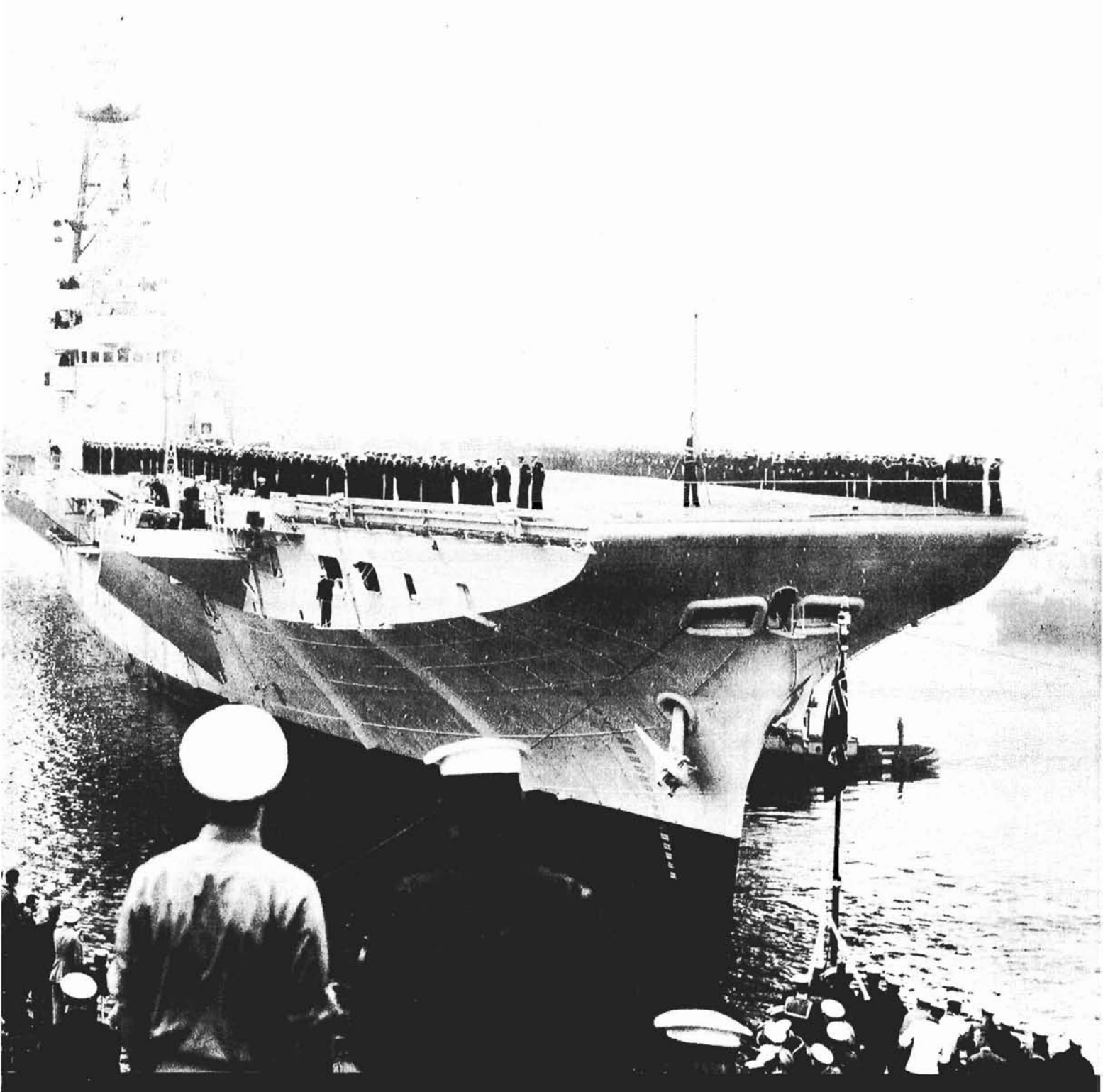
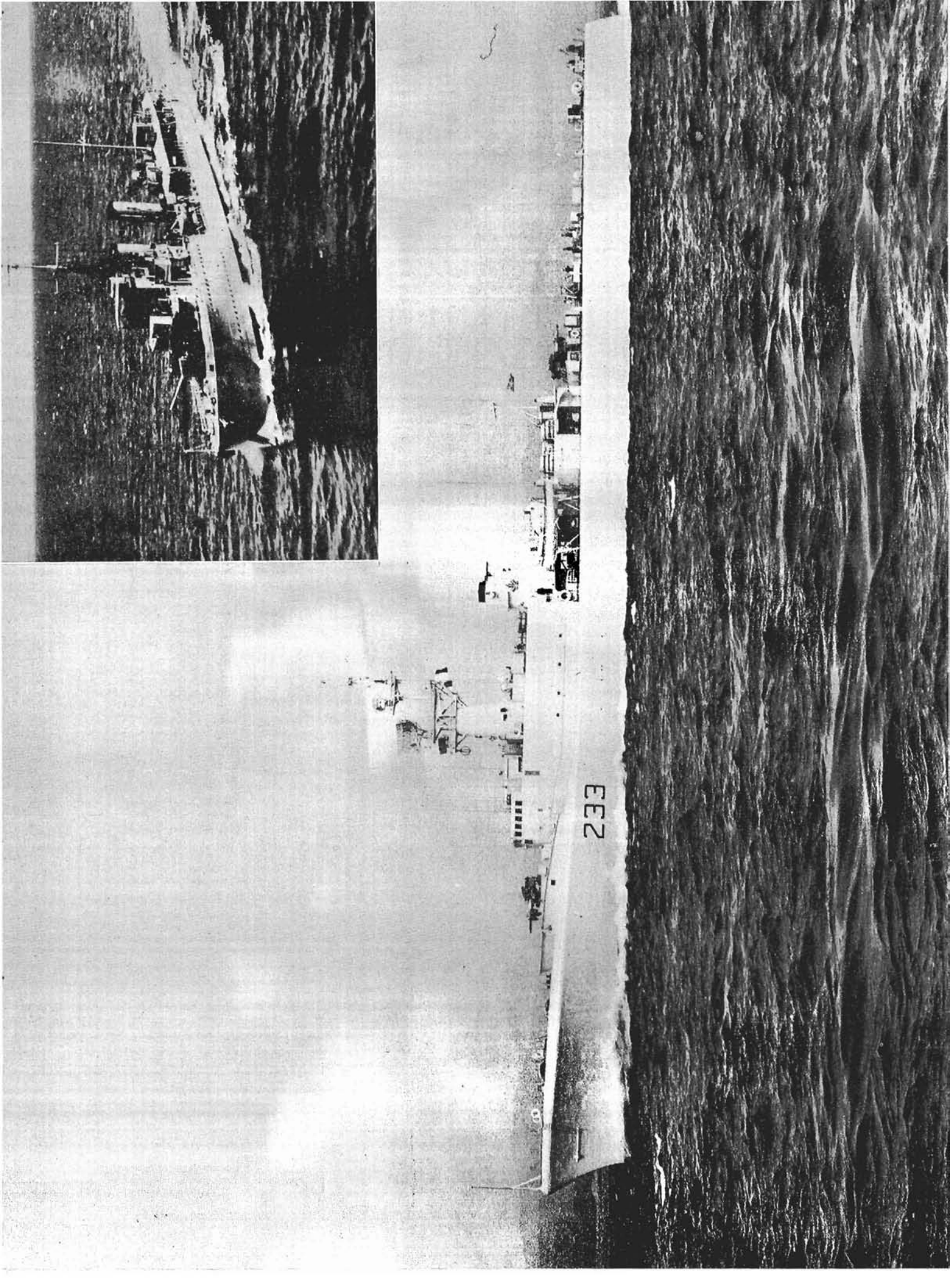


