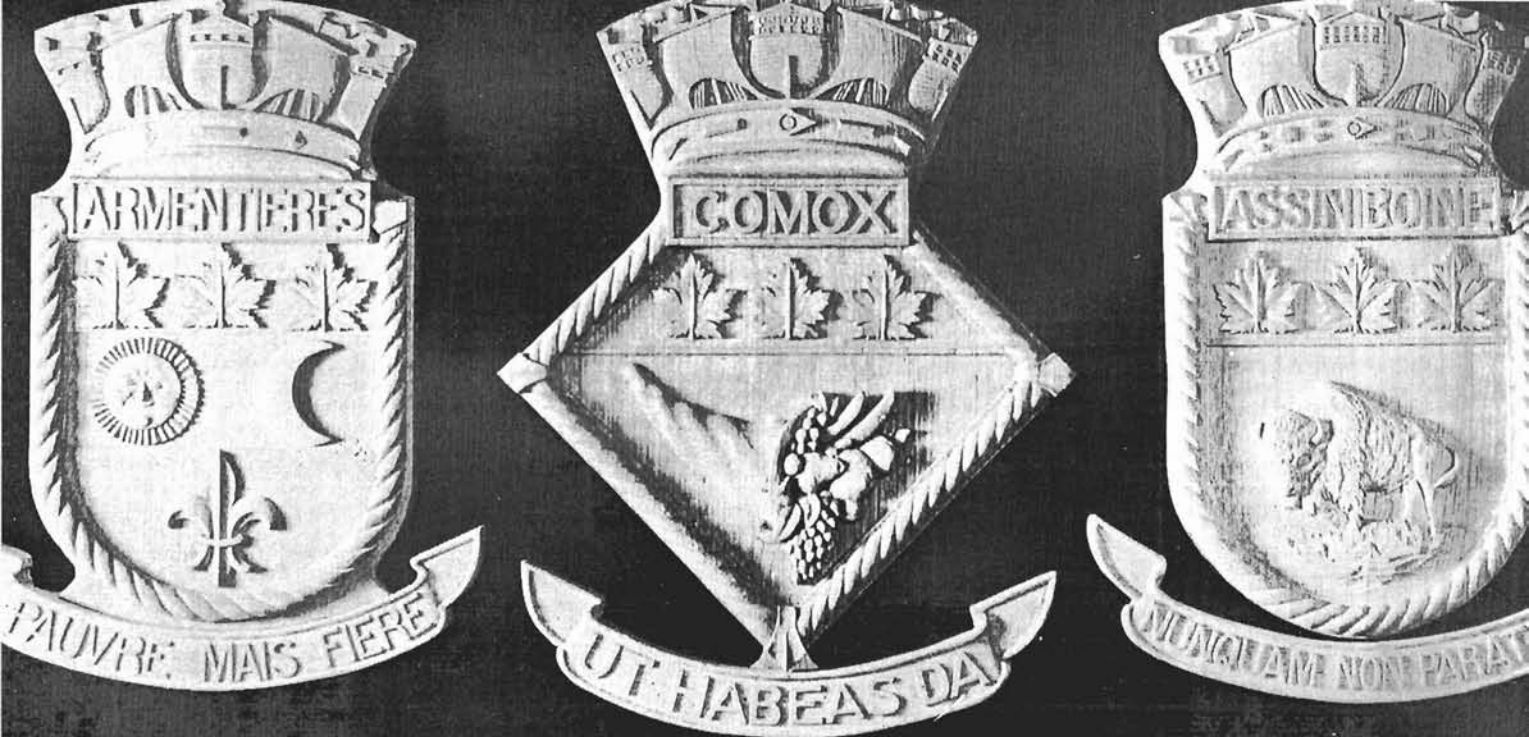
4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.



RCN NEWS REVIEW

Three official ships' badges of Second World War vintage. See story on page 13. (E-3556)

16 Ships Exercise In Caribbean

Five East Coast ships sailed from Halifax for the Caribbean toward the end of March to join 11 other surface units in the largest peacetime manoeuvres carried out by the Royal Canadian Navy outside Canadian waters.

They were the *Crusader*, with Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, embarked, the *Huron* and the 11th Escort Squadron, composed of the coastal escorts *Portage*, *Wallaceburg* and *Sault Ste. Marie*.

They joined the latter part of the fleet exercises out of St. Thomas in the Virgin Islands. The other 11 RCN ships in the Caribbean were the *Magnificent*, the *Quebec*, the destroyer escorts *Iroquois*, *Algonquin*, *Haida*, *Micmac*, *Crescent* and *Cayuga* and the frigates *Jonquiere*, *New Glasgow* and *Ste. Therese*.

Friendship and Training Mingled

Take one part hard training and one part good neighbourliness, mix well, and you have a member of the ship's company of the *Quebec*, as evidenced during the three-month Caribbean training cruise the *Quebec* began from Halifax January 24.

Daily training was provided for both junior officers and men. There were midshipmen (air) who, on completion of initial sea training in the *Quebec*,

will proceed to the United States in May for flying training. There were executive midshipmen who will receive subsequent training at the Royal Naval College, Greenwich, England. And there were men of the seamen and engineering and electrical branches who are being given basic and conversion training in their respective trades.

Good neighbourliness is provided by the ship's company for the residents of all the ports they visit. Wreath-laying, band music, ceremonies and entertainment for orphans highlighted the activities at some recent ports-of-call.

At Vera Cruz, Mexico, the orchestra, clowns and movies entertained 250 children at the Orphanage Hospicio Zamora. The appreciative children presented a white rose to each member of the entertainment troupe.

At the Mexican port, the commanding officer and a group of officers and

midshipmen visited the Mexican Naval Academy, which was built recently outside Vera Cruz. The Canadian officers were most impressed with the modern instructional facilities available, the precision and smartness of drill and the bearing of the naval cadets.

Highlight of this visit was the official call made on His Excellency Ruiz Cortines, president of the Republic of Mexico, by the commanding officer and two of his officers. They were flown to Mexico City at the invitation of the Canadian Ambassador, D. S. Cole, in an aircraft put at their disposal by the Mexican Navy.

While the Canadian naval officers were in the capital city, the Canadian ambassador and the captain laid a wreath at the Independence Monument. Present were units of the Mexican Navy and Marine Corps.

Queen Presents George Medal

Lieut. (P) Douglas A. Muncaster, 30, of Montreal, RCN helicopter pilot, received the George Medal from Queen Elizabeth on March 6, 1956, at Buckingham Palace in London, England.

Lieut. Muncaster was accompanied to the investiture by his wife, Patricia, and their daughter, Rosemary.

He received the award for risking his life in the March 1955 rescue of a fellow naval flyer, Sub-Lt. J. V. Searle of Woodstock, Ont., from a burning Sea

Angled Decks Cut Accidents

The introduction of the angled deck and the mirror deck landing aid in carriers of the Royal Navy has reduced the deck landing accident rate due to pilot error to less than one-fifth of the previous figure.

This information was given in the British House of Commons on February 23 by the parliamentary secretary to the Admiralty in reply to a question.

Fury aircraft only a few minutes before it exploded.

The George Medal was established in 1940 by the late King George VI for recognition of bravery and gallantry in saving life, not in the presence of the enemy.

Lieut Muncaster was appointed on an exchange basis to the Royal Navy anti-submarine helicopter squadron in July, 1955. The squadron is now based at Lee-on-the-Solent, Hants, England.

Cdr. Breen Young Dies in Esquimalt

Cdr. Breen Philip Young, MBE, CD, RCN, of Halifax, N.S., died at RCN Hospital, Esquimalt, on April 2, 1956. Cdr. Young leaves his wife, Mrs. Mary Lavinia Young, the former Mary L. Roast, of Halifax, and seven children, four girls and three boys. At the time of his death Cdr. Young held the ap-

More About The 'Stonicky'

Some expanded information about the "stonicky", an instrument almost unknown in naval circles today, has come to light. (See "Man of the Month" article in the March *Crows-nest*.)

This has been produced by Lt.-Cdr. (SB) L. G. (Bill) Clayards, on the staff of the Director of Naval Intelligence, who had to search back through 35 years of naval memories for the details and at this late date he couldn't be sure whether it was spelled "stonicky" or "stoniky".

"This instrument is still in use on the Pacific Coast among salmon fishermen where, when a fish is boated and is trying to kick the bottom out of the boat, a stonicky or club is used to quieten him or her", said Lt.-Cdr. Clayards.

"This weapon, sometimes referred to as a 'priest', is made of rough material and built to the design, likes or dislikes of the owner. I have seen some made of old rope or iron and others made of wood.

"In the dim, distant past (1921) as an ordinary seaman aboard the *Aurora*, I had a seamanship instructor named 'Clubs' Reese. When, during classes, our interest waned, we were given a fast boot to wake us or we played a game called Priest of the Parish.

"Reese, invariably, was the priest whose main job was dispensing punishment to those caught napping in the game. To make a long story short, the game finished when some unfortunate matlow slipped up in his replies and was sentenced to so many strokes of the 'stonicky'.

"This instrument could take any shape or size and many times after a heavy lunch and not being very bright, I received my share of strokes across the hands with a stonicky. Usually it was made up like a bell rope and would play hob with your bare hand."



About 100 RCN officers on duty in the United Kingdom serving in *Niobe*, attached to British naval establishments or standing by the *Bonaventure*, attended a "get together" dinner at the Dorchester Hotel on February 10 at which they were joint hosts to the First Sea Lord, Admiral Earl Mountbatten of Burma. Shown seated together at the dinner are Lord Mountbatten, Commodore J. V. Brock, Naval Member, Canadian Joint Staff, London, and Rear-Admiral L. W. Murray, RCN (Ret'd), wartime Commander-in-Chief, Canadian Northwest Atlantic, who is living in the U.K. (Photo courtesy of The Scotsman Publications Ltd.)

pointment of Officer-in-Charge, RCN Depot, Esquimalt.

Cdr. Young was born in West Petpeswick, Halifax County, N.S., on June 8, 1912. He joined the Royal Canadian Reserve in December 1934 on the lower deck as an able seaman.

He went on active service in September 1939 as a petty officer and was promoted to the rank of acting mate in March, 1940. His first appointment was to the minesweeper *Comox* as navigating officer, followed by service in the armed yacht *Vison* as the executive officer. His subsequent wartime service saw him in command of several ships, including the Bangor minesweeper *Lachine*, a sister ship, the *Brockville*, and the Algerine escort vessels *Portage* and *Border Cities*. While in the *Border Cities*, as a lieutenant-commander, he was the senior officer of Western Local Escort Group W2.

During this period, from August 25, 1944, to May 16, 1945, his group escorted 30 convoys totalling 1,500 ships of which none were lost through enemy action, hazards of the sea or for other reasons. His largest convoy was one of 143 ships.

At war's end he was on the staff of Captain (D) Halifax, as Senior Officer Minesweepers.

Cdr. Young transferred to the regular force in January, 1946, and since then had held a number of appointments both ashore and afloat.

Cdr. Young was awarded the MBE in June, 1945, for his wartime services. His citation read: "By his cheerfulness and whole hearted devotion to duty he has set an outstanding example to those with whom he served, in keeping with the best traditions of the service".

St. Laurent to Steam Up Potomac

The Royal Canadian Navy's new destroyer escort, the *St. Laurent*, was scheduled to pay an operational visit to Washington, D.C., from April 16 to April 18, following completion of evaluation trials out of Key West, Florida.

The *St. Laurent* was commissioned at Montreal last October 29 and completed her work-ups in the Bermuda area early this year, before sailing from Halifax for Key West and trials with the U.S. Navy.

Cdr. Garrett Again Cabot CO

Cdr. Harold Garrett, district administrator for the Department of Veterans' Affairs, has been re-appointed in command of *Cabot*. He succeeds Cdr. F. A. O'Dea as commanding officer of the *St. John's*, Nfld., naval division.

Donnacona, the Montreal naval division, also saw a change in command when Cdr. A. Ross Webster succeeded Cdr. Guy St. A. Mongenais.

PICTURE TOLD STORY OF LABRADOR TRAGEDY

LAST NOVEMBER, *The Crow'snest* published a "mystery photograph" showing a late 19th century naval ship ashore. Unlike the earlier one of the *Stadacona*, which brought many replies, the "ship-ashore" photograph is apparently recognized by few.

George E. Etheridge, of Monterey Park, California, who in 1902 served in HMS *Shearwater* on the Pacific Station, was certain that he knew the story of this picture and identified the ship as HMS *Amphion* ashore near Victoria in the 1890s, naming the ship in the background as HMS *Phaeton*.

However, in tracking down this suggestion it is thought that Mr. Etheridge

is confusing this picture with the grounding of HMS *Amphion* in Haro Strait in 1889 when the Governor General, Lord Stanley, was on board. But on that occasion the *Amphion* refloated herself and made Esquimalt without assistance. Part of the *Amphion's* crumpled bilge keel is still to be seen up by the big Chinese Bell in Beacon Hill Park, Victoria.

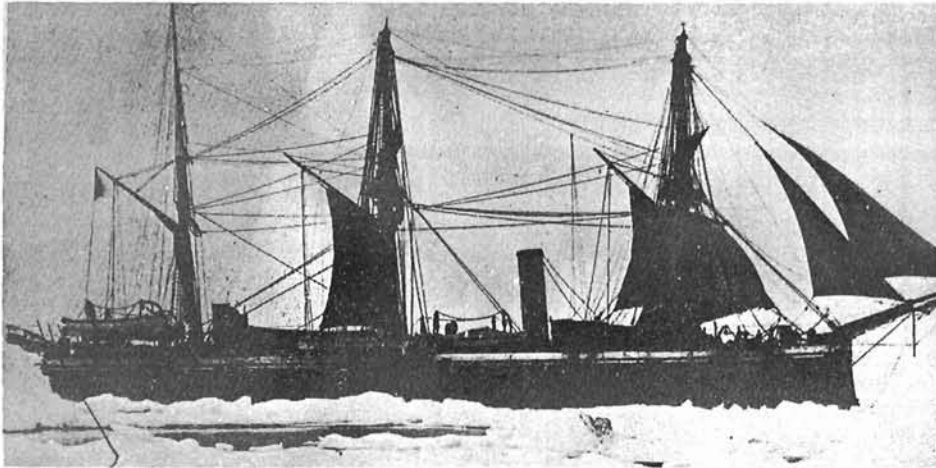
The answer came in a letter from Noel Mostert, New York correspondent of the *Montreal Daily Star*, who found the identical photograph in the *Illustrated London News* of November 9, 1889.

It is now known that the ship in question was HMS *Lily*; the locale, the coast of Labrador.

The *Lily* had been in St. Margaret Bay, on the northwest coast of Newfoundland and, in rough weather, had headed out across the Strait of Belle Isle for Foveaux Bay in order to meet the mail. In dense fog and also smoke from a forest fire ashore, the *Lily* drove ashore September 16, 1889, near Amour Point Light. Three of the ship's boats were put over the side but all capsized in the boiling sea. Seven lives were lost. The scene was photographed the next day.

In the same issue of the *Illustrated London News* there appeared a photograph of HMS *Canada*, the first ship to enter the new Halifax Graving Dock the day it was opened by the C-in-C, North America and West Indies, Vice-Admiral Sir George W. Watson, KCB, on September 20, 1889. At the time, the new drydock facilities were acclaimed as a great boon to both Halifax and the Royal Navy, for the nearest British dock was the 20-year-old floating drydock at Bermuda.

The happy coincidence of the appearance of both the *Lily* and graving dock pictures in the same issue of the magazine thus solved the mysteries of two captionless photographs in Naval Headquarters files. References to the graving dock appear on pages 79 and 161 of Volume I of "The Naval Service of Canada".—E.C.R.



Activities of the Royal Canadian Navy in the Arctic have expanded greatly since the Second World War, but the interest of the Royal Navy in the region extends over several centuries. It is thought that the two pictures which appear here are related and that someone may have information which will identify them. The wing collars and moustaches sported by the officers would scarcely be regarded as rig-of-the-day in this age and the distinction lace on the sleeves is notable for its lack of executive curl. (HS-6517)

Whirlybird Shatters Dream

The cryptic words "Prep Charlie Forward, Relative Wind Zero" crackled in the pilot's earphones announcing the start of another rescue mission for HU 21, the utility helicopter unit.

It was 1015 on February 23, 1956, and the *Magnificent* was proceeding out of Halifax Harbour bound for a two month's cruise to the sunny Caribbean when the Master-at-Arms discovered a surplus. In fact the surplus discovered him. It was an AB naval storeman from the RCN Air Station who came aboard at 0800 that morning in search of signatures. By the time they had been obtained the ship had sailed and he was off to the tropics in his dungarees!

Within five minutes of a radio message to *Shearwater* describing the situation the duty helicopter, piloted by Lieut. Grant Soutar and Lieut. Ron McClymont was flying to the rescue. A landing was accomplished on the forward end of the flight deck as the ship steamed outward bound past George's Island in Halifax Harbour. The Shanghaied victim was flown back to his base.

As "*Maggie*" sailed off to the exciting West Indies, HU 21 recorded another routine "Mission accomplished" and a wistful ABNS amid outstanding forms 156 heard again the tocsin of adventure on the Spanish Main.



“PUT HIM in the scuppers with a hose-pipe on him”; “Put him in the soup in the cook’s old galley”—these and other (sometimes unquotable) penalties for the drunken sailor are more or less drastic according to how one feels the punishment should fit the crime. However that may be, when you hear them pronounced with good rhythm and vigour, you can well believe that in days gone by they have been executed with genuine relish. What a wonderful variety is presented by the old sea-chanties! Are they forgotten by ships’ crews in these days of diesel engines and luxury liners? I hope not, although I have yet to hear any of them sung at sea. Ships still heave, but not to the strains of “Blow the man down”; men no longer hoist the mainsail to “Haul away, Joe”; mechanical winches turn without the stimulus of “Anchors aweigh”. Perhaps, however, the sailor is still reminded of his girl on shore by hearing “Shenandoah”.

Whether forgotten by the sailor or not, sea chanties still bring delight to many a landlubber. Even to one whose nautical experience is confined to splicing the main-brace they bring a certain nostalgia. They evoke a longing to “go down to the sea again”; to view “the white clouds flying”; to feel “the flung spray and the blown spume”, and to hear “the sea-gulls crying”.

In my time I have come across not a few ancient mariners trained under sail—even some who had rounded the Horn in a four-master. Nearly all of them had a repertoire of chanties, although getting them to sing sometimes took considerable pressure. Chanties have the salty tang, and it is good to know that they are remembered by many a retired sailor in our Maritime Provinces. Collections made by Helen Creighton, Kenneth Peacock, Leslie Bell and others show that they are still alive and highly popular. Most of them can

be traced back to older hands; perhaps they have “suffered a sea change” (although I would hardly call it suffering) in crossing the Atlantic, but

THE AUTHOR

Canada’s most honoured musician, Sir Ernest MacMillan, BA, MusD, LLD, Hon. RAM, FRCM, FRCO, wrote the accompanying article for the spring issue of Imperial Oil Fleet News, which goes out to the oil company’s tanker fleet. It appears here through the kindness of Sir Ernest and the editor of Imperial Oil Fleet News, Gordon R. McKean.

This year Sir Ernest steps down as conductor of the Toronto Symphony Orchestra, which he has led since 1931. His public musical career actually began at the age of ten years, as an organ soloist. He was Dean of the Faculty of Music, University of Toronto from 1925 to 1952 and he has led the Mendelssohn Choir for 14 years. He was knighted by King George V in 1935 “For services to music in Canada”.

Under his baton, the Toronto Symphony Orchestra has acquired an international reputation and the Friday night “Pops” concerts have instilled in an ever-widening host of Canadians an appreciation of fine music.

Incidentally, Imperial Oil Fleet News had as its first editor in 1949 James Redditt, who was also the founding editor of The Crow’s Nest, the Cornwallis newspaper, when the training establishment was still located in Halifax. The present magazine has inherited from it both a name and a tradition.

whether in old or new form they have taken their place among our musical treasures.

The landsman also contributes to the music of the sea; the imagination of many a great composer has been stirred by the mighty main. With some, imagination has been backed up by experience. Rimski-Korsakoff, for example, well knew what he was writing about when he penned his graphic picture of Sinbad’s shipwreck in “Scheherazade”; he had been an officer in the Russian Navy and had written a symphony—probably the first ever composed by a Russian—during his sea-faring days.

Mendelssohn’s overture “Fingal’s Cave” was a direct outcome of a cruise on the west coast of Scotland—in fact the opening bars were sketched on the very spot. It would be hard to find anywhere a more impressive scene than Fingal’s Cave on the fascinating but forbidding island of Staffa; weather conditions have never allowed of my landing there, but photographs have made me familiar with the great basalt pillars that rise from the water like the pipes of a mighty organ played on by wind and sea. Mendelssohn rarely deserted the classic forms in his music, but romantic urges were also strong in him and the glamour of Staffa aroused this to the full.

It would be hard to find in all musical literature a more finely conceived and skilfully executed picture of the sea than Debussy’s “La Mer”. Far from robust in health, Debussy probably hated the reality of even a Channel crossing, but he loved writing about water in any form—he pictures fountains, mirrored reflections and the sound of bells under water—and the ocean stirred his imagination to one of his finest efforts. He begins by painting a calm sea at dawn and its gradual awakening to vigorous motion



SIR ERNEST MacMILLAN
(Courtesy The Canadian Press)

as noon draws near; his second movement pictures sportive waves playing rollicking games in sparkling sunlight; finally, the "Dialogue of the Wind and the Sea" depicts a great storm as the ship is tossed about and the wind whistles in the rigging. Storms at sea are a favourite subject with many composers, but rarely are they so subtly and graphically portrayed. Another French composer, Gabriel Pierné, in his "Children's Crusade", depicts, first, the sparkling Mediterranean as seen from the shore on a bright day and later, a shattering storm and shipwreck.

Wagner's opera, "The Flying Dutchman", is permeated by a feeling for the sea. The story is based on the legend—familiar to all readers of Captain Marryat's "The Phantom Ship"—of the Dutch captain who, having sworn to round Table Bay in spite of wind and weather, "though I should beat about here until the Day of Judgment," is condemned to wander the seas forever. In Wagner's version, however, he is allowed to land every few years and seek a woman whose love will lift the curse. The opera ends as the devoted heroine Senta gives her life by throwing herself into the sea; the condemned Dutch ship sinks and disappears, while against a vivid sunset the Dutchman and his beloved are seen to rise heavenward in a warm embrace. The fate of the crew does not apparently concern the composer.

To English composers the subject of the sea has, as one might expect, an especial appeal. The earliest English

opera, Purcell's "Dido and Aeneas", has a rousing sailors' chorus concluding with the words:

"Take a boozy short leave of your nymphs on the shore and silence their mourning with vows of returning,

Though never intending to visit them more."

This is followed by a hornpipe. I well remember the problem it presented, in staging a performance which I conducted many years ago—how ancient Greek sailors should be costumed when dancing a hornpipe. I forget how the problem was solved.

Strange to say, I have been able to find almost no works by that enthusiastic yachtsman, Sir Hubert Parry, that have reference to the sea. Elgar's "Sea Pictures" for contralto and orchestra are effective, but for the most part his music remains on terra firma. His Irish contemporary Stanford was responsible for some stirring sea songs to words by Newbolt, and the Scottish Alexander MacKenzie's nautical overture, "Britannia", is still occasionally played, though nearly all of his other works are forgotten. It remained however for the still living Ralph Vaughan Williams to give us musical seascapes

on a large scale. His "Sea Symphony" for chorus and orchestra, though an early work, remains a classic of its kind, and his latest "Antarctic Symphony" pictures polar exploration at its grimmest. Arnold Bax, Frank Bridge, Benjamin Britten and many other composers remind us from time to time that the blood of the Englishman is mixed with salt water.

Of sea songs other than chanties a good many of the most popular date from the 18th century, when a vast empire was being brought under the British flag largely through the efforts of sturdy British seamen. "The Bay of Biscay", "Heart of Oak", and "Rule, Britannia" were a natural accompaniment to marine exploits. The 19th century, with its "Death of Nelson", "The Sailor's Grave" and the like, tended perhaps to be over-sentimental, but after all the sailor has his sentimental side. And it was the 19th century that produced the ever fresh and popular "H. M. S. Pinafore".

The sea itself is music. It has rhythm and melody and its motion never ceases. Perhaps this humble tribute may be allowed from a musician who—even as a mere passenger — has a thorough relish for "a life on the ocean wave."

The Saguenay Song

Newfoundland songs, unknown in Canada before the Second World War, were on the lips of thousands of Canadian sailors once RCN warships began operating from St. John's and other ports of the Old Colony. When the River class destroyer Saguenay acquired her own song, the words were set to the Newfoundland tune "The Ryans and the Pittmans", more often known by the first line of the chorus: "We'll rant and we'll roar like true Newfoundlanders". The Saguenay's song tells of the ship's torpedoing. Later she had her stern blown off by her own depth charges in a convoy collision and ended her service career as a training ship at Cornwallis.

OH, THE SAGUENAY sailed through the blue Caribbean
The Saguenay sailed o'er the old Spanish Main,
From Dutch Curacao to misty Balboa
Through Yucatan passage and right back again.

We'll zig and we'll zag all over the ocean,
We'll zig and we'll zag all over the sea,
Until we strike soundings in Halifax Harbour;
From Sambro to Sable in thirty-five leagues.

And then one dark night, while out on the Ocean,
A speeding torpedo crashed into our bow,
Through luck and fair weather she held us together,
And kept us all safe till we got alongside.

We'll zig and we'll zag all over the ocean,
We'll zig and we'll zag all over the sea,
Until we strike soundings in Halifax Harbour;
From Sambro to Sable in thirty-five leagues.

OFFICERS AND MEN

Navy Mothers' League Revived

After a lapse of several years, the Navy Mothers' League of Edmonton has been reorganized and will meet regularly on the third Saturday of each month in the wardroom of HMCS *Nonsuch*, the Edmonton naval division.

At its first social function on March 17, the Navy Mothers' League entertained the wives of *Nonsuch* officers.

Honorary president of the organization is Mrs. Norman Cameron. The honorary vice-president, Mrs. R. M. Shaver, was the first president of the Navy Mothers' League during the war years. Other officers are Mrs. W. Fleming, president; Mrs. R. Guy, secretary and Mrs. A. Strange, treasurer.

Reservist To Get Venezuela Post

Lt.-Cdr. (SB) R. W. A. (Bob) Dunn, RCN(R), a wartime information officer who has maintained naval connections through the reserve at *Carleton*, the Ottawa naval division, will be-

come First Secretary in August to the Canadian Ambassador to Venezuela.

He has been Press Officer in the Department of External Affairs, at Ottawa, and in addition has been information officer in the Ottawa naval division.

Llewelyn Prize Won by Canadian

PO Kenneth Albert Jackson, has been awarded the Llewelyn Prize for the highest average in a recent gunnery instructor course at HMS *Excellent*.

The prize was founded in 1917 in memory of the Cdr. Herbert Llewelyn, RN, who was killed in action on board HMS *Queen Mary* at the Battle of Jutland the year previous. It is made quarterly or half-yearly with money from a trust fund at Admiralty set up by his parents and sisters. It consists of £5 and a sheepskin document suitably inscribed.

PO Jackson is the sixth Canadian to have won the award. The five other Canadians include Lt. Charles L. McDerby, RCN, (Ret'd), (1939); CPO

James Kenneth Luke (1949); CPO Norman G. A. Anderson, (1951); CPO Richard W. Aldhelm-White, (1952), and PO Samuel H. Shaw, (1954).

Born on May 8, 1920, in St. Thomas, Ont., PO Jackson was living in Vancouver when he entered the Navy as an ordinary seaman in February, 1940.

He has served at sea in the corvettes *Eyebright* and *Sorel*, frigate *Kokanee*, cruiser *Uganda* (now *Quebec*), and destroyer *Haida*, in addition to training and duties ashore in Canada and the United Kingdom.

PO Jackson served a tour of duty in the Korean War theatre in the *Haida*, from June, 1952, until July, 1953.

Veteran Honoured On 80th Birthday

At first glance, it seemed a typical social gathering in Ottawa's Tiffany apartments. A second look over the 35 couples showed no less than five admirals, other naval types and key civil servants, all of whom have played a major part in the growth of the Royal Canadian Navy.

They were gathered to celebrate quietly the 80th birthday, on January 14, of an old contemporary, Cdr. Ernest Haines, OBE, MBE, RCN (Ret'd), a man with the staggering total of 54 years' combined Royal Navy and RCN service.

"Daddy" Haines, as he became affectionately known in the Second World War, was born on January 14, 1876, in Bristol, England. Sixteen years later he started his naval career, as a boy seaman in a 42-gun brig.

He spent a couple of years on the China station and, during the next two decades, saw much of Africa and the Orient. His promotion to commissioned rank, a rare occurrence in those days, took place during this time.

In 1912, Cdr. Haines volunteered to transfer to the RCN to assist in running Canada's new and struggling little Navy. He served successively in the *Niobe* and *Rainbow*, Canada's first cruisers, before being appointed for duties on the West Coast.

Cdr. Haines was promoted to lieutenant in 1918 and in the following year was appointed an MBE for his war services.

In 1926, he was placed on the retired list as a lieutenant-commander. Between



Thousands of miles from home and on a tour of the RCN's huge Naval Supply Depot at Ville La Salle, Que., Rear-Admiral Ramlau-Hansen, Royal Danish Navy, suddenly encountered a familiar address on a consignment from the RCN to Denmark. Shown with him are Captain (S) M. A. Davidson, commanding officer of HMCS *Hochelaga*, and Cdr. (S) J. W. Marshall, officer-in-charge of the Supply Depot. (ML-4259)

wars, he worked for the Navy as a civil servant.

A well-known rifle shot, he was selected by the Dominion of Canada Rifle Association to be adjutant of the Canadian Bisley team in 1937. He has been serving faithfully in recent years as camp commandant of the DCRA shoots at Connaught Rifle Ranges, outside Ottawa, where the Bisley teams are selected and annual Dominion shoots run off. His many years as a valuable member of the DCRA executive were recognized in March, 1955, by his appointment as a Life Governor. Cdr. Haines has also been active in the National Defence Headquarters Rifle Association and for better than a quarter-century has been Honorary Vice-President of that organization.

On the first day of September 1939 Cdr. Haines was recalled to active service at Naval Headquarters. He served a hitch in the armament depot on the East Coast and at the beginning of 1943 was promoted to his present rank.

That June he assumed his final appointment of the war years as naval executive assistant to the Director of Naval Ordnance. In January 1946 he was appointed an Officer of the OBE, the citation stating: "This officer has to his credit 54 years combined service in the RN and RCN. He has shown unusual keenness and energy in the performance of his duties during the present war and his experience has been of inestimable value and set a fine example, which has been an inspiration to all with whom he has come in contact."

One of his proudest memories is that he was among the hundred bluejackets chosen for the honour of drawing Queen Victoria's body from Windsor Station to St. George's Chapel. For his part in Victoria's funeral, Cdr. Haines received the medal of the Royal Victorian Order.

Medals he holds from other days include the East Africa Medal with Clasp (1902-'04), 1914 Star, British War Medal, Victory Medal, and Coronation Medal (1937).

On the day he became an octogenarian, the company that honoured him was august, from the naval standpoint. Included in the roster of admirals were Vice-Admiral H. T. W. Grant, retired Chief of Naval Staff; Rear-Admiral F. L. Houghton (Ret'd), former vice-chief; Engineer Rear-Admiral G. L. Stephens, (Ret'd), Rear-Admiral (E) J. G. Knowlton, retiring, and Vice-Admiral H. G. DeWolf, who became Chief of the Naval Staff just two days later. There was R. M. (Dicky) Pearson, a key figure in the growth of the fleet, and a representation also attended from the office of the Minister of National Defence.



These are members of the No. 37 Officers' Divisional Course held at Cornwallis between January 27 and March 9, 1956. Front row, left to right: Surgeon Cdr. J. W. Rogers, A/Lieut. (E) W. R. Hayes, Lieut. G. G. Armstrong (Course Officer), CPO G. E. Coles (Course Chief Petty Officer), Midshipman R. Cogger and Sub-Lt. (W) B. G. Wilson. Centre row: A/Cd. Gunner T. W. J. Marsden, Cd. Constructor F. Finlay, A/Cd. Gunner (TAS) G. V. Hartman, A/Cd. Boatswain (PR) Lionel Roberts and A/Cd. Electrical Officer R. P. Manley. Rear row: A/Cd. Boatswain (PR) S. L. G. Gurney, A/Cd. Boatswain (PR) R. W. Bose, A/Cd. Electrical Officer W. S. Norman, A/Lieut. F. C. Allwood, A/Cd. Engineer (AE) J. A. Turner, Chaplain II (P) G. R. Bell and Sub-Lt. M. N. Elrington. (DB-6562)

The get-together was the result of collaboration between his son, Ernest, of DVA treasury department; Ordnance Captain E. H. H. Russell, Deputy Director-General of Naval Ordnance, and Lt.-Cdr. (E) (A/E) A. C. Brown, of Headquarters, whose father, Shipwright Cdr. C. H. Brown, RCN (Ret'd), was a shipmate of Cdr. Haines in the old *Niobe* and *Rainbow*.

Diving Course For All Comers

The clearance diving section at the Torpedo Anti-Submarine School, Stadacona, has started a four-week course which is an introduction into diving with compressed air breathing apparatus and the well-known aqua-lung.

Pupils are trained to dive to depths up to 50 feet and are given instruction in underwater physics and marine life. The course is open to all comers whether they be cooks, engine room mechanics, seamen or electricians.

Montreal NOA Names Officers

The new president of the Naval Officers' Association of Canada (Montreal Branch) is C. Denys Heward,

elected at the annual meeting on January 19. The name of the organization has been changed from its former designation, the Naval Officer's Association of Montreal.

The immediate past president, John G. W. Mackenzie, remains on the board of directors. Others elected at the meeting were:

David S. Jones, vice-president; P. M. MacCallum, second vice-president; Jacques Mallet, honorary secretary, David S. Farish, honorary treasurer. Directors are J. M. Richardson, W. Charles Harrison, Phil A. Langlois and Jesse Cohen.

H. S. MacDougall Dies in Victoria

When the "Chief" roared: "Fall up that ladder!" the new entries defied gravitation and fell up the ladder; when he added: "Last man up gets two hours' extra work" there was bound to be some youngster standing about at the end of day, rankling with the injustice of it, only to find the "Chief" didn't mean it that way at all.

The foregoing will immediately identify the "Chief" to officers and men who

served at the naval divisions at Winnipeg, Saskatoon and Edmonton before and during the early part of the war. They and others throughout the service, if they have not already heard of his passing at Victoria on January 28 in his 53rd year, will learn of it with a sense of personal loss.

Stuart MacDougall, born in Perth, Ontario, but educated at Stratford, Ontario, and Calgary, joined the Royal Canadian Navy as an ordinary seaman on his 18th birthday, April 13, 1921, at the last-named city and retired, as a lieutenant, in 1947. He continued to serve the Navy after his retirement in the civil service as administrative officer of the Colwood magazine and, more recently, the Rocky Point magazine. He maintained his naval ties, too, through active participation in the work of the Naval Officers' Associations of Canada.

Last summer he organized and directed the moving of explosive and non-explosive magazine stores from Colwood to Rocky Point without accident. The explosive stores alone amounted to more than 5,000 tons and the job was done in less than 20 working days.

"Mac" was the first Canadian-born gunnery instructor in the RCN, a role for which he received his training at Whale Island (HMS *Excellent*). The ships in which he served afloat included HMC Ships *Aurora*, *Armentieres*, *Patriotic*, *Thiepval* and *Vancouver*, but the fact that he was a highly qualified instructor meant that most of his service was ashore.

In his younger days "Mac" was a first-class sportsman, on the team of the

WEDDINGS

Sub-Lieutenant Harry Walter Beuteul, *Shearwater*, to Miss Elizabeth Joyce Watson, Victoria.

Able Seaman Glenn Bennett, *Naden*, to Miss Margaret Carol Cotter, Victoria.

Lieutenant Richard M. Bone, *Magnificent*, to Miss Janet Horwood, Amherst, N.S.

Ordinary Seaman Roy Carr, *Toronto*, to Miss Lillian Hayden, Halifax.

Able Seaman Charles R. Chudley, *Wallaceburg*, to Miss Janet A. Turpel, Pictou, N.S.

Petty Officer Arthur G. D'Amour, *Aklavik Radio Station*, to Miss Isabella Rose Reeve, Victoria.

Able Seaman Robert J. Dingwall, *Toronto*, to Miss Lorraine Jackson, Dartmouth, N.S.

Lieutenant James Hardiman, *York*, to Miss Lisl Huttig, Toronto.

Able Seaman Bernard McGeean, *Toronto*, to Miss Doris Fraser, Auberville, N.B.

Able Seaman William H. McRobie, *Wallaceburg*, to Miss Valerie T. Anderson, Pictou, N.S.

Able Seaman Harold Reilly, *Toronto*, to Miss Bette Esacc, Debert, N.S.

Sub-Lieutenant Anthony J. B. Steward, *St. Therese*, to Miss Isabel Anne McCubbin, Victoria, and Ewell, Surrey, England.

Able Seaman Donald Scobie, *Iroquois*, to Miss Alta Sims, Tufts Cove, N.S.

Lieutenant Frederick Charles Sherwood, *Magnificent*, to Miss Ruth Iris Virginia Chad-dock, Halifax.

Leading Seaman John Vair, *Iroquois*, to Miss Margaret Rose McLean, Glace Bay, N.S.

United Services Rugger Club and also playing for the Victoria and United Commercial Travellers Canadian rugby teams.

He is survived by his wife and two small sons, Ian, aged nine, and Richard, aged six.

Admiral Porteous Named Director

The appointment of Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, to the board of directors of Canadian Arsenals Limited has been announced by the Rt. Hon. C. D. Howe, Minister of Defence Production.

Rear-Admiral Porteous replaces on the board of the Crown company Rear-Admiral (E) J. G. Knowlton, (Ret'd), whom he succeeded as CNTS.

Awards Made to Unicorn Personnel

Four lower deck personnel of *Unicorn*, the Saskatoon naval division, received awards at the annual inspection March 12.

Ldg. Sea. G. W. Moore got the Rooney trophy for high aggregate in small bore rifle competition, Ldg. Sea. R. J. Ferguson, a communications radio man, won the proficiency trophy, Ord. Sea. E. Gillette was best new entry, male, and Wren Phyllis Cameron, the best female entry.

Bingo Provides Family with Car

A bingo night was a happy night for Mrs. Della Morris, wife of CPO R. W. Morris, of 30 Armstrong Street, Ottawa.

Mother of eight, Mrs. Morris won a new car at a Kinsmen Monster Bingo Night. The Morrises had no car but plan to sell the new one and buy a house, because as Mrs. Morris puts it, "Eight children, including twins, need a lot of room."

Communication Centre Occupied

In January of this year construction of the new Communication Centre at *Shearwater* was completed and the communication staff, with the station communications officer Lt.-Cdr. G. A. Hoyte in charge, commenced operations from the new location.

The compact, one-storey building of brick construction was built expressly to contain the Communications Centre and telephone exchange. With a view to maximum physical security, the only windows in the building are in the

washrooms. Ventilation to other parts of the building is provided by an air circulating unit located in the basement.

To provide a constant electric power supply in the event of local power failures, a diesel-operated generator was installed which switches on automatically should a power failure occur. Another convenience is the incinerator in the basement where the staff may destroy classified matter as necessary.

A new automatic telephone exchange has been installed and went into use last September. It is a vast improvement over the old manually operated switchboard and some 400 telephones are listed. It is, however, no longer possible to phone one's wife or girl friend any old time unless one is lucky enough to have access to an "unrestricted" phone, of which there are only 60. These are connected directly to the outside exchange. This should result in a considerable saving as formerly an average of 22,000 phone calls to outside stations were made each month.

All in all, the communications staff at *Shearwater* is quite pleased with its new COMCEN and hopes that if other establishments are contemplating similar constructions in the future, they will imitate the plan of this building, which, it is felt, is easily the most modern Communication Centre in Canada.

Gregory Heads Brunswicker NOA

Alexander P. Gregory was elected president of the Naval Officers' Association of Canada (Brunswicker branch) at the annual meeting in HMCS *Brunswicker*, Reed's Point, Saint John.

The retiring president, Donald H. Newton, in presenting his annual report, referred particularly to the co-operation received by the association from officers of the Saint John naval division.

BIRTHS

To Commissioned Officer (SB) William Bowes, *York*, and Mrs. Bowes, a son.

To Able Seaman William Big Canoe, *Naden*, and Mrs. Big Canoe, a son.

To Able Seaman Thomas I. Burry, *Stadacona*, and Mrs. Burry, a daughter.

To Lieutenant-Commander John M. Calver, *York*, and Mrs. Calver, a daughter.

To Petty Officer Donald Cameron, *Coverdale*, and Mrs. Cameron, a daughter.

To Chief Petty Officer George Dyson, *Naden*, and Mrs. Dyson, a son.

To Leading Seaman Howard Janes, *Gaspé*, and Mrs. Janes, a daughter.

To Ordinary Seaman George Lambert, *York*, and Mrs. Lambert, a daughter.

To Petty Officer Donald McCoy, *Stadacona*, and Mrs. McCoy, a daughter.

To Lieutenant R. P. Morris, *Gaspé*, and Mrs. Morris, a daughter.

To Lieutenant (SB) Howard C. Wallace, *Naval Headquarters*, and Mrs. Wallace, a son.

To Petty Officer Kenneth Harry White, *Hochelega*, and Mrs. White, twin sons.

To Leading Seaman, I. R. Wilson, *Stadacona*, and Mrs. Wilson, a son.

Other officers elected for the year are: Douglas Martin, vice-president; John Davidson, secretary-treasurer, and members of the executive committee Philip Emmerson, J. J. Donahue, Ralph Marr, Douglas Kirby, John A. MacKinnon, Fred D. Laphin and Mr. Newton.

Mr. Gregory and Mr. Davidson were chosen to represent the branch at the three-day convention of the Dominion Council of the NOAC in Montreal in early June.

Classmates

Hold Reunion

Six men who were buddies in a new-entry training class in 1940 got together with their first instructor for their third reunion at the chief and petty officers' mess at *Stadacona*.

The instructor of 1940 days was Lieut. George Grivel and the class members who attended the reunion were CPO Thomas Elston, *Algonquin*, Cd. Communications Officer A. E. Young, *Magnificent*, CPO Melville Davis, *Algonquin*, CPO Charles Scott, of the TAS School, *Stadacona*, who organized the reunions, CPO William Currie, *Micmac*, and CPO Valentine Ramsdale, *Cape Breton*.

Cadets Sponsor

Ball at York

The annual Cadet Ball of the University of Toronto Naval Training Division was held at *York* on Friday, February 24, and lived up to its reputation of being one of the social season's gala events.

The ball was preceded by a reception in *York's* wardroom at which the commanding officer and officers of the UNTD entertained the patrons and guests of honour.

OLDTIMER SEES WHAT'S COOKING AT NADEN NOW

MY YEARS as member of the MRCNVR Supply Department were in a large measure responsible for considerable apprehension on visiting Nelles Block in HMCS *Naden*. My memory of galley wood and coal stoves, unattractive eating spaces and long periods of waiting for a meal is very vivid, even now—ten years after the end of the Second World War.

On entering the cafeteria I was amazed at the difference the years had made. The cafeteria, where all men of the rank of leading seaman and below are victualled, contains 160 tables which seat 640 men. The men line up to be served cafeteria style, and the

Defence Scientist

Visits Esquimalt

Sir Frederick Brundrett, scientific adviser to the United Kingdom's Ministry of Defence and chairman of the Defence Research Policy Committee, was a visitor to the Pacific Naval Laboratory at Esquimalt in February.

During his visit to Esquimalt he went on board the research vessel *Cedarwood* to hold discussions with scientists of the Marine Physics Group attached to the PNL.

NOA at Windsor

Names Officers

Officers elected at the annual meeting of the Windsor Branch of the Naval Officers' Association were:

President John H. Charlton; first vice-president Patrick J. Ryall; second vice-president William Baker; directors Dalton Charters, William A. Wilkinson, Robert Daniels, Charles W. Donaldson, Roy Aytoun and R. M. Pearson.

Junior Sea Cadets

In Need of Officers

The Naval Officers' Association, Vancouver, has issued an appeal for more officers for the Junior Sea Cadet Corps for boys between the ages of 12 and 14. The chief reason for the appeal is the resounding success of the new corps, which has attained an enrolment of nearly 200 boys.

The Junior Sea Cadets parade each Saturday morning at *Discovery*, the Vancouver naval division, and the prospects are that a large proportion of them will graduate into the Royal Canadian Sea Cadets when they reach the age of 14.

first persons to be served often finish their meal by the time the last of the 640 capacity have passed through. Thus there are tables continuously available, and approximately two thousand men may be fed during a meal hour.

On entering the galley proper, I noticed the electric ranges and grills—a far-cry from those coal and wood stoves. And the refrigeration! There is even a refrigerator used for sullage stowage until the sullage can be picked up by disposal units (no flies in this galley).

Another feature that impressed me was the way the galley was sectioned off into units. The vegetable prepara-

tion room contains a large work table, potato peelers and a refrigerator solely for the purpose of keeping vegetables cool and crisp. A smaller room is used for preparing bread and butter trays. Another refrigerator contains all the dairy products. Juices, citrus fruits, etc., are kept in still another refrigerator.

At one end of the galley is the butchery section equipped with all the modern conveniences available for butchery. Again, there is a separate refrigerator; this time used for meat stowage exclusively. Manhandling of the meat is kept to a minimum by the use of overhead trolleys to convey the meat from loading platform to refrigerator.

Another section contains the bakery which is equipped with a battery of electric ovens, huge mixing machines and steam kettles. The large banana-cream pies that were stacked on a nearby rack of shelves had my mouth watering. Just outside the bakery door there are king-size electric deep fryers with which the galley staff could cook fish and chips, etc., for 800 men in a very short time.

On my way to the servery I passed a battery of steam kettles that range in size from 80 gallons down to 20 gallons, and on the opposite side of the galley there are three large steel boxes which, I was informed, are steam pressure cookers used for steaming vegetables.

In the servery I was shown a set of toasters, and was told these toasters work so efficiently that they require two men to place the bread in and take the toast out. Another feature is a long chill cabinet used to stow cold plates and other foods that require cooling during the serving period.

Despite the size and complexity of equipment, the cafeteria and galley are immaculate at all times. Modern equipment is paying off in nourishing balanced and enjoyable meals in healthful surroundings.—L.E.B.

SPECIAL COACH RATES OFFERED

Most member companies of the Canadian Motor Coach Association now offer special reduced rates for servicemen travelling on transport warrants, according to a Naval Headquarters message.

Issuers of travel warrants have been advised to take advantage of such rates when coach travel is the most economical method of transportation, taking into consideration convenience and the length and nature of the journey.

TRAINING THAT STICKS

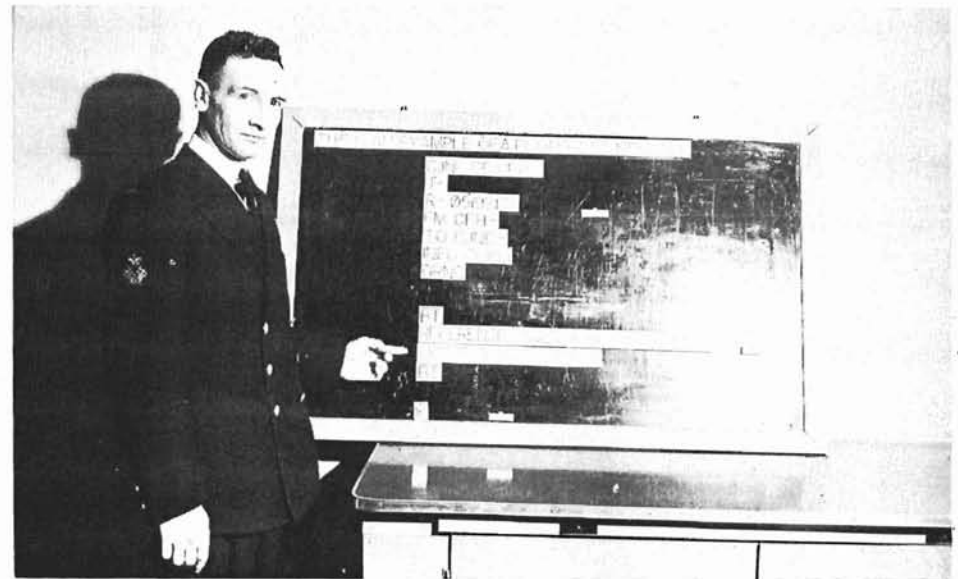
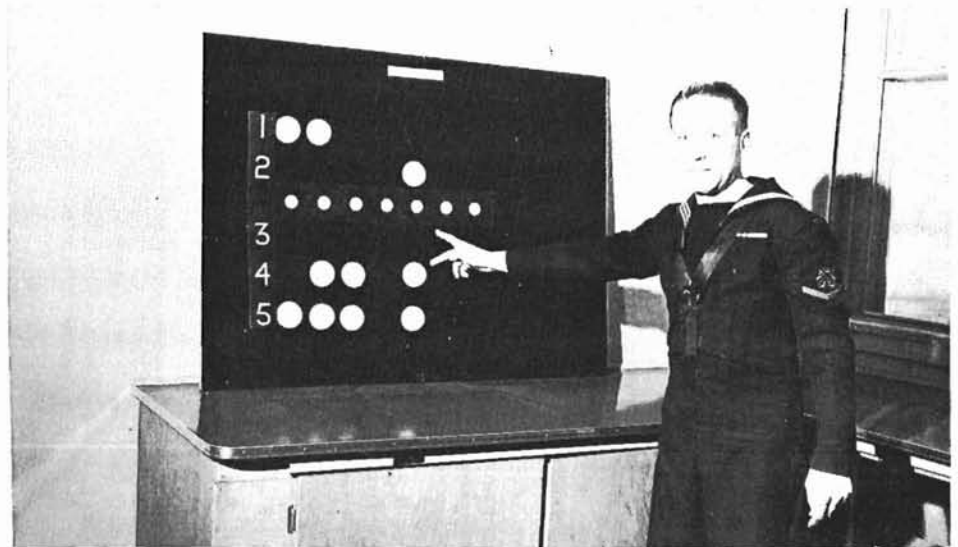
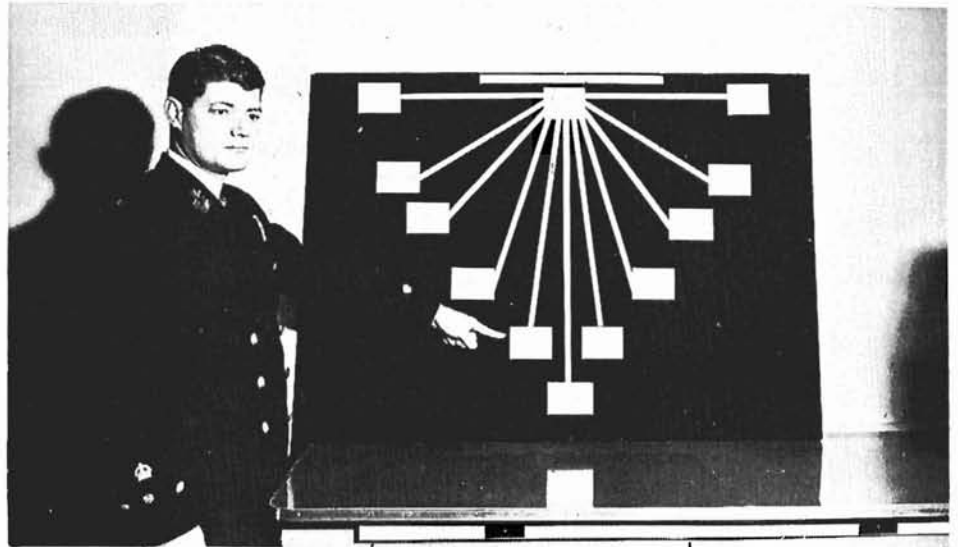
YEARS AGO, before movies and television had almost supplanted other forms of entertainment, the old chalk-talk artist used to tour the land and hold audiences spellbound with his chatter and the lively pictures that flowed from the chalk and charcoal he held in his fingers.

The trick he relied on to hold the attention of his audience was to start with a simple idea and build it up, both verbally and visually, to a complex one. The instructor of today, in the Navy or elsewhere, has to try to accomplish much the same thing. He has to begin with a few basic ideas and gradually build them into an intricate structure, all the time hoping that his pupils have not lost their way.

In the olden times (as too many proud fathers have heard their youth referred to by their progeny), the road to learning was almost entirely through hearing—the auditory channel. With the discovery that the eyes also provided a means of learning, the emphasis for a time swung the other way and the moving picture film appeared to be the final solution of the problem acquiring knowledge.

Lantern slides have been used for generations, with the obscured lecturer snapping his fingers or flashing a light to say when the next picture should appear on the screen and, with due apologies for the picture being upside down, backward or out of sequence, plunging doggedly on his way. Film strip got away from some of these technical difficulties and talking film made it look as if the lecturer could go job-hunting. But there was this difficulty—every development seemed to represent a progressive loss of contact between the lecturer and the student.

There were other developments, with some of the virtues of the older devices and some new merits of their own, such as the overhead projector and the opaque projector. The overhead projector was particularly valuable in its adaptability to visual training aids. Its main feature is that it can be used to produce a large image at a short screen distance while the projector is in front of the class. This enables the instructor to face the class and maintain a person-to-person relationship with his students.



The flannel and magnetic boards described in the accompanying article are shown in use. In the top picture CPO W. R. Harkness is beside a flannel board chart explaining the RCN's East Coast communications system. The middle picture shows the flannel board being used by PO Eugene Carey to instruct a class in teletype code. The bottom picture has a "plaindress" message displayed on a magnetic board, with PO L.C. Laurie doing the instructing.