CROWSNEST



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July, 1957



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The CROWSNEST

Vol. 9 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1957

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LADY OF THE MONTH

A turbulent, mighty river, which rushes in angry fury through rocky canyons and then spreads itself out in placid channels among the lush farmlands of the Lower Mainland of British Columbia, the Fraser was first explored to where its muddy waters pour into the sea just under a century and a half ago.

The Fraser is not a peaceful river. Even in its lower stretches, where ocean cargo vessels ply their trade and where cattle graze on the flat delta lands, the Fraser has risen in fury against the intrusion of man and broken down his dikes and laid waste his fields.

It is a fighting river and it has given its name to one of Canada's newest fighting ships, the destroyer escort HMCS *Fraser*, commissioned at Esquimalt on June 28.

The motto of the new warship is "Je suis prêt"—"I am ready". The new warship stands ready to serve Canada at the instant of the call to arms, just as did the first HMCS *Fraser*, of tragic but honoured memory. (E-4052)

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The Cover—*Bonaventure*, bienvenue! When Canada's new aircraft entered her home port of Halifax for the first time fog blanketed the harbour, but there was sunshine in the welcome of the thousands, civilian and service, who awaited her arrival. Even before she reached Canadian shores, the first Canadian-owned carrier had found a warm spot in Canadian hearts and had been unofficially re-christened the "*Bonnie*"—(HS-548973).