Everyone of these systems has its advantages and faults. The old chalk-talker would find himself hard put to give a visual demonstration of the atomic bomb; the talking film would get the idea across effectively. Each of the new devices fits into various phases of training.

Experiments with the various training aids were conducted at HMCS *Gloucester* by Lt.-Cdr. G. B. Tamburello, USN, during his period as training officer there and he found there were certain cheap, simple and effective visual training methods which had been bypassed by instructors who had perhaps been oversold on mechanical gadgets.

Lt.-Cdr. Tamburello found it was possible to put over ideas effectively and firmly by means of two simple devices, the flannel board and the magnetic board, both of which are identical in principle, except for the means of cohesion. In one case the visual aids stick to the board by means of flannel coming in contact with other clinging material; in the other, magnets do the job. Either can be purchased or home-made.

One reason for their unpopularity, even with those who have investigated their use, is that preparation of the cards and graphic presentations used on the boards, has to be done by the instructor on his own time, whereas film strips, movies and other aids come ready-made. Too often an instructor's work schedule is laid out so that his time is fully consumed by classes, without allowance for lesson preparation, marking examinations and carrying out service duties.

Lt.-Cdr. Tamburello suggests that schools should allow extra time for instructors with an artistic bent to produce training aids for themselves and other members of the staff. The eventual saving in time and improvement of the quality of the instruction would more than compensate for the hours lost from classes by the designated instructors.

The advantage of the flannel and magnetic boards is that they allow for a step by step presentation of a subject, with the instructor at all times in communication with his class. He can dwell upon key points and, aware of the difficulties of his students, he can adjust his presentation as he goes along. In other words, he is not tied down by a stereotyped presentation of a subject.

The flannel board is simply a wooden board covered with flannel. The training aids used with it are pieces of cardboard backed with sandpaper or flock material.

The magnetic board is a sheet of galvanized metal, in a wooden frame and painted black. Clip magnets hold the cardboard aids to the board.

Gloucester is concerned with communications instruction and some of the subjects which have been effectively taught by means of the boards are: the administrative and communications chain of command; the composition, construction and analysis of the standard message format, the rapid and skillful reading of the teletype tape, and shipboard organization.

The extension of the method to other fields of learning can be readily appreciated. Thus, in medicine, it can be used to portray the location and inter-relationship of body organs. In naval tactics, the fundamentals of manoeuvres can be graphically portrayed by having students assist in manipulating pieces representing ships; in mathematics, a problem can be worked through step by step at a speed adjusted to the comprehension of the class.

The progressive build-up of facts is the great merit of the flannel or magnetic board training. The development of an idea is continuously presented and the earlier phases of the instruction can be retraced and emphasized.

Never let it be said that the boards do not have their difficulties. By the end of a class, the board may resemble a game of Scrabble after someone has joggled the table, and the thought and labour involved in preparing the pieces are matters not to be taken too lightly.

However, the problems are not insurmountable and the experience at *Gloucester* has been encouraging enough to indicate the use of flannel or magnetic boards is worth attempting in many types of naval instruction.

Norway Grateful For Frigate Loan

The arrival of the frigate KNM *Draug*, the former HMCS *Penetang*, at the Norwegian naval base at Bergen was well covered by the press and radio of Norway.

In a press conference Rear-Admiral E. Hostvedt of the Norwegian Navy said:

"The agreement between Canada and Norway for the loan of three frigates illustrates Canada's friendly attitude towards Norway and characterizes her outstanding effort towards the common interest of the North Atlantic Treaty Organization."

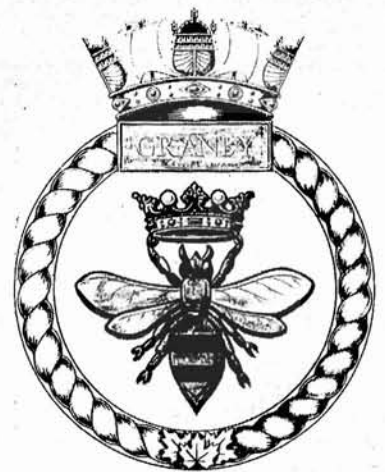
The *Penetang* is the first of three frigates to be transferred on loan. The other two are the *Toronto* and *Prestonian* which were to be commissioned Norwegian ships in late April.

CROWSNEST Correspondents

Following is a list of *Crowsnest* representatives in ships and establishments of the Royal Canadian Navy. It is hoped that all changes, deletions and additions will be submitted to the editor promptly in order that the list may be accurate and up-to-date.

ATLANTIC COMMAND	
<i>Hochelaga</i>	CPO Quentin Harold Dibnah
<i>Portage</i>	Lt.-Cdr. Harold Ernest Thomas Lawrence
<i>Lauzon</i>	Lieut. John T. Holland
<i>P & RT School, Stadacona</i>	Lieut. Walter William Robinson
<i>CANCOMIN- RON One</i>	Lieut. Jean Joseph Gautier
<i>St. Laurent</i>	Lt.-Cdr. (D) A. N. Turner
<i>VS 880 NAF, Summerside</i>	Lieut. (O) Frederick C. Sherwood
<i>Outremont</i>	Lieut. William Alexander Douglas
<i>Avalon</i>	Lt.-Cdr. (S) Robert Hollins
<i>Sault Ste. Marie</i>	Lieut. Jean Dennis Vincent
<i>Prestonian</i>	A/Sub-Lt. William Douglas McGrath
<i>Haida</i>	Lieut. Donald C. Radford
<i>Ungava</i>	Lieut. Jean Joseph Gauthier
<i>Iroquois</i>	Cd. Comm. Off. Jerome L. Kay
<i>Nootka</i>	Sub-Lt. Desmond F. Nugent
<i>Labrador</i>	Lieut. T. A. Irvine
<i>Micmac</i>	Lieut. J. R. D. Middleton
<i>New Liskeard</i>	Lieut. J. P. Guyon
<i>TAS School, Stadacona</i>	Lieut. John Goudy
<i>Crusader</i>	Lieut. (S) Donald Mulroney
<i>Toronto</i>	Cd. Gnr. (TAS) B. J. Brown
<i>BASESUPT, Sydney</i>	Lt.-Cdr. (S) Evan Sidney Lloyd
<i>Algonquin</i>	Lieut. (L) George Allan Kastner
<i>Magnificent</i>	Lieut. Donald F. Slocomb

PACIFIC COMMAND	
<i>P & RT Centre, Naden</i>	CPO C. A. Bryan
<i>Gunnery Training Centre, Naden</i>	Lieut. (G) A. E. MacFayden
<i>Navigation Direction Trg. Centre</i>	PO Ronald Speed
<i>TAS School, Naden</i>	Lieut. (TAS) F. G. Henshaw
<i>Ordnance School, Naden</i>	PO T. H. Foster
<i>Mechanical Training Establishment</i>	
<i>Brockville</i>	Ldg. Sea. N. R. Hogan
<i>Stettler</i>	Lieut. L. J. Parry
<i>Ontario</i>	Lieut. (S) L. A. Jackson
<i>Porte Quebec</i>	Ldg. Sea. Nord Bennett
<i>Venture</i>	Inst. Lieut. D. J. Williams
<i>Athabaskan</i>	Lieut. W. F. Thomas
<i>Cordova</i>	PO H. W. Flock



The lowly pun is often employed in the creation of ship's badges. The principle is the same as that used in the rebus, a children's puzzle in which pictures represent words or portions of words. The three examples shown here are Discovery (disc over "Y"), Comox (an ox wearing a rooster's comb) and Granby (grand bee, with the idea of grandeur conveyed by a crown).

HERALDRY ON THE HIGH SEAS

Decorum is the Rule in Designing Badges for HMC Ships, but Humour has Still a Place

THE SLIM grey shape of the destroyer slips past the breakwater, a gentle ripple from her bows veering across the surface of the harbour. On her upper deck a bosun's call shrills and the hands break from their "entering harbour" stations to man the heaving lines and springs. As she eases alongside her berth at the jetty a small medallion on her after canopy comes into view; a little splash of colour in bronze frame. You'd never notice it unless you knew it was there.

That little badge is one of the last links that binds her to the history and tradition of fighting ships of centuries past. Some of the badges worn by aircraft carriers today, from whose decks naval jet fighters roar, are the same as those that waved over the heads of mailed knights on the decks of mediaeval galleys. The jet fighter has replaced the jousting fighter but the heraldic badge lives on.

Ships of the Royal Canadian Navy, in common with ships of the Royal Navy and other navies of the British Commonwealth, all have badges and are proud of them. Their story goes back a long way—more than 500 years.

In mediaeval England there was no navy as we know it today, so if the King

wanted to wage war he couldn't call out his navy—he didn't have one. All he could do was to hire a number of tough little merchant ships, complete with their crews, and turn them into fighting men-of-war. A small catapult mounted amidships, some stout timber structures in the bow and stern, known as fore and after castles, and the transformation is about complete.

"Now," says the King to his trusty henchmen Lord Feernot and Baron Neverdye, "sweep me these scurvy knaves from the seas"! These two hearties bow low and clang shut their visors—but "Gadzooks!" they're now as alike as two peas in a pod! Feernot, a florid fellow, looks exactly the same as Neverdye who is a sallow soul. How will they recognize one another in the thick of the fight? Luckily this problem had arisen years before, so over their suits of armour they wear loose fitting coats that bear the heraldic marks of their noble houses. These family "trademarks" were also painted on their shields and on the standards they carried in battle. Now, in spite of the monotonous steel faces they all wear, all gentlemen in a coat of armour know each other as friend or foe—let varlets fall where they may!

When they sallied forth afloat they took all this colourful personal identification with them. The dowdy little merchantman was now a gaily decorated fighting ship and heraldry had come to sea. There it has remained in one form or another right up to the present day.

WHEN THE KING came into a navy of his own the style in heraldic decoration of ships changed. Instead of the personal devices of the individual captains and their men, it became customary to display the arms and badges of the King. Henry VIII was as fond of heraldry as he was of wives. He reversed the usual procedure of fitting the badge to the ship and called a number of his ships after badges he had inherited from a long line of ancestors. The best known of these ships are the *Greyhound*, *Antelope*, *Unicorn*, and *Dragon*. Oddly enough these names have survived the centuries and still appear today in the pages of *Jane's Fighting Ships*. One of them—*Unicorn*—is the name of the naval division in Saskatoon.

Changes in ship design naturally brought about changes in decoration. The high-piled quarterdecks and sterns of seventeenth and eighteenth century



The corvette *Mayflower* was popularly known as the "Daisy Mae" and Al Capp's comely hillbilly was a natural choice to adorn the gun shield. (HN-1209)

ships were perfect places for the flowery gilt carved work that was a sign of the times. The bold and simple heraldic designs were cluttered with cupids and flowers; fauns chased scantily-clad maidens around the gunwales under the eyes of heavily-bearded patriarchs.

When wood and sail gave way to steel and steam even the prancing satyrs disappeared and little decoration of any kind, heraldic or otherwise survived except the ship's figurehead. Within the memory of living men the last figurehead in the navy was worn by HMS *Swiftsure*. When she was hauled off to the breaker's yard only the significant little badges on the quarterdeck remained. Enter the modern age—exit romance!

Before the First World War there was little or no official control over the kind of badge a ship might wear. If her captain or any other officer or man could suggest a design, it was accepted and worn. In some of His Majesty's Ships there was much head scratching and probably a little recourse to inspirational tonics when badges were to be designed. From one such session HMS *Sportive's* officers came up with a picture of a butting goat to decorate their ship. HMS *Tormentor's* designers adopted a flea magnified a thousand times and HMS *Noble* hit the jack-pot in bad puns with the picture of a cow (no bull). The poor naval officer trying to find designs to fit names like *Obdurate*, *Attentive* or *Hasty* really needed the comfort of a good stiff drink!

Inquisitive people who asked the Captain of HMS *Onslaught* why his ship wore a single bulrush as a badge always

got the stock reply: "Well, damme, if a 'bull-rush' isn't an 'onslaught', what is?" When you look at it that way the game of thinking up badges was just like playing "handles" on paper.

When the flurry of the war had died down My Lords Commissioners of the Admiralty put their collective foot down and decided to put badge design on an official basis. They recoiled in well-bred horror at what some nautical wit might do for ships with names like *Bacchus*, *Bustler* or *Pincher*. Their object was to restore the true principles of heraldic art among ships of the fleet rather than let ships' badges decline into ridiculous ribaldry—and they succeeded 100 per cent.

UNTIL the Second World War Canada's Navy consisted of only a few ships big enough to have badges designed for them. There wasn't much



A ferocious moose pursuing a terrified Hitler was the gun shield adornment of the corvette *Moose Jaw*. (NF-903)

point in hiring a professional artist to do the job, so it was left up to the captains of the ships to make their own arrangements. The badges produced were quite good but just to make sure they were fully recognized as Canadian ships, they plastered their designs with maple leaves. This was really gilding the lily, as though names like *Ottawa*, *Saguenay* and *Skeena* weren't Canadian enough.

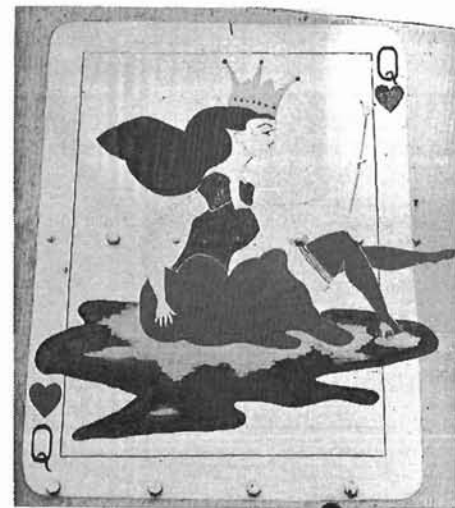
The war put a very different complexion on things. Instead of a few ships there were hundreds. All of them were manned by enthusiastic young men who wanted the world to know that their ship had a badge as good as any afloat. They knew the principles of the game but they certainly weren't going to stick to the rules! It didn't matter if they were right or wrong, artistic or otherwise. They weren't going to do any social cruising or issue engraved invita-

tions on which the badge might appear, so "force on—regardless" was the cry. Some of the results were amusing and very clever.

There wasn't a ship in the service that didn't have a "mess-deck Michaelangelo" tucked away somewhere. Out came the paint pots and brushes and in no time at all Mickey Mouse, Pluto, Donald Duck and a lot of characters that Disney never heard of were plastered over the gun shields and bridges of almost every ship in the fleet. Donald Duck's pals were popular with some, but other ships had other ideas. HMCS *St. Clair* had a picture of that saint blasting a U-boat with lightning flashing from her fingertips, the *Lockeport* showed her skipper turning the key on a prison full of Nazis and the *St. Laurent*, known to all matelots as "Sally Rand", had a picture of that lovely in "working rig" knocking down Jap and German dive bombers with her fan. Who said the principles of heraldry were dead? They were very much alive, even if the execution was a bit rough.

One sturdy little corvette displayed a badge that was the pride of her ship's company but rather difficult to explain to the ladies. On her gun shield was drawn a large playing card, the Queen of Hearts to be exact. She wasn't the conventional Queen of Hearts but a fair young thing in short skirts falling stern first into a puddle of water. The ship's name?—*Wetaskiwin*.

In 1945, when plans were being made for the post-war Canadian fleet, the Naval Staff decided that those ships remaining in service should have badges reasonable enough to display in foreign waters and inoffensive on a Christmas



There are puns and there are puns, and none of those embodied in post-war ship's badges is quite as frivolous as the one implied in the design which appeared on the gun shield of HMCS *Wetaskiwin* (corvette) during the Second World War. (NF-899)

card sent to the local bishop. The decision wasn't easy to make and it was more difficult to enforce. A very definite group of young officers maintained that some of the ships had carried their cartoon pictures through some tough encounters in the North Atlantic shipping lanes and wanted to keep them for sentimental reasons. Those Bugs Bunny characters, they maintained, were well-known wherever sailors gathered. The opposite camp said that Mickey Mouse and Co. were fine in wartime but that the piping days of peace demanded a little more grace and dignity. Grace and dignity won, but not without a struggle.

THE TASK of producing the initial designs was placed in the very capable hands of Lt.-Cdr. (SB) Alan B. Beddoe, OBE, now retired, an expert in the field of heraldic design and an accomplished artist. That magnificent illuminated manuscript known as the "Book of Remembrance" that rests in the Peace Tower on Parliament Hill in Ottawa is one of his best-known works.

There was more to the job than met the eye. First the history behind the name of the ship had to be traced. This involved considerable research into Canadian Indian lore, English, French and Scots history and biography and some deep delving into early Canadian writings. Before he started a design, Lt.-Cdr. Beddoe, spent weeks in tireless research just to make sure that his facts were absolutely right.



During the Second World War, HMCS Niagara was a four-stacker destroyer. Today the name is borne by the RCN establishment in Washington, D.C. The ship's badge has an international motif, with a star for the U.S. and maple leaf for Canada on either side of the vertical wavy lines representing Niagara Falls.

Among some of our native Indian place names he encountered trouble. One authority would state a word meant "the place of fishing", another that it stood for "where the river forks". When he had sorted out the muddle and finally discovered what the name really did mean, he produced a design incorporating the outstanding features of the name or of the story behind it.

While many of the badges have their theme in English or French history, the native Canadian touch has never been lost sight of and some of the designs now used are striking examples of how Indian motifs can be adapted to the conventional requirements of heraldry. To date Alan Beddoe has produced dozens of badges for ships and establishments of the RCN. They were masterpieces in miniature and a credit to him and the Service.



A lovely spring flower, whose existence imperilled by hordes of city-dwellers who descend on the woods and gather it by the armful, forms the design of the cruiser Ontario's badge. The trillium is Ontario's provincial flower.

From the final drawings patterns are made in aluminum (formerly in wood) from which copies of the badge are cast in bronze for the ship and her boats. Enamelled in bright colours they make a very pretty touch in an otherwise drab setting of battleship grey. Each one coming from the foundry marks another step in the "new look" in Canadian ships' badges. With each badge goes a motto, a list of battle honours and a history of former ships of the same name. Four of the Naval Divisions in Canada, *York* in Toronto, *Hunter* in Windsor, *Queen* in Regina and *Unicorn* in Saskatoon, bear names of



Martyrology sometimes provides interesting details for ship's badges, as in the designs for the St. Laurent and St. Stephen. In the St. Laurent badge, imposed on the white whale symbolic of the St. Lawrence River where these creatures abound, is a grid. The third century St. Lawrence was roasted alive on a grid and is said to have taunted his persecutors with the words: "I am roasted on this side; turn me over and eat."

ships whose histories go back to the 16th Century.

The choice of mottoes is left up to the captains of the individual ships. Latin has long been a favourite because of its brevity but they range from Latin through English, French, Gaelic, Greek and Indian to amplify the pictures they match. The most effective mottoes usually bear some very close reference to either the badge or name of the ship—or both.

Several mottoes of ships of the Royal Navy will give an idea of what might be forthcoming. The badge of HMS *Eclipse* is the sun being eclipsed by the moon, her motto is "Numquam" (Never); HMS *Tactician* whose badge is a chessboard carries the motto "Checkmate" and HMS *Sterling* which bears the monetary sign of the Pound Sterling as a badge has "Good as Gold", a motto obviously chosen long before the advent of hard currency areas!

As much as they were enjoyed in days gone by, it is hardly likely that Pluto and his cartoon pals will ever again decorate the ships of the Royal Canadian Navy. The style has now definitely been set for the graceful little badges that will adorn the quarterdecks of Canadian ships through the years to come. Artistically they are smart, heraldically they are correct and they have a meaning, background and tradition of which every man in the Service can well be proud.—P.C.

AFLOAT AND ASHORE

ATLANTIC COMMAND

VU 32 Squadron

Bowing to the inevitable in November 1952, all squadrons of the Royal Canadian Navy assumed the cloak of uniformity with its neighbours to the south and adopted American-style pseudonyms. Thus 743 Squadron, which up to that time had been the Fleet Requirements Unit, and a part of No. 1 Training Air Group, became known as VU 32.

Stationed and labelled for all the world to see as a "Naval Utility" squadron, VU 32 is kept constantly busy making itself useful to the Navy. Equipped with Avenger aircraft, its primary role is providing air training for observers and observer's mates on course at the Observer School. This accounts for about 250 pilot hours each month, of which most are spent making radar runs on the long-suffering Sambro lightship.

VU 32's secondary role appears, to the casual spectator, to be in direct competition with TCA. Flights to Montreal, Ottawa, and all stations west are of

common occurrence, and although the amenities and the comfort of an Avenger may compare unfavourably with those of a North Star, there are sufficient advantages to overcome any qualms that the passenger may feel.

Other roles in which VU 32 confirms its versatile and utilitarian reputation are providing formation fly-pasts for Navy Days or civic functions, working with the Army through No. 1 Ground Liaison Group and in providing aircraft for the Ground Observer Corps to spot on their sporadic spotting week end.

Last, but by no means least of VU 32's accomplishments, is that of providing the cleanest hangar on the station for divisions (on damp or cold days) and for the children's Christmas party, and that of providing, on more than one occasion, a higher percentage of blood donors and bond buyers than any other squadron—J. R. de B. W.

HMCS Wallaceburg

The *Wallaceburg* had her refit at Pictou, N.S., and the rust and verdigris that covered the ship were mute evi-

dence of her inactivity. However, the ship, with other members of coastal escort squadron eleven, has now begun a busy spring and summer of training cruises.

Many members of the ship's company went on leave but those remaining took part in various sports in the area with hockey and basketball being most popular. The hockey team fared well and went undefeated in its games up to the time of writing.

The people of Pictou were very hospitable and provided opportunities for the ship's company to take part in local activities. This is the third year that the *Wallaceburg* has been in refit in Pictou and the ship, and her officers and men found themselves among old friends.

ABCD School

The ABCD School at *Stadacona* got figure-conscious and reported that 1,475 officers, cadets and men had successfully passed courses during 1955. Also during that period 3,300 respirators were issued and the recipients underwent instruction in their use and care, and had an opportunity to test them in the gas chamber.

A new addition to the school has brought nearly 200 officers and men on course during recent months as well as a large number of "goofers". The addition is a stability model of the *St. Laurent* class destroyer escort. The model demonstrates the unusual stability of the new DEs.

The year 1956 started well and to date more than 300 officers and men have taken courses.

HMCS Cornwallis

The dreariness of winter was forgotten for one evening at least when *Cornwallis* was entertained by a group of talented amateurs in the "Blue Sky Review". The troupe comes from Montreal and have been giving top-drawer shows to servicemen and hospitals across Canada for seven years.

These young people give their talents free of charge in order to get stage experience and at the same time assist in raising funds for worthy causes. In *Cornwallis* the proceeds of a silver collection went to the RCN Benevolent Fund.

The Communication School reports that during the month the influx of



Pictou Islanders, 30 miles off the northern Nova Scotia coast from New Glasgow, snow-bound and ice-bound at one stage of the long, hard East Coast winter, found themselves running short of medical supplies and for a three-week period were without mail. A helicopter of the Royal Canadian Navy from Halifax remedied the situation at the request of the Post Office Department and above, Mr. Howard McLean, of the Postal Department, Pictou, is shown with a helper unloading mail and medical supplies from the Sikorsky. (DNS-15302).

OSCRs from New Entry Training reached an all-time high. On the other hand, those lovers of fresh air and sunshine, the CVs, are in critical shortage. The school is offering free sun-glasses to all supply and engineering personnel who transfer to the sunny side of the bridge.

Conestoga Block welcomed back 32 of its former CND Wrens to take a three-week conversion course. The highlight of their stay was the defeat their basketball team handed the all-male team representing the 37th Officer's Divisional Course. Can a moral be drawn?—R.M.

Observer School

The Observer School recently welcomed its new officer-in-charge, Lt.-Cdr. F. G. Townsend from VS 880, the Naval Air Facility at Summerside, P.E.I. The previous officer-in-charge, Lt.-Cdr. P. C. Berry, has been appointed to the staff course at Greenwich and then to the *Bonaventure* as operations officer.

There have been a few changes in the school staff lately: CPO Harvey Mills and Ldg. Sea. Carl Laming joined from VS 881; Ldg. Sea. Ray Doucette from the *Magnificent* operations staff.

CPO Ted Churlish, after being pensioned by the Royal Navy, joined the RCN, making him at 40, the most ancient observer's mate flying. Finishing his RN time here, and the only RN rate on loan to Naval Aviation, is CPO T. L. "Sharky" Ward, still flying and adding to his 2100 hours in the air. Also on the staff are CPO Robert Hogg, PO Joe Bonneau and Ldg. Sea. George Merkle. PO Kenneth Bullock replaced CPO Mills in charge of the observer's mates in VS 881, then preparing to embark in the *Magnificent*.

In the process of qualifying is No. 10 Observer Course and No. 9 Observer's Mate Trade Group II; the latter were due to get their wings at the end of March.

No. 10 Observer's Mate Trade Group II Course has recently commenced, with the first seaman candidate to transfer to observer's mate, Ord. Sea. James Grant from the *Magnificent*.—R.W.T.H.

HMCS Iroquois

Following a prolonged winter refit the *Iroquois* girded herself for a busy operational year.

During the lengthy home port stay the crew managed to retain a keen edge of interest not only in sports but in other activities as well. Many men took advantage of the period to qualify themselves for promotion and advancement and to this end seamanship and ABCD qualifying classes were held.



Rear-Admiral H. F. Pullen, Flag Officer, Pacific Coast, meets Rear-Admiral Leon J. Huffman, USN, Pacific Fleet Submarine Force Commander, at Rear-Admiral Huffman's Pearl Harbor headquarters. Rear-Admiral Pullen and 31 other officers from a seven-ship RCN task group, which visited Pearl Harbour February 9-13, were guests of the U.S. Pacific Fleet Submarine Force Commander for a presentation and tour of U.S. submarines. (Official U.S. Navy Photo)

Major personnel changes took place over the past few months with many going ashore for advanced courses and others to the beach for a short respite from continuous sea duty.

The *Iroquois* ran roughshod over most of her competitors in sports and ended the season with an overtime tie with the "Maggie" in hockey for the Inter-Ship Hockey Championship. In this the *Iroquois* was beaten only once, and defeated her opponents in ten games of which five were shutouts.

A ship's company dance before sailing for exercises in the sunny south was a tremendous success. Headed by CPO Mort Keeler, the cox'n, and with an excellent floor show MC'd by CPO Denny Shaw, the dance had a full turn-out of ship's personnel.

Ordnance Training Centre

The winter passed quietly in the Ordnance Training Centre. Armourer's Mates classes No. 16 and 17 are gradually reaching the end of their course.

The second group of Armourer's Apprentices arrived from the *Cape Breton* and are hard at work on their ordnance course; they are Able Seamen Bruce Squires, Andrew Black and Dennis Gordon.

The Ordnance Training Centre did very well in interpart sports during the winter, finishing in the top four in all events in which they competed. Because

of the limited number of personnel all events could not be entered.

The ordnance trials teams composed of Lieut. Gordon W. Clarke and CPO William Renaud has been very busy with trials commitments both in Halifax and in Saint John, N.B.

The ordnance personnel for the *Bonaventure* are gradually getting underway for Ireland. Those who have already left are CPO James Haywood, CPO Gordon Clare, PO William Gillespie and PO James Cavanagh. Preparing to leave were armourer's mates AB John Whiteside, AB Andre Lord, Ord. Sea. Michael Cosby, Ord. Sea. Donald Pratt, Ord. Sea. Desmond Burton and Ord. Sea. Frank Dunham.

The following armourer's mates have joined from *Cornwallis* where they successfully qualified educationally for armourer: Leading Seamen Norman Steeves, William McLeod, Gordon Woods, Philip Lafortune and Philip Hollywood, and Able Seamen Eric Jensen, Leonard Williams, David Millar, Alexander Doucette, Alexander Hammond, Kenneth Doucette, Kenneth Davis, Raymond Lees and Harry Park.

Torpedo Anti-Submarine School

The emphasis on the training at the TAS School has shifted to senior ranks now that the gap in the lower ranks is closing.

Some new equipment is being installed, including new attack table, an A/S mortar complete with loading arrangements, and torpedoes. Members of the instructional staff find themselves taking conversion courses to prepare for the new equipment.

The school entered two bowling teams, one volleyball, one basketball and one hockey team in the winter "Cock of the Barracks" contest. The hockey team has been most successful with a record of three wins and one tie in four games.

PACIFIC COMMAND

HMCS Venture

The half way mark of another successful year at *Venture*, Canada's Junior Naval Officer Training Establishment, was reached late in January when 80 cadets embarked in the *Ontario* and *Sioux*. For 29 of them, the Juniors, this was their first taste of a big ship. Compared with the sailing of cutters, whalers and even the 97-foot ketch *Oriole* this was truly a "deep sea" affair. During the two-month cruise to Japan via San Francisco and Pearl Harbour they served in the *Ontario*, working part-ship alongside the very men they one day will lead and command.

The Seniors, 28 of whom are executive cadets and 23 air-executives turned to a new phase of training. Having painted, chipped rust and scrubbed their fair share on earlier cruises, they now spend most of their time mastering the art of navigation and learning first-hand the responsibilities and duties of the Officer of the Watch. In groups of 20, they moved into the *Sioux* for a two-week stay and thus were introduced to life in a Fleet destroyer escort.

While the so-called "lucky first cruisers" navigate their way by sun, moon and stars across the vast Pacific and bronze themselves in the tropics, their colleagues ashore, some 42 juniors and 54 seniors, were studying hard for their mid-term tests in late March. These completed successfully, they will be off to sea while the others come ashore for an identical half-term in classroom and gym, on sportsfield and parade ground.

Those left ashore find life very pleasant, for instead of the usual 176 there are only 96. Studies go well and so do sports. From these 96 boys *Venture* fields each week in Inter-Island competitions, a soccer team, two English Rugby XV's and a basketball side, all of whom are invariably successful. Skiing parties go off to the hills each weekend and boxing, like sailing and rowing, is regularly catered for.

The 54 seniors now ashore are made up of 12 Supply Branch, 19 Engineers and 23 Executive-Air. This last group spends two full days each week at Pat Bay Airport flying the 85 hp Fleet Canucks. Final tests, dual and solo cross-country flights and "A" licences themselves are just around the corner for most of the cadets.

All *Venture* cadets are proud of their branch. In August when juniors are ready to go on long summer leave after their first full year of training, they are divided up into four branches, viz. Executive, Executive-Air, Engineering and Supply. This selection is based upon both their general and specific academic ability, their medical category, the results of aptitude tests and last, but not least, their own wishes in the matter. Once he's in a branch, a junior goes on leave, puts away his lanyard—symbol of his freshman status—and returns a month later a fully fledged senior.

When the next year has been completed, the cadets are promoted to midshipmen and go their several ways. The executive-air cadets go to Pensacola, Florida, where they take a full year's flying training with the United States Navy, deck landings included. The

executives go to Halifax and spend approximately nine months on sub-lieutenants' courses (gunnery, torpedo-anti-submarine, communications etc.) before joining the fleet.

The engineers first serve three months on the coast in various ships of the fleet before taking passage to England the following January. They join HMS *Thunderer*, the engineering training establishment near Plymouth and in two busy years qualify themselves very fully in all branches of engineering service.

The cadets (S) spend six months at sea in ships on either coast gaining practical experience and then go to the Supply School at *Hochelaga*, in Montreal, for their supply officer technical courses.

These schemes of further training concern the cadets only after they have graduated successfully from *Venture* on August 15. First the academic year has to be completed!

With the second cruise sailing in the *Ontario* and *Sioux* towards the end of March for 7 to 8 weeks in the West Indies, it isn't long before all cadets are back ashore and settled down for the final ten-week half-term throughout June and July, leading up to the big moment—graduation!

Judging by the quality of the cadets ashore and afloat right now, graduation is going to be a great success. These future leaders have the will and the knowledge to succeed at whatever they do. A better compliment to the Royal

Canadian Navy and to the whole Dominion of Canada would be hard to find.—D.J.W.

CANMINRON 2

After year-end leave periods, the *Comox* and *James Bay*, in company, carried out minesweeping operations in the waters around the southern end of Vancouver Island. At the end of January the two ships carried out navigation trials in Saanich Inlet.

February saw the *Fortune* out of refit and the squadron sailed to the north of Vancouver Island, carrying out minesweeping en route. Stops were made at Alert Bay and Port Hardy, where the ships' companies were challenged and badly beaten by local basketball teams.

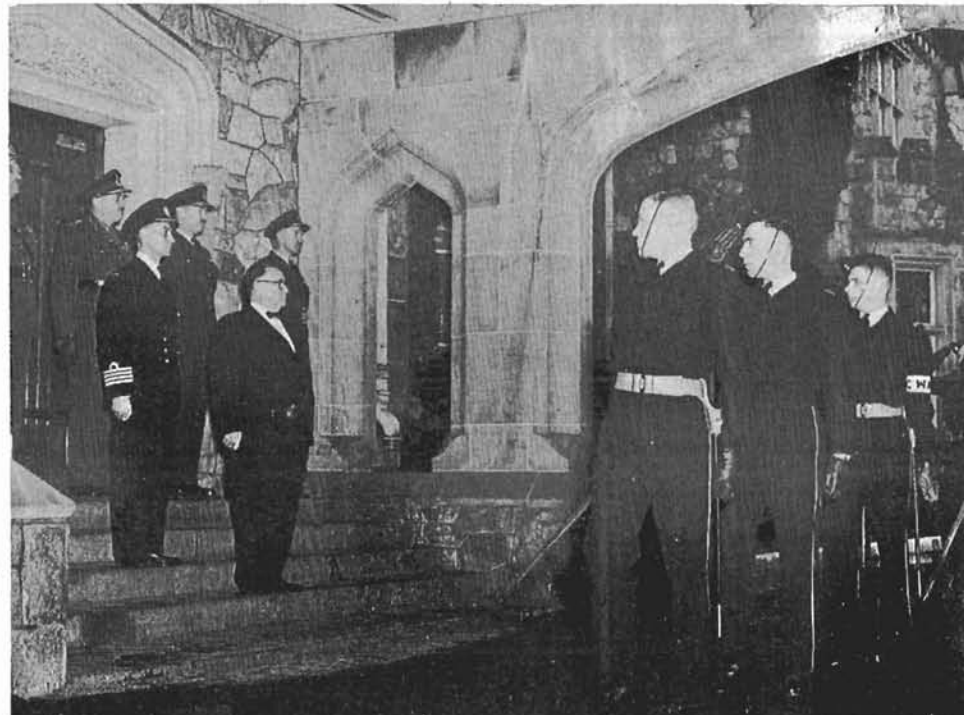
The squadron paid an operational visit to Vancouver from February 17 to 20 and, as always, enjoyed the warm hospitality accorded the RCN.

PO Allan Bennett was drafted to the Communication Training Centre, *Naden*, in January. He was one of the last remaining members of the ship's company which commissioned *Comox* on April 2, 1954.

Communication Training Centre

A great improvement in gentility was noted at the Communication Training Centre during the presence of four young ladies from HMC Dockyard who were taking a two-week crypto course.

Hon. Ralph Campney, Minister of National Defence, takes the salute at Royal Roads on the occasion of the meeting of the advisory board of the Canadian Services Colleges. At his right is Captain J. A. Charles, college commandant. The advisory board is made up of the deputy minister, the Chairman, Chiefs of Staff, the Chiefs of Staff of the three armed services, the chairman of the Defence Research Board, representatives of the provinces and of the ex-cadet clubs of the three colleges. The meeting this year coincided with the inter-college tournament February 23 and 24 at Royal Roads.



Their instructors were PO Frank Hindle and CPO Gordon Fraser.

The halls and classrooms of the CTC are now bright and cheerful after a short period of chaos caused by a painting crew. Nothing escaped their eagle eyes and brushes.

PO J. R. Sully, on CND from *Tecumseh*, was an addition to the staff, along with CPO L. E. Sheppard, who arrived from *Sussexvale*.

March saw the Centre preparing to start the summer training period. A CV2 qualifying course is in progress at the present time with a CR2 class commencing towards the end of the month. Instructors for these Trade Group Two classes are CPO L. E. Sheppard and PO C. R. Miller.

With spring in the air, CTC is beginning to sharpen its claws for the various sports. It boasts enthusiasts in golf, fishing, curling and bowling.

Of interest to all is the newly-formed Pacific Coast Communication Association. Approval was received recently from the Flag Officer Pacific Coast to form such an association. Its aim is primarily to promote social activities but it is felt that it will further the *esprit de corps* within the department.

It is run entirely by men of the communication department and all members of the communication branch and civilians employed on communication duties in the command are eligible for membership.

Charter officers of the Association are: President, PO A. D. Ireland; vice-president, PO C. D. Fitch; second vice-president, Ldg. Sea. G. D. Blackhall; secretary-treasurer, CPO L. E. Sheppard.

TAS Training Centre

Recent changes in staff at the Torpedo Anti-Submarine Training Centre were: Lieut. (TAS) J. C. T. Belcher left to join the *Assiniboine* on commissioning; Lieut. (TAS) F. G. Henshaw joined from the *Toronto*; PO P. A. Bernard left for a leadership course in *Cornwallis*.

During February the following classes were under instruction: two classes of TD2s, 18 men; two classes of TD3s, 17

men and one class of six RCN (R) officers.

Sea training exercises for TAS classes and ships' TAS teams were carried out in *Ste. Therese*, *Stettler* and *Digby* with USS *Queenfish* between the latter part of February and early March. RCAF aircraft from Pat Bay joined for tactical exercises during part of this period.

NAVAL DIVISIONS

HMCS *Star*

The reserve recruiting drive at *Star*, the Hamilton naval division, was launched in the grand manner when Mayor Lloyd D. Jackson, of Hamilton, assisted by Cdr. J. H. Curtis, *Star's* commanding officer, hoisted the signal flags that spelled out "Go Navy" on Hamilton's venerable city hall.

The drive started rather slowly, but gathered speed in the latter part of February and, by popular request, the local campaign extended beyond the official closing date of March 13 to the end of March with gratifying results.—F.T.B.

HMCS *Queen Charlotte*

Captain J. J. Connolly, RCN (R) (Ret'd), and CPO S. G. Bowles, retired, were presented with life memberships to the Chief and Petty Officers' Mess at *Queen Charlotte*. Captain Connolly was the commanding officer of the Charlottetown division at the time the first Chief and POs' Mess was formed and it was due to his untiring efforts this was made possible. CPO Bowles was the RCN Recruiter at *Queen Charlotte* before retirement.

The mess held its first meeting of 1956 to elect a new slate of officers, with the following results:

CPO L. A. Llewellyn, president; CPO W. R. Morton, vice-president, and CPO R. A. McMillan, secretary-treasurer.

The mess entertained the commanding officer and officers of *Queen Charlotte* at an informal post-New Year's reception. Their hospitality was reciprocated when the CO and officers were hosts to

the chief petty officers and petty officers in the wardroom.

Ldg. Wren Catherine MacNeill has returned from nearly two years of CND service. During that time she served in *Cornwallis*, *Stadacona* and *Shearwater*.

Ldg. Sea. Frank Taylor has gone to the United Kingdom to stand by the *Bonaventure*.

PO E. R. Campbell is serving in the Ontario while taking his Naval Training on the West Coast.

Ldg. Sea. Joseph F. Flynn transferred from the RCN (R) to the RCN and has chosen to serve on the West Coast.

Among the new entries are Ord. Sea. John K. Profit and Ord. Sea. Donald (Duck) Trainor. The latter is a boxer of some repute and will represent *Queen Charlotte* in future naval boxing tournaments.

HMCS *York*

VC 920, York's reserve air squadron, is all set for the biggest year yet in 1956. Operational-wise and training-wise, Canada's oldest reserve naval air squadron will enter its third year with plenty to do.

Among other things, older pilots are looking forward to weekend training trips to the East Coast and maybe as far west as Calgary.

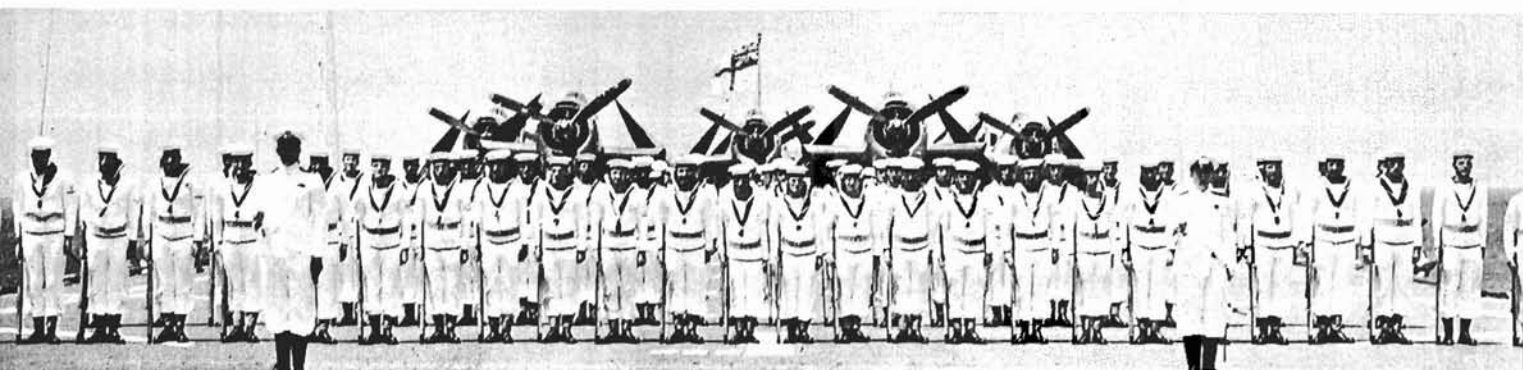
The junior pilots, sub-lieutenants (A) and midshipmen (A), have a lot of really hard work ahead of them qualifying for solo in the Avengers. This means at least 50 hours flying time before they can make the qualifying attempt.

While everyone will be busy at annual training in *Shearwater* this summer, doubtless all squadron members will want more time out to see RCN's new aircraft, particularly the Banshees.

But before the treat of summer training comes VC 920's way, there's lots of weekend flying, ground instruction and Thursday night class room procedure.

One of the newer ground instructional duties is aircraft and ship recognition. As far as known, this is the first course of this type offered in the Reserve since the last war.—J.H.

The *Magnificent's* guard awaiting the Governor of Barbados during the carrier's visit to Bridgetown, the capital, this spring. (MAG-7040)



THE NAVY PLAYS

Cornwallis Keeps Boxing Trophy

In the Atlantic Command Boxing Championships, held at *Stadacona* in February, *Cornwallis* retained the Command trophy with a team total of 16 points. *Stadacona* was second with seven points. Other entries included *Shearwater*, *Magnificent*, *Haida*, *Lauzon*, *Nootka*, *Algonquin* and *Micmac*. Thirty-four boxers were entered, with *Cornwallis* contributing 17.

Highlight of the finals was the bout in the lightweight division between Ldg. Sea. Raymond Shanks, of *Stadacona*, and Ldg. Sea. Edward Roberts, of *Cornwallis*. Shanks, the 1955 Canadian Amateur lightweight champion, scored a decision over Roberts who was the 1954 Maritime lightweight titleholder. Both fighters put on a fine display and gave the crowd a real treat.

Bantamweight: Ord. Sea. John Thompson, 119, *Cornwallis*, decisioned Ord. Sea. Romeo Gouvan, 119, *Stadacona*.

Featherweight: AB Alfred Senior, *Shearwater*, 2nd round KO over AB Paul Archambault, *Stadacona*.

Lightweight: Ldg. Sea. Raymond Shanks, 132, *Stadacona*, decisioned Ldg. Sea. Edward Roberts, 132, *Cornwallis*.

Light

Welterweight: AB Philip Gabriel, 138, *Cornwallis*, decisioned AB John Tuck, 140, *Shearwater*.

Welterweight: Ord. Sea. Bill Mathews, 144, *Stadacona*, decisioned Ord. Sea. E. Fourgette, 142, *Cornwallis*.

Light

Middleweight: Ord. Sea. Robert Martin, 148, *Cornwallis*, decisioned AB John McMillan, 152, *Micmac*.

Middleweight: Ord. Sea. Daniel Hinch, 158, *Cornwallis*, first round KO over Ord. Sea. Albert May, 156, *Cornwallis*.

Light

Heavyweight: Ldg. Sea. Romeo Brun, 172, *Lauzon*, 1st round KO over Ord. Sea. Gerry Richard, 176, *Cornwallis*.

Heavyweight: Ord. Sea. Robert Cou-tu, 195; decisioned PO Brian Byrne, 179, *Stadacona*.

Flyweight: Ord. Sea. George Fobie, 105, *Cornwallis*, was uncontested in the fly-weight division.

All bouts were three rounds, two minutes each.

Naden Swimming Records Broken

Four of *Naden's* swimming pool records, established in 1955, were broken in *Naden Inter-Part* and Championship meets recently.

The outstanding time was set by Ord. Sea. J. A. Bain, who finished the 50-yard free style in 26 seconds.

Other record holders include: AB S. J. Taylor, breast stroke, 38.4 seconds; AB W. H. Shirley, back stroke, 35 seconds and AB G. F. Keiron, butterfly, 41 seconds.

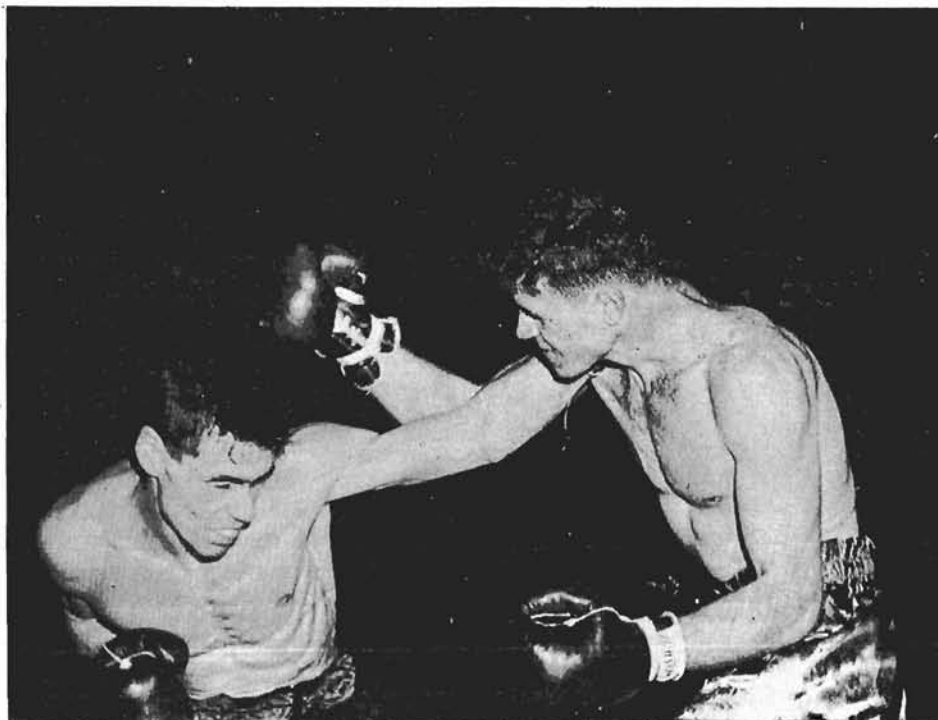
Curling Takes Navy's Fancy

That venerable old sport played with broom and stone on a sheet of ice appears to have taken the Navy—establishments, fleet and divisions—by storm.

Curling, in the past season, gathered many naval adherents and not only did they compete in interpart and intership play but also they entered provincial and Dominion 'spiels, matching rocks with the best rinks in Canada.

Sporadically through the years naval personnel had curled on occasion, but suddenly at the beginning of last season the game caught the sailors' fancy. As the season wore on word trickled through from various divisions that active groups were avidly taking the lure. Ships in the fleet, not to be outdone followed suit. So has Headquarters.

At season's end it appeared that veterans to the game and novices alike



Highlight of the Atlantic Command boxing championships was the spirited battle for the lightweight title between Ldg. Sea. Edward Roberts, left, of *Cornwallis* and Ldg. Sea. Raymond Shanks, of *Stadacona*. Shanks, the 1955 Canadian amateur lightweight champion, had also scored a decision over Roberts, in the 1954 Maritime lightweight championships. Thirty-four boxers were entered in the championships with *Cornwallis* taking the team title. (HS-40829)

had acquitted themselves admirably. Perhaps notable among these were the 57 adherents in the *Stettler*, although they did lose a decision to a hastily organized rink from the *Sussewale*.

Curlers in the Atlantic Command attended provincial bonspiels and even competed in the Macdonald Brier at Moncton. At the other side of the continent a Navy team walked off with the second event in the Victoria Commercial Bonspiel and four Navy teams made successful showings in the British Columbia Brier before being eliminated by the best rinks in the province.

Cornwallis Keeps Championship

Cornwallis retained the Atlantic Command Hockey Championship in the three-day playoffs held at *Cornwallis* in mid-March. *Cornwallis* defeated the *Huron* 17 to 5 in the final, and *Shearwater* won the consolation final with a 2-0 win over the *Cape Breton*.

Nine teams from ships and establishments in the command were entered and the *Cornwallis* team defeated *Shearwater* 5-0 in the first round, and *Stadacona* 3-0 in the semi-finals. Here are the results of the games in the semi-finals of the championship contests: *Wallaceburg* 5, *Granby* 4; *Cornwallis* 3, *Stadacona* 0, and *Huron* 7, *Wallaceburg* 3.

Among the tournament highlights:

Johnson and Morton, *Cornwallis* and *Shearwater* goalies, both posted two shut-outs and, ironically, both allowed five goals in their third games.



Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax, throws the opening rock of the two-day Atlantic Command bonspiel held at the Mayflower Club. Twenty-six teams were entered in the tournament. (HS-40808)

Parker of the *Huron* captured high scoring honours with two goals and seven assists for nine points.

McAfee, *Cornwallis*, scored most goals, six, and collected two assists for eight points.

Forand, *Cornwallis*, racked up seven points with three goals, four assists while Theriault and Nicholson, both of the *Huron*, finished with six points each.

Most penalized was Toohey, *Huron*, with 18 minutes in the "box".

Catarqui Ekes Out Hoop Win

Catarqui edged a hard-fighting RCEME Kingston squad 60-58 to win the final end of the two-game Garrison League basketball championships by a total margin of 16 points.

The victory was achieved in the naval division's court March 16. The reserve sailors were champions last year, too.

Badminton Titles Decided

The Atlantic Command badminton championships were decided at a tournament held at *Stadacona*, with the home club host to entries from *Scotian*, *Shearwater* and ships.

Lt.-Cdr. R. J. McClymont, *Shearwater*, won the men's single championship and Mrs. Hilda Manning, *Stadacona*, won the ladies' singles title.

The men's doubles went to UNTD Cadets Innes Christie and Johnson Mont, both of *Scotian*. The ladies' doubles was won by the team of Mrs. Manning and Mrs. Hilda Treherne, *Stadacona*. Lt.-Cdr. (S) Thomas Treherne and wife, *Stadacona*, won the mixed doubles.

The *Stadacona* club had a successful season this winter and played tournaments with Lunenburg, Liverpool, Bridgewater and the Halifax Garrison Club.

26 Rinks Enter East Coast 'Spiel

A highlight of the East Coast Navy's curling season was the Atlantic Command bonspiel sponsored by the RCN Curling Club (Halifax) and played at the Mayflower rink February 16 and 17.

A record entry of 26 rinks from *Cornwallis*, *Shearwater*, *Stadacona*, *Magnificent*, *Haida*, *Huron*, *Nootka*, *Toronto* and Maritime Warfare School participated in the two-day event.

After the traditional march around the rink led by Pipe Major Day and pipers Chorney and Millman from HMCS *Cape Breton*, the first stone, a



CPO Howard Mathew Oliver, a gunnery instructor at *Stadacona*, is the naval member of this year's 18-member Canadian Bisley team. He placed 15th in the Bisley qualifying shoot last summer in the DCRA meet at Connaught Ranges outside Ottawa. The team will gather in Ottawa for inspection on June 12 and sail for England from Quebec City on the 14th. (HS-37790)

perfect draw to the four-foot circle, was thrown by Commodore E. W. Finch-Noyes with Inst. Cdr. J. D. Armstrong, president of the curling club, holding the broom.

After two days of hectic curling a rink skipped by CPO William Kingston, of *Stadacona*, edged Commodore (E) John MacGillivray's quartette in the final game of the winners' section to take top honours. The rink from Maritime Warfare School in turn defeated the MacGillivray squad for runners-up title.

Prizes to winning rinks were presented by Commodore MacGillivray at a smoker held in *Stadacona's* gunroom.

Members of the winning rink were: CPO William P. Kingston, CPO Harry Patrick, Const. Lieut. R. A. Billard and Mr. W. L. MacDonald.

Shearwater Makes Up for Slow Start

In Nova Scotia's Armed Forces Hockey League, *Shearwater* made a slow start but finding the atmosphere in the cellar distasteful, put on a spurt that had them undefeated in the last six games.

This lifted them to third place in the six-team loop, to finish with six wins, five losses and four ties, behind *Stadacona* and RCAF Greenwood. The *Shearwater* "goals against" record was the best in the league—64 in 15 games for an average of 4.27.

Naviators led in the playoffs against a strong Greenwood squad two games to one, but then lost a heartbreaker. They were deadlocked through two ten-minute overtime periods, but the "light blues" scored after 16 minutes had passed in a 20-minute sudden-death frame. This contest was too much for the *Shearwater* crowd, who dropped the next two despite creditable showings.

Debates Redeem Athletic Losses

Royal Military College suffered two defeats in athletics early in March, but gained a victory on the debating floor when they met their friendly "enemies" from the United States Military Academy, West Point, in annual three-part competition.

The West Pointers chalked up a 3-2 hockey victory and scored 1,370 points on the pistol range. RMC scored 1,203 while RCMP marksmen walked off with 1,320 points.