RCN NEWS REVIEW

HMCS Skeena carries out pre-wetting trials in Bedwell Harbour. (CN-3224)

Five 'Sweepers Starting Service

Five Bay class coastal minesweepers were scheduled to commission into the Royal Canadian Navy between August 1 and December 19 of this year. There are nine ships of this class in commission.

The new ships are the remaining five or six replacing those turned over to France in 1954 under the NATO Mutual Aid agreement. The first replacement, HMCS *Fundy*, is now in service with the First Canadian Minesweeping Squadron based at Halifax.

The five ships are constructed of wood and aluminum. Each has a displacement of 400 tons, a length of 152 feet and a beam of 28 feet. Diesel-powered, these ships are being equipped with the latest minesweeping equipment and navigational radar.

The names of the ships, their builders, location and tentative commissioning dates are as follows: *Chignecto*, George T. Davie Ltd., Lauzon, Que., Aug. 1. *Chaleur*, Marine Industries Ltd., Sorel, Que., Sept 12. *Thunder*, Port Arthur Shipbuilding Co., Ltd., Port Arthur, Oct. 3. *Miramichi*, Victoria Machinery Depot Co. Ltd., Victoria, Oct. 28. *Cowichan*, Yarrows Ltd., Esquimalt, Dec. 19.

All five will be the third ships of the name to serve in the RCN. Their immediate predecessors were among the six Bay class minesweepers turned over to France in 1954 and renamed: *La Bayonnaise* (ex-*Chignecto*), *La Dieppoise* (ex-*Chaleur*), *La Paimpo-*

laise (ex-*Thunder*), *La Lorientaise* (ex-*Miramichi*) and *La Malouine* (ex-*Cowichan*).

The first *Chignecto* was a Bangor class minesweeper, commissioned in October, 1941, which spent the war on patrol and escort duties off the west coast of Canada. She was paid off for disposal in November 1945.

The first *Chaleur* was an ex-RCMP motor boat which served from 1939 to 1945 as tender to the shore establishment of the Naval Officer-in-Charge, Quebec, an establishment which also bore the name "*Chaleur*".

The first *Thunder* was a Bangor class minesweeper commissioned in October 1941, which served in both the western Atlantic and in European waters taking part in minesweeping and escort duties in Normandy invasion operations and in post-invasion operations in the English Channel. She was paid off for disposal in October 1945.

The first *Miramichi* was a Bangor class minesweeper which commissioned in November, 1941, and served on anti-submarine patrol and escort duty off Canada's West Coast until the end of the war. She was paid off for disposal in October 1945.

The first *Cowichan* was also a Bangor class minesweeper. She was commissioned in July, and, like the first *Thunder*, served in both the Western Atlantic and in European waters taking part in minesweeping and escort duties in Normandy invasion operations and in post-invasion operations in the English Channel. She was paid off for disposal in October 1945.

Admiral Wright Lauds RCN Ships

Official recognition of the success of the Royal Canadian Navy's representation in the International Naval Review, held off Norfolk, Va., in June, has been received from Admiral Jerauld Wright, Commander-in-Chief, U.S. Atlantic Fleet.

Commenting on the presence of the two new anti-submarine destroyer escorts, *Assiniboine* and *Ottawa*, Admiral Wright said in a message to Vice-Admiral H. G. DeWolf, Chief of the Naval Staff:

"The International Naval Review and the Associated Fleet Week in Virginia have terminated and were tremendously successful.

"HMCS *Assiniboine* and HMCS *Ottawa* contributed immeasurably to that success. Many old friendships between our two nations were further cemented.

"It was an honour and a privilege to have been associated with your splendid representatives in this memorable event."

Helicopter Lays Overland Cable

Time and about 12 miles of cable were among the economies effected by a navy helicopter for army communications during a recent exercise at Camp Cagetown, N.B.

The helicopter, piloted by Lt.-Cdr. John Laurie, Swift Current, Sask., with Lieut. Howard Cook, Kingston, as co-pilot and observer, carried out the experimental cable-laying, bridging the

distance between the 1st Canadian Infantry Division and the "enemy" force in "Exercise Yo-Yo", a night manoeuvre.

About four miles of cable were laid over swampy and thickly-forested ground where neither men nor land vehicles could operate. To go around the area would have taken nearly 16 miles of cable.

Last year a light fixed-wing aircraft tried a similar experiment but the project failed when the cable became entangled and broke in several places.

This year the more manoeuvrable helicopter trailed out the cable from a series of connected reels secured in a casualty evacuation basket. Paying out the cable was AB Lorne Wood, of Tweed, Ont., who found this venture into communication activities worked just fine.

Fourth Summer in North for Labrador

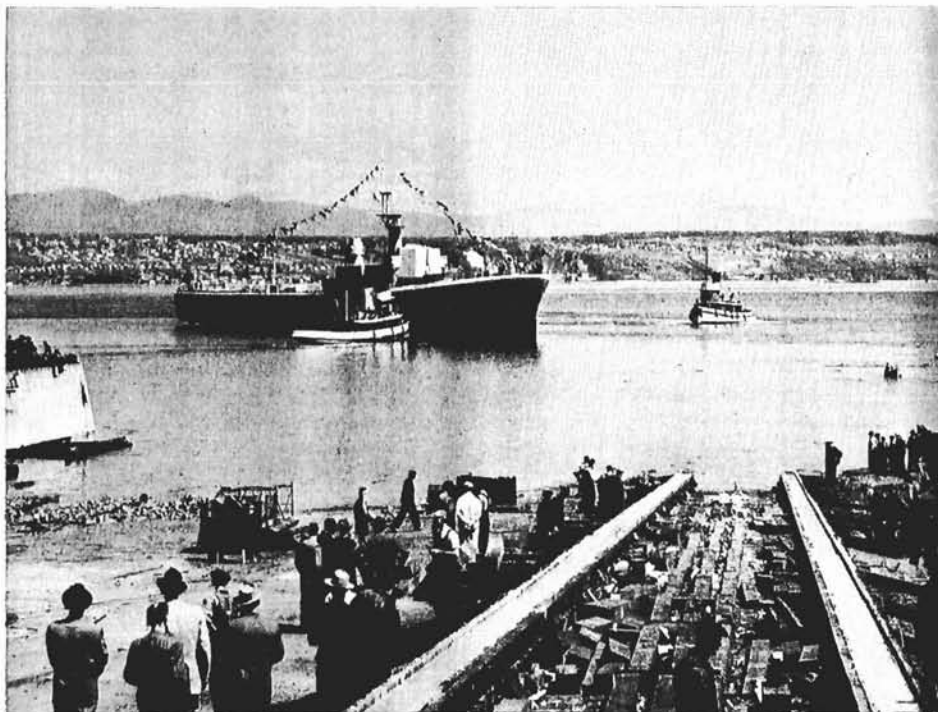
The *Labrador*, far-ranging Arctic patrol ship of the Atlantic Command of the RCN, headed for the Far North on June 25 for her fourth successive year of surveys and research and her third in support of the seaborne supply of Distant Early Warning Line sites in Canada's eastern Arctic.

Her complement includes six scientists. Michael Boulton is the chief scientist for the cruise, also heading the hydrographers. Other hydrographers assisting him will be S. S. Dunbrack and S. Van Dyke. E. E. Rodney is the draughtsman. They are from the office of the Dominion Hydrographer in Ottawa.

The oceanographic party is led by A. E. Collin, senior oceanographer. Assisting him will be F. D. Forgeron and R. B. Perry, the latter from Texas A & M University. Mr. Collin and Mr. Forgeron are from the Atlantic Oceanography Group at St. Andrews, N.B.

On arrival in northern regions, the *Labrador* began the initial survey of DEW Line supply routes and landing beaches at Fox Harbour. A hydrographic oceanographic survey party was landed in the Davis Strait area, with the ship returning to Resolution later in the month to pick up the hydrographers and their equipment.

Following participation in the sea-lift for DEW Line stations the ship will arrive at the eastern approaches to Bellot Strait late in August to try to map out an escape route for U.S. ships reaching the Arctic from the West Coast. If this route is impossible,



HMCS *Gatineau*, 13th new anti-submarine destroyer escort in the navy's current 14-ship program, was launched at Lauzon, P.Q., on June 3. Here, she gets her first taste of water as she swings into the St. Lawrence River from the launching ways at Davie Shipbuilding and Repair Co., Ltd. She is the second of the name to serve in the RCN. The first was the former British destroyer, HMS *Express*, which was commissioned into the RCN on June 3, 1943, and was paid off for disposal in October, 1945.

an alternate route will be sought. The *Labrador's* surveys and mission on behalf of United States' supply vessels should be completed sometime between September 15 and 20.

Her final task before returning to Halifax will be to explore Barrow Strait and Wellington Channel regions, followed by sea hydrography in the Baffin Sea on the homeward journey. At the latest, she should be home by October 20.