The Canadians scored their single victory in a debate against a two-man West Point team who supported the resolution: "The engineer has made a more significant contribution to modern society than the arts man".

RCN Golfers Join Victoria Group

At a meeting at *Naden*, members of the RCN Golfers' Association voted to join the Victoria and District Golfers' Association, naming Chief Petty Officers Tom McIntyre and George Buckingham as representatives.

Meanwhile the RCNGA set dates for its summer tournaments. The Navy Open will be at Gorge Vale on June 12 and 13, followed by the Corby-Wiser Handicap in three rounds, with the first round at Colwood on August 16, second at Uplands on August 18 and third at Gorge Vale August 25.

The Handicap Match Play Tournament will be played at Gorge Vale October 4-7.

The first of two annual tournaments between Dockyard civilians and naval personnel will be played on April 7.

Armed Forces Title to "Stad"

HMCS *Stadacona* claimed the championship in the Armed Forces Senior Hockey League in the Atlantic Command by a 6-4 victory over Greenwood Bombers in the seventh game of a best of seven series.

The Armed Forces Hockey League was formed last season to keep senior hockey alive in Halifax and undoubtedly will continue next year. While results were not spectacular the league

standard had definitely improved as the season progressed and hopes are high that next season's play will be better.

Throughout the season *Stadacona* Sailors dominated the league composed of *Shearwater* Flyers, *Stadacona* Sailors, *Greenwood* Bombers, *Maritime* Air Command Headquarters, *Cornwallis* Cougars and the *Black Watch* from *Aldershot*.

The "Stad" sailors went into the finals after defeating the RCAF MACHQ in one semi-final while *Greenwood* ousted *Shearwater* Flyers in the other. *Stadacona* placed first in league standings at the end of the regular season.

The sailors later lost by three straight in the provincial league playdowns against a strong *New Glasgow* team.

International Shoot for Sea Cadets

Sea Cadets of at least nine countries will take part in a new annual International Small Bore Rifle Competition sponsored by the Navy League of Canada.

According to the Navy League, Australia, Rhodesia, South Africa, Scotland, Wales, Ireland, England and New Zealand will take part, along with Canada, and further entries from Sweden and other countries, including those of the Commonwealth and Empire, are anticipated.

Organized to commemorate the 1955 Diamond Jubilee of the Navy League

of Canada, the new International Rifle Contest will be judged by the Dominion of Canada Rifle Association, to whom targets and score sheets of the three top teams in each country are to be submitted each year.

Standard 20-yard DCRA targets will be used and these, with contest rules, will be distributed by the Navy League of Canada to all contestants. The .22 calibre small-bore rifle, as issued in the different countries, will be standard for the competition.

The International Competition is open to any Sea Cadet unit or Corps. Sea Cadets participating must be within 14 to 18 years of age, inclusive and no Sea Cadet may be a member of more than one participating team. All shoots must be supervised, with properly accredited observers.

A special Challenger Trophy, particulars of which will be announced later, will be provided by the Navy League of Canada.

Navy Boxers Show Good Form in Ring

On March 2 the Navy boxing team entered four men in the Vancouver Island Golden Gloves Tournament. AB F. A. Weisgerber won the welterweight, AB J. E. Kirby won the junior middleweight, AB Bill Rees the middleweight and AB Robbie Roberts the light heavyweight division.



Captain D. G. King, commanding officer of *Shearwater*, presents the Halifax Mail-Star Volleyball trophy to AB Peter Davidson, captain of *Shearwater "A"*'s, who won the Atlantic Command tournament. The hardware thus goes to the air station for the third consecutive year. It was won in an all-day tourney February 11 via double elimination against *Shearwater "B"*, two *Stadacona* teams and others from the *Maggie*, *Cape Breton* and *Cornwallis*. (DNS-15412)

SPORTS AT VENTURE

SPORTS and physical training of all varieties are a strong point in *Venture*. They are the necessary compliment to academic and general naval training, for these three disciplines, correctly applied and proportioned, are the basis of Junior Naval Officer Training.

That sports are so important is understandable. *Venture's* job is to produce leaders. To lead a man must be fit, know from first hand experience the value of team-work, training and perseverance. He must develop stamina, patience, courage and initiative and the will to hold out. He must learn to plan and scheme well ahead of the event and yet at the same time to be flexible and ready to improvise when things go wrong. He must learn to "dish it out and to take it". Sports and physical training can give a young man this and more. At *Venture* they do!

There is another side to sports too.

familiarization with water and co-ordination of movements.

With the co-operation of the Red Cross it is expected that these tests will be a regular part of the children's program.

Naval Curlers Win Tri-Service 'Spiel

Naval curlers won the Tri-Service Curling Trophy in the recent third annual Tri-Service Bonspiel at the Victoria Curling Club, scoring 60 points in 12 victories to top the runner-up RCAF team by 10 points. Army finished third with 40 points.

PO W. C. Brown, whose rink scored top individual honours in the 'spiel, received the Tri-Service Trophy.

Naden Children Learn to Swim

An average of 80 children of naval personnel use the swimming pool at *Naden* every Saturday morning during the family swimming period.

College Title To Royal Roads

Royal Roads won the Canadian Tri-Services Colleges Tournament in late February and took possession of the Claxton Cup in a two-day meet which starred top athletes from Royal Military College, Collège Militaire Royal and Royal Roads. The winners gained

The Canadian naval officer is today, by the very nature of his job, something of a diplomat and internationalist. These days the maple leaf is a familiar sight in Portsmouth, Hong Kong and Bermuda. Sports are often the key which opens the door to goodwill and the best in human relations between people of different countries.

The naval officer has to be an "all rounder". The ace hockey player may be an asset to his ship, his navy and his country when he's alongside in Halifax, Nova Scotia, but he's dead-weight in Mombassa, Sydney or Villefranche if his accomplishments are limited to this one sport.

Venture teaches the cadet the widest variety of games and exercises so that everyone will be top-notch at one or two and reasonably competent in a large number. By "competent" *Venture* means to play confidently, to be able to organize, coach and referee and to enjoy.—D.J.W.

20 out of a possible 25 points in the five-sport competition.

Royal Roads athletes won the volleyball, basketball, and swimming events, tied with CMR in the boxing card and placed third in the rifle shoot. CMR placed second in volleyball, swimming and rifle competition and RMC placed first in the shoot.

Royal Roads previously held the championship in 1952. It was won last year by CMR on home territory.

Navy Second in League Standing

In the Pacific Command a Navy representative hockey team wound up an abbreviated schedule by trouncing C & C Taxi 7-1, to wind up the season in the league's second position. Due to service commitments they were unable to enter the play-offs.

AB Bob Maude was named the league's outstanding netminder, while Ldg. Sea. Neil Standley lost out on the goal scoring honours by one point in the final game.

Many Take Part In P & RT Program

At *Naden* during a recent month a total of 1,723 men participated in departmental P & RT periods allocated during working hours. These consisted of basketball, volleyball, swimming, bowling, apparatus work, squash, badminton and PT tables.

In exhibition bouts also in March, Weisgerber knocked out Karl Max of Vancouver in the second round. Kirby lost a very close decision to the Canadian light welterweight champion Jimmy Walters of Vancouver.

In the B.C. Golden Gloves Tournament held in the Exhibition Gardens in Vancouver, March 9 and 10, the Navy had two entries, AB Kirby, junior middle weight, and AB Weisgerber. Kirby lost his first fight of the tournament by a KO in the second round. Weisgerber won his first fight by a second round KO.

In his second fight of the tournament, Weisgerber was doing well against the Canadian welterweight champion, Norm Jorgenson, of Vancouver, when the fight had to be stopped in the second round after Weisgerber suffered a cut eye.

RCN Rugby Team Wins League Play

The Navy's entry in the four team Victoria English Rugby league finished first in the league play with a total of 10 points. The closest competitors were Victoria College and University School which were tied for second place with four points.

Playing Coach Inst. Lt. D. J. Williams, *Venture*, has been doing an excellent job, with his "chaps" this year, and is now working them up for a two-game total-point series with Victoria College to decide which team will represent British Columbia in the 2nd Division play off.

Besides having a good, well-balanced team Navy has several standout players in the league. One such player is Ldg. Sea. E. J. "Shim" Shiminsky who was chosen for the 1st Division Victoria All Star team for their annual series against Vancouver All Stars.

In addition Cadet Thor Young and Cadet Charles Robinson from *Venture* were also selected for the All-Star Squad.

Children Pass Swimming Tests

Sixty-two Tadpoles, Polywogs, Porpoises and Sharks qualified for Red Cross swimming awards at the *Naden* pool during February.

The above forms of aquatic life represent the groups in the Naval Children's Swimming Club.

Under coaching of PO Alf Aylward the children gave a good account of themselves and were living proof of the theory that learning to swim is a matter of patience on the part of the parent and coach—the parent to encourage and facilitate attendance, the coach to teach

BOOKS for the SAILOR

THE CHOICE of Samuel Eliot Morison to write the History of U.S. Naval Operations in World War II was indeed a happy one. Up to the present, Professor Morison has produced 10 volumes of his 14-volume history and all 10 have been distinguished by their readability, by brilliant portrayals of outstanding events and by the evident enthusiasm of the historian for the job at hand.

Volume X, "The Atlantic Battle Won", is but lately off the press. It covers the last two years of the war and is the continuation of Volume I, "The Battle of the Atlantic", which dealt with the period, September 1939 to May 1943.

It's a good bet that Professor Morison found these two volumes hardest of all to put together. He himself says, in his preface to Volume X: "It was an exceedingly complicated war, fascinating to technicians and professional sailormen; but exceedingly difficult to narrate in the scope of two volumes." He adds, "I cannot neglect the superb work performed in this theatre by our Allied Navies and Air Forces, although it is obviously impossible to relate them in the same detail as our own."

Nevertheless, he departs from the script in several places to describe incidents in which the U.S. Navy was not involved. For example, he relates in some detail, and with the aid of a map, "The Ordeal of ONS-5", one of the fiercest convoy battles of the war and a turning point in the Battle of

THE LAST TWO YEARS OF THE ATLANTIC BATTLE

the Atlantic. The attack on ON-202, in which the acoustic torpedo was used for the first time, sinking HMCS *St. Croix*, among others, also gets prominent attention.

"The Atlantic Battle Won" is broken down into 19 main chapters. Chapter 1 is an introduction and is really a synopsis of Volume I. Chapters 2, 3 and 4 have to do with organization, new ships and aircraft and training and technical developments. Chapter 5 presents the enemy side of the picture, and the remainder of the book is taken up mostly with operations. Among the highlights are his descriptions of U.S. escort carrier operations. These groups, once they got into the swing of things, had marked success against the U-boats. They sank more than 50 submarines, while losing only one carrier, one destroyer and two DEs.

While the book is mostly devoted, and properly so, to the part played by the U.S. Navy, Professor Morison gives full marks to the RN and RCN, even to the extent of saying, in his closing chapter, that ". . . we must candidly admit that the Royal Navy, the Royal Canadian Navy and the Coastal Command of the Royal Air Force, acting under Admiralty supervision, contributed more to the destruction of the enemy submarine fleet than did the United States Navy and the United States Army Air Force."—R.C.H.

The Atlantic Battle Won: May 1943-May 1945, by Samuel Eliot Morison, published in Canada by Little, Brown and Company (Canada) Limited, Toronto; price \$6.75.

Philip Chaplin, at present with the National Library in Ottawa. His estimate of "HMS *Ulysses*" follows:

I UNDERTOOK this review on the principle that one must set a thief to catch a thief: Alistair MacLean was a torpedoman and served five years in the Royal Navy, I was a radar operator and served six. In general, I consider the book hardly a compliment to a great service. At first sight this is not apparent, because the author brings the seamen to life in a manner most convincing. The ship comes to life too, both as a sea boat fighting heavy weather and a bitter enemy, and as a living organization.

Apart from the vitality of the ship and her lower deck, the novel has many shortcomings. In fact, it is not really a novel, but an anthology of legends that circulated in the Royal Navy during the Second World War, and I met many old friends among them. In particular, the incident of the damaged flight deck is familiar, but, in the story I heard, the deck of a Woolworth's carrier was bent back and upwards for ten feet or so by the repeated attacks of a heavy gale, not doubled back to the bridge by a single sea.

I have said that the seamen are credible, but that is true only of their manner and character. When their behaviour is considered, the exaggeration which permeates the whole work tends to remove them from the field of credibility—if only by their actions not jibing with established characters. And there is one notorious exception: Ralston. He is the nearest approach to a hero in the story, and, be it noted, he is a torpedoman—perhaps the idealized MacLean. He always turns up where a torpedoman or a cool head is urgently needed, and he is always infuriatingly right. Because he is so right he is persecuted by an incompetent sub-lieutenant, and when questioned or opposed by a senior he always talks back in a manner that would never be tolerated. So he goes on, bearing a heavy load of grief, without faltering, to a heroic death.

The ratings ring true, but the officers do not. The author has no idea how they should address one another: in the Royal Navy, no one is addressed

FACT OR SALTY DIP?

FEW BOOKS about the sea have aroused such wide divergence of opinion as the current best-seller "HMS *Ulysses*". It has been praised as a gripping, well-written first novel; it has been damned as a misrepresentation of life at sea under wartime conditions.

Excitement undoubtedly runs high throughout the book, from the time she puts out on her perilous mission with her semi-mutinous crew, to the moment of her doom, when her churning propellers drive her into the depths of the ocean.

The story has found a wide public, both as a book and in serialized form, and many readers must have already

compared it with its stirring predecessors, Herman Wouk's "The Caine Mutiny" and Nicholas Monsarrat's "The Cruel Sea". A marked difference in the approach of the writers to the subject of wartime service at sea will be evident and the reader may well wonder whether this is not due to the point of view of the author—officer or lower deck.

The writer of the accompanying review which was voluntarily contributed to *The Crowsnest*, served for six years with the Royal Navy on the lower deck, an experience which enables him to speak with some authority on various facets of the book. The reviewer is

as "Lieutenant" or "Admiral", but always by name, with or without the rank, for a junior, or as "Sir" for a senior. But in *Ulysses* the officers are unaware of this custom. And among these officers I met more old friends from lower deck folklore: the sub-lieutenant who hardly knows the sharp end from the blunt, the piratical commander, the RNR officer who is true heart of oak, and the all-understanding captain.

Not content with these stereotypes as he received them from the tradition, MacLean has embroidered and exaggerated them so that they are less convincing than the bald inaccurate generalizations that they were. In the folklore, the incompetent sub-lieutenant is merely a buffoon or a minor villain; in *HMS Ulysses*, Carslake is the stunted ghost of Captain Bligh. He bungles an evolution by mere lack of seamanship, and compounds the offence by blaming Ralston whose skill reduces the consequences. From there he is driven by madness to attempt Ralston's murder.

As for the RNR officer: it is the firm belief of British naval ratings that a man who has been at sea for half a lifetime, and whose time has not been taken up with the flannel of warship routine, must know something about ship handling; but Lt-Cdr. Carrington, RNR, is too good to be true. He is an oracle: if the weather looks odd the admiral does not consult the meteorological staff, he asks Carrington who looks at the sky to windward, ponders

the cloud formations, and prophecies—and his words are fulfilled in exact detail. And at the end, when the *Ulysses* is sunk, a few survivors are dragged exhausted and gasping from the Arctic Sea, but Carrington swarms up a rope and over the side of the rescuing ship unaided.

Throughout the book the officers are contrasted with the ratings—to the disadvantage of the former. The men endure and work and carry on, and are stopped only by death; while the officers, although the author treats them with surface sympathy, fail through incompetence, disease, stress or madness. There are exceptions on both sides, but this theme pervades the whole story.

In spite of all these objections, "*HMS Ulysses*" would still be a valid contribution to the literature of the Second World War were it not that its background and style introduce errors of syntax and fact that nag at the reader's mind and distract him. The glaring mistake is the route of the convoy; I have been able to consult no records, but I have asked a senior officer who was concerned with the dispatching of convoys from Halifax throughout the war, and he said that nothing was known there about the orders for ships for Murmansk, and that no convoy, or part of a convoy, was ever routed there from Halifax. They went to British ports or to Iceland, and ships with cargoes for Russia were marshalled into new convoys there. There are minor errors too: at one point Carrington

speaks of a "block and tackle", a phrase never heard at sea, and on the next page he says "a tackle", which is correct.

All through the book, weather, sea, accidents, destruction, fire and human action are so exaggerated that the veriest landlubber must find the yarn hard to wash. As a one-time Pompey rating, all I can say is that Alistair MacLean is swinging the lamps.

"*HMS Ulysses*", by Alistair MacLean; Collins, 1956, Toronto, \$3.

ENGINEER ROOM MANUAL

Of interest to engineroom personnel is the news that the Royal Navy's instruction manual, used in the training of engineroom artificers and mechanics is available at last in book form, cloth-bound and complete with illustrations and index.

The manual, published by the Admiralty and called "Naval Marine Engineering Practice" is intended as a reference work, illustrating and describing the construction, operation and maintenance of machinery for which a marine engine room staff is responsible. The book deals with typical machinery found in various classes of ships including boilers, reciprocating machinery, turbines, auxiliary machinery and internal combustion engines.

"Naval Marine Engineering Practice", price 25 shillings; size 11" by 8½", 437 pages, illustrated, HM Stationery Office, London.

THE NAVY'S ROLE IN A LIMITED WAR

Korea Clear Example of the Value of Sea Power Today

THE VALUE of sea power in a limited war was thoroughly demonstrated in Korea where ships and aircraft of the United Nations denied the enemy the use of their ports, disrupted enemy lines of communication and gave direct support to UN land forces.

The question has been raised in recent years as to whether sea power would be equally effective in an atomic global war and this was discussed by the First Lord of the Admiralty, Viscount Cilcennin in an address several months ago. He had this to say:

"Modern scientific developments have placed within reach of the fighting services new weapons of unprecedented power and range. Unfortunately their cost also is quite unprecedented! The way which modern navies and armies and air forces eat up money and manpower makes it more than ever neces-

sary to ensure that our forces are streamlined. So we are constantly reviewing our plans for material and manpower and trying to ensure that we get in our services only those men and those weapons that are essential for the tasks we must perform.

"What are these tasks? For navies at all events they have not been changed by the introduction of all these new weapons and techniques. I have often emphasized this in recent years, but I think it is important enough to be worth saying again. In peacetime the navies of the Western Allies support the foreign policies and protect the trade of their respective countries, and contribute powerfully to the deterrent against possible aggression. In war of a limited kind, by which I mean war that does not directly involve the major powers on opposite sides, it has been quite recently demonstrated how sea

power can entirely secure the army's lines of supply, and powerfully supplement the land battle whenever required.

"Korea was a clear example of this. The enemy controlled five out of seven of the ports in the Korean peninsula, but the United Nations fleet had control of the sea. As a result the Communists could not make any effective use of their five ports.

"Naval aircraft were constantly harassing the enemy, and naval bombardments supported the land fighting on many occasions. By the use of sea power, troops were moved swiftly and secretly and their landing behind the enemy's lines was supported by aircraft based within sight of the beaches. Heavy naval guns were brought to bear at points all along the enemy coastline and carrier-borne aircraft reached far inland to attack his installations or support our army troops.

"In a major war—which we all so devoutly hope can be avoided—we have to envisage that all the frightful new weapons in the modern armoury would be used, and used sooner rather than later. As Mr. Harold MacMillan said when he was Minister of Defence, 'the tempo would change dramatically'.

"In the initial stages, which might well be critical, the primary role would fall on land-based air forces. But that phase could not last long and, if we were still in effective working order at

the end of it, the safety of our sea routes between North America and Western Europe would immediately become the most important factor in the conflict. If we were denied the use of those routes our armies would rapidly be rendered impotent, our air forces grounded and our people starved. And so far as we can see into the future it would be quite impossible to keep those sea routes open without a supremacy of naval power.

"So a large part of the question whether to invest more heavily in naval power for war purposes hinges on whether we envisage that a future full-scale war would last beyond the opening stages of all-out thermo-nuclear exchanges. If we suppose that the first holocaust would be followed by an organized attempt to hit back at the aggressor, rather than merely by desultory fighting amid the ruins, then we have made the case for securing and retaining command of the seas."

Viscount Cilcennin quoted the observation of Lord Montgomery, on the future role of the Navy, in which he gave his opinion that, after the first stunning blows had fallen, the navies alone might remain undamaged and able to carry on the battle.

The field marshal had also said: "As things stand today, if the navies lose control of the seas the Western Alliance would have to go out of business."

"I think it is a perfectly fair conclusion from all that I have said," the First Lord concluded, "that although the Navy (like the other services) must of course streamline itself, it would be folly to neglect the problem of replacing wastage and maintaining our fighting strength of ships."

TRANS-CANADA MARK FOR T-33s BROKEN

A T-33 jet trainer, piloted by Lieut. J. V. Searle and Lieut. Derek A. Prout, both of *Shearwater*, established a new T-33 record for trans-Canada flight in March when they made the crossing from Vancouver to Halifax in five hours 45 minutes flying time.

The previous record was five hours 59 minutes set by the Navy in January of this year.

The pilots, on a cross-country navigational flight, left Vancouver at 0916 EST and arrived at *Shearwater* at 1611 EST. A one hour and ten minute fuelling stop at Lakehead airport brought the total elapsed time for the 2,800-mile flight to six hours 55 minutes.

DONATIONS TO BENEVOLENT FUND IN 1955

Following is a list of donations received during 1955 by the Royal Canadian Naval Benevolent Fund:

HMC Ships and Establishments:

Algonquin	Ship's Fund	\$ 230.88
Avalon	Nfld. Area (AF) Reg. Fund	508.89
Cabot	Wardroom	100.00
Cape Breton	Ship's Fund	40.35
Cornwallis	Haida Division	36.54
	Ship's Fund	3,376.66
	Chief and POs' Mess	185.37
	Wardroom Mess	120.00
D'Iberville	Ship's Fund	100.00
	Wardroom Mess	75.15
Discovery	Ship's Fund	155.69
Granby	Ship's Fund	30.00
Griffon	Chief and POs' Mess	35.42
	Seamen's Canteen	20.39
	Ship's Fund	141.20
	Wardroom Mess	16.36
Hunter	Ship's Fund	165.54
	Chief and POs' Mess	96.55
	Wardroom	103.07
Huron	Ship's Fund	9.00
Iroquois	Ship's Fund	361.75
Labrador	Ship's Fund	110.00
Lauzon	Ship's Fund	100.00
Magnificent	Ship's Fund	921.37
Naden	Ship's Fund	1,361.68
	Petty Officers' Mess	340.51
	Wardroom Mess	500.00
	Scran Locker	75.00
New Glasgow	Ship's Fund	80.00
New Liskeard	Ship's Fund	57.94
Nonsuch	Wardroom	19.40
Ontario	Ship's Fund	900.00
Prevost	Seamen's Canteen	50.00
Quebec	Ship's Fund	1,595.00
Resolute	Ship's Fund	20.00
Shearwater	Ship's Fund	1,000.00
Stadacona	Ship's Fund	1,199.03
	Wardroom Mess	1,000.00
Star	Chief and POs' Mess	250.00
	Wardroom	500.00
Tecumseh	Sports Day Receipts	10.38
Toronto	Ship's Fund	153.30
Unicorn	Ship's Fund	50.00

HMC Naval Radio Station:

Aldergrove	Ship's Fund	19.50
	Chief and POs' Mess	10.00

Other Sources:

Serving Naval Personnel—by monthly assignments	11,602.00
Anonymous	75.00
Barr, Daniel W.	10.00
Campbell, Audrey B.	24.00
Canadian Geographical Society	100.00
Chief of Naval Personnel Staff	5.48
Intro. PSO Course—Aug. '55	12.00
MacDonald, Margaret A.	15.25
MacLachlan, K. S.	100.00
McDermaid Agencies (D. K. McDermaid)	20.00
Miscellaneous Contributions	87.67
Mott, C. A.	10.55
Naval Officers' Association, Ottawa	25.00
Peterborough Naval Assoc., Reunion 1955	107.30
Pettigrew, Gordon	20.00
Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd)	25.00
Wrens' Association, Vancouver, B.C.	25.00

Total donations \$28,496.17

Match This Slogan "Assign To Assist"



Flip open a book of matches on board the cruiser *Ontario* and you are faced with a reminder that everyone who has served in the Royal Canadian Navy and its reserves has a friend on whom he can count in time of need—The Royal Canadian Naval Benevolent Fund.

The reminder, printed on the match books at the instigation of the ship's welfare committee, reads: "Support your Benevolent Fund—Assign To Assist".

The slogan is one which was taken to heart by nearly 1,500 officers and men during 1955, when they had assignments in force from 50 cents to two dollars. The active assignments at the end of December totalled 1,132 and the donations from this source amounted during the year to \$11,602, or 40.7 per cent of all donations to the Fund in 1955.

If all naval personnel, including members of the RCN(R), contributed even the minimum allotment of \$6 a year, the Fund would benefit by nearly \$125,000. This amount, given during the present "good years" would increase the capital of the Fund to a point where it would be a highly effective agency should there be a slowdown in the economy.

A visit to the pay office can start the ball rolling. All donations to the Benevolent Fund are deductible from taxable income and receipts are furnished. For those on active service, income deductions for up to \$48 in charitable gifts are made at the source.

"Assign to Assist"

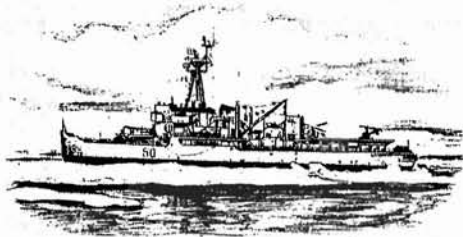
LETTERS TO THE EDITOR

Dear Sir:

The other day I was given an opportunity to read several issues of *The Crowsnest*. Copies were furnished by Lt.-Cdr. Donald R. Saxon, RCN, liaison officer attached to this command. I found the magazine mighty interesting

and well-organized, giving plenty of information about the Canadian Navy, with whom we work so closely.

It occurred to me that you would be interested in knowing the fine impression that your Canadian officers and their wives are making with the U.S.



H. M. C. S. LABRADOR

February 20, 1956.

The Editor,
Crowsnest,
Naval Headquarters,
Ottawa.

Sire:

Scotty and the Eating Deacon and I were having coffee and doughnuts in the galley ready-use magazine the other day when we got to talking about your fine paper. The Deacon reckoned that the 'Labrador' news alone was worth the price. He figured that we ought to write and say that we appreciated all the space that you give to us. Well sire, Scotty is so busy making doughnuts, and the Deacon has such ticky fingers from eating them, that I have to write this letter myself. So thanks.

You must get alot of letters like this so I'll make mine different, I'll complain a bit.

We thought that when you printed the story of 'The Saga of the Forgotten Fifty' that you could have said you reprinted it from Bergy Bits. Unglak, the Noted Seal Hunter, suggests that you thought the motto of Bergy Bits, 'DON'T GET IT RIGHT - JUST GET IT WRITTEN', meant we didn't copyright our stuff. Rather poor pun for a seal hunter don't you think? The President of the Labrador chapter of the English Spaaing Union is, I hate to say this, most upset that you credited the motto 'Non audiviste omnes esse mutatum' to Rushmore. He himself shamelessly stole it from MS Dryad for Labrador as it was far more fitting there.

I know that all this will make you very happy so no long now, I must get back to writing the story of my life. Maybe you will publish that.

Sincerely, and/or As ever.

Buzzy Bear
Old Bzzz.

P.S. I'm sending along my latest portrait.

S.B.

Navy and the civilians in Key West. They have been most pleasant assets to the service and community. Pointing up this fact is this:

Recently the Navy Wives Annex Club held their election for president, and who was unanimously elected president of this club composed of wives of U.S. Naval Officers? A charming young lady who has been with us only a few months—Mrs. D. R. (Renee) Saxon, wife of the Canadian Navy liaison officer! And there are over a hundred wives in this club, many of whom have been here for quite some time.

A fine tribute to a gracious young lady, who along with her husband in his official capacity, has won many friends for Canada and the Canadian Navy way down here at the southernmost point in the United States.

Very sincerely,

P. D. GALLERY,
Captain, U.S.N.

Commander
Surface Anti-Sub Development
Detachment,
Atlantic Fleet,
Naval Base, Key West, Fla.

European Cruise "Maggie's" Longest

The cruise of the "Maggie" and four destroyer escorts to Northern Europe and the Mediterranean in 1955 established two records for the carrier—the longest distance steamed in one voyage, 7,596 miles, and the longest continuous period at sea, 24 days, since the ship commissioned in 1948.

During the year she steamed 34,260 miles. A total of 4,000 hours of flying and 1,975 deck landings were completed. In the fall cruise, the carrier and escorts also took part in two large NATO exercises, New Broom IV and Sea Enterprise.



LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ADOLPHE, Ralph.....P1BD3
 ALEXANDER, Donald B.....LSMA1
 ANDERSON, James G.....LSAM2
 ANGROVE, Douglas J.....LSCK1
 ARMOUR, Norman E.....LSCS2
 BAKER, Stewart K.....LSEF3
 BAXTER, Chester L.....LSLR2
 BIRD, Richard H.....P2EM2
 BISSON, Regent A.....LSMA1
 BOHMER, Geraint L.....P2RP2
 BOSQUET, Ronald.....P2RS3
 BOUCHARD, Robert.....LSSW1
 BOULE, Philip J.....P1NS3
 BOURASSA, Jean Marc.....LSMA2
 BROPHY, Edward C.....LSAM2
 BROWN, Kenneth G.....LSCV1
 BROWN, William T.....PIER4
 BRUSHETT, Samuel A.....LSMA1
 CHARTER, James T.....PIER4
 CLARK, Robin C.....LSMA1
 CLARKE, Charles E.....LSCK1
 CLARKE, John A.....LSAM1
 COLP, Clarence J.....LSCS2
 DeREPENTIGNY, Andre J.....LSSW1
 DETCHKOFT, William.....LSOM2
 DONAVAN, Gerard H.....LSAM2
 DUNN, Samuel R.....PIER4
 FORRESTER, Charles M.....C2EM4
 GILES, William S.....P2PH3
 GILLARD, Robert J.....LSPW1
 GILLIS, David A.....LSAR1
 GODDARD, William C.....LSCK1
 GORE, Andrew E.....LSCR1
 GOREE, Stewart D.....P2BD3
 GRAY, Norman S.....LSEG3
 HAINES, Robert A.....LSCK1
 HARNESS, John W.....LSEG3
 HARTLEY, Roland J.....P2AR2
 HENIGMAN, Neil B.....LSEG3
 HESLIN, John M.....P2EM2
 HILLIER, John E.....P2EM2
 HODGE, Clayton.....LSAF2
 HUESTIS, Earl S.....LSCK1
 ISLES, Kenneth M.....PIER4
 JACKSON, Ward T.....LSEG3
 LANDER, Thomas H.....P2EM2
 LANGDON, Charles F.....LSCS2
 LAUZON, John V.....C2ER4
 LEY, Charles T.....LSRD3
 LITTLE, Donald H.....LSAM2
 LOFTUS, Robert H.....LSCK1
 LYON, Robert A.....PIER4
 MacDONALD, Duane L.....LSEG3
 MacDOUGALL, Kenneth L.....LSCK1
 MacKAY, Ronald R.....P1BD3
 MacLEOD, Robert A.....P2AR2
 McCONNELL, Donald S.....LSCK1
 McKEARNEY, Lyle V.....PIRP3
 McKENZIE, John J.....LSAM2
 McLEISH, Keith S.....LSRD3
 McNAUGHTON, Robert M.....LSSW1
 MALE, Gordon G.....LSED3
 MALONE, Joseph A.....LSVS1
 MERCURE, Romeo R.....C2MR4
 MOUSSEAU, Douglas L.....LSVS1
 MYATT, Arthur I.....C1CK4

NAHAGAWA, Hideo.....LSAR1
 NEADOW, Roy D.....LSMO1
 NELSON, Carl H.....LSAF1

O'LEARY, George J.....LSCK1

PARENT, Marius J.....LSAW1
 PARKINSON, Thomas A.....C1ER4
 PATTERSON, Bruce.....P2EM2
 PELCHAT, Joseph W.....P2EM2

RIEHL, Donald G.....LSNS1
 RUTLEDGE, Thomas E.....LSCR1

SCHLATMAN, Orval J.....P2EM2
 SCHLEY, Leslie R.....LSAF1
 SCHREUER, Michael J.....P1PH3
 SIMMONS, Frederick A.....P1BD3
 SIMPSON, Alwyn R.....LSCR1
 SINCLAIR, James S.....C2MR4

SLATER, Frank W.....P1BD3
 SMITH, James I.....P2EM2
 SMITH, Sydney C.....P2AR2
 SPARKES, Kendall D.....LSAM2
 SPEARS, Norman A.....LSPR2
 SPENCER, James.....P1ER4
 STABB, Ronald W.....LSAR1
 STINTON, Burton R.....P1NS3
 STRICKLAND, John D.....C1MR4
 SULLIVAN, Ronald C.....LSRD3

TARDIFF, Stanley F.....LSAM2
 THOMPSON, John A.....LSMA2
 THORNHILL, Arthur Y.....LSCR1

UNDERWOOD, Charles J.....LSAM2

VERVILLE, Jean-Pierre J.....LSNS1

WALKER, Ronald A.....LSNS1
 WELLS, Richard M.....LSCK1

RETIREMENTS

CPO Douglas ABBOTT, 42, C1G14, Victoria, B.C., joined February 11, 1930; served in *Naden, Vancouver, Skeena, Fraser, Prince Robert, Stadacona, Cornwallis, Niobe, Haida, Peregrine, Rockcliffe, Ontario, Malahat, Quebec*; awarded Distinguished Service Medal and Bar, Long Service and Good Conduct Medal; retired February 10, 1956.

CPO Neal William BEGELOW, 39, C1AA3, Lucerne and Victoria, B.C., joined March 12, 1934; served in *Naden, Skeena, Fraser, Armentieres, St. Laurent, Assiniboine, Stadacona, St. Croix, St. Francis, Dominion, Niobe, Charny, Cornwallis, Iroquois, Prince Robert, Peregrine, Ontario, Beacon Hill*; awarded Canadian Forces Decoration; retiring September 9, 1956.

CPO Ronald CRAGG, 43, C2CK3, Dartmouth, N.S.; joined February 3, 1936; served in *Naden, Skeena, St. Laurent, Stadacona, Ottawa, Fort Ramsay, Avalon, Columbia, York, Cornwallis, Givenchy, Warrior, Niobe, Magnificent, Haida, La Hullose, Huron, Shearwater, Queen, Unicorn, Chippawa*; awarded Long Service and Good Conduct Medal; retired February 2, 1956.

CPO Ernest Sidney JOHNSON, 40, C1ST4, Victoria, B.C., joined May 8, 1936; served in *Naden, Fraser, Restigouche, Stadacona, St. Francis, Venture, Niobe, Iroquois, Uganda, Royal Roads, Ontario, Athabaskan, Crusader, Cayuga*; awarded British Empire Medal and Long Service and Good Conduct Medal; retiring May 7, 1956.

CPO Clement Cecil MANN, 45, C1LR3, Regina, Sask., and Victoria, B.C.; joined May 12, 1931; served in *Naden, Skeena, Vancouver, Fraser, Ottawa, Stadacona, Niobe, Iroquois, Givenchy, Ontario, Cornwallis, St. Laurent*; awarded two Mentions-in-Despatches and Long Service and Good Conduct Medal; retiring May 11, 1956.

CPO Arthur James SHARPE, 37, C2RT4, Claresholm, Alta., and Victoria, B.C.; joined June 1, 1936; served in *Naden, Skeena, St. Laurent, Stadacona, Sans Peur, Windflower, Givenchy, Vancouver, Prince Henry, Burrard, Cornwallis, Avalon, Athabaskan, Aldergrove Radio Station*; awarded Mention-in-Despatches and Long Service and Good Conduct Medal; retiring May 31, 1956.

CPO Arthur James TAYLOR, 41, C1SW3, Halifax, N.S.; joined March 18, 1936; served in *Stadacona, St. Laurent, Skeena, Ottawa, Fundy, Saguenay, St. Clair, Kings, Assiniboine, St. Hyacinthe, HMS Nabob, Naden, Stadacona II, Peregrine, Cayuga, Warrior, Niobe, Magnificent, Shearwater, Cornwallis, Quebec*; awarded Long Service and Good Conduct Medal; retired March 17, 1956.

CPO Albert Edward WESTONER, 44, C1MR4, Ladner and Victoria, B.C., joined April 7, 1930; served in *Naden, Vancouver, Skeena, Crusader, Ottawa, Prince Henry, Stadacona, Shelburne, Protector, Peregrine, Niobe, Warrior, Bytown*; awarded Long Service and Good Conduct Medal; retiring April 6, 1956.

CPO Albert Jack WOLFE, 44, C1MR4, Galt, Ont., and Halifax, N.S.; joined May 4, 1931; served in *Stadacona, Saguenay, Champlain, St. Laurent, Skeena, Venture, Gaspe, Cornwallis, Niobe, Peregrine, Warrior, Bytown*; awarded Long Service and Good Conduct Medal; retiring May 3, 1956.

Nabob Serving As Training Ship

Some further notes on the postwar history of HMS Nabob, the Canadian-manned aircraft carrier whose conversion into a merchant ship was described in the March *Crowsnest*, were contained in the February issue of *The Navy*, official organ of the Navy League of Great Britain.

A letter from Erich Lawrenz, of Berlin-Stelglitz, Germany, lists the owners of the converted Nabob as Roland Reederei, a subsidiary of North German Lloyd, and says that she was in a wrecked condition without engines when she was acquired in September 1951.

The writer's latest information was that the Nabob was now sailing on the Australian line and was serving as training ship of North German Lloyd with 18 probationary officers aboard.

Naval Lore Corner

NO. 36
EVOLUTION OF
THE DESTROYER

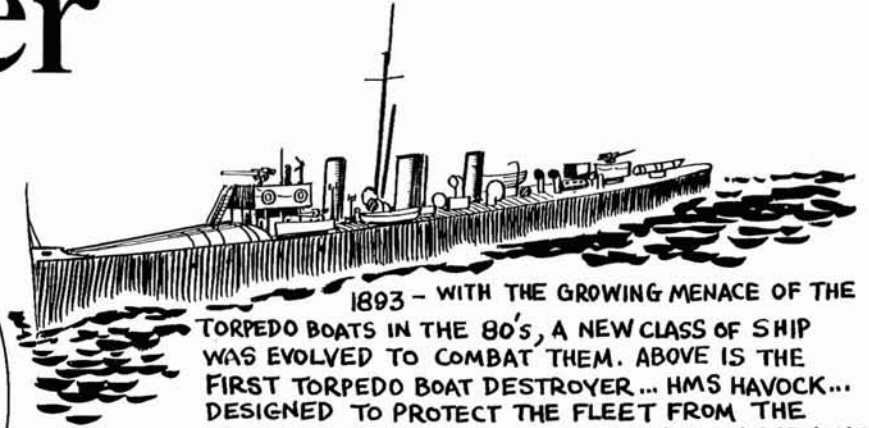


TORPEDO BOAT
OF THE EIGHTIES

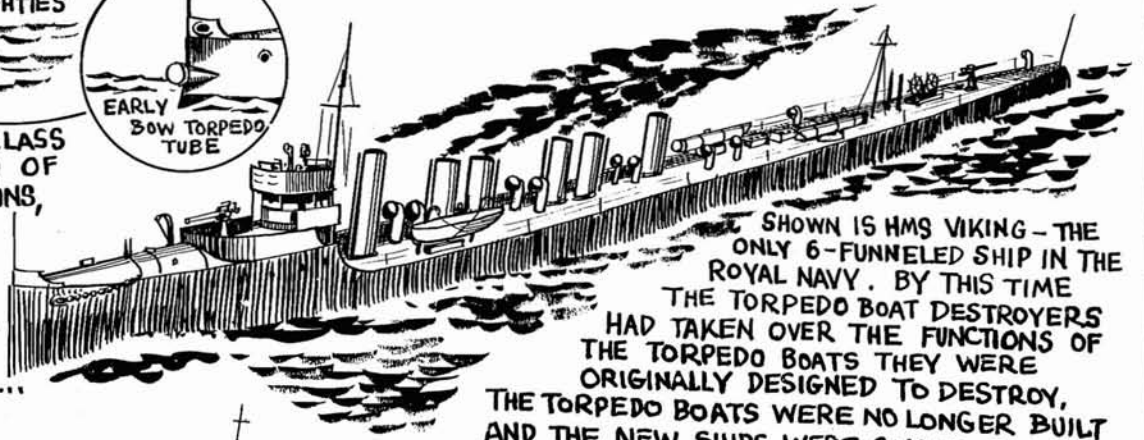


EARLY
BOW TORPEDO
TUBE

1906-9 ... THE TRIBAL CLASS
(NO TWO VESSELS ALIKE) OF
870-890 TONS, 2 4 IN. GUNS,
2 18 IN. TORPEDO TUBES,
33 KNOTS. THE
FIRST DESTROYERS
FITTED WITH TURBINES,
4 IN. GUNS, AND OIL
INSTEAD OF COAL FUEL...



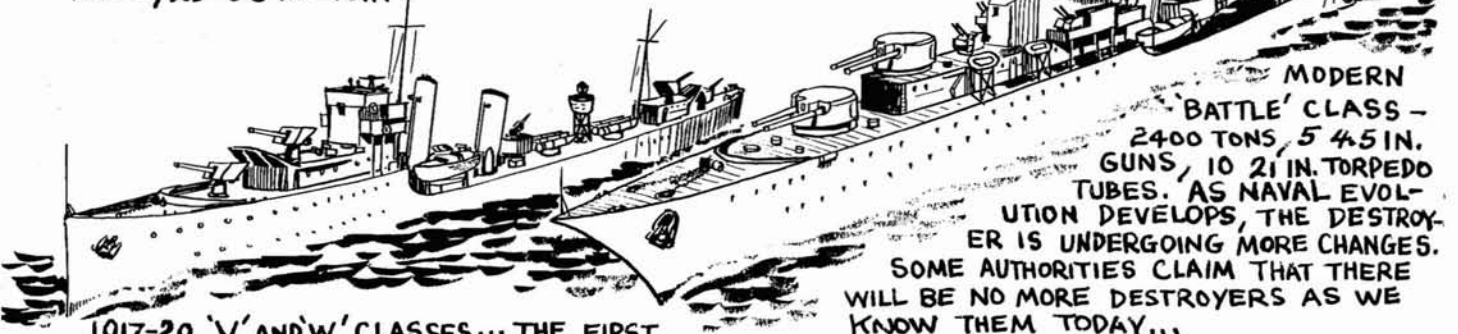
1893 - WITH THE GROWING MENACE OF THE
TORPEDO BOATS IN THE 80'S, A NEW CLASS OF SHIP
WAS EVOLVED TO COMBAT THEM. ABOVE IS THE
FIRST TORPEDO BOAT DESTROYER ... HMS HAVOCK...
DESIGNED TO PROTECT THE FLEET FROM THE
TORPEDO BOATS. SPEED: 27 KNOTS DISPLACEMENT:
260 TONS, ARMAMENT: 1 12 PDR., 5 6PDR.s, TWO
TORPEDO TUBES AFT.



SHOWN IS HMS VIKING - THE
ONLY 6-FUNNELED SHIP IN THE
ROYAL NAVY. BY THIS TIME
THE TORPEDO BOAT DESTROYERS
HAD TAKEN OVER THE FUNCTIONS OF
THE TORPEDO BOATS THEY WERE
ORIGINALLY DESIGNED TO DESTROY,
THE TORPEDO BOATS WERE NO LONGER BUILT
AND THE NEW SHIPS WERE CALLED
DESTROYERS...



'L, M, N, R, & S' CLASS DESTROYERS OF
WORLD WAR I - 3 4 IN. GUNS, 4 TORPEDO
TUBES, 29-36 KNOTS...



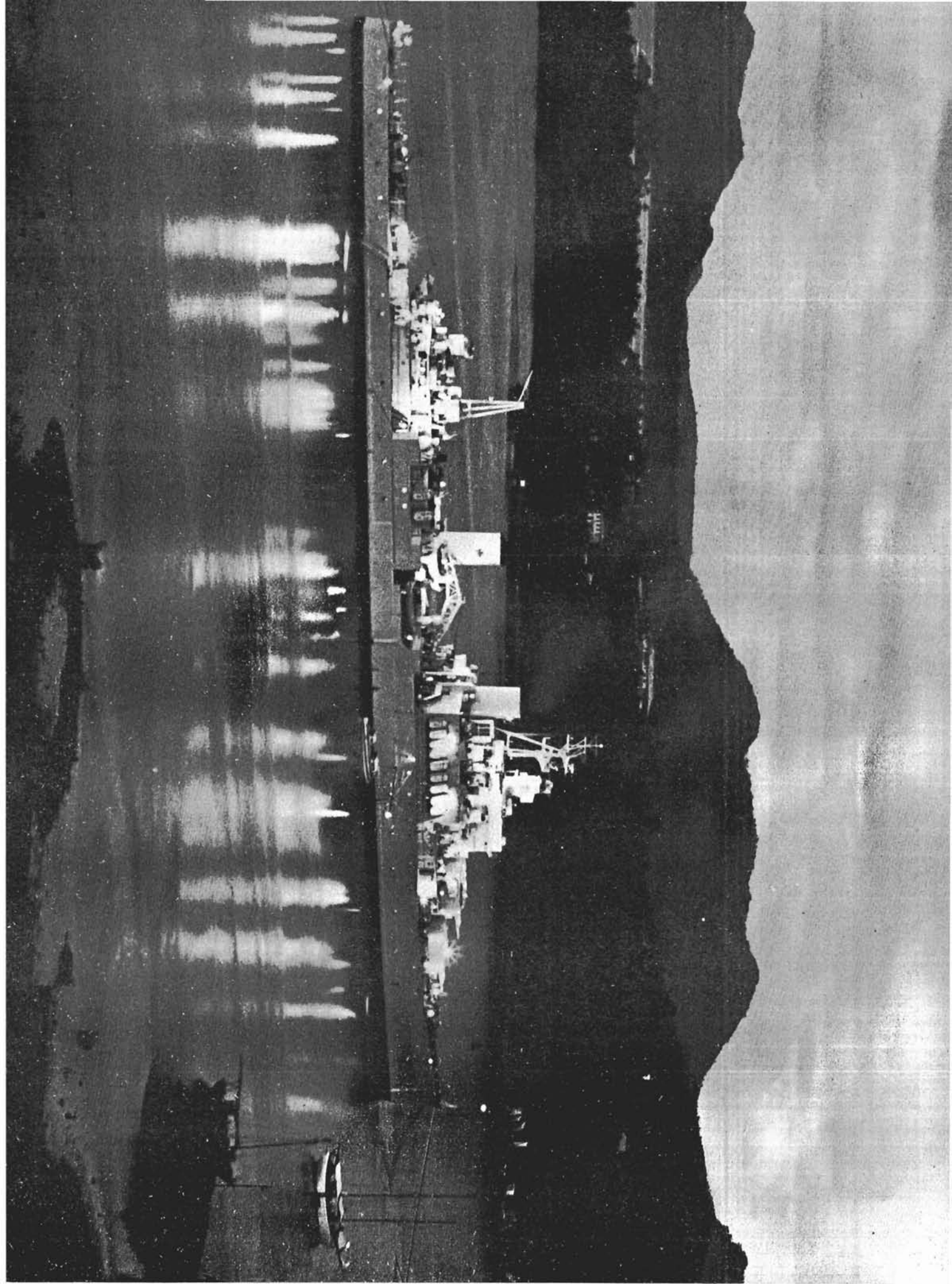
MODERN
'BATTLE' CLASS -
2400 TONS, 5 4.5 IN.
GUNS, 10 21 IN. TORPEDO
TUBES. AS NAVAL EVOL-
UTION DEVELOPS, THE DESTROY-
ER IS UNDERGOING MORE CHANGES.
SOME AUTHORITIES CLAIM THAT THERE
WILL BE NO MORE DESTROYERS AS WE
KNOW THEM TODAY...

1917-20 'V' AND 'W' CLASSES ... THE FIRST
DESTROYERS WITH SUPERFIRING GUNS, 1100 TONS.
REPRESENTED THE STANDARD LAYOUT FOR
DESTROYERS BETWEEN THE WARS...



the CROWSNEST





The CROWSNEST

Vol. 8 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1956

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LADY OF THE MONTH

The purpose of the picture on the opposite page is not primarily to do honour to the training cruiser *Quebec*, worthy as she may be, but rather to present a scene evocative of the most ambitious spring training program ever undertaken by the Royal Canadian Navy in the Caribbean area.

At one time 16 warships of the Royal Canadian Navy, plus the three submarines of the Sixth Submarine Squadron were carrying out manoeuvres in the West Indies, with ships from both the Atlantic and Pacific Commands taking part.

The picture is in contrast to the busy days at sea. It shows the *Quebec* at dusk quietly resting on the placid waters between the dark and, to northerners, mystery-laden tropical hills. The little bay is the harbour of Castries, St. Lucia, in the Windward Islands, 14 degrees north of the Equator and across St. Lucia Channel from the French island of Martinique.

St. Lucia, discovered by Columbus in 1502, is scenically one of the most beautiful islands in the West Indies. A picture of one of the island's famous twin rocks "The Pitons" appeared on the cover of the February issue of *The Crownsnest*. — (QB-2788)

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 Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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8 x 10 glossy or matte finish50
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16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

The Cover: The Wrens attached to the Joint Maritime Warfare School in Halifax might suspect that strategy and tactics were purely theoretical subjects if they were not allowed occasional glimpses of modern weapons. Wrens Doris L. Morrison, Helen R. Ward and Penelope M. Fotheringham are pictured following a helicopter familiarization flight in a Sikorsky. (DNS-14960)



RCN NEWS REVIEW

Icebound in Pictou harbour by a laggard spring, the Wallaceburg was towed to the open sea by the Labrador, which was recalled from a mission to Greenland to rescue a fleet of Norwegian sealing vessels after the sealers freed themselves from pack ice. (LAB-1513)

Cairn to Recall King's Colour Gift

His Excellency the Governor General will unveil a cairn in Beacon Hill Park, Victoria, on July 21 to commemorate the presentation of the King's Colour to the Royal Canadian Navy by His Majesty King George VI on May 30, 1939.

A special enclosure will be set apart from which personnel who took part in the ceremony 17 years ago may watch the commemoration.

An invitation has been extended to all naval personnel, retired or serving, who took part in the Presentation Ceremony and who wish to attend the unveiling of the cairn, to send their names, addresses and details of the duty performed to the Officer-in-Charge, Gunnery Training Centre, HMCS *Naden*, at an early date so that the necessary space may be provided.

Ships Join in NATO Exercise

Six Canadian warships and three Halifax-based submarines of the Royal Navy were among the naval and air units of three nations which took part in a six-day NATO anti-submarine exercise which began May 1.

The combined exercise, designated New Broom V, provided training in anti-submarine warfare and hunter-killer operations for forces of the United Kingdom, operating jointly under NATO command.

RCN ships were the aircraft carrier *Magnificent*, and her aircraft, and the

destroyer escorts *Algonquin*, *Huron*, *Haida*, *Micmac* and *Iroquois*. The RN submarines were *Astute*, *Ambush* and *Alderney*, forming the Sixth Submarine Squadron, based at Halifax under the operational control of the RCN's Atlantic Command.

Simulating wartime conditions, New Broom V began with a NATO merchant ship convoy sailing from Norfolk to Gibraltar. While en route to Gibraltar, the convoy came under individual and co-ordinated attacks by "enemy" submarines, which sought to destroy the ships, thus preventing vital cargo from reaching its destination.

The raiding submarines in turn were subjected to attack by Canadian and U.S. hunter-killer groups and shore-based anti-submarine patrol aircraft and blimps. Two convoys were simulated on the return trip to Norfolk and steamed separately while enemy submarines sought them out.

Overall control and guidance for New Broom V was exercised by Ad-

miral Jerauld Wright, USN, in his capacity of Commander-in-Chief Western Atlantic Area, with headquarters in Norfolk.

Vice-Admiral A. D. Struble, USN, Commander U.S. Atlantic Sub-Area, located in New York City, exercised operational control of the forces and was in charge of the "Blue" or friendly forces while they were in the area under his operational control. Rear-Admiral W. K. Goodney, USN, Commander Ocean Sub-Area, Western Atlantic, commanded the Blue forces later in the exercises when they sailed into the area under his command.

Captain C. M. Henderson, USN, was in charge of the "Orange" or enemy forces, operating out of New London, Conn. These forces included U.S. and U.K. submarines.

The convoys were made up of U.S. Amphibious Force ships protected by Canadian and American aircraft carriers and destroyer escorts. The anti-submarine units were augmented by two RN destroyers assigned to the exercise by Vice-Admiral J. W. M. Eaton, RN, Commander-in-Chief, America and West Indies Station.

Shore-based air units included aircraft of the Royal Canadian Air Force Maritime Air Command which flew from Norfolk, an airship (blimp) squadron from Weeksville, N.C., and a U.S. Navy patrol squadron flying from Bermuda.

New Patrol Craft Goes Down Ways

The wife of a civil servant closely associated for many years with the de-

Admiral Jones Shield Awarded

The Admiral Jones Shield for 1955 has been awarded to CPO George S. Roscoe, *Stadacona*, for his perseverance in advancing the interests and respect of the service among members of his community.

CPO Roscoe, formerly of Kentville, N.S., now resides at Wellington, Halifax County.

The Admiral Jones Shield is awarded annually to the man who contributes most in conduct, sportsmanship and character in *Stadacona*.

velopment and building of small craft for the Royal Canadian Navy, Mrs. Richard Pearson, sponsored the *Blue Heron*, the second of the new Bird Class inner patrol vessels to be launched.