The ship is commanded by Captain Thomas C. Pullen, of Oakville, Ontario, and Halifax, a veteran of last year's northern operations.

In 1955 and 1956, she carried out valuable surveys of far northern waterways and each year led supply convoys through the tortuous, ice-packed routes to DEW Line supply marshalling points.

Four Picked for DCRA Meet

Four marksmen were to represent the RCN's Pacific Command Rifle Association at the annual meet of the Dominion of Canada Rifle Association at the Connaught Rifle Range, Ottawa, August 11 to 17.

They are CPO Walter Burch serving in HMCS *Malahat*, Victoria and CPO George Grotka, PO Robert McCallum



Sponsor at the launching of the *Gatineau* was Mrs. H. N. Lay, wife of Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff, with whom she is seen here on the christening platform. Rear-Admiral Lay represented the navy at the launching.

and Ldg. Sea. Harry Wells, all serving in *Naden*.

Ldg. Sea. Wells was in the Pacific Command contingent which attended the annual DCRA meet in Ottawa last year. His marksmanship there resulted in a senior standing in the Canada-wide contest.

RETURN CURRENT BENEATH GULF STREAM

Survey Discloses Flow of Cool Water from Arctic

HOW DEEP is the Gulf Stream? Is there a counter-current flowing beneath it carrying cooler water to the tropics?

Techniques and apparatus, which do for deep water what radiosonde balloons have done for the upper atmosphere have been developed by Dr. J. C. Swallow, of Britain's National Institute of Oceanography, and were successfully utilized by the Royal Research Ship *Discovery II*, which returned to Plymouth at the end of April after three months of carrying out measurements of deep ocean currents.

The results of the expedition are discussed in a bulletin issued by the Admiralty following the ship's return.

It is more than 100 years since the presence of cold water at the bottom of the tropical oceans showed deep undercurrents, from the polar regions, and some time since growing interest brought an outline picture of worldwide circulation, but it is only recently that deep currents have had the same interest for marine scientists as upper-air winds for meteorologists. To measure them was a difficult problem, and progress using current meters lowered from ships anchored in deep water has been very slow. It was clear that little progress would be made till there was a submarine counterpart to the meteorologists' upper-air balloon, and it would have to signal its movements by acoustic methods because we cannot look down into the ocean.

The first attempts used an acoustic transmitter sinking very slowly under a string of parachutes, but this proved too difficult, and Dr. Swallow hit on the much more practical idea of using a transmitter carried by a container which is made to sink to a predetermined depth where it will drift along with the water. He used aluminium scaffold tubing closed at the ends; this makes containers which are less compressible than seawater, and if loaded heavily enough to sink at the surface they gain buoyancy as they go down. The depth at which they will float can be arranged within narrow limits.

Having made the floats drift along with the water sending out sound pulses which can be picked up by hydrophones in a surface ship up to distances of several miles in fairly bad weather, the chief technical difficulties are solved. With the help of navigational aids, echo sounding, anchored marker buoys and radar, the deep floats can be tracked

closely enough to show the deep tides and currents. It is not an easy routine, but demands close attention, watchfulness and co-operation between all engaged in the measurements and the handling of the ship.

The technique was developed in the National Institute of Oceanography and the Royal Research Ship *Discovery II*, and it cannot be used to full effect till it is more widely adopted and used in the most rewarding circumstances. Till a few months ago the *Discovery II* had followed 12 floats for several days at different depths in several parts of the eastern North Atlantic Ocean, as much of the work as possible being done in co-operation with other marine laboratories. The measurements are a considerable addition to our knowledge of the sea and the technique was improved till it could be used in all but the worst weather.

Progress in the theory of oceanic circulation is fastest in the U.S.A. A number of young scientists, stimulated in dynamic meteorology and working together, are taking realistic account of the drag of the prevailing winds, the effect of the earth's rotation, the density layering of the oceans and the frictional forces which can transfer and dissipate energy. Dr. H. Stommel of the Woods Hole Oceanographic Institution, Woods Hole, Massachusetts, one of the most active workers, has campaigned for measurements of the water movements at great depths below the Gulf Stream. He maintains that there should be a considerable southward movement. This was implied in his two-layer theory of the ocean; it might explain why the Brazil Current in the South Atlantic Ocean is so weak compared with the Gulf Stream in the North Atlantic Ocean. He was "out on a limb" till someone made the measurements, and discussions across the Atlantic Ocean left little doubt that this was the most productive area and problem into which the new technique should be extended.

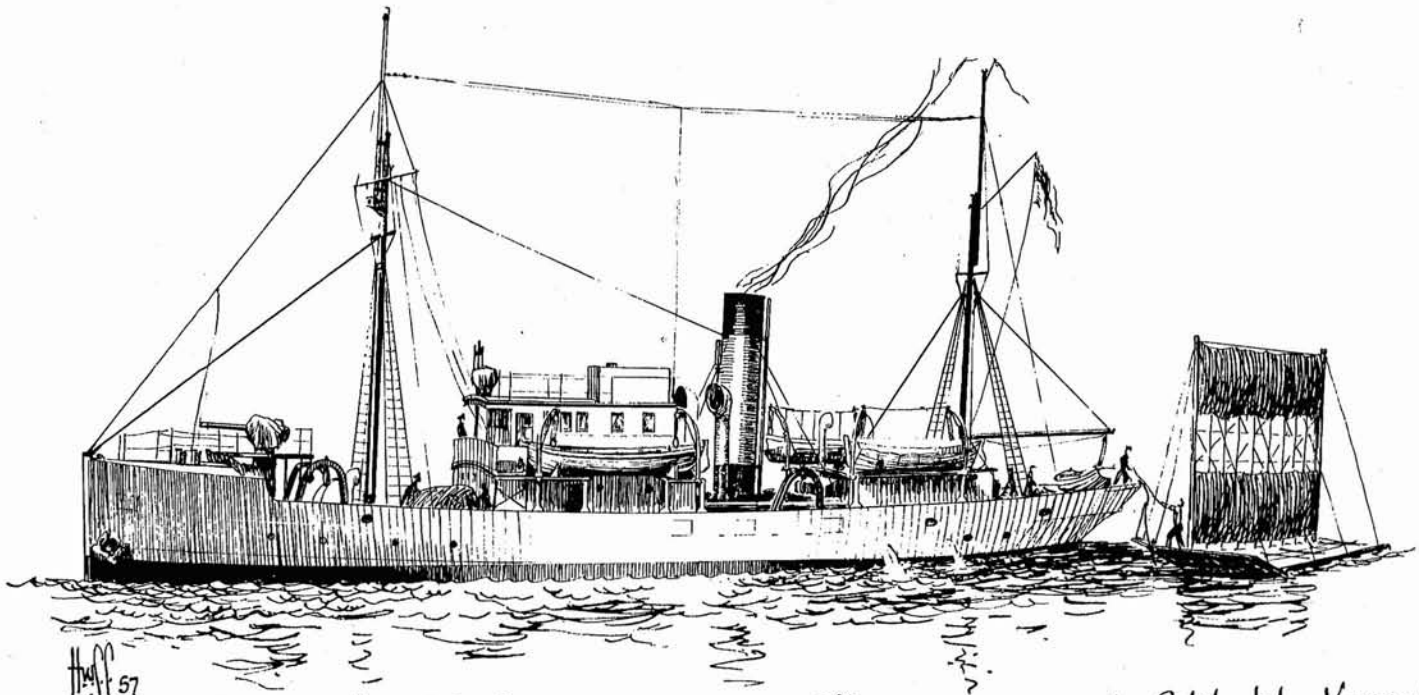
The National Institute of Oceanography could not have sent the RRS *Discovery II* across the Atlantic Ocean without generous help from the Woods Hole Laboratory, and the work would not have been effective if their research vessel *Atlantis* had not been there to carry out close measurements and sampling of the water, from surface to bottom, along representative lines

across the area under investigation. These observations allow the construction of isobaric charts for the sea like those in weather reports, and such charts can be used to calculate the water movements if some initial assumptions can be checked by direct measurements.

Everything pointed to the existence of little or no horizontal movement at a depth of 5,000 to 6,000 feet, with northward movements above and southward movements below, but till this joint operation was undertaken there was no certainty as to what would be found, and no one could guess at the speed of the deep southward movement if it really was there. It was shown to be there: the Gulf Stream was strong to the north near the surface. There was little or no movement between 4,500 and 6,000 feet and three floats followed at 8,200 feet and four at 9,200 feet went south. One of the deepest did one-third knot steadily, travelling 23 miles in 66 hours. Photographs of the deflection of a ball suspended by string from a compass only 18 inches above the bottom still showed an appreciable southward movement.

It is clear that no attempt to understand the surface currents and their variations could be complete without full account of such massive movements at great depth. It will be some time before the observed currents' density and pressure distributions can be fully considered, but there is no doubt that this collaboration between the British and U.S. laboratories is a landmark in Marine Science. The comparison between direct measurements and conclusions based on density distributions will add greatly to the value of much work of this nature which is to be done in the International Geophysical Year.