The vessel was launched at the Hunter Boat Works, Orillia, Ont., on May 7. The sponsor's husband, R. (Dickie) Pearson, has served the Navy as a civil servant for 36 years and is a naval veteran of the First World War. He is Director of Personnel Requirements (Technical Services) at Naval Headquarters, Ottawa.

Two other inner patrol vessels are under construction in Ontario shipyards. The first of the class, HMCS *Loon*, was commissioned last fall in Toronto and is now employed on seaward defence duties in Halifax. These craft, of 65 tons, are 92 feet in length with a beam of 17 feet. Primarily of wood and aluminum construction, they have a complement of two officers and 19 men.

Sweep Exercise Held off Halifax

The Halifax area was the scene in early May of the first NATO mine-sweeping exercise ever held in the western Atlantic.

Participating in the exercises "Sweep Clear One" were 18 ships of the United States and Canadian navies. Five of the ships were Canadian; four members of the First Canadian Minesweeping Squadron, and the *Quinte*, the tender to *Scotian*, Halifax naval division.

Ships of the minesweeping squadron are the *Gaspe*, *Trinity*, *Ungava* and *Resolute*.

In addition to the NATO exercise, there were exercises on a national level before and after Sweep Clear One.

U.S. Navy ships taking part were USS *Bamberg*, landing ship tank; USS *Waxsaw*, netlaying ship; U.S. Ships *Reedbird*, *Ruff*, *Siskin*, *Meadowlark*, *Robin* and *Redpoll*, coastal minesweepers, and U.S. Ships *Avenge*, *Fearless*, *Fidelity*, *Valor* and *Exultant*, ocean minesweepers.

The exercises were conducted from Halifax by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast and NATO commander of the Canadian Atlantic Sub-Area.

Transfer of Ships To Norway Completed

The transfer on loan to Norway of three modernized Royal Canadian Navy frigates was completed April 24 with the christening and commissioning at HMC Dockyard, Halifax, of KNM *Troll* (ex-HMCS *Prestonian*).



An unexpected and much appreciated honour was bestowed on the training cruiser *Quebec* during the ship's visit to Vera Cruz, Mexico, when the commanding officer, Captain Desmond W. Piers, was invited to Los Pinos, the presidential residence, to receive the personal welcome of the President of the Republic, Don Adolfo Ruiz Cortines. Shown, left to right, are the Canadian Ambassador to Mexico, Douglas Seaman Cole, President Cortines and Captain Piers.

The former Canadian warship was christened by Mrs. S. V. Storheill, wife of the Norwegian Naval Attaché at Washington, D.C. The *Troll* sailed for Horten, Norway, under the command of Commander R. Frighagen, RNN, May 2.

The other two ships KNM *Draug* (ex-HMCS *Penetang*) and KNM *Garm* (ex-HMCS *Toronto*) are already serving in Norway.

On departure, the *Troll* sent messages of thanks to RCN authorities for the assistance extended in preparing the three frigates for transfer and for the services rendered Norwegian personnel during their stay in Halifax.

St. Laurent Escort For Royal Yacht

The *St. Laurent* will be a part of the naval escort sailing with HM Yacht *Britannia* when Her Majesty the Queen and HRH the Duke of Edinburgh visit Sweden in June.

The *St. Laurent* will be one of three warships forming the escort. The other two, both of the Royal Navy, will be HM Ships *Defender* and *Delight*, of the *Daring* class.

HM Yacht *Britannia* will sail from Middlesborough and the escort will proceed from Portsmouth to rendezvous with her. The Trinity House Yacht *Patricia* will act as an escort in pilot-

age waters when the *Britannia* leaves the United Kingdom.

Later in the month, Her Majesty will return to the United Kingdom by air and the warships will then be positioned along the route of the royal aircraft.

The *St. Laurent*, which returned to Halifax April 21 on completion of evaluation trials out of Key West, Fla., and a visit to Washington, D.C., sailed from her East Coast base May 5 for the United Kingdom. She called at Londonderry; Northern Ireland, to carry out joint exercises with ships of the RN. On completion, the *St. Laurent* was to go to Portsmouth from where she will sail with the *Defender* and *Delight* to take up royal escort duties.

On returning from Sweden, the *St. Laurent* will visit London, where she will be open to the public to give Londoners the opportunity of seeing the new, Canadian-designed vessel, considered the most modern anti-submarine ship afloat.

She is scheduled to arrive back in Halifax July 5.

Labrador Frees Coastal Escort

Although a mission to Greenland to rescue nine Norwegian sealing vessels trapped in ice offshore was cut short when the sealers reached clear water

before she got there, HMCS *Labrador* still managed to put her ice-breaking role to good use.

News that the Norwegians were out of difficulty reached the *Labrador* as she was plowing her way through a 50-mile-an-hour gale northeast of Newfoundland, but she was able to turn southward on a new mission. The coastal escort HMCS *Wallaceburg* was icebound in Pictou Harbor following completion of a winter refit.

The *Labrador* arrived off Pictou on the morning of Friday April 13 and cut a path to open water in the vicinity of Cabot Strait for the *Wallaceburg*. Both ships returned to their Halifax base April 15.

Naturally enough, there was some disappointment arising from the fact that, when the *Labrador* was ordered north from her visit to New York City, she had been on the point of sailing on a brief voyage to the Caribbean.

White Headgear Here to Stay

On the stroke of midnight April 30, white caps and cap covers arrived to stay and will be worn summer and winter from now on by personnel of the Royal Navy and Royal Canadian Navy. Up to now white headgear has been worn in Canada and the United Kingdom only during the summer months.

During hot weather the RCN has in the past worn khaki cap covers with

khaki summer uniforms, but it has been decided that white covers shall also be worn with this type of uniform.

This decision follows on the development of uniform caps with crowns of white plastic by the Royal Navy. These can be cleaned with a damp cloth and it no longer will be necessary to launder cap covers or apply whitener to caps. Plans are to introduce similar plastic cap crowns into the RCN.

The Royal Navy has taken a leaf from the RCN's book and introduced zippered seamen's uniforms. These retain the traditional "square rig" of collar, jumper and bell-bottomed trousers, but the new coat-style jumper has a zipper front and the trousers are also zip fastened with side and hip pockets. A smoother, harder-wearing diagonal serge cloth has been chosen. Undergoing trials is a new type blue jean collar combined with waistcoat.

The zippered uniforms date back to the Royal Visit to Canada in 1951 when his Royal Highness the Duke of Edinburgh saw Canadian sailors wearing the new rig and was sufficiently interested to pass the word along to his uncle, Admiral Earl Mountbatten of Burma, who has since become the First Sea Lord.

Earl Mountbatten (then Vice-Admiral and Fourth Sea Lord) asked to see the RCN uniform and it was modelled for him in his London office by Leading Seamen (now Petty Officers) Peter W. Cowper and Robert Maddocks, who

were attached to HMCS *Niobe* in London.

It now appears that the "fashion show" was a success, for the announced changes in the RN "square rig" parallel those made by the RCN five years ago.

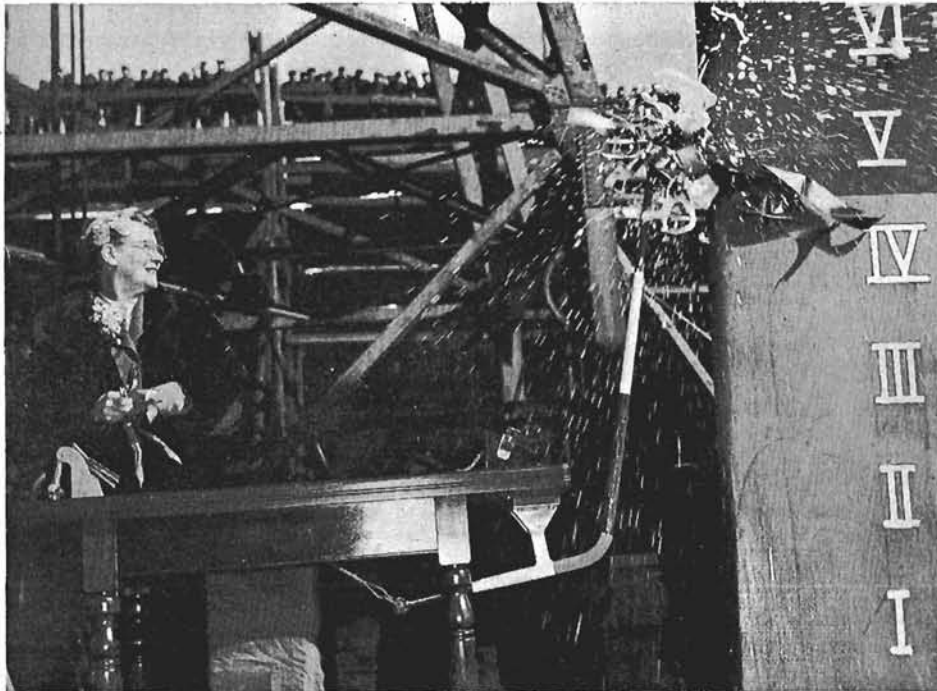
New Pay Rates Announced

Pay scales for all ranks in the three armed services have been revised upward, effective April 1, with special emphasis placed on improving the incomes of men in the forces as their service increases.

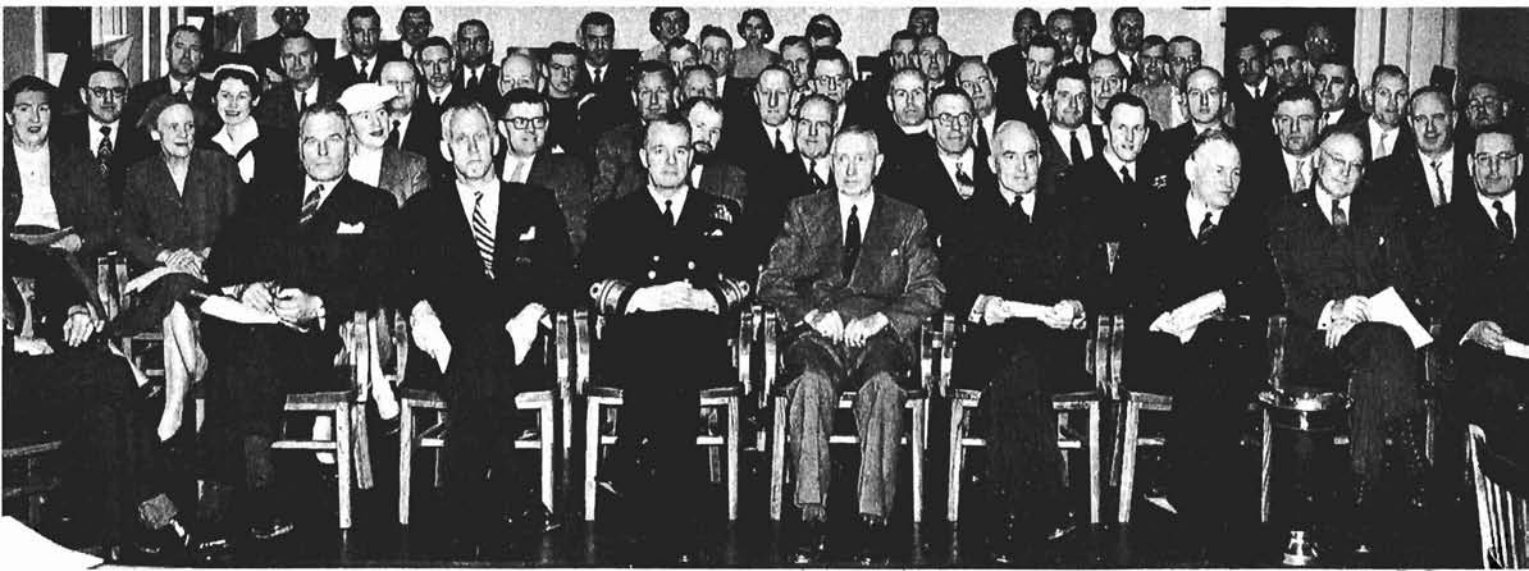
A thorough study was made of wages and salaries paid by private employers and the federal government in 1946 which led to pay scales for the armed forces being set at a level adequate to attract and retain competent men in the services. Since then pay scales have been reviewed periodically and revised upward in line with the civil service and private employment standards.

Under the revised pay schedule, the pay of an able seaman with three years' service will be increased by \$264 a year and, with six years' service, by \$336 a year. Progressive pay will be given to leading seamen and above after nine years' service. Similar adjustments have been made in officers' pay.

RANKS	Annual Increase
Ordinary Seaman of the Regular Force under 17 Years of age	\$ 48
Ordinary Seaman, Basic rate	\$ 96
Ordinary Seaman, Trained	\$120
Able Seaman	\$144
With 3 years' progressive pay	\$264
With 6 years' progressive pay	\$336
Leading Seaman	
Basic rate	\$336
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$372
Petty Officer	
2nd Class	
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$396
Petty Officer	
1st Class	
Basic rate	\$336
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$396
Chief Petty Officer 2nd Class	
Basic rate	\$336
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$396
Chief Petty Officer 1st Class	
Basic rate	\$336
With 3 years' progressive pay	\$336
With 6 years' progressive pay	\$336
With 9 years' progressive pay	\$396



A snip of the scissors and a mechanical arm shatters a bottle of champagne against the stem of the destroyer escort *Margaree* on March 20 at Halifax shipyards. The sponsor of the new ship, the 10th' destroyer escort to be launched in the current RCN shipbuilding program, was Mrs. R. E. S. Bidwell, wife of Rear-Admiral Bidwell, Flag Officer Atlantic Coast. (HS-41352)



The Royal Canadian Naval Benevolent Fund lost one president, Engineer Rear-Admiral G. L. Stephens, at the 11th annual meeting in April and gained another in the person of Vice-Admiral H. T. Grant, former Chief of the Naval Staff. In the accompanying photograph Admiral Stephens is to the right (picture wide) of Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, and Admiral Grant is beside Admiral Stephens. At the far left is Lt.-Cdr. (S) Harry McClymont, general secretary of the organization. (O-8649)

ADMIRAL GRANT NEW PRESIDENT OF FUND

Changes Announced at Annual Meeting of Organization

PRESIDENT of the Royal Canadian Naval Benevolent Fund for the past eight years, Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), has stepped down, due to pressure of personal affairs, and Vice-Admiral H. T. W. Grant, RCN (Ret'd), former Chief of the Naval Staff, has been elected in his place.

The changes were announced at the 11th annual general meeting of the Benevolent Fund on April 9 at Naval Headquarters in Ottawa.

"I have enjoyed every minute of it," said Admiral Stephens of his years of

service with the Fund, "and have greatly appreciated the honour you have conferred upon me." He added that he had reached the decision not to allow his name to stand for re-election "with great reluctance", but that he felt justified in that, not only was the Fund in sound position, but there were others, fully qualified and willing to serve, who should be accorded the honour.

"I want to assure you all that I am not losing one iota of interest in the Fund and will continue to serve it to the best of my ability other than as president.

"I want to take this opportunity of thanking personally and most sincerely all who have worked with me and given so generously of their time in the Fund. I particularly want to mention the members of the executive committee, the claims committee, the general secretary and the treasurer for their unselfish work and the great support they have given me.

"I believe in this Fund, its necessity, its usefulness and its humanity."

Earlier in his report, Admiral Stephens had outlined the work of the Benevolent Fund during 1955.

Although applications for assistance totalled 809 in 1955 as compared with 948 in 1954, the total grants last year reached \$81,659.87 as compared with \$77,950.56 in 1954. On the other hand the total advanced in loans in 1955 was \$59,810.08 as compared with \$103,277.46 in 1954.

The increase in grants and reduction in loans were the outgrowth of a change in policy whereby loans were limited to an amount which it was felt could be repaid without distress in 18 months, while a more lenient view was taken in grant procedure.

"This action was based on experience and considered to be in accordance with the policy of the Fund and in the best interests of those needing assistance from it," Admiral Stephens said.

The audited statement of the Fund's financial position ending December 31, 1955, was presented at the meeting and

VICE-ADMIRAL H. T. W. GRANT
New president



ENGINEER REAR-ADMIRAL G. L. STEPHENS
Retires



showed the invested capital of the Fund at par as of that date was \$2,610,000, yielding yearly dividends of \$77,775. The credit balance showed an increase of \$35,759.59, largely accounted for by the receipt of \$30,162.46 under the Canada Prize Act.

Admiral Stephens said he regretted to report that the donations of \$28,496.17 were \$5,337.59 below those received in 1954. Donations came from the following:

RCN	\$26,119.92
Naval Divisions ...	1,714.00
Other Sources	662.25

Of the RCN donations, \$11,602 came from personal monthly assignments.

Since the last annual meeting, he said, the fund had suffered the loss by death of two of its most outstanding members, Cdr. A. C. Bethune, of Ottawa and Lt.-Cdr. G. C. De Wolfe of Halifax, both retired officers of the RCN(R). Cdr. Bethune was a charter member of the Fund and a past president and up to the time of his death had given of his best to the Fund's work and contributed in no small measure to its financial success and usefulness.

Mr. De Wolfe, a director and chairman of the Eastern Claims Committee, had served the Fund most devotedly and efficiently and his passing was a great loss, Admiral Stephens said. "His sound advice, guidance and interest in the welfare of those needing the Fund's assistance will be greatly missed."

"In addition to the loss of these two members of the Fund," he continued, "we have all been greatly saddened and shocked at the sudden death of Paul A. Fecteau, secretary of the Western Claims Committee (in Victoria).

"Mr. Fecteau was loved and respected by all who knew him and his great work for the Fund. He had a gentle manner and kindness in handling personnel, and his interest in the welfare of all serving people and former mem-

THE ROYAL CANADIAN NAVAL BENEVOLENT FUND INC.

Financial Position of the Fund as at December 31, 1955

Balance at at January 1, 1955		\$2,671,398.68
<i>During 1955 the Fund was increased by:</i>		
Prize Money	\$30,162.46	
Profit on sale of Bonds	75.00	
Sundry Donations	28,496.17	
Bank Interest	506.87	
Bond Interest and amortization of discounts and premiums	82,188.84	
Payments on loans previously written off to Reserve for Uncollectable Loans	29.80	
		141,459.14
		<u>\$2,812,857.82</u>

And decreased by:

Grants		\$81,659.87
Administrative Expenses:		
Salaries	\$14,570.00	
Travelling	1,157.45	
Provisions for doubtful loans	5,525.78	
Office Equipment	289.45	
Office Supplies	800.58	
Civilian employees' pension plan employers' contribution	552.72	
Postage	345.01	
Telephone and Telegraph	443.70	
Bank Charges	92.95	
Fidelity Bond	84.84	
Fire Insurance	4.50	
Miscellaneous	172.80	
		24,039.78
		<u>105,699.65</u>
Balance as at December 31, 1955		<u>\$2,707,158.17</u>

Analysis of Loans Receivable Account December 31, 1955

Balance as at January 1, 1955		\$115,648.76
Loans made during the year		59,810.08
		<u>\$175,458.84</u>
Deduct:		
Amount received in payment of loans	\$69,223.94	
Loans converted to grants	4,628.62	
Uncollectible loans written off to Reserve.	18,571.28	92,423.84
		<u>\$83,035.00</u>
Balance as at December 31, 1955		

Fund Deals With 809 Applications

Last year the Royal Canadian Naval Benevolent Fund received and dealt with 809 applications for assistance and extended grants or loans to 648 applicants. The grants totalled \$89,412.62 and the loans \$56,350.10.

This financial assistance went to 417 former members of the naval service and 182 serving applicants. Forty-eight dependents were also aided.

In other cases applicants or persons inquiring concerning assistance were referred to social agencies or other organizations which co-operate with the Fund by providing counselling services or advising applicants of assistance available from other sources.

bers of the naval forces was well known. His death is a great loss to the community, the Navy and the Fund."

During the election of officers Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, was named honorary president, succeeding Vice-Admiral E. R. Mainguy, who is on retirement leave.

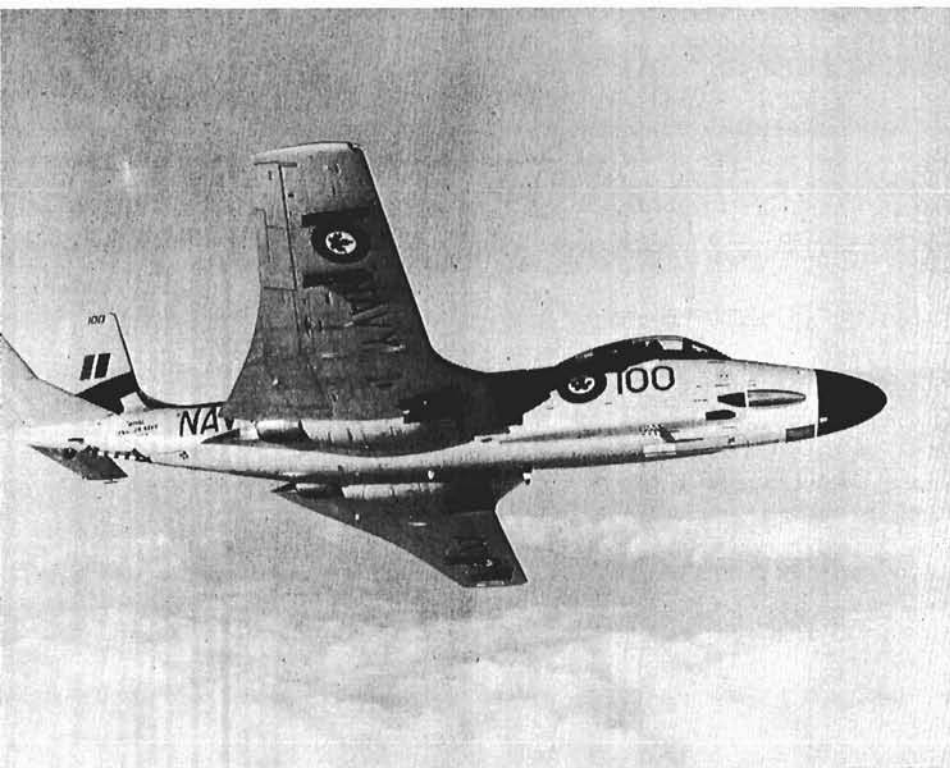
Vice-presidents are Captain R. P. White, commanding officer of HMCS Carleton, Ottawa; CPO R. C. Crawford, Pelly, Sask., and Halifax; Lieut. (W) A. I. McPhee, RCN(R) (Ret'd), Ottawa, and Captain (SB) A. W. Baker, RCN(R) (Ret'd), Beaverton, Ont.

Captain C. E. Waterhouse, superintendent of pilots, Halifax, was elected

a director to replace the late G. C. De Wolfe. Other directors are:

Lt.-Cdr.-at-Arms Wilfred Pember, Victoria, Captain (S) T. F. T. Morland, Halifax; Commodore Paul Earl, Montreal; A. B. Coulter, Ottawa; ex-CPO Griffith Jones, Victoria; CPO D. H. Nelson, Hamilton and Victoria; Lieut. Willard MacKenzie, RCN(R) (Ret'd), Halifax; Captain (S) Joseph Jeffrey, RCN(R) (Ret'd), London, Ont.; Rear-Admiral H. S. Rayner, Chief of Naval Personnel; Captain Barry German, RCN (Ret'd), Ottawa, and R. C. Stevenson, Montreal.

Lt.-Cdr. (S) Harry McClymont, of Ottawa, was returned as general secretary and G. Arthur Ball as treasurer.



There, after an initial checkout in the F3D-2 Skynight, they learned the principles of airborne radar interception, which is to be the main task of the squadron. Most of this training took place at night leaving the days free to enjoy such local sports as deep sea fishing, swimming and water skiing.

Upon completion of the course the pilots moved to the United States Naval Air Station at Cecil Field, near Jacksonville, Florida, to gain an insight into the maintenance side of the Banshee. This phase was accomplished by studying aircraft mock-ups, flight simulators and discussions with their opposite numbers in the USN.

A short while before the aircrew went to the United States for training some 28 ground personnel underwent instruction in various USN establishments and maintenance units, in order to become fully qualified in Banshee maintenance. This group was under the direction of Lieut. (E) (AE) G. M. Cummings, of Ottawa, and remained in the United States for some five months, at the end of this time returning to Shearwater, proceeding on leave and preparing for the formation of the squadron.

The personnel actually went to various USN Banshee squadrons to assist them in their maintenance and to gain first-hand information in the problems involved. They made an excellent showing and the Americans were quite impressed with the high calibre of work, proven by the much higher than average serviceability figures for their aircraft.

After the official date of the squadron reformation everyone became quite busy preparing the hangar for the aircraft, due to arrive from Quonset Point, Rhode Island, some time during the

870 SQUADRON FLIES THE NEW BANSHEES

For several months before the reformation both pilots and ground personnel underwent extensive training with the USN. The pilots, from squadron, executive and training appointments, first met at the Fleet All-Weather Training Unit at Key West, Florida.

A LITTLE over ten years ago, in 1945, the Royal Canadian Navy saw the formation of its first air squadron, Number 803, at that time a fighter squadron flying Seafire aircraft, the naval version of the famous Spitfire. Since that time the Squadron has been re-numbered 870 and assumed the new American prefix of VF, of which the V stands for heavier than air, and the F for fighter.

VF 870 was paid off in 1954 and for a year and a half remained inactive. On November 1, 1955, the squadron reformed with the McDonnell F2H-3 All-Weather Banshee fighter, under the command of Lt.-Cdr. R. H. Falls. It is interesting to note that Lt.-Cdr. Falls was a sub-lieutenant and the junior pilot in the original squadron which formed in 1945.

The personnel of VF 870 prepared for their new tasks for some six months previous to the forming of the squadron, and so, on the reformation date most of the faces in the squadron were not new to the others by any means, and the new squadron had already picked out its comedians, its leaders, and the people who would do so much to make the squadron what it is today.



middle of November. Near the middle of the month the first two planes arrived from the U.S., piloted by Lt.-Cdr. Falls and Sub-Lt. W. S. Sloan. These first aircraft were turned over to the Fairey Aviation Company of Canada and were painted in Canadian colours. After the first two arrived, the rest came very quickly and by the middle of December the squadron had her full complement of eight aircraft, painted in Canadian colours.

Since then the pilots have been familiarizing themselves with the aircraft and the squadron as a whole has

been preparing for the full scale work-up program in March, April and May. Some of the squadron pilots also took time off to take the Instrument Rating course with the All-Weather Flight, VT 40, as an instrument rating is necessary in an all-weather squadron.

The main task of VF 870, as mentioned before, is all-weather interception of high-altitude aircraft and this will be the top item in the training program, but there will also be such other things as rocketing, bombing reconnaissance, Army co-operation exercises, navigation and general flight drill.

- - AND VT 40 GIVES TRAINING IN JETS

BASED AT SHEARWATER, VT (for Training) 40 is the air squadron which handles advanced and refresher pilot training in the Royal Canadian Navy. Three flights make up the squadron, the All-Weather Flight, the Advanced Training Flight and the Jet Flight; each with its own type of aircraft.

The All-Weather Flight is the Navy's instrument flying school. Here a budding pilot receives concentrated instruction and practice in navigating an aircraft without visual reference to the ground and, on reaching his destination, in bringing his aircraft down through the clouds, safely to the deck. To the successful candidate goes the highly prized "Green Ticket", a mark of his ability in this field.

The flying portion of the course is carried out in the Beechcraft "Expeditor", a twin-engined aircraft, well suited to this role. To date over 50 per cent of the RCN's pilots have successfully passed the "Green Ticket" course, but with the Navy's steady expansion, the need for refresher courses for pilots completing non-flying appointments and the necessity for standardization of all-weather procedures, the All-Weather Flight looks forward to a long and busy life.

In the Advanced Training Flight, pilots learn the intricacies of the Avenger or Sea Fury aircraft, before taking up appointments with regular anti-submarine or fighter squadrons. The Advanced Training Flight also provides aircraft and instructors to pilots on non-flying appointments, e.g., JOTLC, staff of the Flag Officer Atlantic Coast and Naval Headquarters and in HMC Ships, so they can "keep their hand in"—refresh and maintain their skill at piloting an aeroplane. The flight also handles pilots of the Royal Canadian Navy (Reserve) who can spend their

vacation becoming competent in flying the Avenger, which all Reserve Squadrons will have in the near future. The Advanced Training Flight has for these purposes Harvards, Avengers and Sea Fury aircraft.

The Jet Flight is concerned with the origination, development and standardization of jet aircraft procedures at the Dartmouth aerodrome, in anticipation of the day when the air will be filled with the "tiger roar" of squadrons of jet aircraft operating from the field. The T-33 "Silver Star" is in use at present, and since it is a two-seater aircraft many of the station personnel are having familiarization rides in the "T-Bird". Another role of the Jet Flight is that of providing dual instrument training for pilots of the Banshee squadrons.

The principal role of the squadron is training, but several times each year the squadron goes "operational" and carries out tactical exercises with the Army or with HMC Ships. At such times, the Harvard becomes a priceless item of equipment with its ability to get in and out of tight spots for observation or gunnery spotting. The Expeditor becomes a long range observation platform, able to cover a wide area for many hours at a time without relief, while the Avenger, Sea Fury and T-33 deliver the actual "punch".

Though much has been said of the squadron's aim, no body of men works well without "team spirit". VT 40 does not have the best environment for building such spirit, as the hours are often long and often those who fly the aircraft are not regular squadron pilots, but VT 40 personnel have that extra "something" which keeps their spirits up no matter what the hour or the job.

Servicing and maintenance being carried out by the squadron itself, the task of keeping the aircraft "in the air" is

easily five times more difficult than for a squadron operating a single type of aircraft. A further look at the air station sports roster will show that VT 40 has teams or players in every league or representative team, another indication of *esprit de corps*.

Apart from its workaday activities there is ample opportunity in VT 40 for air familiarization for those who do not understand the full value of the aircraft as a weapon platform, both defensively and offensively.

SOLAR EXPLOSION STARTS ALL-OUT SEARCH FOR SUB

Something which happened 93 million miles away resulted in the Royal Navy launching "SUBMISS" and, an hour later, "SUBSUNK" procedures on February 24.

The usual radio check signal from HMS/M *Acheron*, carrying out Arctic trials in the Denmark Strait off the east coast of Greenland, failed to come through at the pre-arranged time.

It was known that radio transmission conditions were poor, but no chances were taken. Ships and aircraft were alerted and, two hours after "SUBSUNK" steps had been ordered, the fishery protection vessel HMS *Coquette*, at Reykjavik, Iceland, reported she had heard signals which she believed to be from the *Acheron*, but she had been unable to raise a reply from the submarine. Shortly afterward, however, the "check" signal was heard and the search was called off.

The Royal Greenwich Observatory reported that an explosion had occurred February 23 on the sun, resulting in a large increase in cosmic ray intensity for about two hours. The intensity, in fact, was more than doubled. Since measurements began in 1930, the largest recorded previous outburst of cosmic ray energy from the sun in 1949 brought about an increase in intensity of about 40 per cent.

As is usually expected when the sun goes into a tantrum of this kind, a major radio fadeout occurred and this, so to speak, resulted in the *Acheron* being lost in an electronic fog. No RCN ships were in the area and, accordingly, no Canadian warships were asked to assist in the search.

The Royal Greenwich Observatory, however, was quite happy about the whole business and noted:

"These outbursts assist greatly in the investigations of solar phenomena and in the inquiries into the region of cosmic radiation."

OFFICERS AND MEN

Quebec Rolls Up Huge Mileage

When HMCS *Quebec* returned to Halifax April 26 to go into reserve after more than three years in her latest commission she had accumulated an impressive total of miles steamed to an impressive number of ports of the world. Since commissioning in February 1952 she had steamed 152,196 miles.

Her most recent cruise had taken her to many ports in the Caribbean. One of her last ports of call was historic Kingston, Jamaica. Flying the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, the *Quebec* arrived there April 11 with the *Crusader* in company for a week-long visit.

Immediately on arrival, Rear-Admiral Bidwell received official calls from the Canadian Trade Commissioner, H. E. Campbell, and Brigadier R. C. S. Hall, Commander Caribbean Area. The Admiral, accompanied by Captain D. W.

Piers, commanding officer of the *Quebec*, and Cdr. L. B. Jenson, commanding officer of the *Crusader*, then made official calls on the Governor, Sir Hugh Foot, at King's House; on Brigadier Hall and on the Mayor of Kingston. A precision guard of honour was paraded and inspected by Rear-Admiral Bidwell, and the Jamaica Military Band, in colourful traditional dress, provided martial music at the various ceremonies.

During the stay in Kingston, officers and men were entertained royally by the residents of Jamaica, who showed great interest in the visit of the two Canadian ships. Tours of industrial plants and sugar mills, sightseeing trips to many of the historical sights of the island, excursions to the beaches and pools in the Kingston area and on the north coast were all arranged. Many of the local people entertained the men in their private homes to round out a varied and interesting program.

The Victoria League held a dance for the ships' companies at the Women's

Club, where the orchestra from the *Quebec* assisted in providing music. Ten local theatres opened their doors free to men in uniform during the visit.

A half-hour program played by the ship's band over Radio Jamaica proved a popular feature, hundreds of congratulatory letters, telephone calls and personal comments being received at the studio.

Despite the heavy schedule of social and recreational activities, the ships maintained their training programs. On board the *Quebec*, midshipmen (air) prepared for their final seamanship exams and 12 candidates in a petty officer qualifying course began examinations, as did 15 ordinary seamen trying for promotion.

The two ships sailed April 18 and, on April 20, the *Crusader* detached and proceeded to Halifax. The *Quebec* called at Hamilton, Bermuda, for a three-day informal visit before proceeding to Halifax.

Navy Second in Essay Contest

A Canadian Army sergeant, a Royal Canadian Navy chief petty officer and a Royal Canadian Air Force sergeant received prizes in Ottawa on May 2 from the Hon. Ralph Campney, Minister of National Defence, for their work submitted in the department's Bureau of Current Affairs essay contest for 1956. The essay topic was "Why I Serve in the Canadian Armed Forces".

Following the presentation in the minister's office in the House of Commons, the winners were guests at lunch at the Parliamentary restaurant.

The winner of \$100 first prize was Sgt. Bernard Carrier, of No. 1 Locating Battery, Royal Canadian Artillery, Camp Shilo, Man. and Toronto. Last year Sgt. Carrier was awarded a high commendation in the contest.

CPO H. R. (Bill) Percy, *Naden*, 1955 winner, was among those receiving high commendation this year.

Second prize of \$50 went to CPO Gerald A. Dawes, of *Naden*.

Third prize of \$25 was won by Sgt. John Bachusky, of the RCAF Station, St. Hubert, Que.

As well as their cash awards, the winners received a copy of Joseph Schull's "The Far Distant Ships". Seven



Lt.-Cdr. (P) R. S. Harris (right), Staff Officer (Air) at Tecumseh, the Calgary naval division, received this year's Safe Flying Award on behalf of the RCN Reserve Air Squadron VC 924 from Capt. F. B. Caldwell, Chief of Staff to the Flag Officer Naval Divisions. This is the second year of the Award which was originated by Rear-Admiral K. F. Adams, CD, RCN, in the interests of safe flying practices of the five air squadrons in the Reserve Naval Command. Commander George Whynot RCN(R) (centre), commanding officer of Tecumseh was on hand for the presentation which took place during the ship's annual inspection. (Matthews Photo Lab., Calgary.)

runners-up will each receive a letter from Mr. Campney and a copy of the book, which is the operational history of the RCN in the Second World War.

On hand to watch the presentation were the directors of training for the three services, who assisted the Bureau of Current Affairs in selecting the winning essays. They were Captain J. C. O'Brien, Director of Naval Training; and Group Captain F. C. Carling-Kelly, Director of Ground Training, RCAF. Also present was Harry R. Low, Director of the Bureau of Current Affairs.

The seven runners-up are: PO Kenneth W. Childs, HMCS *Stadacona*; Sgt. L. B. Edwards, Army Headquarters; Pte. C. Filoni, Headquarters Eastern Quebec Area; Cpl. J. L. Labrecque, St. Camille, Bellechasse Co., Que.; CPO Herbert R. Percy, HMCS *Naden*; Cfn. T. Preston, 202 Base Workshop, RCEME, Montreal; Cpl. J. C. Ratcliffe, Canadian Army Liaison Establishment, London, England.

Ontario Presents

Sunset Ceremony

With faultless precision, the Ceremonial Guard and Band from the *Ontario* performed the Sunset Ceremony while at San Juan, Puerto Rico.

The impressive ceremony, performed on the jetty alongside the *Ontario*, under spotlights and with the American flag flying alongside the White Ensign, brought nothing but the highest praise from the high-ranking American officers, diplomatic, government and civil dignitaries who watched it from the quarter-deck of the *Ontario*, during an official reception which they were attending.

For many of the spectators it was the first time they had witnessed the Sun-

Mayor Parts With Cherished Secret

To the avid fisherman a favourite fishing spot is something to be jealously guarded and kept from the covetous eyes of others who wield the rod and reel. Perhaps a few highly-trusted friends might be allowed in on the secret but certainly never strangers.

His Worship, Mayor Leonard A. Kitz, of Halifax, newly-elected chairman of the recently formed Community and Services Committee in Halifax, however, has indicated that he is ready and willing to make the "supreme sacrifice", in the interests of better kinship with the city's servicemen, and take a pair of them to his "private" fishing hole.

Mayor Kitz, no mean fisherman himself, was concurring with an idea of the committee that there might be hundreds of Haligonians about to head for their favourite fishing haunt, when the season opened in May, who would like to take a serviceman along.



The Cape Breton choir was organized in February by A/Lieut. S. L. Morse and CPO C. R. Thomas. The choir is seen presenting its first anthem in the new chapel on board the *Cape Breton*. This is the first time that a choir has been formed in the training ship, and the apprentices have shown a keen interest in it. (HS-4433)

set Ceremony and, on all sides, there was nothing but the highest admiration expressed for the precision with which it was performed by the ship's personnel.

As the guard and band moved off at the conclusion of the ceremony, there was spontaneous and prolonged applause.

A similar reception was accorded the guard and band when they performed the Sunset Ceremony at the Memorial Grounds in St. John, Antigua, during their visit there.

Mess Donates Wheelchair

The Chief and POs' mess at *Unicorn*, the Saskatoon naval division, has presented a wheelchair to the Saskatoon branch of the Council for Crippled Children and Adults.

The presentation was made early in April by CPO Lloyd Reid, mess president, and PO Charlie Griffith, vice-president. The wheelchair was received on behalf of the Council by Fred Hills, president of the Saskatoon branch.

Six Christenings On Board Quebec

Six christenings were held on board the *Quebec* during the early part of this year. They were:

Teresa Jane McGown, daughter of Instr. Lt.-Cdr. and Mrs. W. F. McGown;

Kevin Fraser Keeling, son of Lt.-Cdr. and Mrs. J. P. Keeling;

Timothy MacPherson Howard, son of Cd. Off. and Mrs. Arthur Howard;

Shelley Moirin Maunsell, daughter of Surg. Lt.-Cdr. and Mrs. D. B. Maunsell;

David Marosthal Beckett, son of Lieut. and Mrs. W. M. Beckett;

Sea Cadet James Woodacre, of Belleville, Ont.

Cdr. Gilhen on Retirement Leave

Shipwright Commander Ernest J. Gilhen, OBE, CD, RCN, proceeded on retirement leave recently to close 36 years of RCN service.

He had been Principal Naval Overseer, Quebec, since the spring of 1954. Before that he had been base superintendent at Sydney, where he was responsible for setting up the "mothball fleet" of modernized frigates and coastal escorts.

The jovial officer has settled in Vancouver, on the understanding that he'll "be there in a flash" should his services be required again.

Royal Navy's Boys Become Juniors

Boys will be boys, it has long been said, but from now on in the Royal Navy they will be "Junior Ratings". Along with the change of name goes the opportunity for boys of 15 years of age

to enter, not only the seaman branch, but also the engineering and electrical branches and the Fleet Air Arm.

They will start their careers with the ranks of Junior Seaman 2nd Class, Junior Engineering Mechanic 2nd Class, Junior Electrical Mechanic 2nd Class and Junior Naval Air Mechanic 2nd Class.

Perturbed instructors have already cautiously inquired of Admiralty whether or not the change in name affects their right to cane their young proteges.

The *Admiralty News Summary* notes that an early reference to Boys occurs in an official order of 1625 setting out their pay as 7s. 6d. a month of 28 days.

"During the past half-century", the *News Summary*, goes on to say, "several Boys have reached flag rank, including Admiral Sir Philip K. Enright, KBE, CB, and Rear-Admiral J. E. H. McBeath, DSO, DSC.

"Probably the Boy Seaman best known to the public was Boy Jack Cornwall, posthumously awarded the Victorian Cross in 1916 for his gallantry in action at the Battle of Jutland when he was 16 years old.

"In the days of 'wooden walls' Boys, by virtue of their wartime station, were known as 'powder monkeys', since their task was to maintain the flow of ammunition from the holds of the ships to the gun crews," the *Admiralty News Summary* says.

In former days boys as young as 12 years of age could enter the Royal Navy. Boy seamen have not been recruited by the Royal Canadian Navy since early in the Second World War, up to which time they could enter at the age of 15, although they were not permitted to go on combat duty until they were 17.

It is still possible to enter the Royal Canadian Navy (Reserve) at the age of 16 and youths of that age are also accepted as apprentices in the regular force, but the exemption from combat duty still applies.

Admiral Defines Task of Reserve

The initial stages of a war—if it comes—will have serious results on the regular forces of the Royal Canadian Navy, Rear-Admiral Kenneth Adams, Flag Officer Naval Divisions, warned at the Toronto naval division.

Rear Admiral Adams said it would then be left to the Royal Canadian Navy Reserve to move in, and fill the gaps.

Addressing the ship's company at the annual inspection of York, Admiral Adams said it was essential that all reservists learn to be sailors first and foremost in order to meet any such emergency.

"That's the reason you are here", he said.

Since the Second World War many men and women have passed through the ranks of the reserves and received

excellent training. Many have stayed in the reserve while others have been unable to stay with the navy.

Canada has a voluntary reserve system that is working, he maintained. However, he said he was concerned about the number of reservists who take their training then fade out of the reserve picture.

Admiral Adams earlier in the evening inspected the ship from stem to stern and the 500 members of the ship's company on parade. The ship's company went through various drills for the admiral including the colorful "dress ship" exercise. This drill was carried out by the communications department.

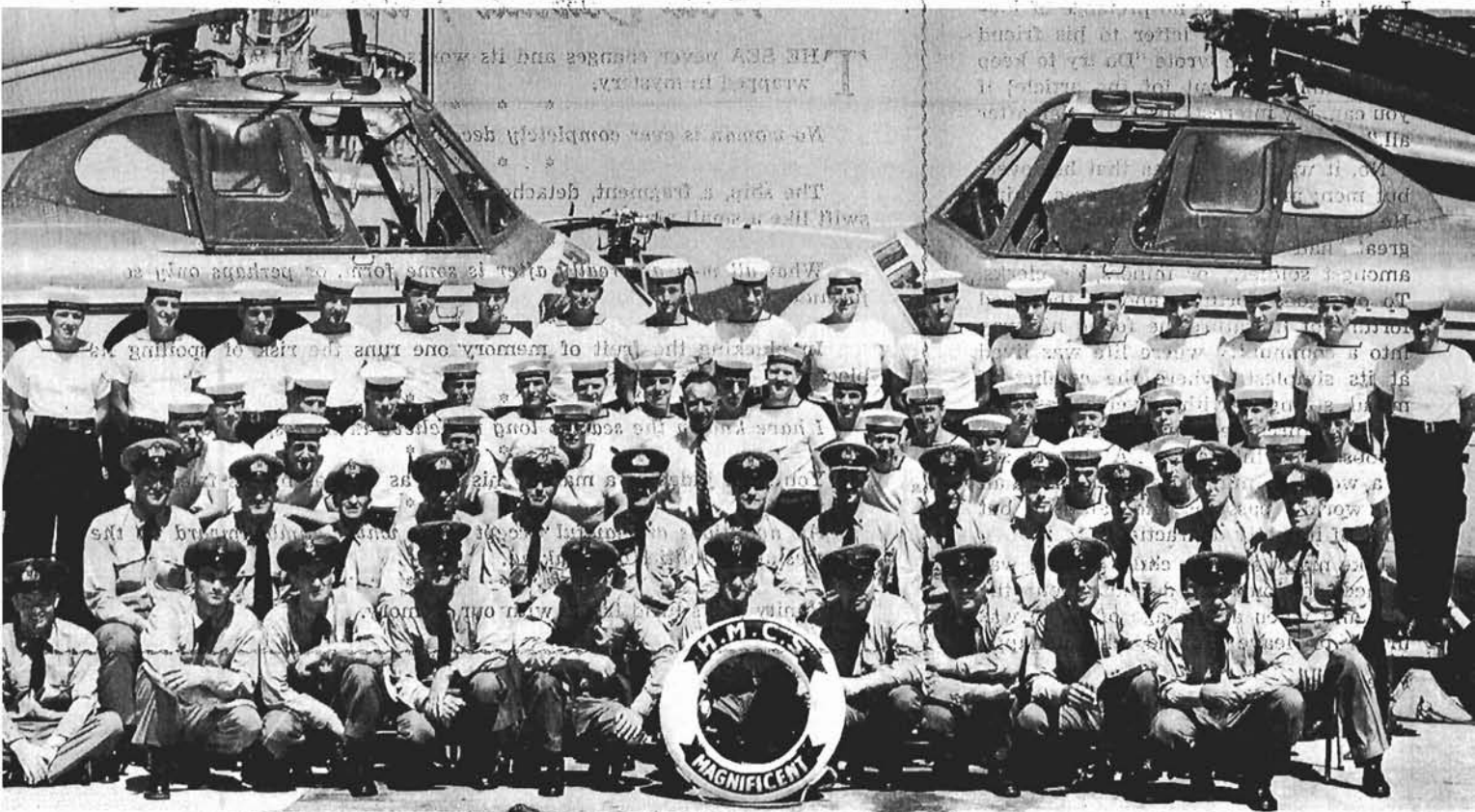
Retired Officer Dies Suddenly

Warrant Writer Officer Paul Alfred Lacteau, RCN, (Ret'd), secretary of the RCN Benevolent Fund's Western Claims Committee and only a short time before his death elected treasurer of the NOA in Victoria, died suddenly on April 4.

Born on March 30, 1898, in Quebec City, he entered the RCNVR in 1922, transferring as a writer to the regular force the next year. He was promoted to warrant rank in 1944 and pensioned four years later.

He had served on both coasts and in the pre-war *Skeena* and *St. Laurent*. He established his permanent home at Esquimalt in 1931. His wife, Dulcina, two daughters and six grandchildren survive him.

Air crew and maintenance personnel of Helicopter Squadron 50 basked in the warmth of the Caribbean sun for this picture during fleet exercises in the West Indies for which the squadron was borne in the *Magnificent*. (MAG-7124)



JOSEPH CONRAD AND THE SEA

"Hard Knocks, Sometimes Chance to Show Strength"

TRUE SAILORS have a natural and just suspicion of writers of the sea. They find it so seldom portrayed with sincerity, or interpreted with understanding, that they have lost faith. Even those who genuinely feel the "call" of the sea find only flagrant hypocrisy in the lines:

"I ne'er was on the dull, tame shore

But I loved the great sea more and more".

Love of the sea is an unprofessed love. Those who love it most exalt it least. I have yet to meet a sailor who does not mistrust the sea as much as he mistrusts its poets.

Perhaps this instinctive mistrust explains why so few sailors are familiar with the works of Joseph Conrad. Yet his books should be read and understood more fully by them than by any other section of society: not merely because he wrote of the sea (few sailors read sea stories for their own sake), but because he felt and wrote of those things which we feel but cannot adequately express.

Let me reassure you by saying that he would have been as little attracted to the title "Joseph Conrad and the Sea" as you are. He would most probably have resented the implication. "Here is another fool," he would have said, "who thinks I am a sort of Jack London". He made no pretence of loving the sea. In a letter to his friend Richard Curle he wrote "Do try to keep the damned sea out [of the article] if you can. My interests are terrestrial, after all."

No, it was not the sea that he loved, but men; and, to a lesser degree, ships. He may have written books equally great had his destiny thrown him amongst soldiers, or miners, or clerks. To our good fortune, and to the good fortune of literature, he found his way into a community where life was lived at its simplest: where the conflict of moral strength with adverse destinies could be discerned through a minimum of obscuring influences. A ship at sea is a world in miniature, harbouring all the world's passions and fatalism, but none of its petty distractions.

Like many another child, Conrad was subject to romantic dreams about the sea, and when at the age of 17 he was urged to leave Poland, the unhappy

country of his birth, it was to the great port of Marseilles that he made his way. He there began his maritime career as a gun-runner for the Spanish "Carlist" party. There, too, he made the first of those "contacts" (he was fond of that word, and he wrote nothing that was not born of experience, however small the seed) out of which grew some of the greatest tales of the age.

He gave 20 years of his life to the sea. His Spanish adventure was followed by voyages to the West Indies and to Turkey during which he read with more appetite than discrimination. Those who charge him with indolence should remember that during those years he not only studied every branch of seamanship, but mastered also two foreign languages. There can be no challenge to that word "mastery": few Englishmen can boast such mastery of their tongue.

In 1878 he saw England for the first time. From that time all his voyages, with one brief exception, were made under the Red Ensign. His experience was vast. He sailed from Australia in the famous wool clippers. He roved the Eastern waters in trading vessels of all descriptions. He knew the nearer seas in all their moods. For him, it was a

life to be borne: and if during those years he made no complaint, it was because he "thought of all those who had gone that way before and who did not grumble".

He was awarded a Master's Certificate in 1886—no evidence of laziness, surely—and soon afterwards began to scribble notes for what was to grow at last into the novel "Almayer's Folly"; a growth that took five years. The book met with little immediate success, but Conrad had sufficient confidence in his powers to abandon the sea.

"The sea gives nothing but hard knocks, and sometimes a chance to show your strength."

His experience alone, however, would be no passport to our favour. Many a man of experience had written nostalgic tripe about the sea for money. Conrad's claim to our attention is the claim of honesty. "Fidelity" was a favourite word of his, and well he knew its meaning. His was no romantic portrayal of "the fair, the fresh, the ever free". Nothing that he wrote may be called purely imaginative, but he possessed that rare insight which transcends romance. He adhered in some instances so nearly to facts that even the names of his characters were taken from life.

How Conrad Phrased It

THE SEA never changes and its works, for all the talk of men, are wrapped in mystery.

No woman is ever completely deceived.

The ship, a fragment, detached from the earth, went on lonely and swift like a small planet.

What all men are really after is some form, or perhaps only some formula, of peace.

In plucking the fruit of memory one runs the risk of spoiling its bloom.

I have known the sea too long to believe in its respect for decency.

You shall judge of a man by his foes as well as by his friends.

All ambitions are lawful except those which climb upward on the miseries or credulities of mankind.

Vanity plays lurid tricks with our memory.

END OF THE REFIT

And the Ship Comes Alive Again

There is delight in the elucidation of one's own experiences by a true artist: in the apt expression of things we have inarticulately felt. We find in Conrad's books, epitomized in apparently casual similes, those things which have seemed hitherto immense, and just beyond our powers of comprehension. By this device he turns a statement of fact into a philosophy. He seldom tells what his characters *think*, but he tells of what they do in such a way that their thoughts are made clearer than any of the modern "psychological" novelists could make them.

Even in his poetical flights he acknowledges the reality:

"To me she was not an old rattletrap carting about the world a lot of coal for a freight—to me she was the endeavour, the test, the trial of life."

No landsman, I am sure, ever thought of a river as "leading to the uttermost ends of the earth", and few sailors interpret the thought. Yet we have all known that sense of the infinite, who have stood on deck as a ship gathered way downstream at the outset of a long voyage. Conrad was at his best when describing the effects of the incomprehensible upon the simple.

He prized, without sentiment, those qualities which the sailor treats with a pretence of levity, but which are in reality his standards of judgment: honour, devotion, courage. He produced no vainglorious heroes. His characters not infrequently fail in a test of the quality they most prize. The theme of "Lord Jim" is a problem very near to us all. Most of us have wondered how we should stand up to a test of the courage that in normal times we take for granted. During the war years many found out: and they are few indeed who have not have stood hesitant between cowardice and courage.

Conrad was not one to fly into poetics over a particular part of the world. He knew the fallacy of such phrases as "tropical magic" and "the glory of the East". He knew that there is a square mile of squalor for every minaret, and a deal of infested jungle for every palmy shore. He was aware that the glory of any place is an atmosphere rather than an aspect: something to be assimilated over a long period rather than seen at a glance.

But like all true sailors he had a sentimental affection for one place. We have many points of sympathy with Joseph Conrad, and not least of them is our "true preference for a friendly home after the restless sea".—H.R.P.

GETTING UP in the early hours of morning and struggling down through pouring rain and darkness to one's ship requires a little fortitude but it is something that anyone connected with the Navy accepts as part of the job.

To arrive alongside—in this case HMCS *Digby*—and pause for a moment before climbing the 30-foot ladder to her deck as she rests on her chocks in drydock, so much out of her element and obviously still asleep, is something of an experience.

To come down into the mess and, over a steaming cup of coffee, to greet your messmates as they come aboard; to look out of a port hole and see the timbers of the slips on their way to the waters of the harbour; to feet the movement as the ship is carried to sea and comes to life as generators and air compressors are started . . . individuality, these are perhaps not deeply moving events but, collectively, they weave themselves into your experience.

The ship rubs the sleep from her eyes and becomes something other than the inanimate thing she was a short time before. Now tugs have moved her to the naval jetty. Within a couple of hours her main engines will be up to the

required starting temperature and she will be off again on another cruise.

Leaving the engineroom, I notice a large black and white setter peering over the jetty alongside. He wags his tail in a friendly way and wrinkles his nose to smile in the way that only certain dogs can. There seems to be little doubt that he, too, would like to be joining the Reserves for another of the training cruises which have been carried out by the ships of the Second Canadian Reserve Training Squadron (now the Twelfth Canadian Escort Squadron), the *Brockville* (senior ship), *Digby* and *Cordova*.