The *Discovery II* recorded waves 50 feet high on three days during the first two weeks outwardbound in early February. On the return voyage she made detailed temperature observations and water analyses from surface to bottom along a northern route. Dr. Swallow is returning to the United States to measure deep currents in the Pacific Ocean. The work will be done from research ships of the Scripps Institution of Oceanography, University of California; the National Institute of Oceanography is providing the equipment.



1937 — H.M.C.S. ARMENTIERES, Minesweeper and Odd-Job Vessel.

A MADEMOISELLE NAMED 'ARMENTIERES'

By

CDR. H. W. S. SOULSBY, RCN
(RET'D)

HMCS ARMENTIERES was one of six ships built in Montreal and Kingston in 1917 for service in the Royal Canadian Navy as minesweepers and patrol craft during the First World War. The other five were the *Givenchy*, *Thiepval*, *Loos*, *Arras* and *Arleux*, all named after places in France where Canadian troops fought. They were designed on lines similar to North Sea trawlers, which by reason of their shape were able to stand the roughest sea, and by reason of their fittings for fishing were ready-to-use minesweepers. The fittings consisted of two pairs of "gallows" and the large trawl-winch, the latter capable of holding over 100 fathoms of 2½" wire.

Other trawlers which were built in Canada during the First World War and saw service in the Royal Canadian Navy were different in design, being smaller and having a different type of boiler; the last survivors of this class to serve were the *Festubert* and *St. Eloi*, which ended their days as gate vessels for Halifax Harbour, and Sydney, respectively.

The fact that the *Armentieres* is still afloat is a tribute to RCN engineers who saw to it that the boiler was thoroughly well looked after, a "boiler-clean" being called for every six weeks or so.

I had the honour and interesting experience of serving as commanding officer of *Armentieres* for a total of six years and nine months (is that a record in the RCN?) in two periods

of over three years, during which time I piloted her 42,000 miles on the British Columbia coast—none of it at a greater speed than 9½ knots! I joined her first in May 1930 at Esquimalt and immediately proceeded to sea on a duty typical of the West Coast—the "Sea Patrol".

This was technically for the purpose of enforcing the Pelagic Sealing Treaty

then in force between Great Britain, the United States, Japan and Russia. This treaty called for the prevention of fur-seal hunting except by bona fide aborigines, i.e., Indians; even they had to do their hunting from hand—or sail—propelled boats and fire-arms were not permitted. The *Armentieres* and *Thiepval* carried out this duty in conjunction with CGS *Givenchy* of the Fisheries Department during April, May and June of each year when the seals were supposed to be proceeding in great



The *Armentieres* spent some days half submerged after hitting an uncharted rock in Pipstem Inlet, Barkley Sound, in 1925. The photograph shows her apparently in a tail-spin. More damage was done to her during the course of salvage operations than in actually hitting the rock, Cdr. Soulsby says. (CN-32387)

numbers up the coast of British Columbia to their breeding grounds in the Pribiloff Islands.

In practice we seldom saw more than a dozen or so at a time in little groups anywhere near the coast! However, part of the duties was to inspect skins held by buyers prior to disposal to dealers. I have seen piles of skins at Ucluelet, Clayoquot, and Nootka, but never had a satisfactory explanation of how they were caught!

The *Armentieres* came around from the East Coast in 1919 in company with the *Stadacona*. The latter vessel subsequently had a varied career as a rum-runner and private yacht. On arrival in Esquimalt, the *Armentieres* and *Thiepval* were fitted out to make them more suitable for training ships. A captain's cabin was built abaft the wheelhouse, and two cabins built in below the upper deck.

Training of RCNVR personnel was a continuous occupation of these little ships and though not ideal for the purpose, there must be hundreds of officers and men who got their first experience of steering, heaving the lead, and manning the seaboard in the *Armentieres* and *Thiepval* in the 1920s and '30s.

The *Thiepval* was lost on February 27, 1930, when she struck an uncharted rock in the channel in Barkley Sound which now bears her name.

When I joined the *Armentieres* in 1930, the West Coast Squadron of the Royal Canadian Navy consisted of two ships—*Armentieres* and *Vancouver*, the latter an ex-RN destroyer launched in 1918. Esquimalt Harbour was then a delightfully peaceful and beautiful place, with the village of 50 houses 45 of which were pulled down in 1941

to make room for the growing dockyard. There was even a "pub" called "The Bucket of Blood" down at the water's edge. I never was certain that that was its proper name or just a nick-name. Now Esquimalt Harbour is lined with wharves and jetties at which lie ships, huge and very different from those of 1930.