With the ship readied for a new training season, thoughts slip back easily to the activities of the previous year.

A great deal had then been accomplished by these ships on numerous cruises. Their operations helped to familiarize crews with the varying conditions of the harbours and fiords of Canada's intricate west coast, from Esquimalt to Alaska. Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, joined the Squadron for one such cruise, around Vancouver Island, by the *Brockville* and *Digby*.

It was up around Cape Scott the ships' companies learned from Air Force personnel that on the rugged shoreline there lies the wreck of an ancient Spanish galleon, to be seen at rare times when it is not rough and when the tide is out. Above it are caves with numerous headless skeletons, presumably from the wreck, we were informed. Such stories, true or otherwise, serve to add to the adventure of such a trip.

The *Brockville* and *Digby*, along with other ships of the Pacific Command, took part in Operation Full House, and exercise designed to keep pace with the ever-changing conditions of naval warfare, atomic attack, convoy and submarine strategy.

Later in the year, the ships of the former Second Canadian Reserve Training Squadron participated in exercises with two American submarines, the *Besugo* and *Bashaw*.

One remark was overheard which one trusts is an accurate summary of the situation: "An unfriendly submarine, unless of the latest type and possessing considerable above and underwater speed or new evading tactics or devices, would not last long against Canadian anti-submarine ships bent upon its destruction."—W.P.M.S.

Royal Navy Studies Channel Swimmers

The cross-channel swims of last summer provided the Royal Navy with an opportunity to study the resistance of the human body to immersion in cold water.

Physiologists of the Admiralty and Medical Research Council were embarked in a seaward defence motor launch during Butlin's international cross-channel swimming race in August. The Royal Marines maintained a radio network between the launch, the motor boats accompanying individual swimmers, the judge's boat and medical bases ashore at Folkestone and Dover.

What they were trying to learn were the effects of prolonged energy expenditure under cold immersed conditions and the nature of any bio-chemical changes that might arise. They were also interested in the importance of fat distribution in the body in relation to prolonged swimming.

Once a swimmer was forced to give up, he was immediately the object of study by the physiologists.

The Survival-at-Sea Committee of the RN Personnel Research Committee sponsored the studies. (*Admiralty News Summary*)



When the President of the United States speaks from the White House to the nation, he is seated behind a desk made from the timbers of a British warship, HMS Resolute, which was abandoned in Arctic ice more than a century ago. The story of how this came to be is told in the accompanying article. (U.S. Nation Park Service photo by Abbie Rowe)

SYMBOL OF ARCTIC FRIENDSHIP

Nations Drawn Together by Exploration of North

THE CONQUEST of the North American Arctic by the United States, Canada, and Great Britain has traditionally drawn the three nations together. Today, with the ever-increasing importance of the Arctic as a frontier of national defence, these traditions help thwart the efforts of the communistic world to split the nations apart. One hundred years ago, an American gesture of friendship marked a chapter in the conquest of the northern regions and of the growth of these traditions.

In the month of September 1855 an American whaler, the *George Henry*, sighted an abandoned ship drifting in Davis Strait, just north of Cumberland

Sound. A skeleton crew was placed aboard and the vessel was brought safely to New London, Connecticut. There, it was learned that the ship, HMS *Resolute*, had been part of a large-scale excursion despatched by the British Admiralty in 1852 to discover the whereabouts of the distinguished navigator, Sir John Franklin's expedition which had disappeared in Arctic waters in 1845. The *Resolute*, with another vessel, HMS *Intrepid*, had ventured West to near Melville Island, wintering at Dealy Island.

The ice held fast in 1853 and 1854, and it seemed probable to Sir Edward Belcher, commanding the entire excursion,

that the ships would be forced to spend further icebound winters in the Arctic. Consequently, he ordered their abandonment. The crews, somewhat weakened from two winters in the polar regions, returned to England in September of 1854 on relief vessels sent for the purpose.

The *Resolute* had been abandoned on May 15, 1854, in latitude 74° 41' N, longitude 101° 22' W., in Melville Sound. From that position, she drifted over 1,200 miles. In September of the following year, she was sighted by the U.S. whaler in Davis Strait. The *Resolute* was the remnant of the last of the great naval expeditions which had been

sent in search of Franklin by both the U.S. and British navies. All had been unsuccessful in their attempts to discover his whereabouts. Their contributions, however, to the charting of the higher latitudes and to survival methods gave much information which was to be used later by subsequent Arctic expeditions.

The U.S. Congress in 1856 passed a joint resolution to refit the *Resolute* at a cost of \$40,000. The ship was presented to Great Britain "by the President and the people of the United States" as a token of good will. Later that year, the U.S. Ambassador to the Court of St. James received a letter from the British Foreign Minister requesting that President Franklin Pierce "communicate to the legislature of the United States, the cordial thanks of the Queen and of the British government for an act of generosity and sympathy which will meet with warm response in this country, and cannot fail to strengthen the kindly feelings which unite the people and governments of the two nations."

By 1879-1880, age and decrepitude led to the breaking-up of the *Resolute* and, as a return gesture of friendship, Queen Victoria ordered that the best of her

oaken timbers be used to construct a desk. The following year, she presented this to the President of the United States. Today, the desk stands in the White House, and the President sits before it whenever he speaks to the nation over the radio. The plaque* attached to it depicts the history of the timbers from which it was made, and serves as a continual reminder of Anglo-American friendship and co-operation that lives today as it did a century ago. (*"The Higher Latitudes"* News Letter, USN)

* The inscription on the plaque affixed to the desk reads as follows:

"HMS RESOLUTE, forming part of the expedition sent in search of SIR JOHN FRANKLIN in 1852, was abandoned in Latitude 74° 41' N., Longitude 101° 22' W., on 15th May 1854. She was discovered and extricated in September 1855 in Latitude 67° N. by CAPTAIN BUDDINGTON of the UNITED STATES WHALER GEORGE HENRY.

"The ship was purchased, fitted out and sent to England as a gift to HER MAJESTY QUEEN VICTORIA by the PRESIDENT AND PEOPLE of the UNITED STATES as a token of goodwill & friendship. THIS TABLE was made from her timbers when she was broken up and is presented by the QUEEN OF GREAT BRITAIN & IRELAND to the PRESIDENT OF THE UNITED STATES as a memorial of the courtesy and loving kindness which dictated the offer of the gift of the RESOLUTE".

Nitinat Indian, who was born and raised in the vicinity. Our Indian friends advised us to proceed to the other end of the lake by Indian dugout canoe (complete with 10 h.p. outboard). The distance was 14 miles.

When about halfway down the lake an "incident" occurred which caused quite a flurry. The outboard jarred itself clear, made a loop in the air and finished up in my lap. It is difficult to imagine who was the more surprised, although the Chief's eyes certainly appeared to come out of their sockets! After paddling to shore by placing the canoe between two logs, we were able to replace the outboard and secure it firmly. We finally landed at a cove where we were met by Mr. Edgar, Sr. We proceeded to Nitinat village where we found the old gun, rusted and dirty, lying under some brush.

The gun's history, so far as could be determined at the time, indicated that it was from a ship which had been wrecked off Tsuiat Falls in 1868. The gun was eventually dragged up on the beach ten years later and has been at the village ever since. There was one other gun but this was destroyed several years ago.

It is hoped that the gun will shortly be on permanent loan to the RCN for the museum at Esquimalt.

Later in the day the weather deteriorated and we arranged with a fisherman of the Fishery Patrol, whose boat was 25 years old, to take us back up the lake. We noticed an official of the Fishery Service floating down the Nitinat River in an inflated rubber dinghy, counting salmon.

When we returned to camp "B" we were told that some cannon balls had been seen in the region of the lower Franklin River. Although snow had started to fall over night, we made an early start the next morning to try and locate some of the cannon balls. In this area, cougars are abundant. The fish in the river were steelheads and there was also plenty of trout.

We managed to recover three cannon balls. There are more in the area and it is hoped that another trip sometime in the future will be planned to find some of these.

A talk to the schoolchildren was arranged and they showed great interest in the cannon balls and also in our description of the museum.

To date there are five historical guns in the Gunnery Training Centre and the stories connected with each of them will be made available as soon as the information can be compiled.—E.A.M.

ME AND MY OLD GUNS

A Plunge Into the Wilderness

The operations of the Naval Maritime Museum at the entrance to HMC Dockyard at Esquimalt have given a valuable stimulus to interest in naval history on the West Coast and the museum is providing a haven for objects of naval historical interest which otherwise might have remained homeless.

The following article, written by Lieut. E. A. McFayden, describes a safari to the Nitinat area on the southwest coast of Vancouver Island, not far from Esquimalt as the crow flies, but accessible only by a roundabout and difficult route. The purpose of his successful mission was to recover an ancient muzzle-loader cannon.

ON NOVEMBER 21 last year, CPO David Graves and I, both of us from the Gunnery Training Centre at Naden, left Victoria in search of an old muzzle-loader reported to be somewhere near Nitinat Bar.

It was a beautiful, crisp fall morning when we left but, by the time we had reached the Malahat, the weather had deteriorated.

At Port Alberni the snow was piled up in the centre of the streets, with the extreme cold reminiscent of Winnipeg. We met Essen Young, part owner of the Port Alberni, Bamfield and Outer Island Ferry Service, with whom we discussed the state of the roads to Franklin River, camp "A" and camp "B" of the McMillan & Bloedel Logging Company.

When we arrived at camp "A" we were met by A. V. Backman and Jack Bell, both of whom made us extremely comfortable. The following morning, fitted out in cold weather gear, we set out around 7 a.m., after having been introduced to our guide, J. Blerchfield, and to J. Connors, fishery inspector, who was going part of the way with us.

The first part of the journey was by rail, an hour's run on a "scooter". At the end of the line we transferred to a car which belonged to the supervisor in charge of road building in the Nitinat area. He was kind enough to drive us over five miles of what had at one time been a road to the head of Kitimat Lake, where we were met by Joe Edgar, a

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Comox

With the *James Bay* and *Fortune* in company the *Comox* swept out of Esquimalt Harbour and the approaches to Victoria during the latter part of February.

The week of March 5-9 saw the ships of the Second Canadian Minesweeping Squadron engaged in seamanship evolutions, involving towing, jackstay transfers and fuelling at sea, with CNAV *Porte de la Reine*. On Thursday, March 8, with Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, embarked, the *Comox* sailed to observe the *Fortune* carrying out high-speed target-towing trials.

On March 19, the squadron sailed for Prince Rupert, with calls at Tribune Bay, Sointule, Bella Bella and Lowe Inlet. While at Prince Rupert, the squadron took personnel from HMCS *Chatham* and the *Captain Cook* Sea Cadet Corps to sea for a practical minesweeping demonstration.

Theory learned in a recent firefighting lecture in the ship was put to practice when the ship's shore patrol helped city firemen fight a \$200,000 fire in downtown Prince Rupert.

After minesweeping operations in the inland passages, the *Comox*, *James Bay* and *Fortune* spent Easter weekend in Ocean Falls, B.C. The overwhelming hospitality afforded the squadron by the Crown Zellerbach Co. Ltd. was enjoyed by all on board. Once again the ship took employees from the company to sea and held a well-received visitors day.

Teams were landed to take part in small bore rifle and pistol shoots, basketball, bowling and swimming events. The Ocean Falls Branch of the Canadian Legion provided exceptionally fine entertainment.

While in the vicinity of Ocean Falls, the *Comox* negotiated Cascade Inlet off Dean Channel, an unsurveyed inlet 12 miles long, last investigated by Captain George Vancouver in 1793, and had the opportunity of viewing the Alexander Mackenzie rock.

After further minesweeping and inter-squadron exercises, the ships arrived back in Esquimalt on April 6.

April 2 was the second anniversary of *Comox's* commissioning. Up to that



Between the clicking of the shutter and the appearance of the finished photograph a lot of technical skill and complicated equipment is involved. Wren Olwen Lewellin, one of three Wrens employed on photographic duties in the Atlantic Command, is seen adjusting the lens of the vertical enlarger in the photographic section at HMC Dockyard, Halifax. (HS-411129)

time the ship had spent 263 days at sea, steamed 27,191 miles on 128,630 gallons of fuel and had had 173 officers and men on her books.

Navigation Direction Training Centre (Naden)

A highlight of the recent weeks for the ND Training Centre was a staff party held at the residence of PO R. E.

Fitchett. The affair was a tremendous success with a 99 per cent turnout. Everybody participated in the merry-making, which consisted mostly of accompanying "See You Later Alligator" on Fitchett's piano either with the feet or the voice.

Re-equipping of the school is still proceeding at a steady clip so that soon it will be second to none. The classes

going through now, an RP 2 and an RP 3, are feeling the effect of this too, as they are in on the ground floor of the changeover.

Communication Training Centre (Naden)

The spring feeling is around the CTC now that bright sunny days are here. Discussions are mostly centred around gardens, home improvements and plans on how to spend what promises to be a good summer, and whether the new pay increase really warrants investing in a new car.

The CV2 and CR2 classes are hard at it. The visuals have passed the crypto stage with the radio men just completing their procedure effort. Meanwhile preparations were in hand to take care of the annual UNTD onslaught.

With most of the ships away in far distant lands the harbour exercise business is on the slack side but Chief Fraser is probably dreaming up some "beauties" for the boys when they return.

The newly-formed Pacific Coast Communications Association reports that it now has 150 active members and anticipates at least 200 in the near future.

Mechanical Training Establishment (Naden)

Routine in and around the MTE School has returned to normal, with 98 men under instruction at the time of writing. Seven courses were near completion.

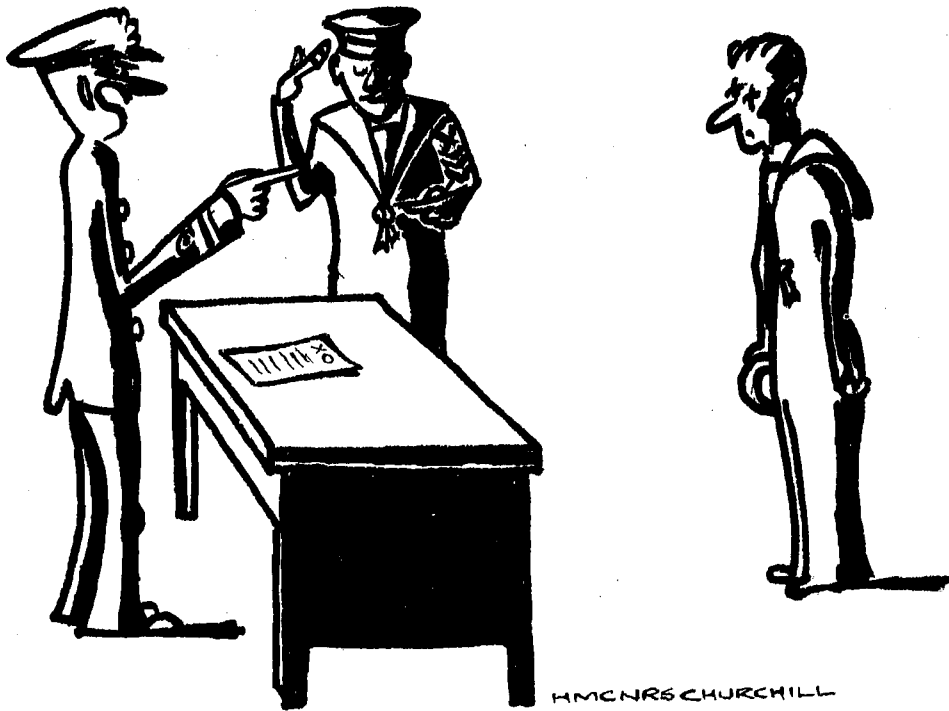
Lieut. (E) George Dufour has been appointed engineer officer of the *Oshawa* which recommissioned April 11. Lieut. (E) Wilf DeCosta has left to join the staff of MED, in the Dockyard.

A great many changes took place around the establishment, with drafts for reliefs in the *Ontario* and *Sioux* on their return from the Far East cruise, and the recommissioning of the *Oshawa*. Among the senior men drafted to the *Oshawa* were Chief Petty Officers David Kochems, Don Pike, Edward Shepperd and Robert Whalen, and Petty Officers Robert Baldwin, John Ireland, Charles Hall, David Klassen and Roy English.

Ex RCN Carrier To Be Modernized

The Royal Canadian Navy's first aircraft carrier, the *Warrior*, long since returned to the Royal Navy, is to be modernized, according to a note in *The Navy*, published by the Navy League of Great Britain.

Changes will include angled deck, steam catapults and improved radar and communications.



"In answer to this charge, do you have trouble over-sleeping?" "No, sir. Just over waking up."

CPO Keith Toll joined the *Ontario* for duties with *Venture* cadets.

Twelve engineering artificers and engineering mechanics are undergoing maker's courses in various cities in Canada and the United States of America before joining the *Skeena*.

Recent arrivals in the MTE include CPO Jack Poole, recently returned from Halifax, and CPO Robert Powell, who joined from the *St. Therese*. David Crowe has joined the Reserve Fleet, from the *Stettler*.

ATLANTIC COMMAND

HMCS *New Liskeard*

The first three months of 1956 proved relatively quiet and uneventful for the *New Liskeard* and her company in that most of her seetime, with the exception of a week in the Cabot Strait, was confined to the Halifax Harbour approaches and occasionally, by way of a change, the calms of Bedford Basin.

On March 22 the ship's company dance was held at the Jubilee Boathouse overlooking the North West Arm. This occasion was a great success and was thoroughly enjoyed by the present and past members of the ship's company who attended. This success was a tribute to the preparations by PO A. Keddy and his party and the lively "emceeing" of PO Joseph Brophy.

After this enjoyable interlude the *New Liskeard* again went back to work

with a week of intensive operations with the U.S. Submarine *Harder*. Some members of the ship's company spent a day in the submarine. At the week-end, the *New Liskeard* bade *au revoir* to the *Harder* and returned to Halifax to remain alongside for Easter and to prepare for the longest trip of the year to date, Bridgeport, Conn.

Bridgeport is a name that has had nostalgic associations for the majority of the ship's company since a visit there during the latter part of May 1955, while engaged in post refit workups in Long Island Sound.

An enjoyable four-day visit was experienced, during which the citizens surpassed even their previous record for hospitality.

The *New Liskeard's* return to Halifax was the signal to engage in feverish activity for refit at Lunenburg.

HMCS *D'Iberville*

January 29 marked the opening of the Quebec Winter Carnival with a massed band concert. The *Stadacona* band with bands from the Royal 22nd Regiment, the Rockcliffe Royal Canadian Air Force and the Royal Canadian Mounted Police produced a concert well received by the public.

D'Iberville was visited on February 7 by Captain. J. C. O'Brien, Director of Naval Training, Naval Headquarters.

On February 12, Lt.-Cdr. R. P. Lemay, executive officer, acted as official starter

for the Quebec Carnival Professional Ice-Boat Race. This race is an annual event which consists of crossing the St. Lawrence River from Quebec City to Levis and back. This year's race was carried out in a howling wind with three-quarters of the course covered with shifting ice floes.

Lieut. A. J. Preston joined *D'Iberville* on March 1 and assumed the duties of Training Officer.

A ship's company smoker was held on March 23 in the ship's company mess. This event proved very successful and was well attended by *D'Iberville* personnel. On Saturday, March 24, a buffet supper was given in the wardroom mess in honour of Shipwright Cdr. E. J. Gilhen, Principal Naval Overseer, Quebec, on the occasion of his retirement following 36 years of naval service.

A tabloid of sports was held on March 27. The afternoon was a success with everybody getting a good workout. *Louisbourg* "B" team obtained the highest score with *Regina* Division a close second.

This year something new in the field of sports was introduced to *D'Iberville*, an inter-service curling meet was organized at the Cambrai Curling Club with *D'Iberville* entering two rinks.

On April 20, the Garrison Ball, the main event of the season, was well attended by members of the three services and was a real success.

HMCS *Crusader*

Dreams, even when they are compounded of such ingredients as the blue Caribbean, palm-fringed islands and a trim yacht, may come true and still go awry. Five residents of Puerto Rico are grateful that a Canadian destroyer escort was on hand when such a disaster happened to them while RCN warships were exercising in the area in April.

Steaming off San Juan, Puerto Rico, with rough seas running and a stiff wind blowing, the destroyer escort *Crusader* (Cdr. L. B. Jenson) sighted the 30-foot sloop-rigged yacht *Aileen* in obvious distress.

The *Crusader* manoeuvred close to the yacht, which had great difficulty in coming alongside because of the turbulent sea. The five persons in the yacht, Ben Moore, C. W. Harrison, and W. Pauley and his two sons Joseph and James, all of Dos Pinas, Puerto Rico, were taken on board the *Crusader* and given necessary assistance, food and clothing.

That the rescue was made none too soon became evident after a crew from the *Crusader*, PO A. C. Goveia and

Leading Seamen G. A. Newman and R. J. MacDonald, had sailed the yacht to the Algerine coastal escort *Portage*, which was in company with the *Crusader*. The yacht was taken in tow by the *Portage*, but could not survive the rough seas. She broke up shortly afterward and foundered.

The rescued yachting party was taken to Roosevelt Roads by the *Crusader* and turned over to the United States Navy. —J.D.M.

Mechanical Training Establishment (Stadacona)

Activity at the Mechanical Training Establishment during the past year reached an all time high. During this period, hundreds of engineering and shipwright personnel completed 45 courses in a dozen subjects.

The latest type of refrigeration has been installed in the establishment and the blacksmith shop has been fitted with modern forges. New machine shop equipment is on order. A working model of the latest automatic boiler control system is also being installed.

A familiar landmark to those who have passed through the establishment was the Corvette Shop, which housed an old three-drum boiler and a corvette engine. This machinery has been removed and the shop now is called the "diesel operating shop". Being installed for instruction purposes are the latest types of diesel engines used by RCN ships.

Work has also begun on a third storey to the MTE Shop building, which will house, among other sections, a fitting

shop and laboratory space. The new paint training section is a hive of activity, with more than 100 officers and men having completed courses on proper painting procedures.

The MTE was recently honoured by having one of its instructors awarded the Admiral Jones Shield, awarded annually to the man contributing most in conduct, sportsmanship and character in *Stadacona*. He is CPO George Roscoe, head of the blacksmith shop.

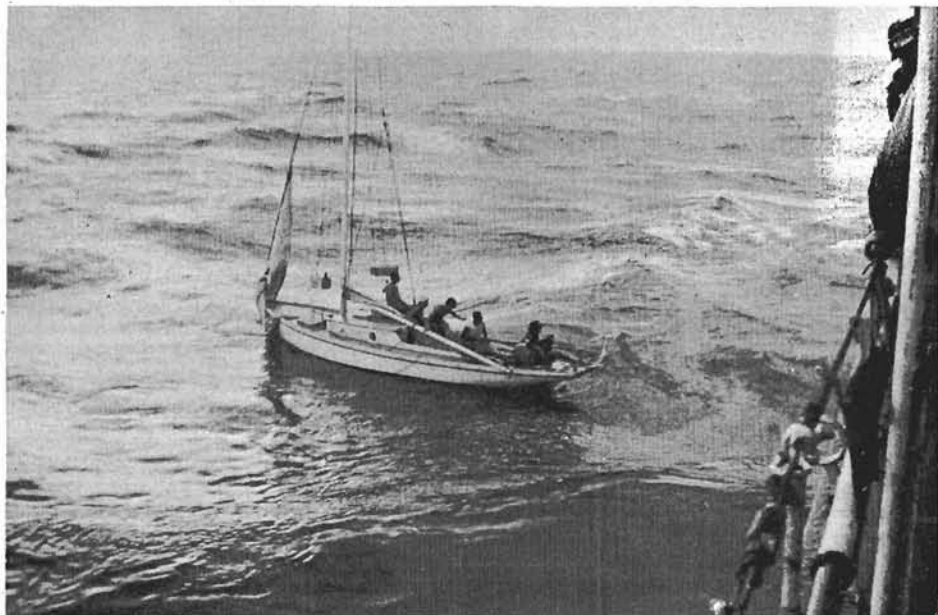
Aklavik Naval Radio Station

While on tour of Canada's Arctic, His Excellency the Governor General arrived in the Arctic community of Aklavik, Northwest Territories, and while there visited the Naval Radio Station where he was entertained at a buffet dinner in the men's mess.

All naval personnel and their wives were present at the dinner and were given an opportunity to meet His Excellency. Dinner music was provided by the bagpipes of Ldg. Sea. J. H. Madden, undoubtedly the first piper to have played for a Governor General north of the Arctic Circle.

After dinner His Excellency was entertained in the home of the Officer in Charge, Cd. Officer (SB) J. A. MacDonald.

Naval Radio Station Aklavik is the most northern Canadian naval establishment. It is 120 miles north of the Arctic Circle and lies in the Mackenzie River delta about 100 miles south of the Arctic Ocean. The community of Aklavik has been a fur trading centre since



The little yacht *Aileen* lies at the bottom of the Caribbean Sea, but the three men and two youths who manned her, were rescued by the destroyer escort *Crusader* before the 30-foot craft broke and foundered after being taken in tow by the coastal escort *Portage*. The picture was taken as the *Crusader* was coming alongside to remove the crew of the stricken yacht.

the beginning of the century and fur trading is still a prime industry in the area.

Eskimos and Indians comprise about 70 per cent of the population but with the recent interest and development of the north the percentage of whites is increasing. The Navy makes up a substantial portion of the non-native population, with a total of 70 men and dependents. Others include missionaries, school teachers, government workers, doctors, traders and some trappers.

Sailors normally serve for two years in Aklavik and although the community is semi-isolated, lacking in many of the facilities which most Canadians are accustomed to, with long cold winters and short fly-infested summers, most of the men like it. In fact many request to serve an additional year. The Arctic is still relatively untouched by civilization and so has an appeal for the adventurous.

For those who like the outdoor life there are good fishing and hunting during the summer and fall and also ample opportunity for travelling by boat, airplane and dog team.

NAVAL DIVISIONS

HMCS *Prevost*

Approval has been given for the construction of a headquarters building for the London, Ontario, naval division, HMCS *Prevost*, on property acquired for the purpose on the north side of Becher Street and bounded on the north and east by the Thames River, it was announced by Hon. Ralph Campney, Minister of National Defence.

The new building, 125 feet by 243 in area, will be of brick construction, two storeys in height and will include a drill deck. The cost of land and building has been estimated at approximately \$650,000.

It was hoped the contract would be awarded in time to start construction this summer.

The London naval division is at present housed in the Carling Block, 433 Richmond St., in downtown London.

Naval Headquarters decided to open a naval division in London in August, 1938, following completion of a visit by the then Director of Naval Reserves, Cdr. E. R. Mainguy (later Vice-Admiral and Chief of the Naval Staff, since retired).

Lieut. Edward E. Hart was appointed commanding officer of the division with an approved complement of six officers and 45 men.

At first the unit was housed in the second floor of the Darch Building on Talbot Street but in 1939 the division was moved to its present site.



Naval personnel and their wives attended a buffet dinner for His Excellency Governor General Vincent Massey at Aklavik naval radio station during His Excellency's tour of the Canadian Arctic during late winter. From left to right in the foreground are Ldg. Sea. N. L. Fraser, Mr. Massey, Cd. Officer (SB) J. A. MacDonald, officer-in-charge of the radio station, and Capt. Guy Robillard, aide.

The name *Prevost* was selected for London in honour of Sir George Prevost (1767-1816); Governor-in-Chief of Canada (1811-1815).

Commanding officers of HMCS *Prevost* have been: Lieut. E. E. Hart, RCNVR; Lt.-Cdr. J. R. Hunter, RCNVR; Lt.-Cdr. F. N. B. Carmichael, RCNVR; Lt. D. M. Jackson, RCNVR; Cdr. W. A. Childs, RCN(R); Lt.-Cdr. Thomas F. Owen, RCN(R), and the present commanding officer, Cdr. E. Gordon Gilbride, RCN(R).

HMCS *York*

"Enemy" submarines were lurking off Toronto's waterfront this month. But the Navy was sinking them by the score.

Down on the wharf behind HMCS *York*, reserve and regular force navy men were chasing and destroying the "submarines" in a "destroyer" as modern as the *St. Laurent*, the latest word in subchasers. However the sailors in the "destroyer" never left the jetty.

They were locating and sinking the subs—actually just "blips" on a luminous dial—in a ship that was really a mobile anti-submarine unit housed in two truck trailers.

These trailers, which have been touring Canada over the past few weeks, were providing naval reserve personnel with anti-submarine attack training under conditions similar to those on board ship.

The two trailers, which were linked, formed the make-believe business-end of a sub-hunting destroyer. One contained a sonar action room, plotting

tables and a small-scale wheel house. These were connected to an anti-submarine attack simulator in the second trailer.

The unit, under Lieut. Fred Lubin of Chilliwack, B.C., and Halifax, has trained reservists in establishment as far west as Calgary, and is now engaged in training at naval divisions in Eastern Canada. It remained in Toronto for more than a week.

HMCS *Scotian*

Ceremonial divisions and annual award night brought a large turnout of parents, relatives and friends to the Halifax naval division.

The presentation of awards followed the inspection of *Scotian* personnel by Cdr. Denis O'Hagan, commanding officer, and saw the top seaman's award go to Ord. Sea. Wilson.

The sports trophy was won by the wardroom and the trophy for the best attendance during the training year went to the Wrens' division.

Also recognized for their progress during the year were outstanding UNTD cadets. The top award as best officer cadet in the third year went to Cadet Bill Roberts, Dalhousie University pre-engineering student. The second and first year trophies went to Cadets A. R. Nichols and M. K. MacLeod respectively. The Bidwell Shield was won by Cadet B. S. Sheehan.

The UNTD awards were presented by Lt.-Cdr. J. R. H. Ley, of the staff of the Flag Officer Naval Divisions.

U. S. Navy's Guided Missiles

THE U.S. NAVY in March staged a dramatic demonstration of its growing guided missile power aboard the world's first guided missile cruiser, the USS *Boston*, in the Guantanamo Bay area of the Caribbean, and revealed that its stable of missiles has been increased to six.

About 60 newsmen, who were given an opportunity to tour the giant carrier USS *Forrestal* and *Boston* which fired her primary anti-aircraft weapon, the guided missile "Terrier", were informed by Rear-Admiral John H. Sides, USN, that the Navy has a new "pint-sized" missile known as the "Tartar".

The Admiral, who took the helm of Cruiser Division Six on January 1, becoming the first flag officer to go to sea in a guided missile command, said that the "Tartar" is a junior version of the "Terrier". He stated that the new guided missile would be installed on all new destroyers beginning with the 1947 program. The "Tartar" was developed at the Johns Hopkins Applied Physics Laboratory in Silver Spring, Md.

Admiral Sides' Division is made up of the *Boston* and the tactical command ship USS *Northhampton*. It will be augmented by the USS *Canberra*, which is being fitted out for missile work, and is due to be commissioned in mid-June.

Over the past three years, the Navy's missile program, currently headed by Rear-Admiral John E. Clark, USN, has made steady progress. For fiscal year 1955, Congress appropriated \$126 million for the Navy missile program, increased the figure to \$238 million last year, and is considering the expenditure of \$354 million in FY'57.

To date, the Navy has six types of guided missiles, either operational or in the development stage, according to information that has been made public.

The surface-to-air "Talos", it was announced last week, will be used by the Continental Air Defence Command which is made up of units from the Army, Navy and Air Force and headed by General Earle E. Partridge, USAF.

Originally, "Talos" was developed by the Bureau of Ordnance for shipboard installation. Funds have been authorized for the conversion of the light



In most parts of Canada it was a long hard winter, which may have accounted for the popularity of this picture with the press. On a palm-fringed shore in the West Indies, AB Paul Bousquet tossed coconuts down to AB Jean Legault during a break from training activities on board the *Quebec*. (QB-2783)

cruiser, USS *Galveston*, to a guided-missile ship which will carry "Talos".

Air Force survey teams are making a study of prospective sites for installation of the new weapon which will supplement the "Nike". Possible locations are Lockbourne AFB, Ohio; Bunker Hill AFB, Ind., and sites near Peoria, Ill., and Kirksville, Mo.

Approaching the operational stage is the guided-missile "Petrel", an air-to-underwater weapon. It is being produced by the Guided Missile Division of the Fairchild Engine and Airplane Corp., Hagerstown, Md.

So far, five ships are known to be carrying the surface-to-surface missile,

"Regulus". They are the aircraft carrier USS *Hancock*, the heavy cruisers USS *Helena* and USS *Los Angeles*, and the submarines USS *Tunney* and USS *Barbero*.

In addition, the heavy cruiser USS *Macon* is at Norfolk, Va., being outfitted with the "Regulus", the Navy said.

The "Terrier", already operational aboard the *Boston*, commanded by Capt. Charles B. Martell, USN, also will be installed aboard the USS *Canberra*, soon to be commissioned, and the destroyer USS *Gyatt*. The USS *Mississippi*, an ex-battleship, now designated as a Gunnery Training Ship, also carries the "Terrier".

Here are some of the known details of the U.S. Navy's missiles:

REGULUS—A surface-to-surface missile, resembles a swept-wing jet fighter. The weapon is about 30 feet long, is capable of supersonic speeds, and able to carry atomic warheads. It is appropriate for use against land targets or against enemy ships and can be launched from submarines.

The missile is guided by remote control radio. Official Navy photographs have shown it being fired from land, from the aircraft carriers USS *Hancock* and USS *Princeton*, and the seaplane tender, USS *Norton Sound*.

Initially, the missile used JATO (jet assisted take-off) bottles which were dropped when expended. A later development was a cart which

allowed it to be wheeled into place for launching by a ship's catapult. The cart replaced the old combination of JATO and a launching platform. When the missile is in the air, the carriage is jettisoned.

SPARROW—An air-to-air missile about 12 feet long which can be launched from fighter-type jet planes. It can be carried in multiple units and is capable of tracking enemy planes at distances up to three and four miles.

TERRIER—A needle-nosed surface-to-air missile which can "home" in on target aircraft under any weather conditions. A supersonic weapon, the "Terrier" travels at twice the speed of sound—about 1,500 miles per hour. It can be launched from a submarine and is said to weigh approximately 1.5 tons and have

an effective range of about 10 miles. Its cost has been estimated at about \$50,000. The Marine Corps has adopted the weapon for use in amphibious landings.

The "Terrier", is in volume production by the Convair Division of the General Dynamics Corp., at the U.S. Naval Industrial Reserve Ordnance Plant at Pomona, Calif.

The fiscal year 1957 shipbuilding program is highlighted by a request for funds to build new guided missile ships and convert a number of others. Approval has been given for new construction consisting of one atomic-powered guided-missile light cruiser, four 4,000-ton guided-missile frigates, and eight guided-missile destroyers. In addition, the House has OK'd the conversion of five light cruisers and a submarine for missile work. (*Army, Navy Air Force Journal*.)

NO GERANIUMS IN THESE BAY WINDOWS

Electrical Maintenance Main Job of New Building

ANYONE who has visited the RCN Air Station within recent months has been somewhat puzzled by the sight of two large bay windows facing out to sea from the top deck of a modern concrete building. On enquiring, he would have been told that the building houses the electronic and electrical maintenance facilities required for the operation of aircraft flying from HMCS *Shearwater*, and that the windows contain various radar antennae.

Planning for the Electrical Building, which was officially opened on May 25, 1955, by Sir Hamish MacLaren, KBE, Director of Electrical Engineering, Admiralty, was started about five years ago. It was appreciated that the growing complexity of modern aircraft require maintenance facilities of the highest order and action was therefore initiated to provide a building which would meet these requirements.

In the course of time, plans were completed and construction was started in the fall of 1953. On December 8, 1954, the Electrical Department began operation "Transfer" and during the following months, the widely scattered divisions of the department moved under the one roof.

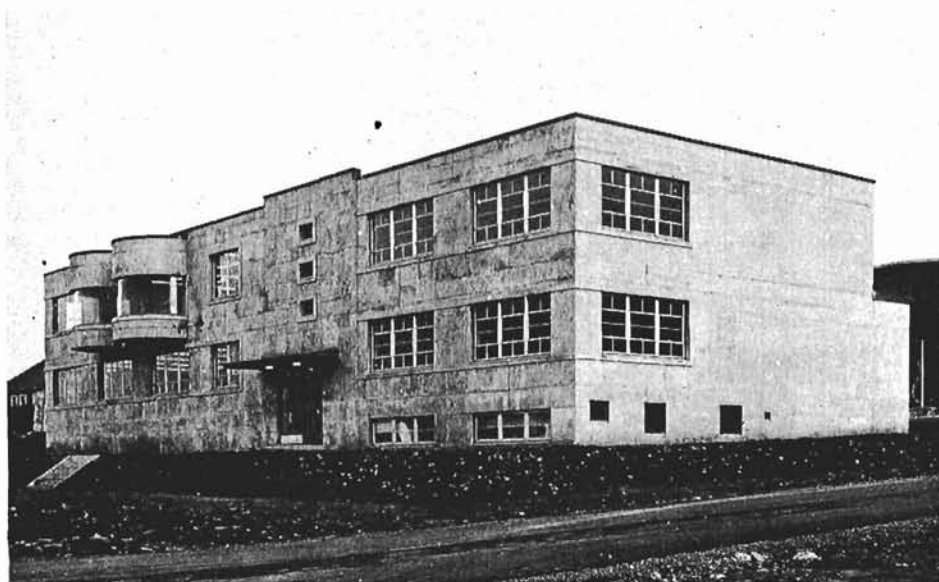
The two-storey building is functionally divided into three main levels. In the basement is the power room, air-conditioning and heating plant and main store rooms. The first deck contains the battery shop, an air-conditioned instrument shop and the electrical shops. The

second deck houses the various electronic shops and administrative offices.

All equipment required for the operation of an Air Station, from the electronic and electrical aspect, passes through the building, from the multitude of aircraft instruments and electrical components to electronic fire control systems. Overhauled and repaired, on a monthly average, are approximately 500 electrical and instrument items, about 300 aircraft lead acid batteries and 230 items of electronic equipment together with the continuous flow of material required for the maintenance of the extensive ground communication

and radar installations throughout the station.

The ever increasing role of electrical engineering in the operation, control, and instrumentation of modern aircraft and of electronic engineering in the navigation, communication, fire control, and submarine detection fields emphasizes the vital requirements that are filled by the maintenance facilities of this building. With the introduction of new and more complex aircraft into the Royal Canadian Navy in the near future it is anticipated that the facilities can be expanded to meet the additional requirements.—L.



THE NAVY PLAYS

Quebec Finds

Time for Sports

Although training and sightseeing received great attention during the *Quebec's* recent three-month Caribbean training cruise which ended at Halifax April 26, sports were far from neglected.

The last two ports of call, Kingston, Jamaica, and Hamilton, Bermuda, found sports enthusiasts in full swing.

At Hamilton, the Canadian naval visitors were given the privileges of many local clubs and competitions were arranged between athletic teams from the ships and various local aggregations.

Eight officers and 10 men from the *Quebec* competed in a ship's handicap golf tournament at the scenic Constant Springs Club. It ended in a three-way tie for low net honours among Captain D. W. Piers, the commanding officer; Midshipman G. E. Plawski, Vancouver, and AB Arthur Stead, Kitchener. PO Boyd Hutchinson, Swift Current, Sask., won the low gross prize. They played off at the Belmont Manor Golf Club at Bermuda and Capt. Piers won the match by one stroke over AB Stead. The captain also copped the *Quebec* officers' trophy and the prize for the longest drive while at Bermuda.

Back at Hamilton, ship's teams played basketball, soccer, cricket, field hockey and water polo matches with Jamaican representatives, and several softball games were run off among the various departments of the club.

The cruiser's boxing team received personal invitations to attend the championship bout for the welterweight crown of Jamaica, to complete a lively round of sporting activity on the island.

At Bermuda, the ship's softball team came up with a win over a U.S. Navy team by a 2-1 score. Other sports played were basketball, cricket, bowling and tennis.

Cornwallis Holds

Annual "Shoot-off"

The *Cornwallis* Rifle Club ended a winter season of activity in late April, with a "shoot-off" against a representative team from *Stadacona*.

During the banquet which followed the shoot, Captain M. G. Stirling presented trophies to the winners of the *Cornwallis* Inter-Part Rifle Club. The



Captain M. G. Stirling, Commanding Officer HMCS *Cornwallis*, centre, with top scorers Wren W. A. Gower and CPO A. P. Allen, admires the trophies at the presentation following the *Cornwallis* Rifle Club "shoot-off". (DB-6760)

high team aggregate went for the fourth consecutive year to the parade staff. The Communication School ran a close second for the third consecutive year to capture the second team aggregate trophy.

CPO A. P. Allen won the tie-score "shoot-off" scoring 98 to 97 against Wren W. A. Gower to win the high individual aggregate cup.

Cornwallis Ends

Curling in April

Cornwallis Curling Club concluded activities in late April with a bonspiel attended by curling clubs from Digby, Kentville and Bridgetown.

Now associated with the Digby Curling Club, the *Cornwallis* executive consists of Lt.-Cdr. (S) Emilian Adamic, president; PO H. S. McCaw, vice-president; PO Roy Johnson, secretary-treasurer, and POs E. K. McKernan and J. W. Craig on the games committee.

Two home-and-home games were played with Digby for the Dr. L. F. Doiron Trophy with Digby taking the trophy.

The inter-part final for a cup presented by Ernest Tufts of Digby for the first *Cornwallis* championships, was won by a team skipped by PO Roy Johnson, of Moose Jaw, Sask. His lead was Lieut.

(MN) B. V. H. Burton, Matron of RCNH, *Cornwallis*, his second, PO Jim Lajoie, Montreal, and his third, PO Paul MacNichol, St. Andrews, N.B.

The Atlantic Command Curling Championships were held at *Cornwallis* on April 20 and 21, with six teams from Halifax, one from *Shearwater* and nine from *Cornwallis* (which included three of new entries) competing. *Cornwallis* was winner and runner-up in two events and *Stadacona* winner and runner-up in a third. The championship went to the *Cornwallis* team skipped by PO J. W. Craig, Winnipeg, with PO J. F. Russell, Winnipeg, third, PO Roy Johnson, second, and PO Roland Blanchard, of Grande Anse, lead.

Captain M. G. Stirling, commanding officer, *Cornwallis*, presented prizes and Mr. Tufts presented his trophy.

During the time in which ice was retained at *Cornwallis* various small and enthusiastic bonspiels were conducted. There are few non-curlers in the establishment today.

Luck Runs Out In Final Game

After breezing through the season, the *York* entry in the Toronto garrison officers' softball league gained a goose egg in the final with RCASC, losing 18-0.

The roof caved in during the game and previously over-confident Yorkers couldn't even touch the Army hurler for a hit. The latter's no-hit, no-run game is a rarity in the Toronto garrison circuit.

Team Outshoots Four Fleets

A notable performance by a combined *Ontario-Sioux* rifle team, during their visit to Bridgetown, Barbados, has earned them a claim to a four-fleet championship title.

The seven-member team, six from the *Ontario* and one from the *Sioux*, met the Barbados Police and the Barbados Regiment and shot their way to 561 points. Police registered 558 and the Regiment 501.

In a letter to the *Ontario*, Major E. R. Tulloch, adjutant of the Regiment, commented: "I would like to congratulate your team on their shooting. It might interest you to know that they have recorded the highest score of any ship—British, Canadian, American or French

—that has competed in these matches since they started some two years ago.”

Their marksmanship was no flash-in-the-pan as was proved on arrival at St. John, Antigua. There they defeated the U.S. 6th Mobile Construction Battalion, 311 to 293, out of a possible 320.

The cruiser's representatives were: team captain PO John Pringle, Victoria; PO R. A. Parsons, Calgary; Ldg. Sea. Gordon Boyd, The Pas, Man.; Ldg. Sea. Harry Wells, Keremeos, B.C.; PO Cliff Douglas, Victoria, and PO Archie Woods, Victoria. The destroyer escort's representative was PO Robert Cato, Vancouver.

March Busy for Curling Clubs

March was busiest of the season for the *Stadacona* Curling Club. Six regular club matches were played Thursday afternoons. A rink skipped by D. McCord, Maritime Warfare School, won the second section of the club competition.

Winners of the first section (L. Grisdale, skip) met the McCord rink on March 29, for Club Championship with the latter rink winning the play-off. Members of the winning rink were D. McCord, skip; CPO L. R. Ferris, mate; Commodore E. W. Finch-Noyes, second, and CPO H. L. Pare, lead.

The club also played friendly matches with the Pictou Club, emerging winners, and participated in a three-club 'spiel sponsored by *Cornwallis*, with *Stadacona*, *Cornwallis* and Digby taking part in a full day of curling. Four rinks participated from *Stadacona*.

Forty Curlers At Hochelaga

The RCN Curling Club (Montreal) of HMCS *Hochelaga*, consists of 40 members with CPO M. J. Vollet as president, and Lieut. (S) A. C. Tassie, secretary.

During the season, at *Hochelaga*, curling became the Monday evening sport with competition keen among the eight rinks comprising the league.

In early March a challenge match was held between the officers and the chief and petty officers. Two rinks from each side competed with total rocks deciding the winner. The officers won by a narrow margin, 22-20.

Cornwallis Keeps Boxing Trophy

Cornwallis walked off with the Atlantic Command Boxing Cup for the second year in succession and also posted wins against the *Cape Breton* in hockey and basketball, and against RCAF Greenwood in basketball.



A wild mixture of action, feathers and guffaws resulted when CPO Maurice "Joe Louis" Power challenged PO Edward "Rocky Marciano" Thompson to a pillow fight during a boxing card on the flight deck of the *Magnificent* while the carrier was visiting St. Thomas in the Virgin Islands. The referee, PO Bernard Hughes, PT instructor on board the "Maggie" wisely stuck to a neutral corner. (MAG-7115)

However, the big base didn't post all wins. Against Digby, in a torrid play-off series for the Valley Intermediate Hockey League Crown, the *Cornwallis* Trojans were beaten and against Acadia University they lost a recent swimming meet.

Medical "A" Top Bowlers

Medical "A" team took the Pacific Command Bowling playoffs in the round robin, with Regulating the runners-up. Individual prize winners were: Season's high average, CPO R. L. Pumphrey, 229; season's high three-game, PO R. C. Sallis, 788; and Season's high single, CPO R. C. Chamberlain, 368.

Cadets Tackle West Indies Teams

Venture cadets from the *Ontario* and the *Sioux*, during their West Indies cruise, participated in a variety of sports. At Bridgetown, Barbados, they posted a win in basketball against an Island representative team, with a score of 57 to 56.

In cricket, however, the cadets gave way by a narrow margin (considering the West Indian ability at the game) to Harrison College. Even *Venture's* outstanding batsman Cadet Christopher D. Hood, Victoria, who knocked up 47 runs, couldn't stem the tide and the cadets went down to defeat 140 runs to 103.

Ship's company teams from the *Ontario* and the *Sioux* dropped an undisputed game of softball at St. John, Antigua, to U.S. 6th Mobile Construction Battalion, 12 to 0.

Tennis enthusiasts from the *Ontario* lost in all matches in a tournament against the Antigua Tennis Team, and at Bridgetown, Barbados, the cruiser's soccer team tied one, 2-2, and lost one, 2-1, against Harrison College.

College Rugger Squad Blanks Navy

In West Coast rugby, the Victoria College Vikings blanked Navy 31-0 to win the Victoria Rugby Union's second division playoff championship and the Don Heyland Memorial Trophy by a 48-point margin.

Hockey Title Won by VT-40

Interpart hockey at *Shearwater* resulted in a long schedule, completed late in March. VT-40, in a best two out of three in the finals, downed Helix (Helicopters and VX-10) in three hard-fought games to take the championship.

Radio Captures Barracks Trophy

HMCS *Shearwater's* winter season Cock-of-the-Barracks trophy went to Air and Ground Radio, who also hold the summer season Cock. They edged out Aviation Supply Depot 289 points to 286. Fifteen teams entered the competition and sports included hockey, basketball, volleyball and bowling.

Shearwater Fails To Reach Finals

The *Shearwater* Ship's Representative Volleyball Team participated in the Maritime Volleyball Championships held at Charlottetown, P.E.I. They won seven games and lost five before being eliminated in the semi-finals. Finalists were the Halifax Fairview team.

Times Trophy To Navy Team

The West Coast Navy's entry in the Victoria English Rugby League, suffering only one defeat throughout the season, won the Times Trophy, representative of winners in regular league play.

Naden Receives Golf Trophy

Naden recaptured the Sports Shop Trophy in the March monthly Inter-Ship Golf Tournament. Individual prize winners were:

Low Net, CPO Norman Langton; Low Gross, Instr. Cdr. C. H. Little; Kicker's

Handicap, Lt.-Cdr. (E) L. R. Johns; Low Hidden Score, 1st nine, Ldg. Sea. N. J. Lund; Low Hidden, 2nd Nine, Ldg. Sea. W. A. Big Canoe; High Hidden Score, Lt.-Cdr. (SB) Charles Medley.

Writers Lead

Winter Sports

Naden Writers, by amassing a total of 122 points out of a possible 132, took the winter Cock-o'-the-Barracks Trophy in the 14-team Inter-Part League. Gunnery had 105 and School of Music "C" a close third with 104.

Winter activities included basketball, volleyball, swimming, soccer and rifle shooting.

Provincial Titles

In Squash Won

Seven Navy representatives competed in the British Columbia Closed Squash Championships in Victoria, and, from these, two provincial champions emerged.

PO Mel Padget took the "B" class competition by defeating CPO John Waldron, and Ldg. Sea. Fred Eggleston won the "D" class honours.

Navy Team Takes

Badminton Doubles

Instr. Lt.-Cdr. D. A. Robertson and PO W. R. Walters won the doubles combination in the Tri-Service Badminton Championships, played at the P&RT Centre, Naden. Army and Air Force players took the honours in the mixed doubles and the singles.

Meanwhile in the Tri-Service Bowling Championships, with three teams representing each service, the Air Force came out on top, followed by the Navy and with the Army in the cellar. In this series CPO W. Sinclair won the high singles award with a score of 306.

Pacific Command

Holds Bonspiel

In the First Annual Pacific Command Curling Bonspiel, held at the Victoria Curling Club, a rink skipped by PO J. W. Adams went through the three-day 'spiel undefeated and won the primary event and the Birks Trophy by posting a 13-10 triumph over PO Dave Kelly's rink.

PO Adams, who bested CPO T. W. Rayson in the semi-finals pulled away in the late ends.

The secondary event and the Victoria Curling Club Trophy was won by Ldg. Sea. C. M. Fraser's rink who edged AB W. J. Reid in the final. The consolation went to PO J. F. Redlin when he gained a 12-10 decision over Ldg. Sea. A. Chambers.

THE ROYAL NAVAL CANADIAN VOLUNTEER RESERVE OVERSEAS DIVISION



TYPE OF MEN NEEDED

Men of Good Character and Physique are Required in the Above Force for Service Overseas with the Imperial Royal Navy for the Period of the War.

Candidates must be the Sons of natural born British Subjects.

No previous sea experience necessary.

Applicants must be, for Seamen 18 to 30 years of age, Stokers 18 to 38 years of age.

THE STANDARD OF HEIGHT AND CHEST MEASUREMENT IS AS FOLLOWS:

AGE	MIN. HEIGHT	CHEST
18 to 19 years	5 ft. 3 ins.	5 ft. 3 ins. and below 5 ft. 5 ins. in height.....33 inches
		5 ft. 5 ins. and over in height.....33½ inches
19 to 20 years	5 ft. 3½ ins.	5 ft. 3½ ins. and below 5 ft. 5 ins. in height.....33½ inches
		5 ft. 5 ins. and over in height.....34 inches
Over 20 years	5 ft. 4 ins.	5 ft. 4 ins. and below 5 ft. 7 ins. in height.....34 inches
		5 ft. 7 ins. and over in height.....34½ inches

A FREE KIT IS PROVIDED

Pay and Allowances are as follows :

Ordinary Seamen and Able Seamen (at entry) \$1.10 per day.

Separation Allowance \$20.00 per month.

Men subsequently transferred to Stoker ratings will be paid an additional 10c. per day more.

There are no vacancies for any other ratings than Seamen and Stokers and men can only be accepted as Ordinary Seamen.

FURTHER PARTICULARS MAY BE OBTAINED FROM ANY CHARTERED BANK IN ONTARIO, OR NAVAL RECRUITING OFFICE, 103 BAY STREET, TORONTO

Forty years ago Canada was deep in the First World War and recruits were being sought for service on land and sea. The above recruiting poster was displayed in Toronto in 1916 and sailors of today will particularly notice a difference in the rates of pay.

CORVETTES, CRUISERS NOW CALLED FRIGATES

HOW MANY warships are there in the world's navies? What is the USS *Forrestal*? How is she powered and will there be more like her? What are the new designations for certain ships and what do converted frigates look like?

These and hundreds of other questions are answered in the 57th edition of "Jane's Fighting Ships, 1955-56".

"Jane's Fighting Ships" is a vital book to many government departments and industries and, to most sailors, it makes interesting browsing. For ex-sailors, when they get hold of one, the book provides a sure way of up-dating himself on ships and, by combing the advertisements, on new equipment.

In the foreword of this new edition, the editor has mentioned the wide range of new material and attributes it to the partial fruition of the armament program which has been going on for the past few years, with naval powers engaged in new construction, reconstruction, conversion or modernization.

"Numerous additions," the foreword adds "have been made to technical data and more than 450 fresh illustrations

have been added bringing the total to about 2,700."

It also points out that a study of the pages shows the gradual trend of development towards the navy of the future. The advent of new weapons, guided missiles (still in their early stages of development), nuclear explosives, heavier and faster aircraft, fast-firing guns, and of nuclear power for propulsion and other devices both for offensive and defensive, together with corresponding changes in strategy and tactics which they bring in their train, are altering and probably will continue for some time to alter both the design of the individual warship and the numbers and disposition of each category of ship in each battle groups.

Completely new ships and revised versions of older ships have made their appearance and the old time sailors, browsing through "Jane's" today, might well be amazed at some of the vessels he sees and the uses to which they are being put. Among them are nuclear-powered submarines, hydrogen-peroxide-powered submarines, nuclear-powered aircraft carriers, carriers with

BOOKS for the SAILOR

angled decks, steam catapults and mirror landing aids, destroyers that are now frigates and cruisers that are now destroyers or radar picket ships.

In re-categorizing ships various navies have adopted the same categories for different ships and types of ships. This is most clearly shown with the designation "frigate". A frigate now ranges in size, among different navies, from 600 tons to 5,600 tons. In the Royal Navy, in addition to Second World War frigates, there are destroyers and destroyer escorts which have been converted to frigates with widely varying speeds of from 16 to 36 knots. The U.S. Navy redesignated four destroyers of 3,600 tons, and one light cruiser of 5,600 tons "frigates", although some small countries have classes of ships of 600 to 800 tons as frigates. In nearly all cases, however, they are used for anti-submarine warfare.

The variance in ships does not stop at frigates. A glance at battleships and cruisers shows that some cruisers are larger than their big brother the battlewagon and some battleships are smaller than cruisers. In addition, certain destroyers are larger than some cruisers. The list is endless.

It is interesting to note that the *Nautilus*, USN atomic-powered submarine, has a greater submerged speed than surface speed, can move under any one of three kinds of power plant and has an estimated range of 25,000 miles. Her atomic engine alone cost nearly as much as the rest of her, \$25 million.

The aircraft carrier *Forrestal* (one of five to be built at an estimated total cost for all of \$1 billion) carries a crew of nearly 4,000 officers and men. Here, too, in this largest aircraft carrier ever built, are design changes which during the designing and building period were incorporated as a result of changing trends and new ideas. For instance, the angled flight deck made the proposed retractable island unnecessary.

For those who like to work out odd figures of little use to anyone they can find that the world's navies total more than 8,000 named warships and innumerable numbered vessels.

There are many blanks, however, principally in the Russian and Iron Curtain countries section. It is estimated that Russia has not less than 400 sub-



Sitting in a cabin below decks in the Royal Navy's most modern aircraft carrier, HMS *Ark Royal*, Captain D. F. R. Campbell could be both seen and heard by the members of the ship's company in the main dining hall. He could also peek around the corner to see how he was doing. A closed TV circuit all round the ship makes it possible to plug in almost any number of sets which can be used for briefing aircrews in the various briefing rooms or for showing movies. Captain Campbell is co-inventor of the angled deck for aircraft carriers. (Photo courtesy U.K. Information Office.)



It didn't take many men to run a ship before the Second World War, as is evident in this "family portrait" taken on board the destroyer Vancouver in the merry month of May, 21 years ago. Some of those whose pictures appear here are gone; time has rested lightly on others and they will be immediately recognized. The officers in the front row are (left to right): Torpedo Gunner B. Lewis, Sub.-Lt. (now Cdr.) F. E. Grubb, Lt.-Cdr. (now Rear-Admiral) H. N. Lay, Lt.-Cdr. (now Captain, Ret'd) Colin Donald, Lieut. Frank Smith, RCNR, and Warrant Engineer S. MacMaster. The photograph was taken during a visit to San Francisco in May 1935. (E-34451)

marines. Of these, she is said to have some new fast ocean-going types of about 3,000 tons, a speed of 20 knots and a range of 20,000 miles.

Even the advertising section of "Jane's" holds interest. New equipment for fighting ships and shipyards throughout the world are pictured here. Lifeboats seem *passé* when looking over the features of the inflatable covered life-rafts which are designed for up to 20 men and incorporate in their design complete protection from wind and sea, automatic inflation, insulated inflated deck, double skin exposure-protected canopy and many other features. A far

cry from the bulky, awkward Carley floats so many will remember.—L.W.T.

Jane's Fighting Ships, 1955-1956. Published in Canada by the McGraw-Hill Company of Canada, Limited, 253 Spadina Road, Toronto 4, Ontario.

WREN NEWSLETTER MAKES SPRING BOW

The spring edition of *The Wren Newsletter* is off the press and one feels a sense of awe in the presence of the editor's success in rounding up information on literally hundreds of former members of the Women's Royal Canadian Naval Service. The recipe would

appear to be compounded equally of industry and black magic.

The industrious editor and publisher of the jampacked 56-page journal is Mrs. Barry Wenger, of *The Advance Times*, Wingham, Ont., who has already announced a fall issue and, if the undertaking receives adequate support, future publication on a regular basis. The editorial content will continue to be not only of interest to former members of the WRNS and WRCNS but also to Wrens now serving in the RCN and RCN(R).

SHIPS PAY VISIT TO "LITTLE GIB"

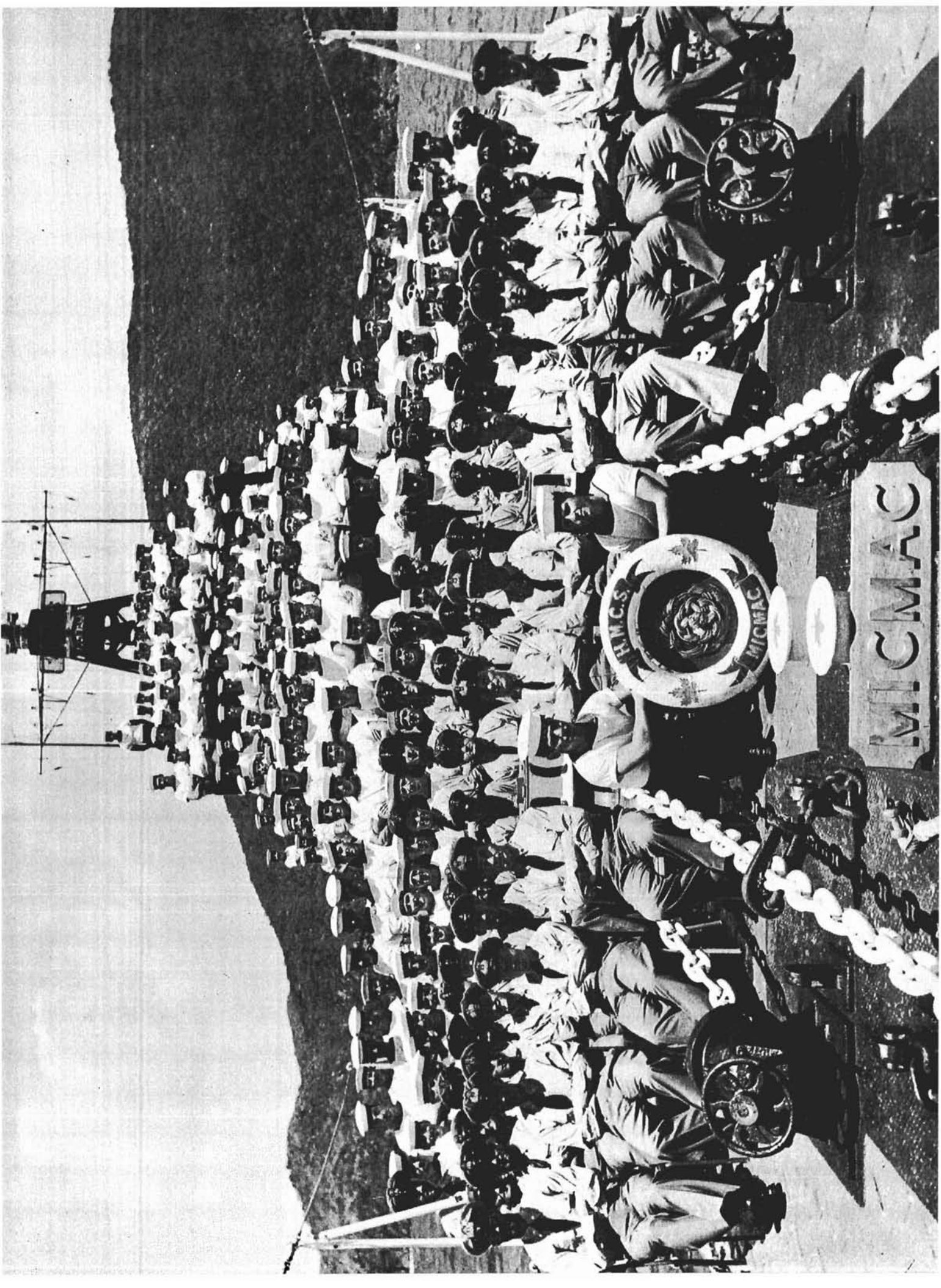
THE SHIPS' companies of the Ontario and the *Sioux* paid a naval mark of respect April 23, St. George's Day, to what was unquestionably one of the most unusual "ships" ever commissioned in the Royal Navy.

It is a small island called Diamond Rock and commonly referred to as the "Miniature Gibraltar of the Caribbean". It lies between St. Lucia and Martinique and owes its immortality in the annals of naval history to the strategic part it played in harassing the movements of the French fleet in these waters during the Napoleonic Wars.

It became apparent to Admiral Hood, then in command of the British naval force in these waters, that Diamond Rock could play a vital part in interfering with the movements of French ships if a British force could be landed there. Looking at the sheer sides of this pinnacle of rock, it is incredible to visualize how anyone could have scaled them to reach the summit. Under Admiral Hood's direction, however, this seemingly impossible operation was carried out by a Lieut. Maurice and a force of 120 seamen and a boy from HMS *Centaur*. Not only did they scale the island but they landed guns and provisions and carried out a siege on French vessels from their lonely vantage point for 18 months.

The rock was commissioned as HMS *Diamond Rock*, but a year and a half later, June 1, 1805, the naval force, running low in powder, was compelled to surrender to a large French squadron.

FAMILY PORTRAIT: On the opposite page is the ship's company of HMCS *Micmac*—taken when the ship was at anchor off St. Thomas, Virgin Islands, during Caribbean exercises in April. (MAG-7125)



LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ADAMS, James J. LSEM1
 ALSTON, James. C1ER4
 ALTON, James H. LSQR1
 APPS, George C. P2PH2

BANFILL, Arnold P. LSEM1
 BARTLETT, Eugene A. P2EM2
 BECK, Edward C. P2EM2
 BELANGER, Jacques. P2EM2
 BELL, Bernard W. P2QM2
 BERNAYS, Max L. C1Q14
 BERUBE, Gaston J. P2ED3
 BISHOP, Albert G. P2EM2
 BLANCHET, Louis J. LSAA1
 BLOMMAERT, Andrew J. LSEM1
 BROWN, Gordon J. P1RC3
 BUNCH, William S. LSTD1
 BYRNE, Leo P. LSAA1

CALCUTT, Robert W. LSQR1
 CALLIGHEN, James E. C2G14
 CAMERON, Allen D. LSCK1
 CARPENTER, Ronald D. LSTD2
 CARROLL, Darcy M. LSPH2
 CLINGAN, John A. P1AA3
 COON, Gordon. P2EM2
 COX, Keith R. LSEM1
 CRICHTON, Byron A. LSTD1
 CROOKER, Kenneth J. P2RC2
 CROWDER, Robert T. LSAM2
 CUNNING, Richard C. P2EM2
 CURTIS, James E. LSAA1
 CZOP, Robert M. LSAM2

DALKE, Ronald E. LSEM1
 DEMPSTER, Lawrence A. C2QM3
 DOUBLEDAY, Harry E. P2TD3
 DURBLE, Bruce N. C2AA3
 DURST, George W. P2EM2

EAGLES, William S. P2EM2
 ELLISON, Robert J. P2EM2
 FAHLMAN, Edward S. LSEM1
 FARRELL, Bernard R. LSEM1
 FERRIS, Robert L. P2EM2
 FINNIMORE, Kenneth R. P2CS3
 FLORCHYK, Stanley J. LSEM1
 FOWLER, Stanley A. LSAA1
 FOYLE, Ronald J. P2EM2
 FRANK, Nathan. LSEM1

GAYNOR, Jack S. C1G14
 GEORGE, Donald K. P2RP3
 GIRLING, Leonard L. C2Q13
 GOUDREAU, Claude J. LSEM1
 GRANT, Erland H. C1G14
 GREEN, Alexander G. LSTD2
 GREENLEES, Clive A. P2EM2
 GUSTAFSON, Norman B. C2ER4

HALL, David C. LSRP2
 HALL, Stewart M. P2ED3
 HART, William T. C2ER4
 HEWITT, Douglas F. P1ER4
 HODGE, Robert A. LSEM1
 HOLLAND, Orville D. LSEM1
 HOPSON, Norman W. LSEM1
 HORNCastle, John D. LSEM1
 HUMPHREYS, Stephen. P2EM2
 HUNTER, Warren W. LSVS2
 HUTCHISON, James D. LSEM1
 HUTTON, Dudley D. LSRP2

JACKSON, Gordon A. LSQM1
 JAMIESON, Frederick L. P2AF2
 JONES, William. C2EM4

KEARNS, Donald J. P2CK2
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 KRAFT, Benjamin F. LSEM1
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 LAMBERT, Norman W. P2EM2
 LANGEVIN, Donald J. LSAA1
 LARTER, Dewar C. P2RP2
 LASZEWSKI, Benedict J. LSSE1
 LEPAGE, Alphonse J. P1QR2
 LIVINGSTON, Donald. LSAA2
 LORETTE, Valerie C. C2EM4
 LOVE, David D. LSCK2

MacLEOD, Raymond C. P1QM2
 MacMILLAN, Lionel B. LSEM1
 McBRIDE, Frederick G. P2RP3
 McCABE, Thomas G. P1TD3
 McGARRIGLE, Francis R. LSQM1
 McGUIGAN, Basil F. P2QR2

McLAREN, James I. P2EM2
 McMAHON, Daniel P. LSEM1
 McNEIL, Donald F. C2EM4
 MACKEY, Leonard A. P2VS2
 MANUEL, Ernest D. LSPH2
 MARLES, James L. LSEM1
 MARTIN, Robert M. LSSW2
 MARTIN, Sidney J. LSCK1
 MELVILLE, John A. LSAF1
 MILLAR, Guy B. LSEM1
 MILLMAN, John E. LSTD1
 MITCHELL, Vincent D. LSCK1
 MOFFATT, Herbert C. P1AA2
 MOLLER, Theodore A. LSEM1
 MOORE, Percy W. LSPW1
 MORIARITY, James J. LSQM2
 MORLEY, William D. LSRP1
 MUGGAH, Revers. P2AF2
 MURPHY, Ronald P. LSEM1

NEARING, Clifford H. LSAM2
 NEWCOMBE, Charles G. LSPW1
 NEWCOMBE, Kenneth W. LSTD1
 NICHOLSON, James. LSNS1

O'HARA, Bruce E. LSEM1
 O'QUINN, Anthony W. LSLR1

PARENT, David G. LSEM1
 PARENT, Georges G. LSRD3
 PARIEN, Ronald G. LSQR1
 PETERSON, Eric C. LSEF3
 PILGRIM, James A. LSCK2
 PINNOY, Pierre J. LSSE1
 PIRIE, James G. LSEM1
 POTVIN, Paul Emile J. P2RP2

RABIDEAU, Francis. LSEM1
 REPSKI, Roman. LSQM1
 RICE, Douglas H. LSAF1
 RICHARDS, Gordon. LSCK1
 RIDGLEY, Hubert L. P2QM2
 RIGBY, Kenneth J. P1MO3
 ROBERTSON, Robert. P1AA2
 ROYLE, Robert R. LSQM2
 RUSHTON, Gordon H. P1PR3
 RUTHERFORD, Cecil T. P1ER4

SACKFIELD, Clifford S. P2GA3
 SAVAGE, Robert M. LSQM1
 SHARP, John M. LSEM1
 SHEPHERD, Arthur A. P2EM2
 SIMMONS, George E. LSQM1
 SMITH, James A. LSTD2
 SNIDER, Boyd E. LSEM1
 STEEVES, Norman C. LSAM2
 STEVENS, Harold V. C2Q14
 ST. JACQUES, Raymond A. LSMO1

TAIT, Douglas E. LSRP1
 TANCOCK, Theodore. C2ER4
 TAYLOR, Walter E. P1RP3
 THOMAS, Cecil R. C2G14
 THOMSON, Theodore D. P2RW3
 TONGE, Leslie. C1ER4
 TRUELOVE, Lawrence J. LSQM1
 TYLER, William F. LSEM1
 TYRE, James A. P1AA3

UMPLEBY, Dennis J. P2EM2

VALENTIATE, Roy H. P2AF2
 VAN IDERSTINE, Carl M. C2RC3

WALSH, Edwin J. P1RP3
 WARD, Charles E. LSEM1
 WEATHERSTONE, Randall R. LSMO1
 WOOD, John E. LSEM1
 WOODFORD, Robert G. P2EM2

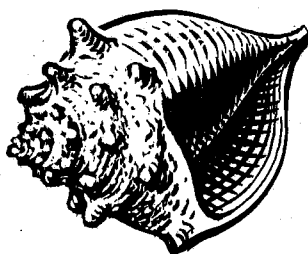
YOUNG, James. C2ER4

WEDDINGS

Able Seaman James J. Graham, *Naden*, to Miss Wilhelmina (Billie) Hislop, *Ottawa*.
 Lieutenant (L) Joseph Anthony Stachon, *Naval Headquarters*, to Miss Mary Knowlton, *Ottawa*.
 Surgeon Lieutenant-Commander Donald V. Willoughby, *York*, to Miss Dawn Shirley, *Toronto*.

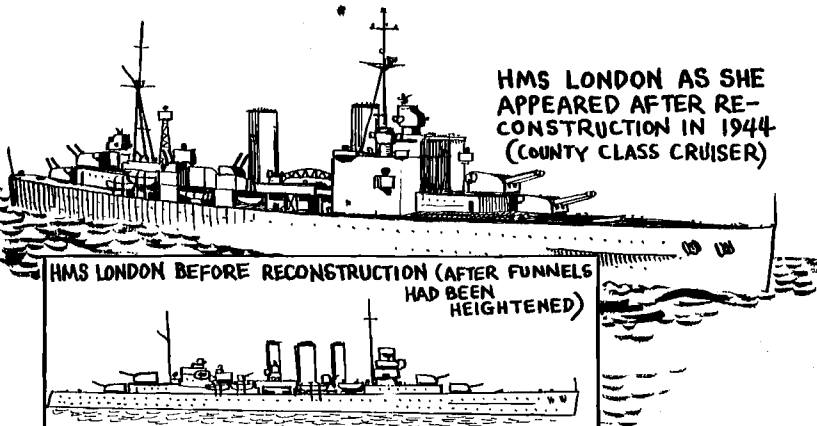
BIRTHS

To Leading Seaman Gordon J. Babin, *Quebec*, and Mrs. Babin, a daughter.
 To Leading Seaman R. B. Bentley, *Comox*, and Mrs. Bentley, a son.
 To Leading Seaman Rolly Carroll, *Cornwallis*, and Mrs. Carroll, a daughter.
 To Petty Officer H. J. Coote, *Athabaskan*, and Mrs. Coote, a son.
 To Petty Officer R. G. Darwin, *Niobe*, and Mrs. Darwin, a daughter.
 To Lieutenant-Commander R. M. Dunbar, *Cornwallis*, and Mrs. Dunbar, a daughter.
 To Able Seaman Francis D. Garel, *Quebec*, and Mrs. Garel, a son.
 To Able Seaman L. H. Grant, *Naden*, and Mrs. Grant, a son.
 To Lieutenant Commander (L) Walter Huculak, *Naval Headquarters* and Mrs. Huculak, a son.
 To Lieutenant-Commander E. J. Hyman, *Naval Headquarters*, and Mrs. Hyman, a son.
 To Chief Petty Officer William Kitchin, *Cornwallis*, and Mrs. Kitchin, a daughter.
 To Petty Officer Ernest McMenemy, *Cornwallis*, and Mrs. McMenemy, a daughter.
 To Leading Seaman G. M. Norman, *Athabaskan*, and Mrs. Norman, a daughter.
 To Able Seaman H. A. Stohl, *James Bay*, and Mrs. Stohl, a daughter.
 To Able Seaman Donald Stuckless, *Stadacona*, and Mrs. Stuckless, a daughter.



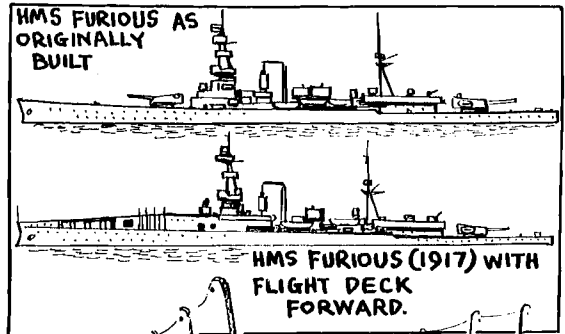
Naval Lore Corner

NO. 37
METAMORPHOSIS
of WARSHIPS.



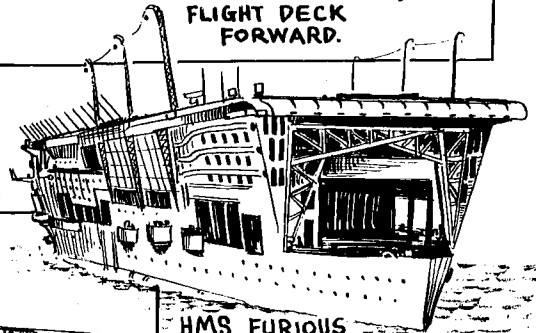
HMS LONDON BEFORE RECONSTRUCTION (AFTER FUNNELS HAD BEEN HEIGHTENED)

HMS LONDON AS SHE APPEARED AFTER RECONSTRUCTION IN 1944 (COUNTY CLASS CRUISER)



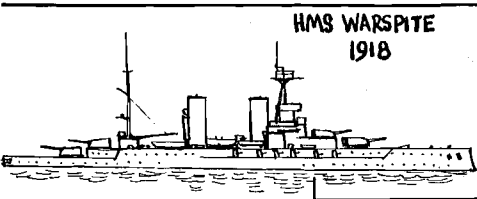
HMS FURIOUS AS ORIGINALLY BUILT

HMS FURIOUS (1917) WITH FLIGHT DECK FORWARD.

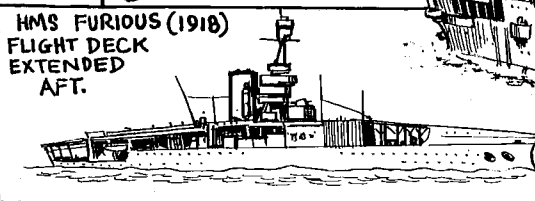


HMS FURIOUS (FINAL APPEARANCE)

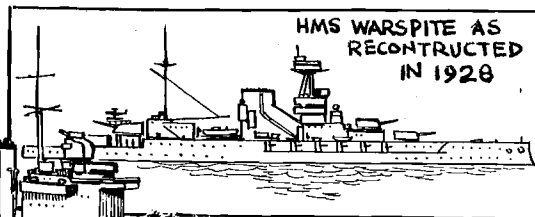
HMS FURIOUS WAS ORIGINALLY A CRUISER MOUNTING 2 18IN. GUNS. SHE WAS ALTERED THREE TIMES AS A CARRIER...



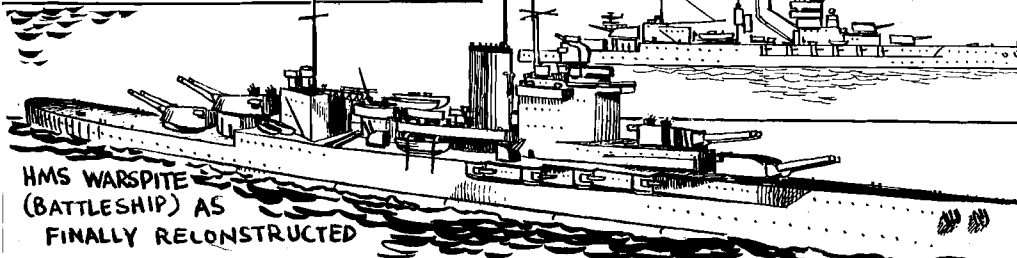
HMS WARSPITE 1918



HMS FURIOUS (1918) FLIGHT DECK EXTENDED AFT.

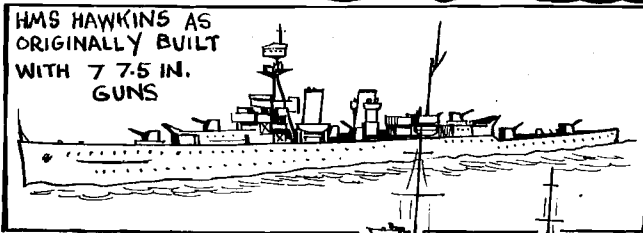


HMS WARSPITE AS RECONSTRUCTED IN 1928

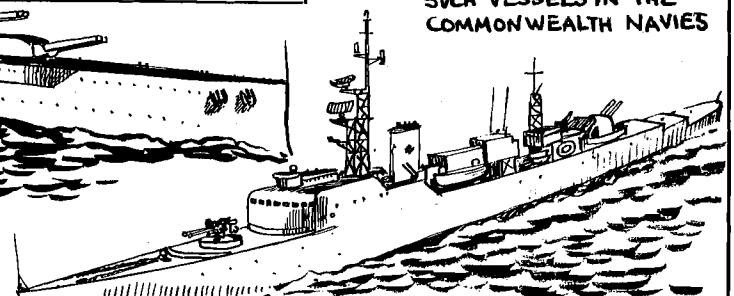


HMS WARSPITE (BATTLESHIP) AS FINALLY RECONSTRUCTED

HMCs ALGONQUIN AS RECONSTRUCTED AS AN ANTI-SUBMARINE ESCORT. REPRESENTATIVE OF MANY SUCH VESSELS IN THE COMMONWEALTH NAVIES



HMS HAWKINS AS ORIGINALLY BUILT WITH 7.5 IN. GUNS



HMCs ALGONQUIN AS ORIGINALLY COMMISSIONED (DESTROYER)



HMS HAWKINS (CRUISER) AS RECONSTRUCTED AND REARMED WITH 9 IN. GUNS IN SINGLE GUNHOUSES



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N.P. 575-1373

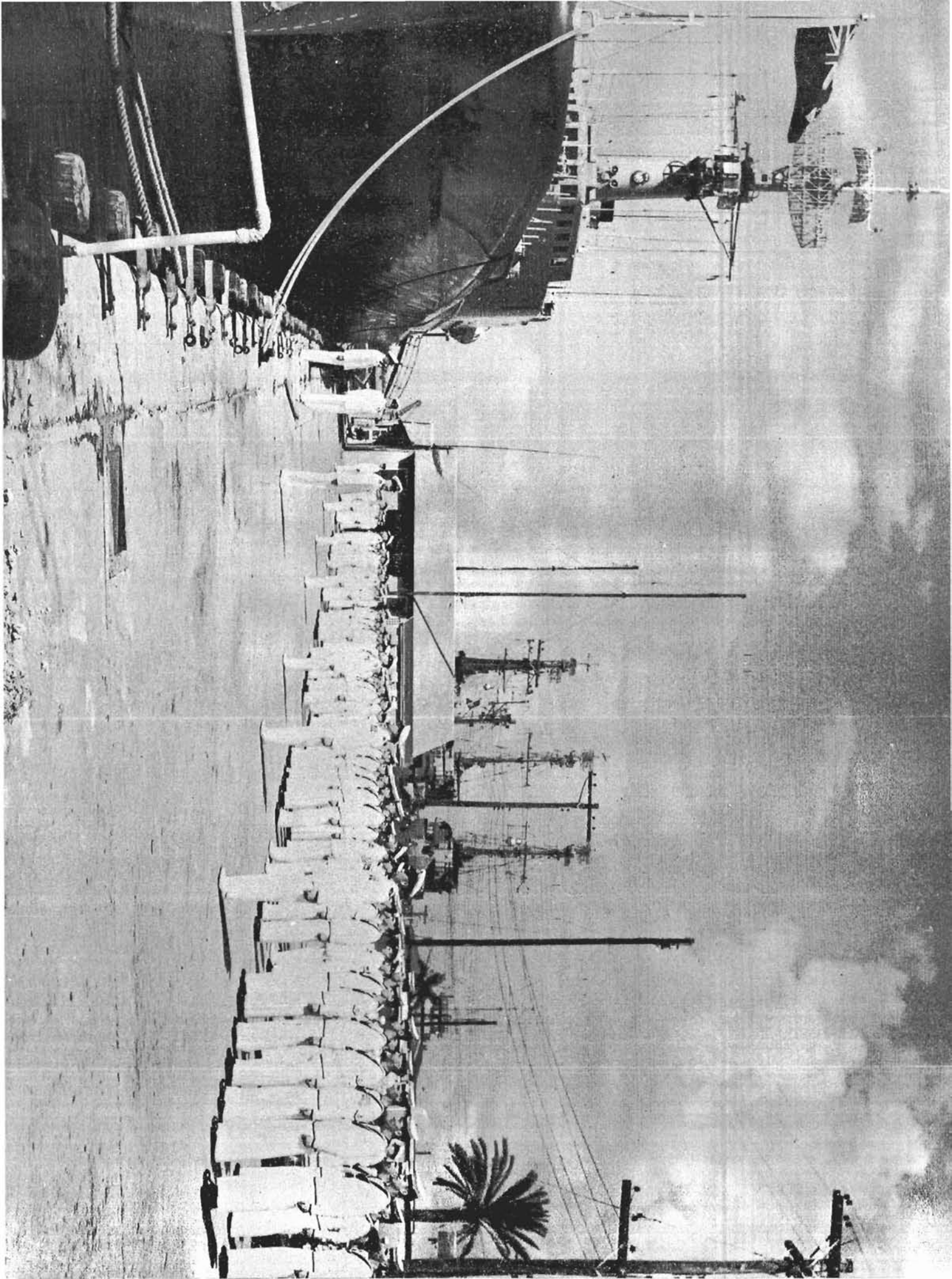
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1956



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Vol. 8, No. 8

June, 1956



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Vol. 8 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1956

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LADY OF THE MONTH

It was only last November that Canada's new destroyer escort, the *St. Laurent*, was recognized in this space, but a number of events have occurred since then which have again turned the spotlight on her.

For instance, there were the successful evaluation tests at Key West, Florida, early this year. There was her cruise up the Potomac to Washington, D.C., where many of her features, and in particular her habitability, won the admiration of officials of the U.S. Navy department.

The greatest honour of all came, however, with her choice as an escort for HM Yacht *Britannia* on the occasion of the state visit of Her Majesty the Queen and HRH the Duke of Edinburgh to Sweden in early June. Two ships of the Royal Navy, the new Daring class vessels *Delight* and *Defender*, sailed on escort duty with the *St. Laurent* from Middlesbrough, England, to Stockholm and return.

Following her duties as escort to the Royal yacht, the *St. Laurent* was to visit London from June 19 to 26, returning to Halifax on July 5. Before going to Sweden, she had visited Londonderry for exercises with units of the Royal Navy.

The picture on the opposite page shows her ship's company at Sunday divisions on the jetty at Key West. (SL-0045).

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Ottawa, Ont.

The Cover—In last October's issue of *The Crowsnest* there appeared an article on plans for restoring Nelson's dockyard in English Harbour, Antigua. A practical contribution to the effort was made when the *Ontario*, during her Caribbean cruise, landed a work party which lent a hand to repairing and tidying up the ancient buildings and grounds. PO James Reid and PO Wilfred Vessey are the two at work here among the beams and rafters of the old copper and lumber store. (OT-2801)



RCN NEWS REVIEW

RCN warships from two oceans, plus a helicopter from the "Maggie", during this spring's exercises in the Caribbean. (QB-2952)

Naval Divisions Tied for Trophy

Two naval divisions, *York* in Toronto and *Chippawa* in Winnipeg shared top honours based on the results of the annual inspection of naval divisions across Canada. It has been decided that each will hold the "best division" trophy for six months.

In announcing that *York* and *Chippawa* had tied for first place, Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, said:

"The general standard of administration and operation of the naval divisions has improved most noticeably over the last year and all divisions are to be commended for their effort and training results. As a result, the competition for first place has been much closer than heretofore and it would be both unfair and most difficult to establish a relative list of standing.

"All divisions are deserving of my congratulations and appreciation on their efforts over the past year.

"I know all divisions will join with me in extending our congratulations to those adjudged winners for 1956."

The Inter-Divisional Efficiency Trophy is a mounted sterling silver model of HMCS *St. Laurent*, the first of Canada's new destroyer escorts. It was awarded by Vice-Admiral H. T. W. Grant, former Chief of Naval Staff, who now heads the Royal Canadian Naval Benevolent Fund. The first winner for 1953-54 was *Prevost*, the London, Ontario, naval division, and last year's winner was *Discovery* in Vancouver.

This year's inspection was conducted by Rear-Admiral Adams, who inspected the eastern and maritime divisions, and Captain F. B. Caldwell, Chief of Staff, who inspected divisions in western Canada and Newfoundland. Both were accompanied by staff officers.

Twenty-two naval divisions, from *Cabot*, in St. John's Newfoundland, to *Chatham*, in Prince Rupert, B.C., vie annually for the award.

Forces Parade Queen's Colours

More than 6,500 Haligonians jammed the city's Wanderer's Grounds on the Queen's birthday to watch the Queen's Colours paraded.

The Royal Canadian Navy paraded the Queen's naval colour, the RCAF the Queen's Air Force colour and RCAF colour and the army was represented by a company.

Participating in the event were personnel from HMCS *Stadacona*, technicians from RCAF Station Greenwood and "D" Company, Black Watch, Royal Highland Regiment of Canada. The *Stadacona*, Greenwood and Black Watch bands also participated.

CORRESPONDENTS

The next list of Crowsnest correspondents will appear in the August issue of the magazine. It is requested that additions and deletions be forwarded to reach the editor before July 15.

The Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia reviewed the parade, which was under the command of Cdr. John Husher, Commander (G) at *Stadacona*.

Thirty-four aircraft, 24 of them from *Shearwater*, held a flypast over the Wanderer's Grounds to conclude the ceremony.

Two Ships Visit Pool of London

Two frigates of the Third Canadian Escort Squadron recently became the first Royal Canadian Navy warships to drop anchor in the Pool of London. They were the *Lanark* and *Fort Erie* which, with the *Lauzon*, third member of the squadron, visited the British capital during the first of three trans-Atlantic summer training cruises for 450 cadets from University Naval Training Divisions across Canada.

The three ships, which sailed from Halifax May 15 with 150 of the cadets, spent two weeks' intensive training near Lamlash, a port on the Firth of Clyde, before sailing to London.

When the *Lanark* and *Fort Erie* sailed under Tower bridge at dawn, they became the first Canadian naval vessels to drop anchor in the Pool. The *Lauzon* anchored about seven miles downstream near Greenwich, the furthest point upstream that RCN warships had anchored previously.

Cdr. W. M. Kidd, commanding officer of the *Lanark* and senior officer of the squadron, paid courtesy calls on the chairman of the Port of London Authority and the governor of the Tower

of London, then was guest of honour at a luncheon given by the Lord Mayor of London, Sir Cuthbert Ackroyd.

All three ships were open to the public for two days during the visit. The *Fort Erie* is commanded by Lt.-Cdr. W. W. Maccoll and the *Lauzon* is commanded by Lt.-Cdr. J. C. Carter.

Ontario, Sioux Return Home

The cruiser *Ontario* and destroyer escort *Sioux* arrived at their home port of Esquimalt on May 25 following a two-month training cruise to the Caribbean.

The *Ontario* and *Sioux* left Esquimalt March 30 on a training cruise for naval cadets from HMCS *Venture*, the RCN junior officer training establishment.

The voyage took them to Balboa in the Canal Zone, to Bridgetown, Barbados; St. John, Antigua, and San Juan, Puerto Rico, thence back through the Panama Canal and up the coast to San Francisco from where they sailed on the final leg of the voyage home.

During the cruise, the junior cadets received familiarization training in the cruiser, while the senior executive cadets stood watches in the ship. The senior executive air and supply cadets carried out transfers between the two ships to gain practical experience in each of the functions of their branches.

Assiniboine To Be Ready in August

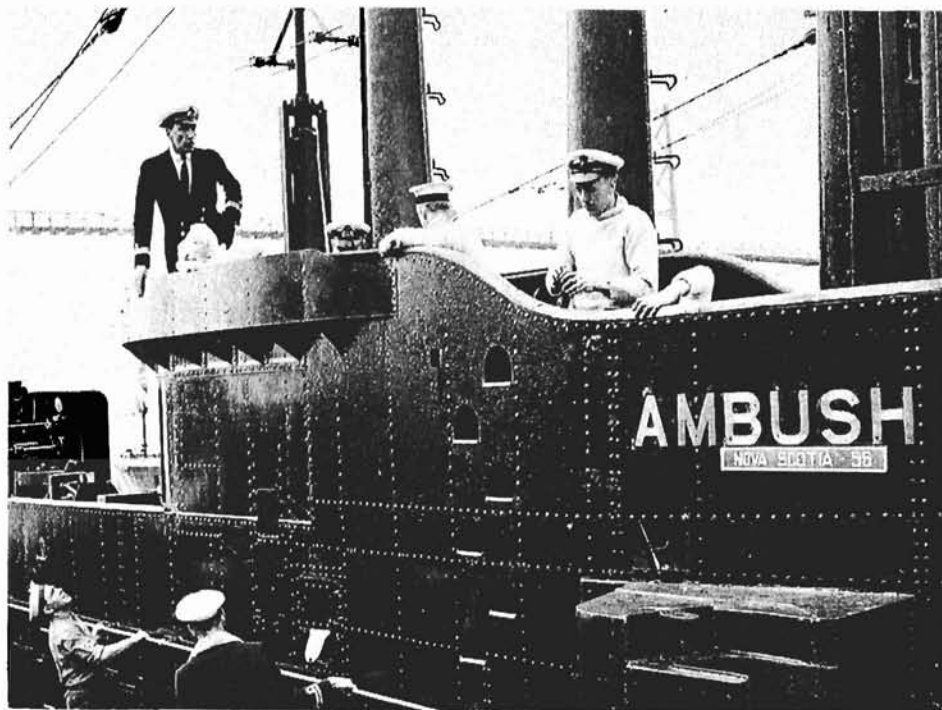
A second Canadian-designed and built destroyer escort, to be known as Her Majesty's Canadian Ship *Assiniboine*, will be commissioned on Thursday, August 16, at Marine Industries Ltd., Sorel, P.Q.

Immediately before the commissioning, the ship will be formally christened, with Mrs. Lionel Chevrier, wife of Hon. Lionel Chevrier, president of the St. Lawrence Seaway Authority and former Minister of Transport, acting as sponsor. The ship was constructed on a marine railway and christening at the time of launching was not practicable.

The *Assiniboine* will follow into service the first ship of the class, the *St. Laurent*, which was commissioned at Canadian Vickers Ltd., Montreal, last October 29.

Twelve more of the anti-submarine destroyer escorts are in various stages of construction. Two of these are to be commissioned late this year. Five more are scheduled to be completed in 1957, and five in 1958.

The *Assiniboine* sets a precedent for her class in being the first in the program to be fully fitted out with Canadian-built equipment. Although the class is of all-Canadian design, the *St.*



The submarine *Ambush*, one of three Royal Navy submarines based at Halifax, was en route to the United Kingdom in early June after spending more than a year off the Nova Scotia coast. The *Ambush* is shown slipping from her berth, and below her nameplate is a reminder of her service in the Atlantic Command. (HS-4242)

Laurent contained some equipment manufactured outside of this country. However, Canadian industry is now geared to produce all equipment for the ships and the *Assiniboine* represents the first result.

Two days after her commissioning, the *Assiniboine* will sail from Sorel for Halifax. Following work-ups and trials in the Halifax area, she is scheduled to join company with her sister-ship, the *St. Laurent*, in the Third Canadian Escort Squadron.

The *Assiniboine* will become the second ship of the Royal Canadian Navy to be so named.

The first *Assiniboine*, affectionately known as "The Bones", or "Old Bones", served with distinction in the Second World War. Commissioned originally as HMS *Kempfenfelt*, a destroyer of 1,400 tons, she was purchased from the Royal Navy by Canada in 1939 and commissioned as HMCS *Assiniboine*. A River Class destroyer, she received her name from the prairie river that rises in Saskatchewan and flows eastward to join the Red River at the city of Winnipeg.

Squadron Begins Great Lakes Duty

Arrival of the Eleventh Canadian Escort Squadron at Hamilton on May 22 marked the beginning of the sea-training phase of the Royal Canadian Navy (Reserve) Great Lakes training program.

An "air salute" by Avenger aircraft of 920 Squadron from HMCS *York* in Toronto greeted the squadron.

Units of the squadron which will operate on the Great Lakes through the summer months are the Algerine coastal escorts *Portage* (senior ship), *Sault Ste. Marie* and *Wallaceburg*.

The three ships are carrying out a full program through to mid-September. It is expected that over 1,200 officers and men of the naval reserve will take their summer training in them.

While the greater portion of the squadron's time will be spent carrying out exercises on the lakes, visits will be made to Windsor, Port Arthur, Owen Sound, Toronto and other Canadian Great Lakes ports, as well as visits to ports in the United States.

880 Squadron Moves from P.E.I.

Monday, May 14, marked the official departure of 880 Squadron from Royal Canadian Air Force Station, Summerside, P.E.I. Many happy memories could be recalled of the two and one-half years the squadron called Summerside (the "Gem of the Gulf") its home.

With increasing hangar facilities at *Shearwater*, it was possible for the squadron to rejoin the fleet and commence flying operations from the RCN Air Station.

The squadron had in fact been operating from *Shearwater* for two months previous to this date, carrying out an intensive flying and ground training program. The last week of March had been allotted to a full period of aircraft rocket firing at the Chezzetcook Range. As the results were tallied up it could be seen the squadron pilots had not lost any of their old skills.

In April, extensive activity was continued. During the first week of the squadron aircraft co-operated with the submarine *Ambush* on exercises in local exercise areas.

The highlight of ground training in this month was a two-week Joint Tactical Course (Junior) taken by squadron officers at the Joint Maritime Warfare School, *Stadacona*.

Ambush Returns To United Kingdom

HMS *Ambush*, one of the original three members of the Royal Navy's Sixth Submarine Squadron based at Halifax under Canadian operation control, has returned to the United Kingdom. She sailed for home May 28 under command of Lt.-Cdr. A. J. Boyall, DSC, RN.

The Sixth Submarine Squadron was formed at Halifax March 15, 1955, and the *Ambush* joined it late in May. She and other boats of the squadron have been employed in anti-submarine training exercises with units of the Royal Canadian Navy and aircraft of the Royal Canadian Air Force in Canadian, Bermudian and Caribbean waters. The submarines also have taken part in

NATO exercises in North Atlantic waters.

As with the others, the *Ambush* had a number of Canadians in her complement of 60 officers and men.

She is an "A" class submarine with a displacement of about 1,120 tons and is equipped with a "snort". She was completed in July, 1947.

The *Ambush* was manned on her return voyage to England by a crew composed entirely of Royal Navy personnel. Canadian submariners who had been serving in her were drafted before she sailed from Halifax.

Labrador to Sail On DEW Line Duty

Sailing from Halifax early in July, the Royal Canadian Navy's Arctic patrol ship, HMCS *Labrador*, will take part, for the second successive year, in the seaborne supply of Distant Early Warning Line sites in the eastern Arctic area of northern Canada.

It is expected the *Labrador's* 1956 activities will be similar to those of last year. These include the exploration and charting of navigable routes to DEW Line sites, survey and selection of landing beaches and the escort of supply convoys to their destinations.

In addition, the *Labrador* will continue to carry out extensive scientific surveys and studies in the eastern Arctic. For this purpose, she will carry, as part of her ship's company, a group of scientists who will assemble data on sea, ice, weather and other physical phenomena.

The *Labrador* will conduct scientific surveys in Hudson Strait, while en route

to her operational area. About the middle of August, she is scheduled to rendezvous with a task force of U.S. Navy icebreakers and other craft and commence supply operations in the Foxe Basin area.

The *Labrador* is expected to be in the Arctic for approximately three months, returning to Halifax early in October.

The ship will be equipped with three helicopters—two Bell HTL4's and a Piasecki HUP. The Bells will be used mostly for ice reconnaissance and ship-to-ship and ship-to-shore communications, while the larger HUP will be used mainly for transport of personnel and equipment.

Last year she was senior ship of a task group which successfully carried thousands of tons of supplies, by sea, to DEW Line sites in the eastern Arctic.

Commanding officer of the *Labrador* is Captain Thomas C. Pullen of Oakville, Ont., and Halifax. He succeeded Captain Owen C. S. Robertson of Montreal and Halifax, who early this year left the *Labrador* after commanding her since her commissioning, to take up the appointment of Deputy to the Commander, Military Sea Transport Service, Atlantic Area, New York.

Ships Cruise on St. Lawrence

HMC Ships *Haida*, *Algonquin* and *Iroquois* (destroyer escorts) sailed from Halifax on May 22, on a month-long training cruise to ports on the St. Lawrence River and in the Atlantic provinces.

Commodore E. P. Tisdall, of Halifax, Senior Canadian Officer Afloat, flew his broad pennant in the *Haida* and was in operational command of the ships during the cruise.

Included in the ports-of-call for the three ships were Quebec City from May 25 to 29 and Montreal from May 29 to June 4. Thence the ships proceeded independently to visit other ports.

The *Algonquin*, Commanded by Captain D. W. Piers of Halifax, went from Montreal to Sorel, then visited Baie Comeau, June 8-11, Dalhousie, N.B., June 12-14 and Summerside, P.E.I., June 15-19.

The *Haida*, commanded by Commander Victor Browne of Ottawa and Halifax, stopped at Sorel, June 4-7; Port Alfred, June 8-11; Gaspé, June 12-14, and Charlottetown, June 15-19.

The *Iroquois*, commanded by Commander D. L. Hanington of Saint John, N.B. and Halifax, called at Trois Rivières, June 4-7, Sept Isles, June 8-11, Cornerbrook, Nfld., June 12-14 and Pictou, N.S., June 15-19.

The colour party and guard from the *Magnificent* are pictured on the square in Central Park, Havana, where Commodore E. P. Tisdall placed a wreath at the monument of José Martí. The dome of the Cuban Capitol can be seen in the left background. (MAG-7201)



JUTLAND - - LAST BATTLE OF THE GIANTS

Lack of Action Information Meant Victory Less than Final

JUST FORTY years ago on May 31, 1916, the Battle of Jutland was fought. Never before had such a large force of armoured ships engaged in action nor is such an engagement ever likely to occur again.

On the British side were 37 capital ships, battle ships and battle cruisers armed with guns of between 12" and 15" calibre, eight armoured cruisers armed with 9.2" and 6" guns, 26 light cruisers carrying 6" guns, and 80 destroyers, under the command of Admiral Sir John Jellicoe.

On the German side were 27 capital ships, 11 light cruisers and 63 destroyers, commanded by Admiral Reinhard Scheer.

In terms of casualties the Germans had the better of the encounter. Strategically, it was a victory for the British Grand Fleet which was never again challenged by the German High Seas Fleet. Nevertheless, the fact that the British were unable to take this, their one opportunity to destroy the High Seas Fleet, meant that for the rest of the war, while it remained a fleet in being, a very considerable expenditure of men and material was necessary to maintain the Grand Fleet as an effective counter.

This memoir is intended merely to recall an interesting piece of naval history and not to describe the battle. Many books are available and a very excellent and concise account may be found in the *Encyclopædia Britannica*. If what follows encourages any reader to look further into the story, it will not have been written in vain.

There is no doubt but that Sir John Jellicoe's deployment of the battle fleet and his subsequent tactics, in view of the limited knowledge of the situation on which his decisions had to be made, was the culminating point in the art of handling big surface fleets which had come down through the centuries of naval warfare.

Conditions had changed since the days of sail; indeed they had changed since the only other ironclad steamship action of any consequence—Tsushima in 1905, in which less than 20 heavy ships were engaged at comparatively close range and slow speed. By 1916 gunfire could be opened at ranges of 20-25,000 yards, though the practical implications of such ranges had not been fully studied; and ships were capable of steaming at speeds of 20-30 knots.

Only one seaplane took part in the battle and it was quite ineffective. The British ships were still navigated with compasses which, surrounded by armour, lacked directive force and were seriously affected by the vibration of gunfire. No means were available to synchronize or check their individual reckonings. Radar, of course, was utterly undreamed of. Night action between heavy ships was regarded as far too chancy to be indulged in. Consequently material requirements for it had not been as fully developed as they

then, the war might indeed have been lost in one evening.

The failure to achieve the victory that might have been can, in the writer's humble opinion, primarily be laid upon two accounts—lack of information, and failure to give new material the fullest testing under the most realistic conditions possible to imagine.

In these days of highly developed action information centres it may be difficult to realize that there was no such thing at Jutland. Enemy reports received were plotted upon flagship charts by staff officers, but private ship captains knew little or nothing of what was going on. They had, on the other hand, a blind faith in their flag officer's knowledge and powers of observation and, therefore, felt no obligation to report anything they themselves saw, nor had they any guide to its importance.

Even had they tried to make reports, it is doubtful whether the communications system of the day could have handled them effectively. The *War-spice*, for example, having lost her place in the line owing to her jammed helm, saw the High Seas Fleet execute its difficult and therefore unexpected "battle turn away" manoeuvre behind the smoke screen, but never reported what was going on. During the night, the *Valiant* and *Malaya*, astern of the battle fleet, saw by the light of gun flashes heavy ships passing eastward across the wake of the Fleet, but made no attempt to report it. This, as it turned out, was a particularly vital omission. The need of means to appreciate what was going on was one of the greatest of many lessons learned in the battle, and led directly to the steady development over the years of the action information system of today.

On the material side, the British armour-piercing shells proved to be inefficient and did not do the damage they were expected to. The danger of flash passing down through the chain of exposed ammunition on its way to the guns and the inadequacy of the protection given magazines had not been foreseen. This caused the blowing up of the *Indefatigable*, *Queen Mary*, *Invincible* and *Defence*.

It is easy to criticize after the event and much ink was spilled in the years that followed, but there are still fundamental lessons to be drawn from a dispassionate and detailed study of the

Author Present At Famous Battle

The "last battle of the giants", as Jutland has come to be known, was witnessed from the main gun control tower of the battleship Valiant by the writer of the accompanying article. He was then a young sub-lieutenant, RN.

Forty years after the events of which he writes, Captain Eric S. Brand, who served during the First World War and in following years in the Royal Navy and throughout the Second World War in the Royal Canadian Navy, now is executive director of the Canadian Maritime Commission.

might have been, and the only orthodox weapon of night attack was the destroyer's torpedo.

How was it that the Grand Fleet, though placed in positions of tactical advantage by the skill of its Commander-in-Chief and having numerical superiority over the High Seas Fleet, failed to inflict more damage upon its opponent and missed the opportunity of a great conclusive victory?

Winston Churchill in his book "The World Crisis" remarked that Admiral Jellicoe was the only man who had it in his power to lose the war in one afternoon. While no doubt Admiral Jellicoe realized this, there was nothing timid in his tactics. The short "turns away" which he made to avoid torpedoes were a recognized countermeasure and proved effective. A decision to seek night action with a fleet almost untrained and ill-equipped for it would have been reckless. Nothing succeeds like success, but, if it hadn't come off

action. The need for officers to know their senior officer's intentions and to appreciate his needs and his difficulties; the need for giving full reign to imagination in trying to visualize what might happen in some unprecedented circumstance, and the essentiality of giving new material the most realistic

testing that it can possibly be given are three of the principles which Jutland emphasized.

Forty years later we salute the memory of 6,079 officers and men of the Royal Navy who gave up their lives during the afternoon, evening and night of the 31st May, 1916.—E.S.B.

THE OBSERVER'S MATE

A Vital Member of the A/S Team

THE OBSERVER'S MATE Branch has been in existence in the RCN for over five years. During this time the Observer's Mate has proven to be a great asset in the air anti-submarine team and he represents a good reason why Canadian naval anti-submarine squadrons have met with encouraging success in competition with their counterparts in the United States Navy and the Royal Navy.

It may be that there are people in other branches of the service who have but a general idea of what the initials "OM" stand for and know little of the function of that important member of the Air Branch. This is an attempt to rectify this situation.

To understand how and why the Observer's Mate Branch came about, it is necessary to glance back to 1923, when the Royal Navy first started to acquire aircraft. Before then, although the Fleet Air Arm was in existence, it was part and parcel of the Royal Air Force, the aircraft all belonged to the RAF, and all but ten per cent of the pilots were air force officers. At this time, the proportions of RAF pilots to naval pilots was reversed, while all the observers were naval officers.

It was realized then that a requirement existed for a third man, whose job would be wireless communications, rear-gunnery and bomb aiming. It was considered that it would be easier to train a man to fire than it would be to bring a gunner up to a reasonable standard of Morse transmission and reception. Consequently volunteers were called for from the Telegraphist Branch.

Incidentally, these were also responsible for the maintenance of their own wireless equipment and much of the aircraft's electrical equipment; there were no RN radio mechanics in those days and the RAF ground crews would only service the gear if it were removed from the aircraft.

The new rating, also known as the Telegraphist-Air Gunner or TAG, was the forerunner of the present day OM. They flew with the Fleet Air Arm up to

and throughout the Second World War, serving with great distinction in all operations that employed naval aviation.

At the end of the war, the Fairey Swordfish was still in service, though not operationally, and was replaced by the Barracuda and the Firefly. This last-named aircraft seemed to sound the knell of doom for the TAG. It had but two seats and the crew structure was to be pilot and observer. As it happened, however, it was only a temporary retirement, for the shortcomings of this crew system were soon to be apparent.

It was with the Firefly that the Royal Canadian Navy's air branch came into existence in 1946. As it was designed for the reconnaissance-bomber role, the aircraft was not a success in anti-submarine work. The endurance of about two and a half hours did not suit it for long patrols, and the field of view of the observer was not good. The Firefly MK7 was a modification that provided a third seat, (the RCN did not receive this mark) and the later replacement, the Gannet, also has three seats, thus bringing back to the RN the Telegraphist (Flying), as he is now known.

Obviously it was necessary to replace the Firefly. In the search for a better aircraft for anti-submarine work, it was learned that the USN had quantities of old Avengers which could be made available. This aircraft had first appeared in 1942, and had been used in most roles: reconnaissance, bombing, torpedo attack, inter-carrier transport

and AEW. In the transport role it had been modified to carry up to ten passengers, while for ferrying purposes, it could remain airborne for about 17 hours. It had a great load-carrying capacity, excellent field of view from the rear cock-pit and would almost land itself, while its endurance was all that could be desired.

The modification possibilities of this aircraft were realized and it was decided to place an order. When RCN ideas had been incorporated in the machine, it emerged in early 1950 as the finest vehicle for anti-submarine work in the air at that time.

The RCN now had a three-seater aircraft; the question thus arose as to who would fill the extra space. It was decided that it required more than just a communicator, though communications would be one of the main functions of the new man.

The third man would operate the radar while the observer was engaged in navigation, assist in monitoring the sonobuoys when in contact with a submarine, use the drift sight and assist in navigation. He would have to be capable of being trained in the operation of intricate equipment, maintaining a high degree of efficiency under trying conditions often for long periods of time. For these reasons, the standards of entry into the Observer's Mate Branch are necessarily high; the best man is the only man that can meet the requirements.

It has been shown why and how the Observer's Mate came into being, but just what is the function of this man today?

In common with other aircrew, he is responsible for his own personal safety and survival equipment, making certain of the correctness and serviceability of Mae West, dinghy, parachute and harness. He must attend briefings before all flights, obtaining all the necessary information required to safely carry out the exercise in conjunction with the pilot and observer.

Before take-off he must make sure that his radio equipment and radar are serviceable. This is particularly important at sea, for generally a single aircraft will not be allowed to land-on before the exercise has been completed and all aircraft are ready to land-on. Once airborne, the Observer's Mate is responsible for the transmission and reception of all CW messages, sending and receiving Morse at 18 words per minute. When not sending or receiving messages, he monitors the radar, reporting all contacts to the pilot and observer.

From time to time the observer will ask him to obtain the drift by use of the

Observer's Mate Course for July

A qualifying course for observer's mates was to begin at *Shearwater* on July 2, according to a general message to ships and establishments in the Atlantic Command.

A representative of the air branch visited ships and establishments to explain to interested personnel the duties and career prospects of observer's mates and the requirements for entry.

drift sight, or to drop a smoke or flame float in order to find the wind strength and direction. He will also assist in monitoring the sonobuoys when a pattern has been dropped around a submerged submarine, and keep a visual lookout whenever possible.

When not airborne, both ashore and afloat, he is still the observer's right-hand man, and assists in such tasks as compass adjustment and drift sight alignment, the maintenance of flying records and correction of maps and charts. There are also emergency drills such as bailing out and ditching drills to be maintained at a constant pitch of

efficiency, as well as keeping abreast of the latest procedures in survival training. Needless to say, the Observer's Mate has a cleaning station whether ashore or afloat.

* * *

What of the future? There can only be a great increase in the importance and responsibilities of this branch. The RCN is soon to get a new aircraft, the CS2F. One of the first aircraft to be designed primarily for the A/S role, this machine will carry most of the latest equipment for the job and will require two observer's mates. The observer is to be replaced by another pilot, trained in

observer skills; this will also add to the responsibilities of the aircrewman. (A change of title will have to be made, and this title has been suggested.) To operate the more modern intricate gear, training will have to increase and new procedures be adopted. This, too, will mean that there will be increased opportunities in the Observer's Mate Branch.

In general, then, it can be said that the life of the Observer's Mate is certainly not a drab and dull existence, and provides anyone with the necessary qualifications scope for advancement in an interesting and rewarding career.—
F.W.S.

WHY I SERVE IN THE ARMED FORCES

IN THE WORLD today there is a culture force which esteems not man, assigns him no spiritual worth, recognizes in him no innate talent, admits in him no feeling for service, and allows him no choice of paths. Under the influence of this force, the life of the people is regulated and regimented from birth to death and service, in any form whatsoever, is compulsory; against this force is ranged, in thought, word and deed, a grand alliance, of which Canada is a front-rank member.

In our land we have a free choice of way of life, and I have chosen to serve in the Armed Forces because I feel that this is the work I am best fitted to do, by inclination, training and tradition. Besides providing comfortable living for myself and my family, I know also that in

this way I am satisfying the deep-seated desire to serve and give which is inherent in every free man. There is no compulsory service in Canada, and every member of our Armed Forces is a volunteer, a volunteer to serve our country in the defence of our democratic way of life, which service is in itself a satisfying means to a definite and worthy end. Every man or woman serving in Canada's Armed Forces who is dedicated to that end will inevitably do a good job, for a career in the Armed Forces is unique in that it provides endless opportunity for rendering just as much service as each is able to give, and of absorbing all the many and varied contributions into an effective whole, without in any way detracting from the individual effort.

Here, too, we have a true comradeship, a voluntary fellowship in arms with our neighbours. Because of Canada's vast geographical spaces there are large cultural variations, and in the crucible of life in the Armed Forces the many ideas and ideals are fused and mixed, the catalyst of the common weal working continuously to produce the final, worthwhile result.

Canada's Armed Forces are a vital part of the great potential which is Canada, which is becoming more and more to be recognized in the councils of the world, and here is provided the opportunity to meet, in



CPO G. A. Dawes, who placed second in the Bureau of Current Affairs essay contest, is congratulated by Hon. Ralph Campney, Minister of National Defence. (O-8676)

proud and equal friendship, the peoples of the world, and to convey to them the spirit and the entity that is Canada's proud heritage, pulsing present, and potent future. Upon the impression conveyed abroad by Canada's ambassadors depends the opinion of the world and the estimation of Canada's worth; it is meant that we in the Armed Forces recognize that we are Canada's ambassadors. The Canadian is friendly by nature, and the chance to extend the bounds of friendship is given to us with the chance to serve Canada; believing as we do that Canada's way is the right way, we serve all men by spreading and consolidating the Canadian spirit.

Essay Winner At "Prep" School

The top RCN contestant in the Bureau of Current Affairs' essay contest on the subject "Why I Serve in The Canadian Armed Forces" was CPO Gerald Alexander Dawes, who is currently enrolled at the "Prep" School in Naden. CPO Dawes, in competition with essayists from the three armed services, was awarded the second prize of \$50.

CPO Dawes, with 16 years' previous service in the Royal Navy, joined the RCN three years ago and served on board the *Labrador* during her first year of operations when she made her historic voyage through the Northwest Passage and around the North American Continent.

Before throwing in his lot with the RCN, CPO Dawes had served both in the Second World War and in Korea.

The Second-Prize Essay in the Bureau of Current Affairs Contest

AFLOAT AND ASHORE

ATLANTIC COMMAND

Helicopter Squadron 21

The utility helicopter squadron at *Shearwater* has again gone through a month of epic activity. Actually the events which have aroused considerable public interest have been nothing more than routine to the officers and men of HU21.

Aside from an extensive pilot training program the squadron found time to perform such rescues as that in March when Lt.-Cdr. E. A. Fallen, Lieut. F. A. Harley, RCN(R), and AB R. J. Gallant flew through a blinding snow storm to the U.S. Coast Guard Cutter *Castle Rock* to pick up a seaman stricken with acute appendicitis. The hazardous hoisting operation was hampered by poor visibility and heavy seas. Despite these treacherous conditions and the 30-mile return flight to Halifax the man arrived safely at the RCN Hospital, *Stadacona*.

Another rescue took place a week later when a Navy Harvard crashed in the Saint John, N.B., area. The seriously injured pilot and his passenger, after weathering a night of bitter cold, were hauled from the bush by Lt.-Cdr. G. J. Laurie, Lieut. R. J. McClymont, PO William Sopko and AB R. W. Shand.

Prince Edward Island was the scene of a mercy flight on the night of April 17. Lt.-Cdr. E. A. Fallen, Lieut. R. J. McClymont and AB Murray Girardin flew in the pitch black to RCAF Station Summerside and from there to a small isolated spot some ten miles north. A few of the local residents provided a lighted landing spot with car headlights. The helicopter sat down, picked up a seriously ailing civilian and flew him to the Summerside hospital.

The daily schedule of the squadron includes a never-ending succession of training flights, photo trips and the inevitable commitment of ferrying VIPs. Among dignitaries to fly in HU21 aircraft in the past month was Major General J. M. Rockingham, who was flown at Camp Gagetown by Lt.-Cdr. Laurie and Sub-Lt. D. J. Neilly, RCN(R). Lieut. J. A. MacNeil had the pleasure of flying Rear-Admiral R. K. Andresen of the Royal Norwegian Navy to *Cornwallis* and return.

The squadron got a rare opportunity to play detective on April 21. The RCMP asked for a helicopter to assist



As a nature-lover, Rube Hornstein, the nationally-known Halifax weatherman, particularly fancies the winged variegated cravat. Two of the "met" staff of HMCS *Magnificent*, PO Murray Olan (left) and PO Derald Richardson, picked up some rare Caribbean specimens (*luridum tropicalis*) in Haiti during the "Maggie's" West Indies cruise and presented them to Rube on their return. (HS-41880)

in locating a man wanted for questioning in connection with a murder at Italy Cross, N.S. Lt.-Cdr. W. H. Frayne, and Lieut. J. D. Hewer, with PO G. A. Troughton and Ldg. Sea. J. L. Mountenay as crewmen, were despatched to fly several hours of aerial snooper. Though unsuccessful in their bid to locate the man, the helicopter and its crew provided the mounties with a convenient and relatively speedy vehicle with which to organize a search.

This series of events covering the brief span of one month is no more or less sensational than HU21's activities since the squadron formed. The most unique facet of the squadron's role is the infinite variety in its undertakings. No two jobs are the same and, by this token, there's never a dull moment.—G.C.F.

Communications Training Centre (*Stadacona*)

The Communications Training Centre is ready to face a busy summer. During the months to come, the CTC will handle 13 classes of UNTD cadets, the

first of which commenced the two-week course in communications on May 7.

The second class of seaward defence Wrens in 1956 is at present completing its course in communications, while the next CR and CV classes qualifying for trade group two will commence on May 22. There will be approximately 12 CRs and 11 CVs.

Stadacona message centre is busy as always. It is interesting to note that, on an average, 320 messages pass through the message centre every 24 hours, while it is not uncommon to see over 500 messages in a single day.

HMCS *Iroquois*

The *Iroquois*, in company with ships of the Atlantic and Pacific fleets, was employed on spring exercises in the Caribbean from late February until mid-May.

During the exercises, the *Iroquois* took time out to visit various ports. First on the list was Port-of-Spain, Trinidad, where the Canadians were greeted cordially by the local inhabitants.

After an extremely enjoyable visit the Canadian fleet put to sea for exercises with emphasis on anti-submarine work.

With Trinidad still fresh in their minds, several ships of the Canadian squadron, which included *Iroquois*, visited Bridgetown, Barbados, while the others went to St. Vincent. Then it was off to sea again, this time for a longer period, with nightly anchorings in South West Roads in the Virgin Islands. Here the east and west units met and worked together for over two weeks.

Easter Sunday saw *Iroquois*, *Magnificent*, *St. Therese* and *New Glasgow* at Charlotte Amalie, V.I., while other units visited San Juan, Puerto Rico.

All types of manoeuvres were exercised and on their completion the West Coast squadron, led by *Crescent*, returned to Esquimalt via Panama. The East Coast units split up and *Iroquois* with *Algonquin* visited San Juan.

On leaving San Juan, the two Canadian ships joined *Magnificent* and three other destroyers and headed north only to split again, *Iroquois* and *Algonquin* going to Miami, Fla., and the remainder to Havana, Cuba. Miami proved to be just as glamorous as all had heard and the hospitality shown by the populace was second to none.

The *Magnificent* and her five escort destroyers headed for Norfolk, Va., where the Canadians gave a good ac-

count of themselves in a simulated war game termed *New Broom V*. The convoy exercise was a climax to a training cruise and the hard work and long hours of exercising bore fruit.

This year's spring training cruise was a complete success from *Iroquois'* point of view. On sailing, the ship came right out of refit with a majority of the crew new to the ship and many new to the sea. She returned with a confidence that her efforts were well rewarded.

The morale of the crew throughout the entire cruise was high and this was largely due to the excellent co-operation of our postal services. The mail runs were of an exceptionally high standard and a big bouquet is due to those making it possible.

Mechanical Training Establishment (Stadacona)

The H-3 trade group three course was completed on May 11, with PO William Doncaster topping the class with a 76.9 per cent average. Members of the H-7 PETC completed their course the same day with PO Robert Foster taking an average of 74.3 per cent.

The H-10 trade conversion course, trade group four, ended June 1, after a hard grind of five months' training in shops, ships and classroom.

The H-3 trade group three petty officers held a passing out party in the

Chief and Petty Officers' Mess on May 10.

Members of the H-10 trade conversion course, trade group four, held a passing out party on May 11 with the invited guests including Cdr. (E) K. E. Lewis, Lieut. (E) Keith Fiddy and regulating CPO H. H. Popp.

Instructors recently completing an instructional technique course in *Stadacona* from Mechanical Training Establishment included Chief Petty Officers Ernest Cook, Andy Holwerda, Clavin Sliter, Jack Howell, James Norton, Henry Blair and Gordon Ivey.

Recent departures from the instructional staff of the Mechanical Training Establishment were CPO Andy Holwerda to the *Wallaceburg*; CPO Saul Cohen to the *Haida*; CPO Gordon Ivey to Montreal for the *Assiniboine*; CPO Douglas Randle to the *Sault St. Marie*.

Lieut. (E) James Millen has departed for the West Coast to take up his appointment as engineer officer at Royal Roads.

Recent additions to the instructional staff include Chief Petty Officers William Kaiser, Carlos Ripley, Edward Kimber, Leslie Tonge and E. F. Manuel.

Lieut. (E) T. W. Orr and Lieut. (E) H. A. Bell have recently taken up appointments in the Mechanical Training Establishment.

HMCS Cape Breton

Ord. Sea. Sidney Pippet won top prize in the spring hobby show held on board the *Cape Breton*. His wooden model of a Royal Canadian Navy frigate caught the eye of the judges.

Entries were made in the following classes: leathercraft, copper work, painting, woodworking and miscellaneous. Others among the prizewinners were: AB James R. Burrell (leathercraft); AB Ronald W. Quick (copperwork); Ord. Sea. Donald Thorburn (plastic models), and Ldg. Sea. LeRoy MacLean (painting).

The judges were Lt.-Cdr. (E) J. W. Batson, CPO Raymond Weaver and J. J. Ahern, of the Maritime Model Distributors, Halifax.

Ordnance Training Centre (Stadacona)

CPO Murray Demone arrived back in good health from a two-and-a-half-month 3"-70 gunnery course in the United Kingdom.

The third class of armourer's mates to start the Armourer's Qualifying Course were preparing to leave for *Naden*. They are Leading Seamen Gordon Woods, Norman Steeves, Philippe LaFortune, William McLeod, Alexander Doucette, Kenneth Doucette, and Phillip Hollywood, and Able Seamen Harry



During the visit this spring of the *Magnificent* to Havana, Rear-Admiral José E. R. Calderone, Chief of Staff of the Cuban Navy, inspected the carrier's guard on the flight deck. Officer of the guard was Lieut. H. C. Mecredy. (MAG-7209)

Park, Alexander Hammond, Kenneth Davis, Eric Jensen, David Millar and Raymond Lees.

Some of the latest drafts to sea are CPO George Kilgour to the *Fort Erie*, CPO John Buckland to the *Lanark*, CPO Donald Jackson to the *Outremont*, CPO Maurice Carrol to the *Buckingham* and CPO William Green to the group composed of the *Wallaceburg*, *Sault Ste. Marie* and *Portage*.

Ordnance Lieut. Gordon Clarke, Equipment and Trials Officer (Ordnance) had a bad fall recently and has been hospitalized in RCNH. Cd. Ordnance Officer Cyril McNeil was appointed as his relief.

Cd. Ordnance Officer John Pitts took up his new appointment in the *Nootka* the latter part of May. His many duties in the Ordnance Training Centre were to be taken over by Cd. Ordnance Officer Kenneth Province, who was expected to arrive from the *Quebec* in June.

CPO Paul Wentzell is expected to leave shortly to join PNO staff in the Montreal area for the final hitch of his service.

PO Edward Legault has been drafted to *Cornwallis* to take over small arms maintenance duties for the establishment temporarily.

CPO Alvin Guise has had his staff at Osborne Head reinforced by PO Joseph Slusarenko and PO Russell White.

Class No. 2 of armourer apprentices consisting of AB Andrew Black, AB Bruce Squire and AB Dennis Gordon has completed technical training in Ordnance Training Centre and the three men have been drafted to the *St. Laurent*.

Naval Distributing Authority (Stadacona)

Misses Evelyn Barnes, Madeline LeRue, and Lorraine Wilson, on the staff of Naval Distributing Authority, left for the United Kingdom on May 26.

They are visiting Liverpool, Dublin, Cork, Killarney, Belfast, Edinburgh, York, London, Southampton, Chester, travelling by bus, car, plane, ship and train. They are due back July 3.

PACIFIC COMMAND

HMCS Cayuga

On March 8, 1956, the *Cayuga* left Esquimalt to take part in Exercise Springtide '56. The ship made a solitary journey down to Colon, having had to remain behind five days after the other ships of the Second Canadian Escort Squadron while essential engine repairs were carried out.



Originally acquired as a training vessel for HMCS Discovery, the Vancouver naval division, the little minesweeper Cordova is now part of the 12th Canadian Escort Squadron which is in the midst of the summer reserve training program. This is a recent "family portrait" of the ship's company. (E-35194)

The journey was made at an average speed of 20 knots with the minimum of stops, with only four hours in San Diego, while the ship was refuelled and an overnight stop in Manzanillo, Mexico, for the same purpose. Rendezvous was finally made with the other ships in Colon on March 18.

It was a quiet and pleasant journey, enlivened at one point by an encounter with a British merchant ship off the Mexican Coast; the *Devon City* hailing from Bideford, Devon. A most obliging Captain allowed us to use his ship as a target for a combined gunnery and torpedo attack, as she steamed towards Balboa. The *Cayuga* closed the *Devon City* from about 10,000 yards firing eight broadsides in a throw-off shoot, then firing a full salvo of torpedoes. Subsequent analysis indicated that two torpedo hits were scored.

After joining up with other ships of the squadron and the *Quebec* in Colon, we sailed for St. Thomas in the Virgin Islands for a comprehensive program of exercises with other units of the Royal Canadian Navy from the East Coast.

This exercise proved most useful to all concerned as well as permitting the renewal of old friendships and the forming of new ones between East and West Coasts.

A stay of four days by the *Cayuga* and *Crescent* in the port of Oranjestad, Aruba, proved to be most enjoyable for all concerned. The people demon-

strated by their almost overwhelming hospitality how welcome the Canadians were.

The whole time was taken up with organized activities of one kind and another, swimming parties, sports events, tours and so on.

The small community of Canadian residents on the island did their part in entertaining privately members of the ships' companies. By way of a small return to all this hospitality, the opportunity was taken to have two very small members of this community christened on board HMCS *Cayuga* in true naval fashion.

On Sunday, April 15, Robert David Collie, born on March 27, 1956, son of Mr. and Mrs. Rae Collie, formerly of Toronto, and Marguerite Jane Oliver, born on July 16, 1955, daughter of Mr. and Mrs. Ken Oliver also of Toronto, were christened on board the *Cayuga*, by Rev. D. R. Evans, of Oranjestad.

Following this delightful stay, the two ships sailed for Colon and the Panama Canal, joining up with three West Coast frigates to make the journey north to Esquimalt and home.—J.C.W.H.

HMCS Venture

While half the *Venture* cadets sailed reluctantly back from the blue waters and white sands of the Caribbean, those ashore at Esquimalt took their mid-term examinations. Once again the results were most satisfactory, 36 seniors

and six junior cadets obtaining first class honours.

On Monday, May 28, with all hands back ashore, the second and final half-term started. Ten more weeks will see the final examinations (August 1-6) and for 102 seniors, the class of 1954, graduation.

A new and interesting feature of this final phase is a progressive step to bring methods and conditions of study yet further into line with those of our Canadian universities and of the United States Services Colleges. Study periods have been insinuated into the normal working-day time table, and at such times cadets either in their cabins or classrooms, may study privately.

In a milieu of young men all seeking to do well, a long academic working day covering a wide range of sciences, humanities, and professional skills, can impose a considerable mental and physical strain. The answer is not to take an over sympathetic view and lower the academic sights, but rather to ease the tension at suitable intervals. What are conveniently called "study periods" will do just this. The cadet will benefit from the changed tempo and can then take up his formal instruction again with renewed vigour. —D.J.W.

NAVAL DIVISIONS

HMCS *Queen Charlotte*

The forthcoming departure of a popular member of the Chief and Petty Officers' Mess of *Queen Charlotte*, the Charlottetown naval division, was the occasion for a presentation and social evening in late May.

Honoured on the occasion was PO Reg MacMillan, who recently transferred from the RCN(R) to the RCN and was soon to depart for *Stadacona*. He was presented with a travelling case on behalf of the mess by CPO Lock Llewellyn.

Guests for the evening included Cdr. J. N. Kenny, commanding officer of *Queen Charlotte*; Lieut. W. N. Black, executive officer, and Captain J. J. Conolly RCN(R), (Ret'd).

HMCS *Tecumseh*

The ship's company of *Tecumseh*, the Calgary naval division, took advantage of the recent showing of "The Cruel Sea" at a Calgary theatre to publicize the work of the division and the Royal Canadian Navy of today.

Personnel from the division were on duty at a display of naval gear, posters and photographs in the theatre lobby each night of the week to answer questions and distribute literature.

A mess dinner was held recently to honour Cdr. W. F. Moreland, who was

retiring after four years as commanding officer of *Tecumseh*. Members of the wardroom mess presented him with a sword.

The new commanding officer, Cdr. G. K. Whynot, was present at the dinner as was Cdr. Moreland's predecessor, Captain Reginald Jackson, RCN(R) (Ret'd).

HMCS *Discovery*

An ex-Wren from HMCS *Discovery*, Miss Aiko Hori, a University of British Columbia graduate, has been awarded a Japanese Government foreign scholarship and is now in Japan for a year doing cancer research.

Miss Hori was born in Vancouver. A scholarship student at the UBC, she was graduated with first class marks in 1954

with a Bachelor of Science in Agriculture degree and was a research assistant for the National Cancer Institute of Canada for two years in UBC's biochemistry department.

The terms of the scholarship in Japan provide for a year of study or research and Miss Hori chose to continue research in biochemistry, preferably dealing with some aspects of cancer. She expects to continue her work at UBC when she returns to Canada.

Formerly an Ordinary Wren, she joined at *Discovery* in September, 1955. She took her discharge before leaving for Japan last April on the 20,000 yen scholarship.

Her biggest problem, said Miss Hori, will be learning to speak Japanese fluently.



After four years as commanding officer of *Tecumseh*, the Calgary naval division, Cdr. W. F. Moreland has been succeeded by Cdr. G. K. Whynot. Members of the wardroom mess presented Cdr. Moreland with a sword at a mess dinner in his honour. Shown, left to right, are Lt.-Cdr. R. F. Mathews, executive officer of the division; Captain Reginald Jackson, RCN(R) (Ret'd), from whom Cdr. Moreland took over; Cdr. Moreland, and Cdr. Whynot.

LARGEST WARSHIP NOW IN SERVICE

Some interesting details of USS *Saratoga*, the U.S. Navy's newest aircraft carrier and the largest warship afloat, are contained in the ship's commissioning booklet, sent to *The Crownsnest* by Lt.-Cdr. A. W. Murray, RCN(R) (Ret'd).

The *Saratoga* was commissioned at the New York Naval Shipyard on April 14, and Lt.-Cdr. Murray had the privilege of attending the commissioning ceremonies. He is at present employed by a New York publishing firm.

The *Saratoga*, the commissioning booklet says, is 1,039 feet long and her

flight deck covers an area of more than four acres. She has four deck-edge elevators and four steam catapults to handle the jet aircraft which will flight from her angled flight deck.

She is manned by about 3,500 officers and men and her engines will drive her through the water at "over 30 knots".

Because of her immense size, the *Saratoga* was not launched in the usual manner. Instead, she was built in drydock, and, when she was christened last October 8, sufficient water was allowed to enter the drydock to wet her keel.

THE FIRST NAVAL PHOTOGRAPHIC SALON

Artistic Work of Sailor Cameramen to Tour Country

TOWARDS the latter part of June, 85 examples of the technical and artistic skill of official RCN photographers will start a cross-country tour from the West Coast, visiting every major city along the way to Halifax.

This is the first salon ever held by the Photographic Branch of the RCN and its contents underline the roving eye and mobility of the sailor as a cameraman.

A total of 165 entries were received from official photographers in ships and establishments across Canada. From these the 85 were chosen and were hung first at Ottawa's Little Gallery from April 3 to 7.

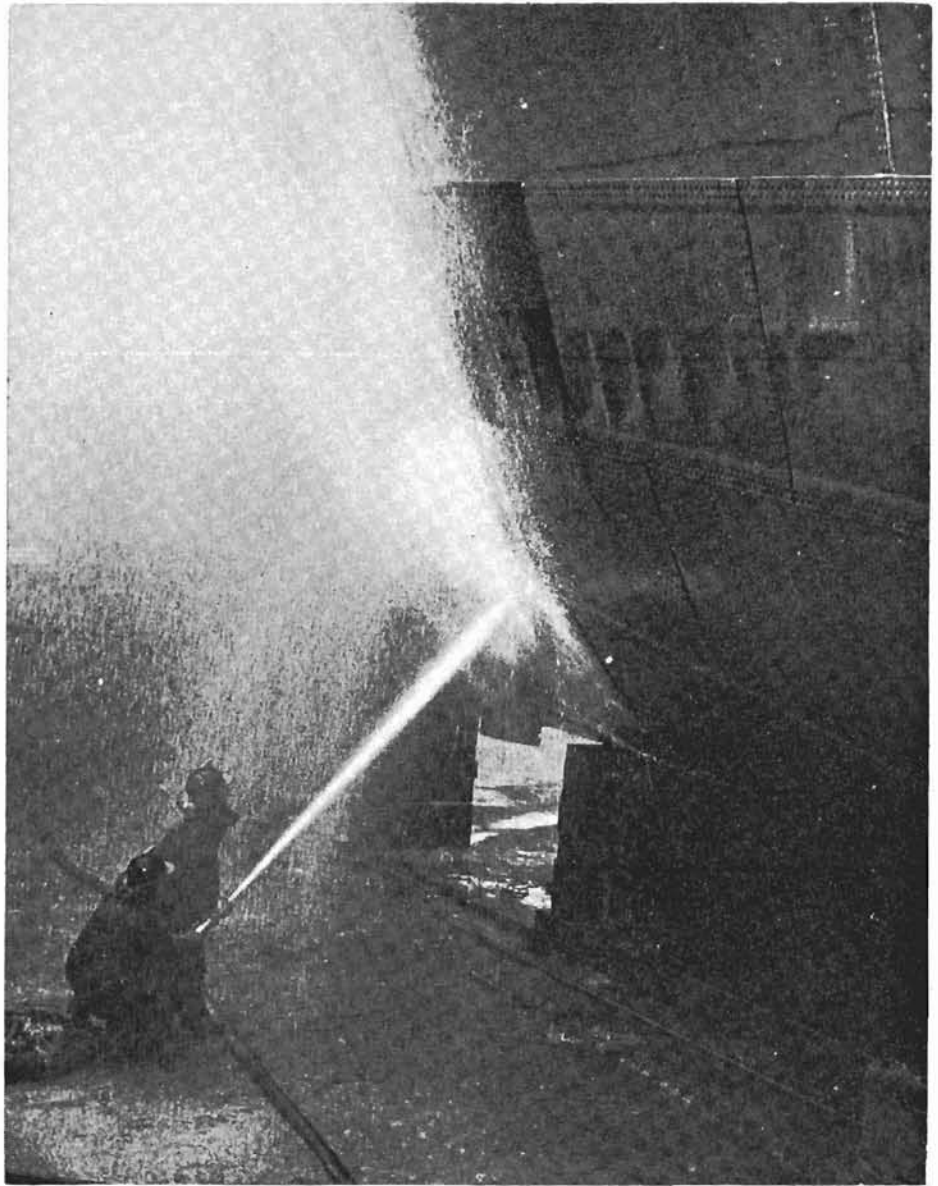
The selection runs the gamut from a battleship to a bull fight, with a crop of really pleasing baby shots and striking scenes and panoramics throughout the world. In addition to material taken for naval purposes at sea, ashore and in the air, there are others of the "busman's holiday" variety taken with personal equipment during off-duty time. The salon shows that to the Navy's cameramen, photography is both a vocation and an avocation.

The entries were judged by Malak, of Ottawa, a noted industrial photographer who produces dramatic scenics with equal artistry; Jack Van Dusen, Ottawa Bureau picture editor of The Canadian Press, and H. W. (Bert) Holmes, Director of Photography for the Department of National Defence. Their choices appear in this issue and will be used periodically as illustrations in *Crow-nests* to come.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, officially opened the display in Ottawa to the whirl of TV cameras and the pop of flash bulbs from press cameras covering the event. A steady parade of viewers from the streets of the national capital and from National Defence Headquarters followed throughout the run at the Little Gallery.

The salon, which it is hoped will become a regular event, has two purposes: to show the public the quality of naval photography and also to advertise this fact throughout the Navy which, after all, is the user of the talent and facilities of this small but valuable Branch. It also provides an incentive to the photographer to increase his technical ability.

In the photo selection about to go on the road, five entries were given first



The composition and atmosphere of this photograph of sand blasting in the government graving dock at Esquimalt won high praise from the judges of the first Naval Photographic Salon. The photograph was taken by Ldg. Sea. Arthur C. Estensen, of the Photographic Section, now at Hamilton. (E-18831)

class honours, five received awards of merit and eight were honourably mentioned.

Those obtaining first class honours were:

"Sand Blasting"—an industrial-type photo of preparations for repainting a ship's hull in Victoria's Government Drydock, by Ldg. Sea. Arthur C. Estensen, now serving at Hamilton;

"Herbert L. Rawding", a study of the near-extinct four-master schooner, by

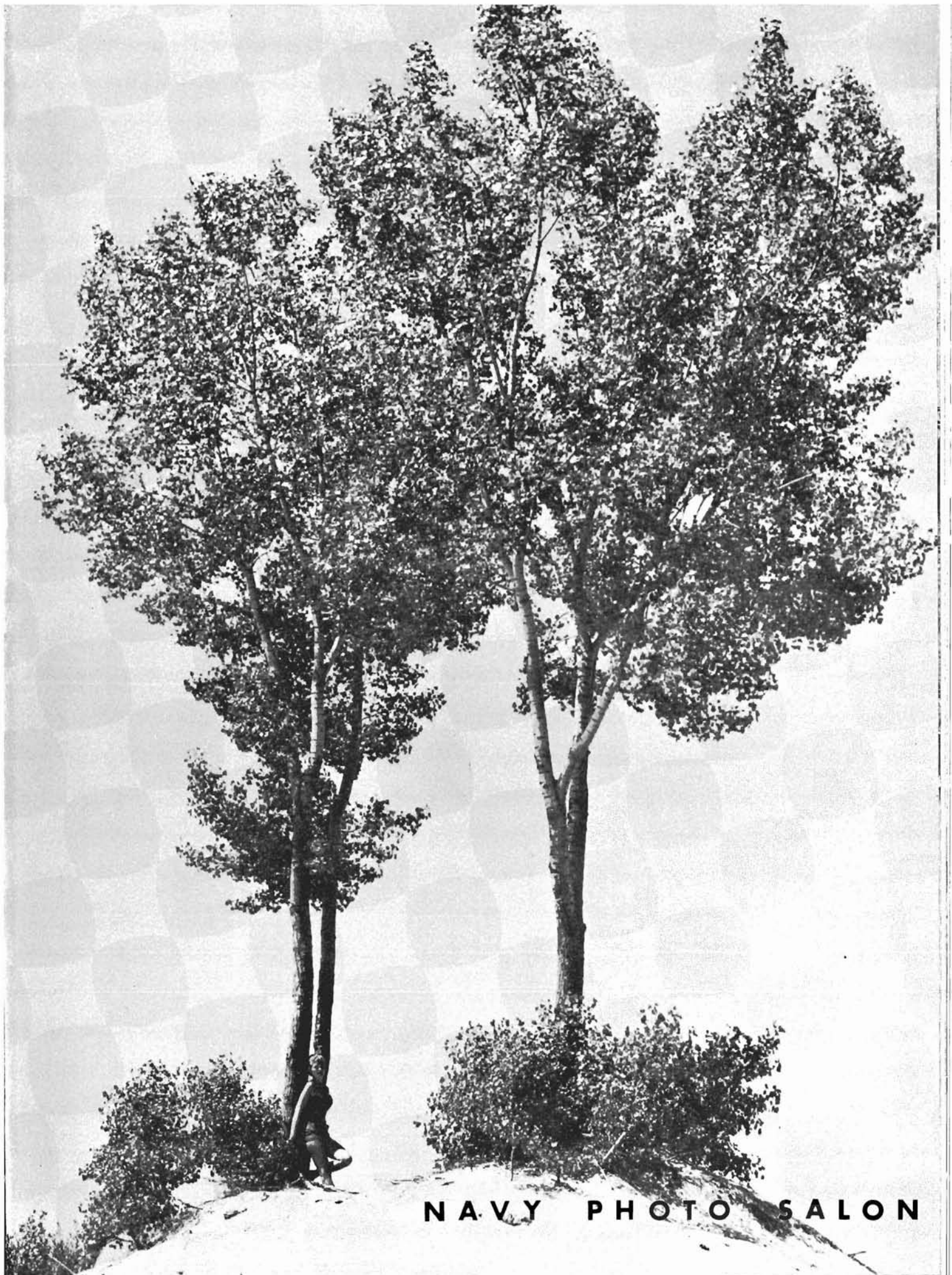
Lieut. (SB) John M. Turner, photo officer at *Shearwater*;

"Power Station"—a combination pattern and perspective view of such an installation, by PO Kenneth H. White, serving in the Montreal area;

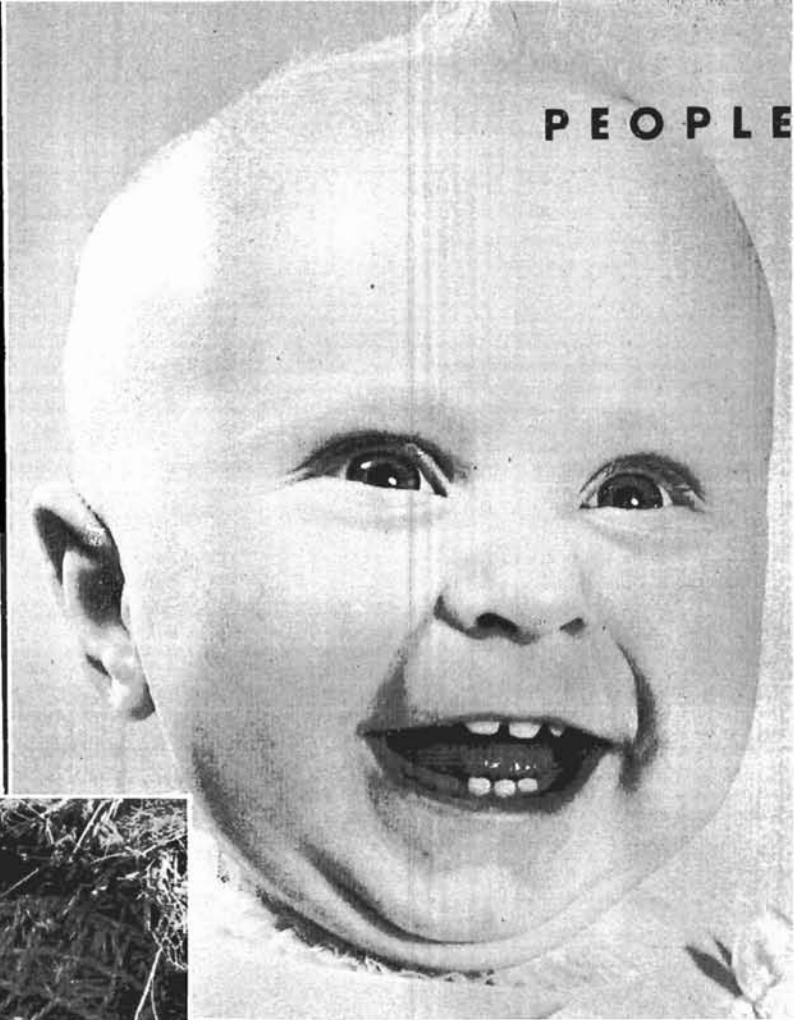
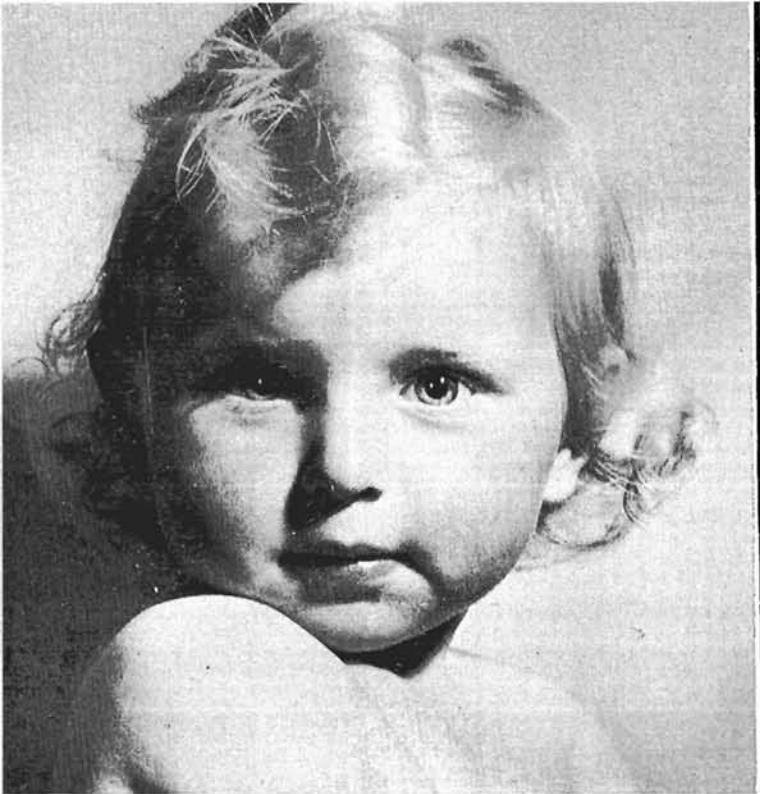
"Final Tack"—a yacht doing just that, by AB William Ball, also at Naval Headquarters, and,

"Journey's End"—a dramatic sea-sky-lighthouse vista on the West Coast taken by PO Kenneth Martin, at *Naden*.

(Continued on page seventeen)

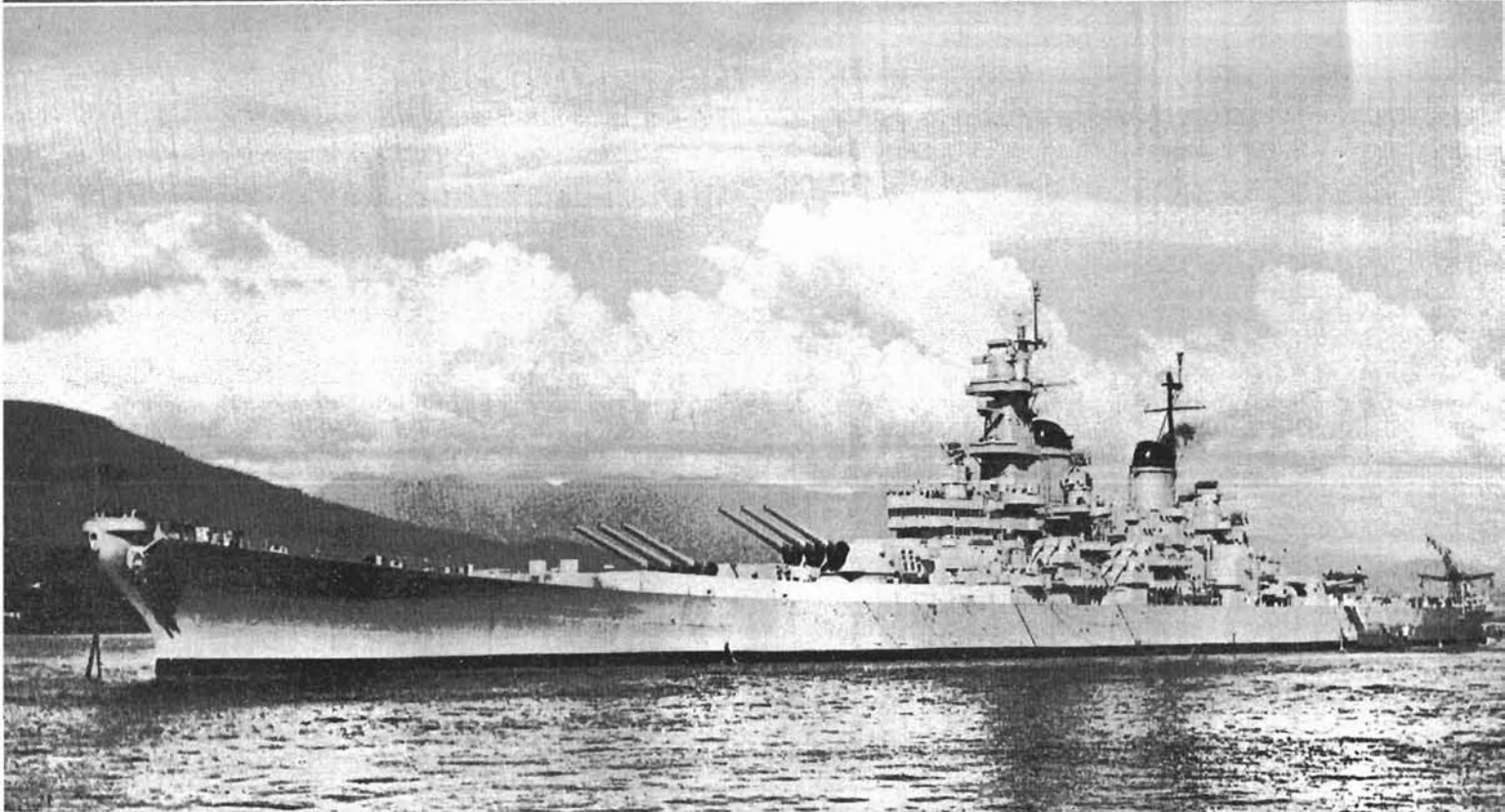


NAVY PHOTO SALON



PLACES





(Continued from page twelve)

The photographs which are reproduced on the middle pages have not been chosen in any particular order of merit, the decision as to whether one picture or another would be used depending in some instances simply on the space available.

The holiday mood of some of them and the fantasy of others is in contrast to the realities of the naval photographer's job—the long hours spent photographing the corrosion of fittings or fractured or worn mechanical parts, desperate efforts to portray events of historical importance in impossible

lighting and weather conditions and the tedium of the darkroom. The sailor-photographer can't drop his film off at the corner drug store. He has to learn the whole photographic process from beginning to end.

Often the work of the naval photographer, by reason of his assignment, cannot be anything but humdrum and the Photographic Salon has the merit of revealing artistic capabilities which may have gone unnoticed.

Here then the titles of the pictures in the special section and the names of the photographers who are responsible for them:

1. "Twin Poplars" by PO Kenneth Martin.
2. "Diane" by Lieut. (SB) Eric Haywood.
3. "Thomas" by PO Charles Gordon.
4. "Papa San" by PO Donald Stitt.
5. "Last Dog" by AB Robert J. Downing.
6. "Hong Kong Scene" by AB Edward M. Kochanuk.
7. "Ole!" by PO William S. Giles.
8. "Snow Magic" by Lieut. (SB) Jack Kempster.
9. "Kelp" by CPO E. William John.
10. "Friendly Visitor — Fortunately" by Lieut. (SB) Bert Norbury.

PUBLIC SERVICE SUGGESTION AWARDS

Ideas that Save Time and Money to be Recognized

ALL SORTS of highly edifying proverbs suggest themselves in connection with the "Public Service Suggestion Award Plan" announced by the Department of National Defence and if beneficial ideas crop up at half the rate of wise saws the gain will be substantial indeed:

For instance there's "A penny saved is a penny gained", "Waste not, want not", "A stitch in time saves nine" or "Take care of the pennies and the pounds will take care of themselves". The virtue of these sayings is recognized by almost everyone, in theory if not in practice, but when someone is willing to supplement the cogent proverb "Virtue is its own reward" with additional benefits a second look is required.

Money-saving ideas, procedures that will promote efficiency, ways of improving working conditions and so on will be recognized by the new plan. The awards for such suggestions may be a pen and pencil set, a cigarette lighter, a billfold or cash (subject to income tax). These are "idea" awards, apart from the previous recognition of inventions of a mechanical nature.

After June 24, 1956, members of the regular forces, employees of the Defence Research Board or civilian employees of the Department of National Defence will be eligible for awards for suggestions designed to promote economy or efficiency.

Ideas should be discussed with superior officers or supervisors before they are submitted, with a view to clarifying them and weighing their practicability, and then should be addressed to the Deputy Minister of National Defence, National Defence Headquarters, Ottawa.

Some of the ground which the suggestions might cover is suggested in the following list:

Improvement of office methods, procedures and systems;

Elimination of accident, fire and work hazards;

Reduction of administration costs;

Standardization of procedures;

Reduction in number of forms;

Elimination of unnecessary operations;

Elimination of waste of material or time;

Improvement of safety, health and sanitation and other working conditions;

Improvement in design or modifications to clothing, materials, supplies or equipment.

Suggestions submitted to the Deputy Minister should be typed in duplicate,



The new commanding officer of HMCS Donnacona, the Montreal naval division, is Cdr. A. Ross Webster (seated), shown here with his predecessor, Cdr. G. St. A. Mongenais. (ML-4240)

if possible, and sketches should also be in duplicate.

In the Navy, of course, the Commanding Officer should be informed of the suggestion and the originator may then submit it to the Deputy Minister. If the subject is classified, advice on the correct handling should be sought from the Commanding Officer.

Another thing which should be remembered is that the suggestions should have general application and should not deal with local problems which can be remedied locally.

The suggestions reaching the Deputy Minister will be considered by the Department of National Defence Suggestion Award Committee and adopted suggestions will become the property of the Crown.

If the idea submitted is considered to be an invention, the originator will be advised of this and told what action he should take.

"Inventions", under the Public Servants Inventions Act and its regulations are defined as "any new and useful art, process, machine manufacture or composition of matter, or any new and useful improvement in any art, process, machine, manufacture or composition of matter" and the term "public servant" is wide enough to cover anyone in the Navy.

Anyone who has developed an idea that falls under the heading of "invention" should consult General Orders Article 71.1901/1. A number of naval personnel have already derived financial benefit under the provisions of the act, but it is also worth knowing that substantial penalties can be imposed on those who try to benefit from their inventions without going through proper channels.

OFFICERS AND MEN

Chaplain Dies in Plane Disaster

An RCAF CF-100 plummeted earthwards from 30,000 feet May 15 and crashed into a rest home for Grey Nuns of the Cross, outside Ottawa, just after they had retired for the night. Among the 15 victims was Chaplain (RC) Richard Martin Ward, 42, of Toronto and Ottawa, Assistant Chaplain of the Fleet (RC) since the fall of 1954.

The aircraft was exercising at high altitude before returning to Ottawa's Uplands airport after intercepting an unidentified plane in the skies over the Ottawa Valley. Suddenly it spun earthwards to demolish the Villa St. Louis convalescent home at Orleans, a town just east of the national capital.

Father Ward, who acted as chaplain to the nuns, had just returned to the Villa and was about to retire for the night when the crash occurred. The resulting explosion claimed the lives of 11 nuns and flung Father Ward about 20 yards out on the lawn. He died on the way to hospital in Ottawa. The two aircrew of the CF-100 were killed in the disaster. A cook also perished.

Solemn pontifical high mass was celebrated for Father Ward by Archbishop Maurice Roy of Quebec, Primate of Canada and Bishop Ordinary of the Armed Forces, in Ottawa's century-old St. Patricks' Church on the 18th. He was assisted by members of the church hierarchy in Ottawa and senior chaplains of the Armed Forces. Very Rev. Michael P. MacIsaac, Chaplain of the Fleet (RC), was archpriest.

Rev. Allen MacInnes, OMI, Superior of Holy Rosary Scholasticate, whom Father Ward had been visiting before returning to the Villa, delivered the eulogy, in which he described the popular chaplain as a "kindly, humble and sympathetic priest . . . whose zealous spirit was entirely committed to the souls he served".

Nearly a thousand nuns of every congregation in Ottawa attended, their sombre garb contrasting with the uniforms of naval personnel there. Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, was in attendance to pay his respects.

Requiem mass was celebrated by James Cardinal McGuigan in Toronto on the 21st, with 2,000 in attendance, at



CHAPLAIN RICHARD WARD

St. Michael's Cathedral. Present were Archbishop Roy and Bishops Francis V. Allen and Francis A. Morrocco, the auxiliary bishops of Toronto. Burial was in St. Augustine's Cemetery there, with full naval honours.

Father Ward was born in Toronto on July 29, 1913. He studied for the priesthood at St. Michael's College and was ordained on June 3, 1939. He was a parish priest for five years in Toronto, joining the Navy in July, 1944.

Father Ward served in various ships and establishments on both the east and west coasts. Following the war, he served in HMCS *Warrior* throughout her commission in the RCN, then spent more than two years in the *Magnificent*.

Shortly after the first three Canadian destroyers were despatched to the Far East in the summer of 1950 to serve with the United Nations fleet, Father Ward was appointed as Roman Catholic chaplain of the flotilla. He served continuously for 13 months in the Korean theatre, providing spiritual guidance and conducting services for Roman Catholics in the Canadian destroyers.

On numerous occasions when he was the only Roman Catholic priest present, he said mass on board other Commonwealth warships or in chapels ashore in United Nations naval bases. Most of his time, however, was spent at sea and when the ships were operating together he made a practice of transferring from

one to another during the course of a patrol. He had the record for longest continuous service with the Canadian forces in the Korean war theatre.

From January, 1953, to August, 1954 he was Command Chaplain (RC) on the West Coast. He then came to headquarters as Assistant Chaplain of the Fleet (RC).

The next of kin is his mother, Mrs. Mary C. Ward, 116 Amelia Street, Toronto. Three brothers survive.

Cadets Train with U.S. Midshipmen

Fifty cadets of the RCN and RCN(R) from Canadian Services Colleges and universities across the country took part in amphibious assault exercises in Virginia with 930 midshipmen of the United States Naval Academy, Annapolis, Md., early in June.

The exercises began June 4, at a USN amphibious training base in Little Creek, Va. Titled "Exercise Tramid '56" (Training Midshipmen), it is an annual portion of summer training of the Annapolis students. This is the fourth year that Canadians have been invited to participate.

Training of the Canadian cadets was integrated as usual with that of the U.S. midshipmen. A total of 5,000 men, 19 ships and 85 aircraft were involved.

A week was spent in shore training, followed by drills and preparations for the exercises afloat. On the 15th there was a practice amphibious assault landing, followed on the 16th by the full-scale operation, which also included 1,600 marines and U.S. Army paratroopers of the 82nd Airborne Division. Frogmen cleared the beaches before the "attack".

Rear-Admiral D. C. Varian, USN, was commander of the TRAMID course and the entire amphibious operation came under Vice-Admiral Lorenzo S. Sabin, Commander Amphibious Forces, U.S. Atlantic Fleet.

In charge of the Canadian component was Lt.-Cdr. John M. Riley of the Reserve Training Staff, Halifax. Lt.-Cdr. John R. H. Ley observed the exercises in his capacity as Staff Officer (Cadets) to the Flag Officer Naval Divisions. Sub-Lt. J. P. E. Coulombe, RCN(R), of *Montcalm*, Quebec City naval division,

joined the cadets and midshipmen in the exercises.

The Canadians, all third-year cadets, include eight members of the regular force. The group left Halifax by rail May 31 for Annapolis, where it embarked on the afternoon of June 2 for Norfolk, Va., in an attack transport, arriving Sunday, June 3. On completion of the operation, the cadets returned to Halifax to continue summer training.

'Copter Deck For Frigate

An experiment to test the feasibility of operating helicopters from escort vessels will be carried out by the Royal Canadian Navy this year.

Approval was given for the installation of a helicopter platform on the frigate *Buckingham*, new entry training ship at Cornwallis. Work on the installation is expected to begin in August and trials with helicopter landings and take-offs will begin on completion. The trials will be conducted in various weather and sea conditions.

Supply Conference Held in Montreal

Senior officers of the supply branch of the Royal Canadian Navy held their biennial conference in the Naval Supply Centre, Montreal, May 2 to 4. The three-day conference was attended by officers from Naval Headquarters, the naval commands and other naval establishments.

The meetings were held in Montreal because of the excellent facilities afforded by the new, 96-acre installation embodying a naval supply depot, aviation supply depot and naval supply school. It enabled many of the officers to see for the first time this latest and largest supply activity of the RCN.

Distinguished guests included Rear-Admiral J. W. Crumpacker, SC, USN, Commanding Officer, General Stores Supply Office, Philadelphia; Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, and Commodore D. L. Raymond, Assistant Chief of Naval Staff (Plans), from Naval Headquarters.

The Naval Supply School, which recently moved to the Montreal centre, paraded at ceremonial divisions on the concluding day of the conference, May 4, with the band of *Stadacona*. Rear-Admiral Crumpacker took the salute during the march past.

Among the officers attending the conference were:

From Naval Headquarters—Commodore (S) C. J. Dillon, Supply Officers-in-Chief of the RCN; Captain (S) Donald McClure, his deputy; Captain (S)



Delegates at the senior supply officers' conference May 2 to 4 in Hochelaga mull over points raised from Headquarters' correspondence read by Commodore (S) Charles J. Dillon, Supply Officer-in-Chief. (ML-4428)

C. V. Laws, Naval Secretary, and Captain (S) J. R. Anderson, Assistant Supply Officer-in-Chief (Stores).

From the East Coast—Captain (S) T. F. T. Morland, Atlantic Command Supply Officer.

From the West Coast—Captain (S) H. A. McCandless, Pacific Command Supply Officer.

From Hamilton—Commander (S) L. J. Nairn, Command Supply Officer to the Flag Officer Naval Divisions.

From Washington, D.C.—Cdr. (S) S. R. Hanright, Staff Officer Supply Liaison, Canadian Joint Staff.

From the Naval Supply Centre, Montreal—Captain (S) M. A. Davidson, commanding officer of the centre.

Battle of Atlantic Sunday Observed

Thousands of present and former naval personnel and Sea Cadets paid solemn tribute to the longest unbroken sea struggle in history on May 20, as Battle of Atlantic Sunday was observed in Canada and elsewhere.

Halifax was the scene of the largest ceremony. Open air services on the Grand Parade and at Sacred Heart Convent involved 2,000 personnel. Ten

ships landed detachments for the parade which included personnel from *Stadacona*, reserves from *Scotian*, representatives of the Naval Officers' Association and veterans organizations. Hon. Alistair Fraser, Lieutenant-Governor of the province, took the salute following services.

Other ships alongside held services on board to commemorate this sixth annual observance and, across the harbour in Dartmouth, Mayor I. W. Akerley took the salute from *Shearwater* personnel and veterans parading to town churches.

Throughout Canada, the same pattern was followed in major cities with little exception. Wreaths were laid on memorials, and prayers offered at churches for the 1,797 naval personnel killed during the Second World War, most of whom were victims of the Battle of the Atlantic.

The *Ontario* and *Sioux* held their services on board the cruiser in San Francisco, final stop before return to Esquimalt from a two-month Caribbean cruise.

At *Nonsuch*, Edmonton naval division, reserves followed their afternoon services with gun and boat drills and seamanship evolutions at an "open house" shared with the local Sea Cadets.

In Windsor, where HMCS *Hunter* is located, a red, white and blue garlanded wreath was thrown on the Detroit River to commemorate those who lost their lives at sea.

In districts where naval bands do not exist, Sea Cadets provided theirs for the marching formations.

Montreal, fast-growing naval centre, had representation from *Hochelaga*, *Donnacona*, ex-Wrens and cadets from CMR on parade. Naval veterans of the Canadian Legion there held their service on Victoria pier, casting a wreath into St. Mary's current.

In the national capital, 500 naval personnel from the area, along with Sea Cadets and representatives of the NOA held a ceremony at the National War Memorial and paraded to Ottawa churches.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, laid a wreath on the war monument on behalf of serving personnel, and Vice-Admiral H. T. W. Grant, (Ret'd), laid another on behalf of former naval personnel.

Battle of the Atlantic Sunday was observed by ships of the 3rd Canadian Escort Squadron at sea in the North Atlantic in approximate position 43 00 N, 38 30 W. Ship's companies and 132 UNTD cadets from naval divisions across Canada took part in the services aboard HMC Ships *Lanark*, *Fort Erie*, and *Lauzon* while they paused briefly in their training cruise.

Chaplain (P) R. G. G. Harrop conducted the services and was transferred between ships by seaboats manned by cadets. During the services appropriate memorials were placed in the waters of the Atlantic while ships' companies observed two minute's silence.

Captain Horam Soon to Retire

Captain (E) John Show Horam, 56, of Vancouver and Halifax, who has been principal Naval Overseer, East Coast, since July, 1950, will proceed on retirement leave on July 3.

Captain Horam will be succeeded on June 26 as Principal Naval Overseer by Captain (L) John McGregor Doull, 30, of New Glasgow, N.S., and Ottawa, who is at present Deputy Electrical Engineer-in-Chief at Naval Headquarters. Captain Doull will be succeeded in that post by Captain (L) Frederick Thomas Gillespie, 49, of Vancouver and Victoria.

Captain Horam was born in Preston, Lancashire, England, on August 5, 1899. He attended the Harris Technical Institute of Preston, apprenticed in shipyard machine shops in 1914 and 1915, and, after further experience in marine engines and engineering, sailed with the

merchant marine for 21 years. He came to Canada in August, 1930, making his home in Vancouver.

He entered the Royal Canadian Naval Reserve in March, 1941, and served during the Second World War at Halifax, in HMCS *Skeena* (destroyer) on the North Atlantic, and at Headquarters.

Captain Horam transferred to the regular force in October, 1945, and the following year became senior engineer in HMCS *Warrior*, Canada's first aircraft carrier. From January, 1948, until July, 1950, he held the dual appointment of officer-in-charge of the Mechanical Training Establishment and of Engineer Officer at *Stadacona*.

Officer Named to RN Staff College

Cdr. Reginald John Pickford, has been appointed RCN Member of the Directing Staff, Royal Naval College, Greenwich, England. He will take up his new appointment on August 20.

Cdr. Pickford succeeds Cdr. John P. T. Dawson, 36, of Westmount, P.Q., and Ottawa, who will return to Canada to a new appointment later this year.

Mess To Name Life Members

The second annual Life Membership Dinner will be held in the Chief and

Petty Officers' Mess, *Stadacona*, on September 14.

Life Membership is granted to all ex-RCN chief and petty officers with a service pension of 20 years or more. The first dinner and presentation was held last year, and 22 ex-mess members received their life membership pins.

All former RCN chief and petty officers on pension wishing to attend should notify the Secretary, Chief and Petty Officers Mess, *Stadacona*, not later than August 15.

Captain of Micmac Going to Ottawa

Cdr. E. T. G. Madgwick, commanding officer of the *Micmac*, has been appointed to Naval Headquarters, Ottawa, on the staff of the Chief of Naval Personnel as Director of Personnel (Men). His appointment is effective on July 23.

Cdr. Madgwick will succeed Cdr. John Ronald Doull, who has been appointed to the staff of the Flag Officer Pacific Coast as officer-in-charge of the RCN Depot, Esquimalt, and as Manning Commander West Coast.

Appointed successor to Cdr. Madgwick as commanding officer of the *Micmac* was Cdr. Latham Brereton Jenson, effective July 9.



The cadet with the highest academic standing graduating this year from Collège Militaire Royal de Saint-Jean, Cadet Leo G. Temple, of Victoria, was awarded an officer's sword by the Navy League of Canada. The sword was presented by Cdr. J. F. Stairs, president of the Quebec division of the Navy League, at the graduation exercises on May 12. At the left is Hon. Hugues Lapointe, Minister of Veterans' Affairs and Postmaster-General, and Lt.-Col. C. A. Chabot (in robes), director of studies at the college. Cadet Temple is a former Sea Cadet of RCSCC Rainbow, Victoria, and attended the Empire Camp in England in 1952. (Photo from Navy League of Canada.)

A NATIONAL BODY FOR NAVAL VETERANS

Plans Germinate at this Spring's Reunion in Oshawa

NAVAL VETERANS staged another thousand-strong "invasion" this year. This time their target was Oshawa, Ontario.

From cities and communities scattered across Canada, old and not-so-old salts of yesteryear converged on the friendly little Ontario city. They renewed friendships born in times of trouble on the seas. They cemented new friendships, and swapped yarns. They paid solemn tribute to seafaring comrades who did not return from sea battles of two world conflicts.

The reunion weekend of May 12-13 was a memorable one for Oshawa, and particularly for members of the Oshawa Naval Veterans' Association, whose plans and efforts made the second Naval Veterans' Reunion as great a success as the first—held last year in Peterborough.

It marked the first time the city had been visited at one time by two serving admirals of the Royal Canadian Navy. Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, accompanied by Rear-Admiral Kenneth F. Adams, Flag Officer Naval Divisions, headed a large contingent of naval personnel which participated in the reunion ceremonies. Personnel of HMCS York, Toronto, and HMCS Carleton, Ottawa, made up the bands and guards which

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, signs the visitors' book in Oshawa's new Civic Centre immediately following ceremonies at which the Naval Veterans' Reunion was officially opened by him. (O-8796)



William Owen Barr who was named president of the newly formed national organization to be known as the Naval Veterans' Association of Canada. Mr. Barr has been with the Naval Veterans' Association of Toronto since 1946, and for the past two years has served as secretary of that group. (O-8704)

played a leading role in the activity-packed weekend.

The reunion produced an event of interest to former naval personnel across Canada. During a late Saturday afternoon while others were "living it over again" at the spacious Simcoe Street Armouries, a small group of naval veterans gathered in a small room to complete plans for a long-sought objective: the formation of a national body incorporating all naval veterans of the country.

That evening, before a capacity crowd of approximately 1,000 naval veterans, their wives and friends, Captain (SB) William Strange, Director of Naval Information, made the announcement.

Initial important steps toward the national organization had been settled, he said. To be known as the Naval Veterans' Association of Canada, with headquarters in Toronto, the national group will have as its first president a man well known in naval veterans' circles. That man is William Owen Barr, associated with the Naval Veterans' Association of Toronto since 1946, secretary of the Toronto group for the past two years.

Other executive members of the new veterans' organization: Herbert Maynard, Oshawa, executive vice-president; Cecil McLellan, Peterborough, second

vice-president; William Slater, Belleville, secretary; Gordon O'Neil, Toronto, treasurer.

The first executive meeting will be held in Toronto next fall.

"It is just what we have wanted and needed for a long time," remarked the young president of the new national body. "It will be a big job, and one that will require time. Our early plans call for uniting Ontario, then spreading east and west. It will take time—maybe as long as 10 years."

Rear-Admiral Adams lauded the formation of the national association, and assured any support possible from the naval reserve.

From the commencement of advance registrations in the Genosha Hotel on the evening of May 12, to the conclusion of a two-hour band concert in Oshawa's scenic Memorial Park the following afternoon, the reunion was packed with variety and activity.

There was a novelty twist to the registration. A unique register listed the names of all RCN ships that served during the Second World War, and the sailors of yesterday were once again able to "sign on" in the ship each preferred to call his own. A quick flick

Most of the veterans attending the Oshawa reunion were from Ontario cities and communities. A representative group posed for an informal photo by a display panel in the Simcoe Street Armouries, centre of many of the reunion events. From left: Norman Yorston, Toronto; Larry Worthy, Port Hope; Arthur Stonebridge, Oshawa; John W. Glass, Sarnia; and Gordon Hardie, Peterborough. (O-8712)



down the ships' register brought many wartime buddies together again for a round of reminiscences.

Saturday, May 12, was the big day. Parades, a civic reception, a civic luncheon, a band concert, presentation of Beating Retreat and Sunset Ceremony, and a big get-together banquet followed by a gala dance—they were all woven together to make the day a memorable one.

The festive atmosphere gave way to solemn mood on Sunday as the naval veterans, together with scores of other Oshawa citizens, set aside the day to remember and pay tribute to shipmates who lost their lives in the grim Battle of the Atlantic. Hundreds joined in the church parade of that morning to attend services at Knox Presbyterian Church, and St. Gregory's Roman Catholic Church. Services were conducted by Assistant Chaplain of the Fleet (P) Rev. Ivan Edwards; and Assistant

Chaplain of the Fleet (RC) Rev. Father Richard Ward.

For Chaplain Ward it was his last mass for naval personnel. Two days later he was killed in a tragic aircraft accident which saw a total of 15 persons killed when a jet fighter crashed into a Grey Nuns' Home in Orleans, near Ottawa, where he served as chaplain.

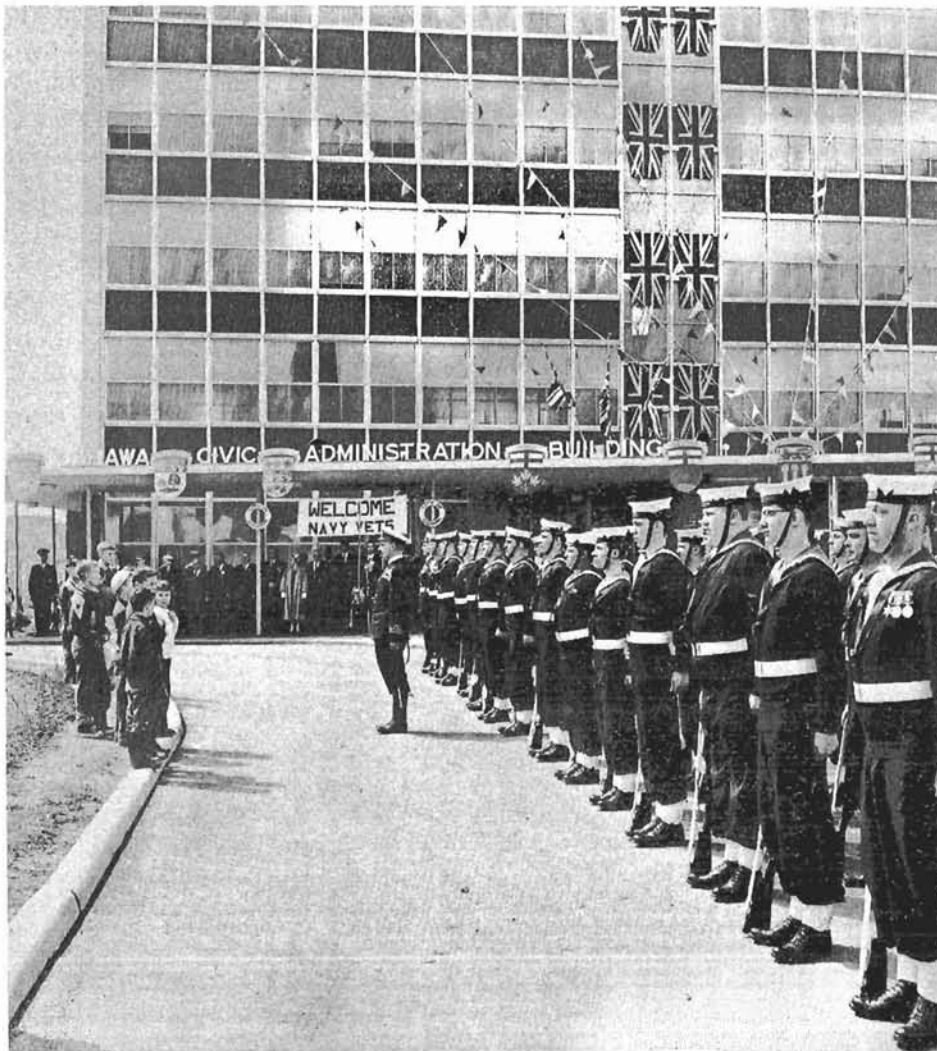
Immediately following the church services, the bands of Carleton and York headed a parade of veterans to the city's Memorial Park where wreaths were laid at the Cenotaph in a service of remembrance.

The reunion was officially ended with a Sunday afternoon band concert, presented in the fine bandshell of Memorial Park.

It had been the renewal of a great event. First in Peterborough, then in Oshawa. There will be another Naval Veterans' Reunion next year—probably in Woodstock.



Members of the guard from Carleton, the Ottawa naval division, appear happy on their arrival in Oshawa where they participated in opening ceremonies and parades relating to the reunion. (O-8710)



A composite guard representing Carleton and York, the Ottawa and Toronto naval divisions, stands at attention in front of Oshawa's new Civic Centre immediately before a brief ceremony in which Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, officially opened the naval veterans' reunion. (O-8702)

RESEARCH DIRECTOR IN NEW POSITION

Peter B. Wilson, 42, of Ottawa, formerly Director of Operational Research, RCN, has been made head of the Environmental Protection Section at Defence Research Headquarters, according to recent DRB release.

The naval appointment has been filled by John Winston Mayne, MSc, 44, of Emerald, P.E.I., who has been a DRB scientist since 1951. Before then he was Assistant Professor of Mathematics at Carleton College. During the Second World War he served overseas in the RC Sig, as a captain.

Tourist Admires Canadian Sailors

The eyes of more than the "natives" are on Canadian sailors ashore in distant places, it can be concluded from a letter received recently at Naval Headquarters.

Mrs. Leland A. Stone, of Springfield, Mass., asked in her letter for information concerning some of the personnel she and her lawyer husband had met when their stay in Bermuda coincided with a visit by the training cruiser *Quebec*.

"It is with great admiration that I wish to express to some of the crew the good will they are promoting toward U.S. citizens," Mrs. Stone wrote.

"Perhaps a personal 'thank you' note may help in promoting more good will, as I am of the opinion that there is more complimenting done today than complimenting."

THE NAVY PLAYS

Services Join Amateur Union

Amateur sports of the Canadian Armed Services and the Amateur Athletic Union of Canada are now affiliated. The announcement of the "marriage" was made jointly by the Department of National Defence and the AAU of C.

The affiliation coincides with a general stepping up of sports programs in the three armed services and will provide new competitive interest for amateur sports throughout Canada. Under the new arrangement, officials of the Amateur Athletic Union will assist the Armed Services in planning and conducting many of their major athletic competitions.

Among the amateur sports under the watchful eye of the AAU of C are boxing, wrestling, track and field, gymnastics, fencing, weight lifting and hand ball. At the present time the armed services conduct organized programs in boxing, track and field and gymnastics.

Stadacona Team Bowling Champs

Stadacona "A" won the RCN Atlantic Command bowling championship in April when it took part in a 12-team single round robin held in the Clarence Park alleys.

Stadacona "A" chalked up a total of 38 points while *Shearwater* "A" followed closely with 34 points.

CPO George Black, captain, received the Atlantic Command Trophy and each member of the winning team received individual trophies.

Individual prizes for the meet went to PO Kenneth MacIntosh of *Stadacona* "A" for high single 349, Ldg. Sea. William Conrad of *Cape Breton* "A" for high triple of 866 and AB Grant Miller of *Shearwater* "A" for high average of 219.66.

"Bobby" Pearce Soon to Retire

Lt.-Cdr. (SB) H. R. (Bobby) Pearce, who has been bending an oar for benefit of thousands of sailors and Sea Cadets since 1942, goes on the retired list of *Star*, the Hamilton naval division, this fall. He has been both recruiting and P&RT staff officer to the Flag Officer Naval Divisions since mid-1954.



Climax of the Atlantic Command bowling championship was the presentation of the Atlantic Command Bowling Trophy to CPO George H. Black, Captain of Stadacona "A", the winning team, by Lieut. D. J. Loney (right). (DNS-15715)

The Australian giant is the only sculler twice an Olympic champion (Amsterdam, 1928, and Los Angeles, 1932). He has been British Empire champion, Canadian-American champion, and took the Diamond sculls in 1930 after being snubbed in 1929 from entry because he was an apprentice carpenter. He settled in Hamilton, Ont., after competing in the British Empire Games in 1930.

Bobby Pearce turned professional in 1933, winning the world title and retaining it, undefeated, until retiring in 1945 at the age of 40. Since he entered the reserve in 1942, Lt.-Cdr. Pearce has been active in Sea Cadet work, PT and boatwork for cadets and sailors, and in recruiting.

A typical sporting gesture almost cost him his first Olympic title. He was well in the lead in the Amsterdam race when a duck and brood proceeded in line ahead on collision course. He slowed, allowed them to swim out of reach of his oars, then went on to a victory which enchanted the Dutch, the contestants and spectators of all nations.

PCRA Captures Rifle Cup for Navy

A team of naval marksmen captured the Gordon Highlanders Cup at Heal's Range in May when they racked up 11 more points than their nearest rival.

The team, members of the Pacific Coast Rifle Association (RCN), scored a total of 830 points. Canadian Scottish was second with 819 and the 5th

Regiment third with 801, followed by HMCS *Ontario*, 762, and Scottish "B" 751.

The match, fired from 200, 500 and 600 yards with ten rounds to a range, is a coached and timed competition. The cup, Vancouver Islands' premier shooting trophy, has been up for competition since 1914. It was held last year by the Canadian Scottish.

The PCRA (RCN) team with their individual scores were: PO Frank G. Ball, 141; Lieut. George A. Grivel, 140; CPO J. R. Ross, 139; CPO Herbert C. Boten, 138; CPO Walter Burch, 137, and PO R. A. Shore, 135.

Seaman Makes Speedy Run

In a 2.6 mile cross-country race held by HMC Communication School at *Cornwallis*, Ord. Sea. David R. Worsfold of Jasper, Alberta, did the circuit in 18 minutes to win the race and take the cash prize.

Class CR 95, with the highest team points, took the cake and the Cooley Trophy. The Cooley Trophy was first presented to HMCS *St. Hyacinthe* War-time Signals School in 1943 by the Cooley Brothers of Montreal.

For the third year in a row a communication team has captured second place in the *Cornwallis* Inter-Part .22 rifle competition.

LETTER TO EDITOR

Leadership School,
HMCS *Cornwallis*.

Sir,

In your April 1956 issue of *The Crowsnest*, I again read with pride that another Canadian Petty Officer has been awarded the coveted "Llewelyn Prize" when qualifying for Gunnery Instructor at Whale Island.

You do our Gunners an injustice, Sir, further in the same article where it is stated that six other Canadians have been awarded this prize, as I know of two other Canadians who have won it, namely the late Petty Officer Baxter lost in the sinking of HMCS *Fraser* off the coast of France and myself in 1940.

Thanking you,
(Sgd) J. M. PAUL,
Lt.-Cdr. (G) RCN,
Officer-in-Charge.

WALKING IN THE FOOTSTEPS OF NELSON

Pages of Naval History Unroll Before Eyes of Cadets

THE RECENT training cruise to the West Indies by the *Ontario* and the *Sioux* for naval cadets from HMCS *Venture* was the last training cruise to be undertaken by cadets before *Venture's* first graduation ceremonies, in August. The cruise itinerary was such that the cadets visited a number of places which, from a naval historical point of view, were of outstanding interest.

The two ships sailed from Esquimalt on March 30 on the first leg of the two-month cruise. There were 86 cadets

embarked in the *Ontario* and 12 in the *Sioux*. Training in the destroyer were executive-air and supply cadets and when the two ships reached Bridgetown, Barbados, they transferred to the *Ontario* while a corresponding number of cadets from the cruiser went to the *Sioux* for additional experience in that type of ship. The engineering cadet remained in the *Ontario* for the entire cruise, as did the junior cadets.

Within hours of leaving Esquimalt, the *Sioux* carried out a torpedo attack on the *Ontario*, giving the cadets an early

initiation into just one of the many evolutions which were to be carried out at frequent intervals during the cruise. Later, there were gunnery, towing, refuelling and jackstay transfer exercises, in addition to boat transfers.

En route to Balboa, the *Sioux* detached for San Diego to refuel. By this time the familiarization and training program for the cadets was taking effect.

In the *Ontario* the executive-air cadets spent their days doing practical astro-navigation. For them, the day began before dawn when they were up for their first sights, and lasted until late in the evening when, after their final "shooting", they worked out their calculations. The executive-air cadets in the destroyer spent their time obtaining watch-keeping experience.

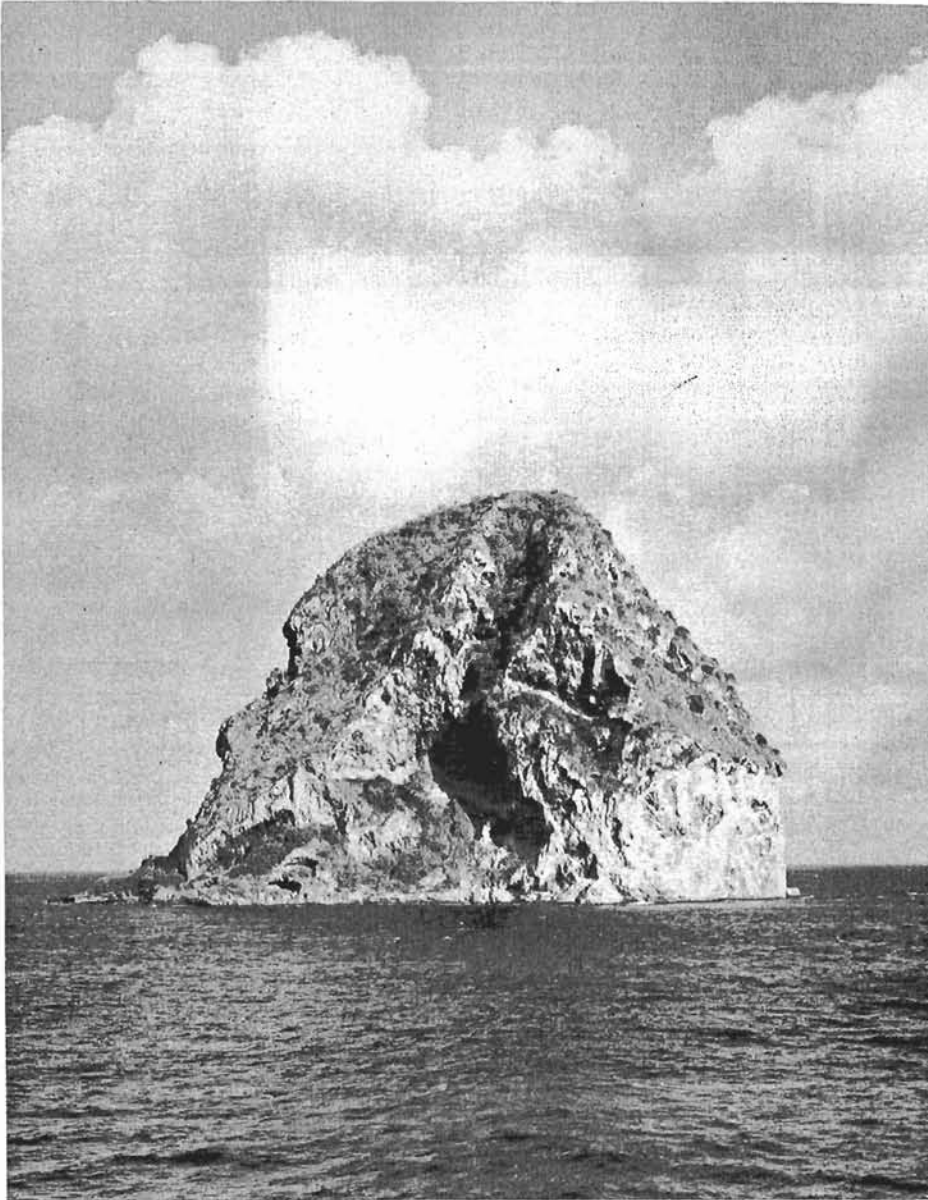
The engineering cadets stood regular watches in the *Ontario* each with specially assigned tasks and frequently with the temperature going up to around the 125-degree mark. The supply cadets spent periods of about 10 days, working in pairs, in the various departments of the ship coming under the supply branch. Their training ranged from assisting in breadmaking and general galley familiarization at one period to calculating pay records the next.

April 10 saw the two ships entering Balboa, where they remained until April 12. During their visit, many of the cadets went on tours of old Panama City.

For the junior cadets making their first cruise, one of the early highlights of the trip was the transit of the Panama Canal. During the *Ontario's* passage through this marvel of engineering ingenuity, officers from *Venture* organized lectures and discussion periods for the cadets about the canal.

Having to anchor for four hours in Gatun Lake during the afternoon before passing through the final stage of the canal, the Gatun Locks, permission was granted to the ship's company to go over the side for a swim in the fresh water. With boats standing by in case of anyone getting into difficulties, hundreds of officers, cadets and men took advantage of a "dip" to find some relief from the oppressive heat which was to last practically the entire time in the tropics.

Normally one of the hottest periods of the year in that part of the world, the temperature when the two ships arrived had gone up to the point where it was even unusually warm for the Canal Zone, according to local residents.



The pinnacle which was long ago commissioned "HMS Diamond Rock"—the "little Gibraltar" of the Caribbean. (OT-2799)

Throughout the voyage, at sea or in harbour, one of the busiest departments in the *Ontario* was the Cadet Training Office.

So closely was the syllabus integrated with the ship's routine in the *Ontario* that at any given time, through a special chart which was evolved by the training office, the immediate location of any cadet and the duties he was performing could immediately be found.

The first stop in the West Indies was Bridgetown, Barbados, which they reached on April 16. There, the emphasis was laid on sailing in whalers for the cadets and this part of the training program began before the two ships had anchored off Bridgetown, in Carlisle Bay. The *Ontario* lowered four of her boats about five miles out and let the cadets sail them in to the bay. The whalers were used daily, providing the cadets with excellent experience. They also assisted the regular boats' crews in operating the pinnaces, cutters and captain's motor boat.

Ashore, the cadets discovered that Bridgetown, like the British capital, had its Trafalgar Square, with a statue of Lord Nelson. This particular monument was one of the earliest erected to the memory of Lord Nelson. A bronze statue representing the Admiral in full uniform, it was erected, March 22, 1813.

Bridgetown clubs and organizations extended a warm welcome to the visiting Canadians, offering their facilities to the officers, cadets and men of the two ships. The magnificent, white sand beaches and crystal-clear, warm water of the Caribbean attracted the visitors and beach parties and individual groups thoroughly enjoyed the superb swimming and sun-bathing conditions.

Sport took up a good portion of off-duty hours and challenges were received and accepted for a full schedule of soccer, basketball, cricket and water polo.

Probably the most notable performance of all was that put up by the combined *Ontario-Sioux* rifle team, which earned them a claim to a four-fleet championship title.

The *Ontario* and *Sioux* sailed from Bridgetown on St. George's Day, April 23. Appropriately, while en route to St. John, Antigua, which they reached the next day, they passed, and paid a naval mark of respect to, what unquestionably was one of the most unusual "ships" ever commissioned in the Royal Navy.

This was the small island called Diamond Rock, commonly referred to as the miniature "Gibraltar of the Caribbean."

From the historical point of view, the visit of the two ships to Antigua was the climax of the cruise. There, the

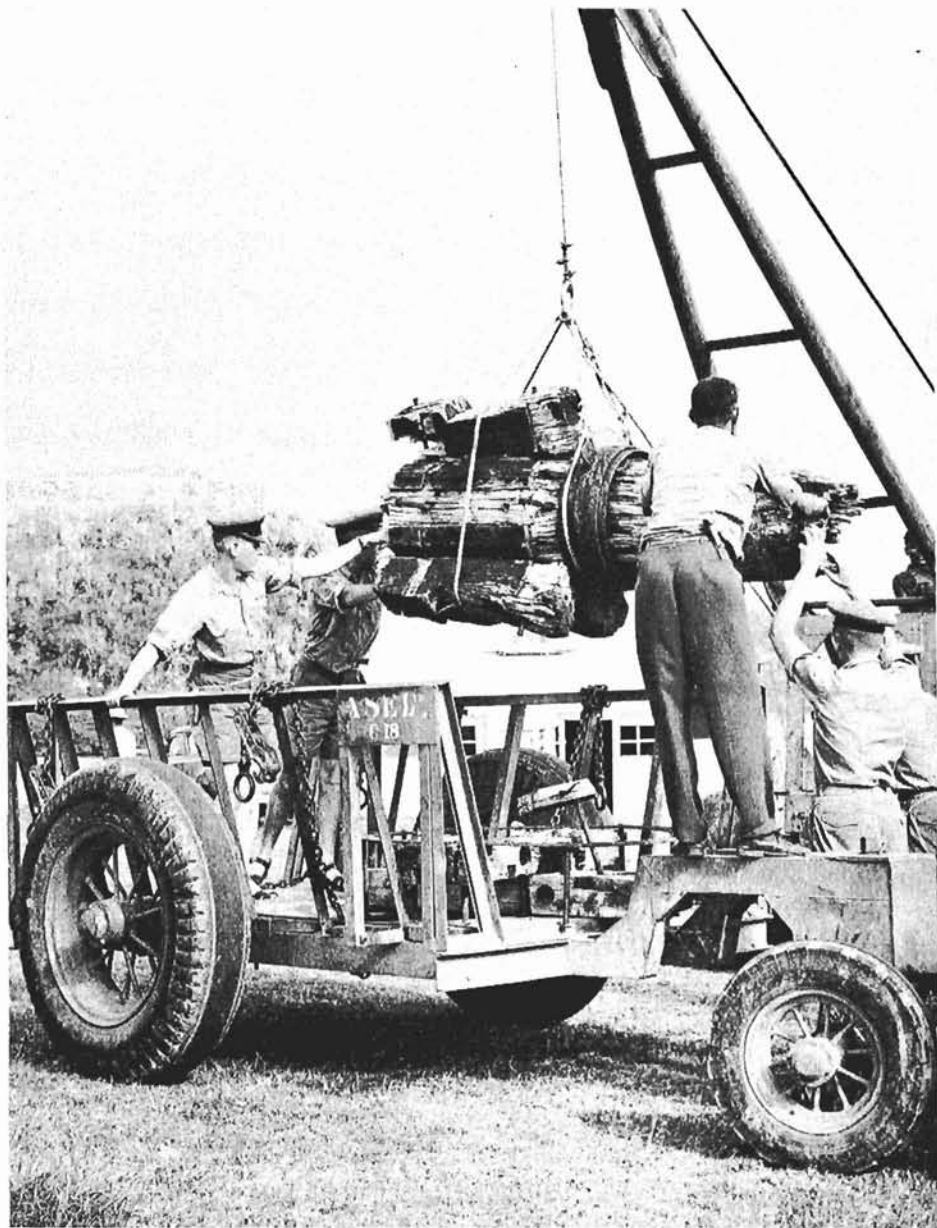
Venture cadets, literally, walked in the footsteps of Lord Nelson who was in command of HMS *Boreas* there between 1784 and 1787. At English Harbour, on the more southerly part of the island, there is located the 18th century naval base which is commonly referred to as "Nelson's Dockyard".

These islands in the West Indies contain much of the history of those complicated naval operations in the Caribbean between British, French and Spaniards which ultimately settled, among other things, the political allegiances of the Antilles. A microcosm of this history is the base at English Harbour. Here, neatly arranged on their spit of reclaimed land are the officers' and seamen's quarters, the sail-loft and stores, the workshop, the pay office, the coal

store, the galley and, last but not least, the Senior Naval Officer's House, the latter frequently occupied by Nelson while in command of the *Boreas*.

The cadets made a tangible contribution to the work of reconstruction and preservation which is being carried on by the Society of the Friends of English Harbour. Supervised by officers and personnel from the two ships, they spent three days at the base, re-painting much of the woodwork in the various buildings. They also assisted in removing an old cannon, weighing several tons, to a new location in the fortified area which once guarded the entrance to English Harbour.

"It was hard to believe that I was actually walking around on ground that Lord Nelson had once walked on," said



Bits and pieces of an English Harbour capstan begin the long journey to Esquimalt where the ancient equipment will be restored. (OT-2852)

one cadet, "and that those buildings I visited had played such an important part in the naval operations during Nelson's time."

Before sailing on April 29 from Antigua, a carnival frolic was held on board the *Ontario* to initiate a money-raising drive to set up a charity fund. The Ship's Fund announced that it would match, dollar for dollar, any money raised by the ship's company for the purpose.

The frolic itself was acknowledged as being the biggest "skylark" of its kind in the memory of anyone on board. A weirdly-garbed and extremely un-co-ordinated "ceremonial guard" paraded on the quarterdeck, carrying out rifle drill with broomsticks, lengthy sections of piping and other such impedimenta. The "precision drill" was hardly helped by the riot of sound emanating from a harmony-starved but extremely noisy "orchestra".

Such a frolic, naturally, would not be complete without its beauty contest and Captain D. W. Groos, the commanding officer, resplendent in blue pyjamas under a red silk dressing gown with white polka dots, and a hat inscribed "The Big Boss", had a difficult time making the final selection.

A draw and a bingo followed later and, when all receipts were totalled, the ship's company had raised \$2,000 by their efforts. This, matched by the Ship's Fund, meant that the *Ontario* had set aside, for charity the highly commendable sum of \$4,000.

From St. John, the two ships sailed to San Juan, Puerto Rico, where they arrived April 30. Until they departed on May 4 on the first leg of the return journey to Esquimalt, the cadets and ships' companies spent much of their time sight-seeing around that historic city. Special tours were arranged and dances organized.

A number of cadets were guests at the graduation ceremonies held at the University of Puerto Rico, in San Juan, of the Reserve Officers Training Corps.

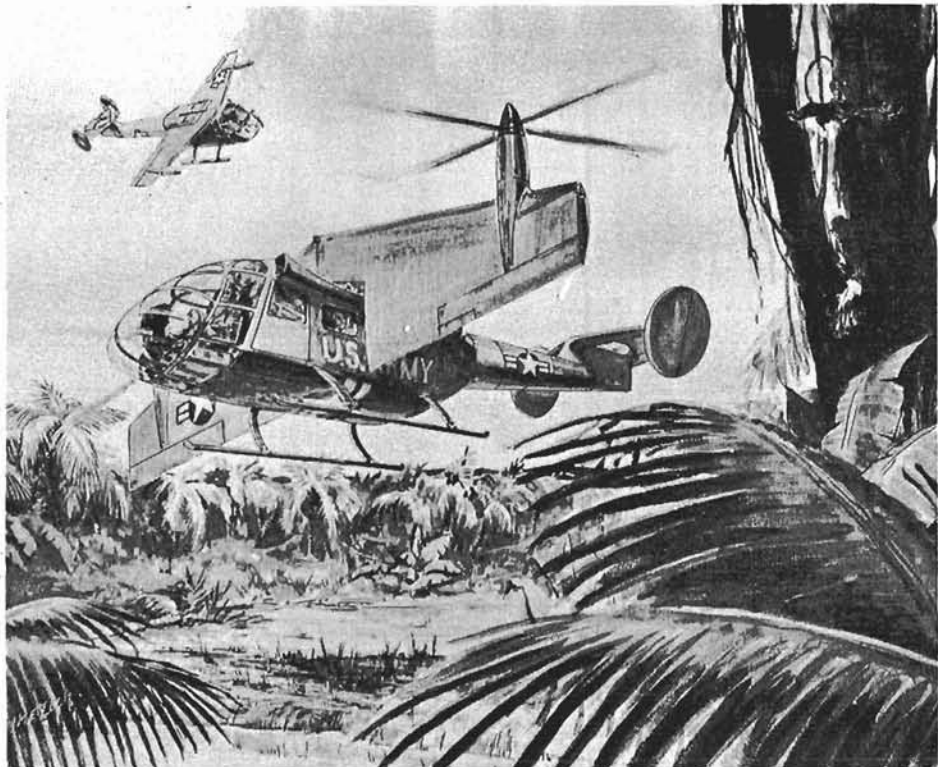
Throughout the cruise, the Canadians were hailed as excellent representatives of their country and the finest type of ambassadors of goodwill.

On the homeward passage, the two ships visited San Francisco, where special services were held on board on Sunday, May 20, to commemorate the Battle of the Atlantic.

The *Ontario* and the *Sioux* sailed from the American port on May 23, arriving back in Esquimalt two days later to complete a valuable and memorable cruise.—A.C.T.



At the edge of the jungle, HMCS Sioux steams slowly along the Gaillard Cut section of the Panama Canal. (OT-2872)



Helicopters have proved their ability to rise vertically, hover and manoeuvre in any direction, but their forward speed leaves much to be desired. Aircraft designers and tacticians have long recognized that a plane which could rise and land vertically and also show a fair burst of speed would be extremely valuable to warships with small deck landing spaces and to ground forces operating in rough terrain. Vertical take-off planes which stand on their tail for the take-off have been tried with some success. A new idea, which is under development by the Vertol Aircraft Corporation (formerly Piasecki Helicopter Corporation) for the U.S. Navy and U.S. Army is the "tilt-wing", turbine-powered vertical take-off and landing (VTOL) research aircraft, of which an artist's conception appears here.

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

AMOS, Edward F.....LSTD2
 ANDERSON, Gerald W.....LSPW1
 ANDERSON, James R.....LSTD1
 ASCROFT, Allan.....P2RD3
 ASSELSTINE, Jack D.....LSRP1

BAKER, James A.....C2ET4
 BECIGNEUL, Adrian P.....P2EA3
 BELLERIVE, Camille J.....LSAM2
 BELYEA, Eugene J.....LSAW1
 BENNETT, Allan G.....P1CV2
 BERNAYS, Max D.....LSAA1
 BERUBE, Auguste.....LSSW1
 BEST, Frank H.....LSED3
 BIGGS, Maurice E.....C1ET4
 BLANCHARD, Joseph G.....LSPW1
 BOON, Richard E.....LSLR2
 BOUCHER, Leopold J.....LSEM1
 BROOKER, Jerome C.....P2EA3
 BROWN, Douglas H.....LSEF3
 BROWN, Robert A.....LSAA1
 BROWN, Robert J.....LSAF1
 BROWNELL, Arnold H.....P2EM2
 BRYAN, Alfred W.....LSDK1
 BUCHANAN, Donald M.....LSVS2
 BURCHILL, Paul A.....LSED3
 BURLOCK, Ernest E.....P1RT4
 BURNS, John R.....LSCS2
 BURTON, Charles Q.....LSAM2
 BUTLER, Harold A.....C1ER4
 BUXTON, Thomas O.....LSPW1

CAISSIE, Edmund J.....P2EM2
 CALL, Cleo A.....P1EA4
 CAMERON, Donald A.....C2CS4
 CAREY, Eugene E.....P1CS3
 CARLSON, Alfred A.....P2EM2
 CARTER, Lorne.....LSCV1
 CHALLONER, Richard P.....P2EG3
 CLAIR, Frederick G.....P2EM2
 COCHRAN, Donald L.....P2RC2
 COLLIER, David S.....LSCS2
 COOK, Stanley.....P2QR2
 COOPER, Gerald F.....LSEA3
 COOPER, Selby B.....LSEM1
 CORBIN, Jules G.....P1CV3
 COWARD, Robert G.....P2EM2
 COXON, James R.....LSED3
 CROWLEY, Michael J.....P1ET4
 CROYDEN, Allan M.....P2CR2
 CROZIER, Robert G.....P2EM2
 CUMMINGS, Robert E.....LSRP2
 CUNNINGHAM, Ronald D.....LSRC2

DAIGLE, Joseph G.....LSEF3
 DEAZLEY, William J.....P2EF3
 DICKINSON, Peter R.....P1RT4
 DICKSON, Jack E.....P1ET4
 DIXON, Frederick J.....LSCS2
 DOBSON, George E.....P1RA4
 DORSEY, Raymond L.....LSCS2
 DUFRESNE, Pierre-Paul.....LSTD2
 DUNBAR, Roydon J.....P2RP2
 DUNCAN, Neil L.....LSAM2
 DUNN, David R.....LSCS2
 DUNN, Kenneth V.....LSDK1
 DUNN, Leonard J.....LSEM1

EDGAR, Eric G.....LSEA3
 EISLER, Lloyd E.....LSEM1
 ELWORTHY, Lloyd A.....LSEM1
 EMBERLINE, Douglas K.....LSDK1
 EMBERLY, William G.....LSDK1
 EMOND, Fernand R.....LSRD3

ETHERINGTON, Jack E.....P2RW3
 EVANS, Gordon D.....P2CR2

FAUTEUX, Cyr Louis J.....P2EA3
 FITZSIMONDS, Patrick T.....P1QR2
 FORD, John E.....P1QR2
 FULLER, Carl Louis.....LSTD1

GAFFNEY, Leonard M.....LSEM1
 GIBSON, Hugh S.....P2AA2
 GILL, Arthur M.....LSRW2
 GIRARD, Joseph.....LSTD1
 GLISTA, Edward J.....LSEM1
 GLOVER, Donald S.....P2EM2
 GRAY, Edward G.....LSRP1
 GREATWICH, John W.....LSVS2
 GREENWOOD, Charles H.....LSEM1

HAMILTON, Robert.....LSEM1
 HARTRICK, Alfred W.....LSEM1
 HAWTIN, Leonard C.....LSEM1
 HAYWARD, Ernest E.....P1CS3
 HEBERT, Raoul J.....P2EM2
 HERTEIS, Claude A.....LSRC1
 HILDEBRAND, Gordon B.....LSCR1
 HOLLYWOOD, Philip A.....LSAM2
 HOOD, Walter A.....LSTD1
 HUDSON, Ronald G.....LSAM2

INGALL, Tyler C.....LSQR1
 IRELAND, Alexander D.....C2CR3

JAMES, Dennis T.....P2ED3
 JAMIESON, Gerald E.....P1QR2
 JAMIESON, Sanford G.....LNSN1
 JENKINSON, William L.....P1AA2
 JENSEN, Vern J.....LSRS3
 JOHNSON, Douglas A.....LSCS2
 JOHNSTON, Donald G.....LSRN3
 JOHNSTON, Eldon E.....LSRS3
 JOHNSTON, George R.....LSQR1

KEIRSTEAD, Charles J.....LSDK1



KING, Robert H.....LSVS1
 KINGSTON, Charles.....LSEG3
 KIRK, Kenneth H.....P2AA2
 KIRK, Paul B.....LSEM1
 KIRKLAND, John A.....P2RN3
 KNAPMAN, Norman W.....P2ED3
 KOHLS, W. Ewald.....P2EM2
 KRILOW, William.....P2CR2

LAFORTUNE Joseph A.....LSAM2
 LALONDE, Raymond V.....LSAM2
 LaROCQUE, Henry R.....P2CR2
 LEBLANC, Gary L.....LSCS2
 LEE, Giles A.....P2MA3
 LEVASSEUR, Omer E.....P1CS3
 LILLEY, Donald J.....LSRD3
 LOVE, Morley K.....P1CS3
 LYNCH, Cyril T.....C2ET4

MacASKILL, Joseph N.....P2CR2
 MacKAY, Stanley M.....P2RN3
 MACK, Thomas.....LSAW1
 MACKIE, William A.....LSTD1
 MANN, William D.....LSEA3
 MARION, Robert J.....LSCS2
 MASON, John E.....LSAM2
 McEACHEN, Thomas O.....LSQR1
 McGEEIN, Wilfred H.....LSCS2
 McGREGOR, Ronald H.....LSTD1
 McKELLAR, Ian M.....C2CV3
 McKENZIE, Charles J.....LSEM1
 McLEOD, Edward D.....P2PR2
 MELSKI, Raymond M.....LSCR1
 MERRILL, Arthur F.....P2EM2
 MIKITKA, Robert J.....P2QM2
 MILLER, Matthew W.....LSRN3
 MIDLER, Stewart R.....P1RA4
 MILLER, Thomas W.....C2GI4
 MILNER, Raymond C.....LSEM1
 MIMNAGH, James G.....C2RT4
 MONK, Alfred F.....LSEA3
 MORE, Bruce C.....P2EM2
 MORROW, Kenneth D.....P2QM2
 MORTIMER, Hayward A.....P2QM2
 MUISE, Eric A.....P2QM2
 MUNROE, William A.....P2TD3

NADEAU, Magella.....LSSW1
 NEWMAN, Michael E.....LSRC2
 NOWLE, Anthony.....P2RN3
 NOYES, John H.....LSEM1

OAKLEY, Ralph G.....LSEM1
 O'NEIL, Patrick J.....P1CD3
 OSECKI, William R.....P2EM2

PAKENHAM, Norman B.....C2GI4
 PAQUETTE, Raymond F.....LSRN3
 PARTRIDGE, Kenneth M.....LSRP2
 PATTISON, Colin R.....C2SH4
 PELLERIN, Marcel J.....LSCS2
 PENCER, John H.....LSCR1
 PENNEY, Harold J.....P1ET4
 PHAROAH, Robert J.....LSRD3
 PHILLIPS, Norman J.....P2CR2
 PICKERING, William C.....P2AA2
 PILOTE, Marcel J.....LSEF3
 PIONTEK, Stanley.....LSPW2
 PORTER, David B.....P2EF3
 PROULX, Carol J.....LSQR1

READING, Trevor G.....C1RI4
 REEVES, Charles D.....LSEF3
 REID, James W.....P2EM2
 REYNOLDS, Brian J.....P2RW3
 RICHMOND, William A.....LSEM1
 ROSS, Andrew J.....P2RS3
 ROUTHIER, Joseph L.....LSEM1
 ROWAT, Gordon L.....C2RA4
 RUEST, Joseph H.....LSSW1
 RUSSELL, Robert N.....LSSW1

RUTH, Cyril C.....LSRP1
 RYAN, Jeremiah R.....P2RS3

SAILOR, Frank J.....LSQM1
 SAWYER, Robert K.....P1EA4
 SCHESSKE, Philip H.....P2EM2
 SCOTCHBURN, Conrad.....LSRW3
 SCHULAR, George A.....LSCS2
 SINCLAIR, Hugh A.....LSCS2
 SMITH, John L.....P2AA2
 SMITH, William C.....LSEM1
 SORRELL, James L.....LSCD2
 SPERLING, Leonard A.....LSEF3
 STUCKLESS, Donald R.....LSTD1
 SULLIVAN, William J.....C2QR3
 SWANBECK, David R.....LSPW1
 SWEET, Garfield T.....P2CR2
 SWIFT, Raymond J.....LSCS2

TAYLOR, John D.....P2EA3
 TAYLOR, Lewis A.....LSCS2
 TAYLOR, Murray F.....P2ED3
 THIBODEAU, Francois J.....LSAM2
 THOMSON, George B.....C1EA4
 TISCHART, Thomas J.....LSCS2
 TRAHAN, George A.....LSEF3
 TRATT, Ronald J.....P2AA2
 TRUDEL, Paul K.....P1CS3

VOEGELI, Frank H.....P2QM2

WALKER, Thomas W.....LSCS2
 WALTON, Jack.....LSQM1
 WEBER, James E.....LSQM1
 WEEDEN, Donald L.....LSEM1
 WELT, Ralph G.....LSEA3
 WILDMAN, John W.....LSTD1
 WILKINS, Ronald H.....P1AA2
 WILTON, Kenneth J.....LSVS2
 WINTERS, Joseph A.....LSEM1
 WISKER, Earl L.....P2VS2
 WOODS, Gordon W.....LSAM2
 WYATT, Ernest C.....P2TD2

YAWORSKI, Joseph J.....P2RN3
 YETMAN, James D.....LSRP1
 YOUNG, Donald A.....P1ER4

ZAHN, Arthur K.....P2RN3



Old and new styles in naval collars are modeled by AB Ted Kemball (left) and Ldg. Sea. Walter C. Clark, both of Bytown. The new button-on collar was developed by Ldg. Sea. Clark and PO John C. DeSalaberry (inset), of Shearwater and both have received letters of commendation and a \$30 cash award for their constructive suggestions.



Ord. Sea. James Seager, of Hamilton, was recently enrolled in the Royal Canadian Navy by Lieut. W. R. Whitman, recruiting officer at Star, the Hamilton naval division. The taking of the oath of allegiance was witnessed by the recruit's father PO Len Seager, on Star's recruiting staff and a member of the reserve for the past 22 years. Three uncles of Ord. Sea. Seager served in the Navy during the Second World War.

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A NEW COLLAR THAT BUTTONS ON

The array of flaps and tapes by which a sailor's collar is attached to his jumper will be replaced by buttons.

This glad news emerged shortly before a presentation ceremony at HMCS *Bytown* during which a letter of commendation from the Deputy Minister of National Defence and a cheque for \$30 were presented to Ldg. Sea. Walter C. Clark, of *Bytown*, in recognition of his part in the development of a new sailor's collar being adopted in the RCN.

Destined to receive similar awards was PO Charles DeSalaberry, who shared in devising the collar. He is at present serving in *Shearwater*.

Commodore James Plomer, Deputy Chief of Naval Personnel, made the presentation to Ldg. Sea. Clark at the regular fortnightly divisions of *Bytown* in the drill hall adjoining National Defence Headquarters in Cartier Square, Ottawa.

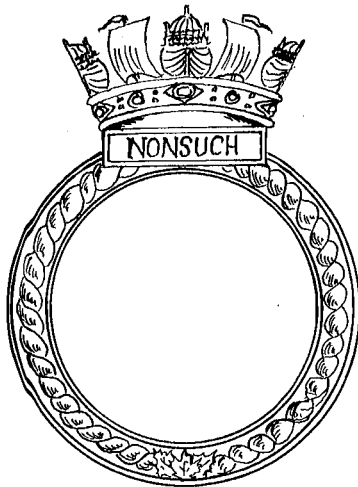
In addition to being easier than the old design to attach and remove from the jumper, the new collar is said to look neater and to be more comfortable.

MATRON-IN-CHIEF ON WESTERN TOUR

Lt.-Cdr. (MN) Mary E. Nesbitt, Matron-in-Chief of the Royal Canadian Navy, was on tour of western naval divisions and recruiting centres in June.

In addition, she was to inspect nursing facilities at the RCN Hospital in Esquimalt, and attend, as RCN delegate, the biennial convention of the Canadian Nurses' Association in Winnipeg, June 25-29.

During her western tour Lt.-Cdr. Nesbitt is making a point of meeting nursing officers of the RCN (Reserve) and interviewing prospective nursing officer applicants for the RCN.



A HERALDIC expression of
 doubtful age,
 Is the Rebus, according to a sage.
 For *NONSUCH* draw a Superman
 Or a kitten white in snow,
 And *UNICORN*, along this plan,
 A jerk on the radio;
BYTOWN a roadmap — repairs up
 ahead;
STAR a boxer being thumped on
 the head.
 It might even be fitting to change
 once again
 The crest of our cruiser to some-
 thing more plain.
 Break it in pieces—to frighten our
 foe:
 Neither province nor cruiser—
 ON—TAR—I—OWE.