In my drawing I have depicted the *Armentieres* in 1937 taking a Modified Pattern Six target in tow. This was a frequent duty for which she was well fitted.

The *Armentieres'* duties were many and varied so that I often think of her as the "Cinderella of the Fleet". We performed the menial tasks which the very superior destroyers, with their guns and torpedoes could not or would not do. However, like Cinderella, we had our hour or two of glory, for on more than one occasion the *Armentieres* was the vice-regal yacht! His Honour the Lieutenant Governor of British Columbia flew his flag once to go to Vancouver, and another time to go to Alert Bay.

We had a bishop as a passenger on one occasion. We took Rear-Admiral Walter Hose on his last inspection trip before he retired as Chief of the Naval Staff in 1933.

In 1935 the *Armentieres* acted as a hydrographic surveying ship, embarking two surveyors and a boat's crew from CGS *Wm. J. Stewart* during the survey of the west coast of the Queen Charlotte Islands, one result of which is a channel named after the ship and a cove named after the commanding officer.

One of the most interesting and constructive jobs a naval vessel could be called upon to do—apart from Hydrographic Surveying (my opinion) — fell

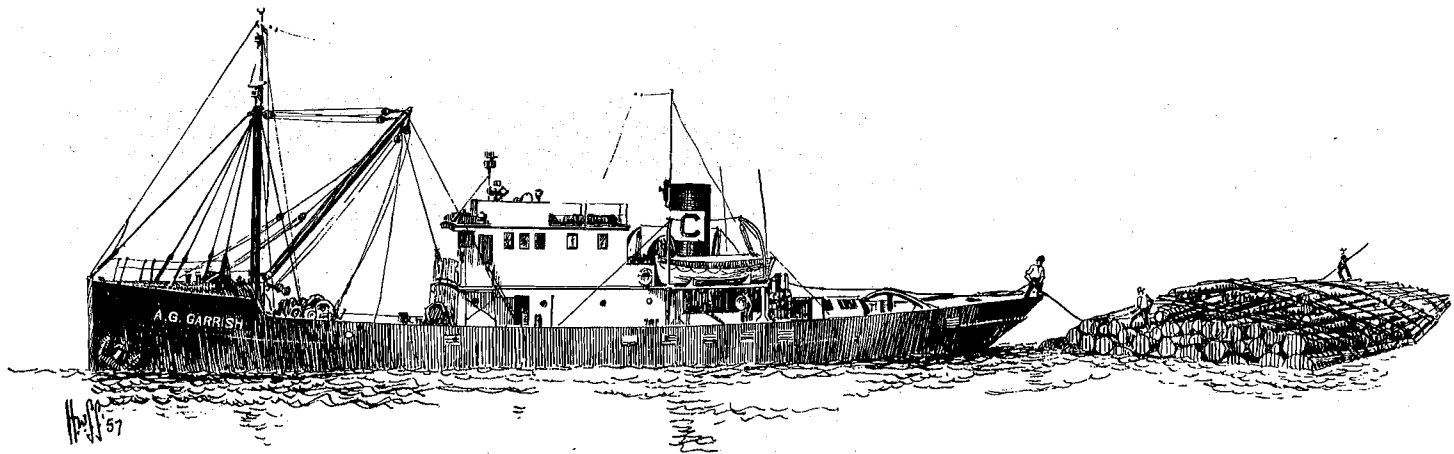
to the lot of the *Armentieres* during the years immediately preceding the Second World War. That was, to assist the officials of the Pacific Biological Station at Nanaimo in their oceanographic work. Our part was to take J. P. Tully, and an assistant out to sea while they lowered mysterious apparatus to depths as great as 400 fathoms to obtain data about the sea water. Our minesweeping winch was used in this operation, which was rather like using a bulldozer to do a sewing machine's job.

This oceanographic work, begun in 1935, and which took the *Armentieres* on several occasions a hundred miles off the B.C. coast, was the beginning of what has developed into a world-wide operation and has placed Canada in the forefront of the nations in this branch of scientific research.

The last war duties of the *Armentieres* were the Examination Service and Minesweeping. In order to enhance the efficiency of the minesweeping gear she suffered the indignity of having her stern trimmed, giving her a deformed appearance aft!

When the war was over the *Armentieres* was placed on the disposal list and swung around an anchor for a few years until bought by the Coastal Towing Company of Vancouver. They put a new Yarrow boiler in her, and two winches, and generally changed her around, and employed her towing logs and scows about the West Coast. In my drawing I have depicted her taking a Davis Raft in tow.

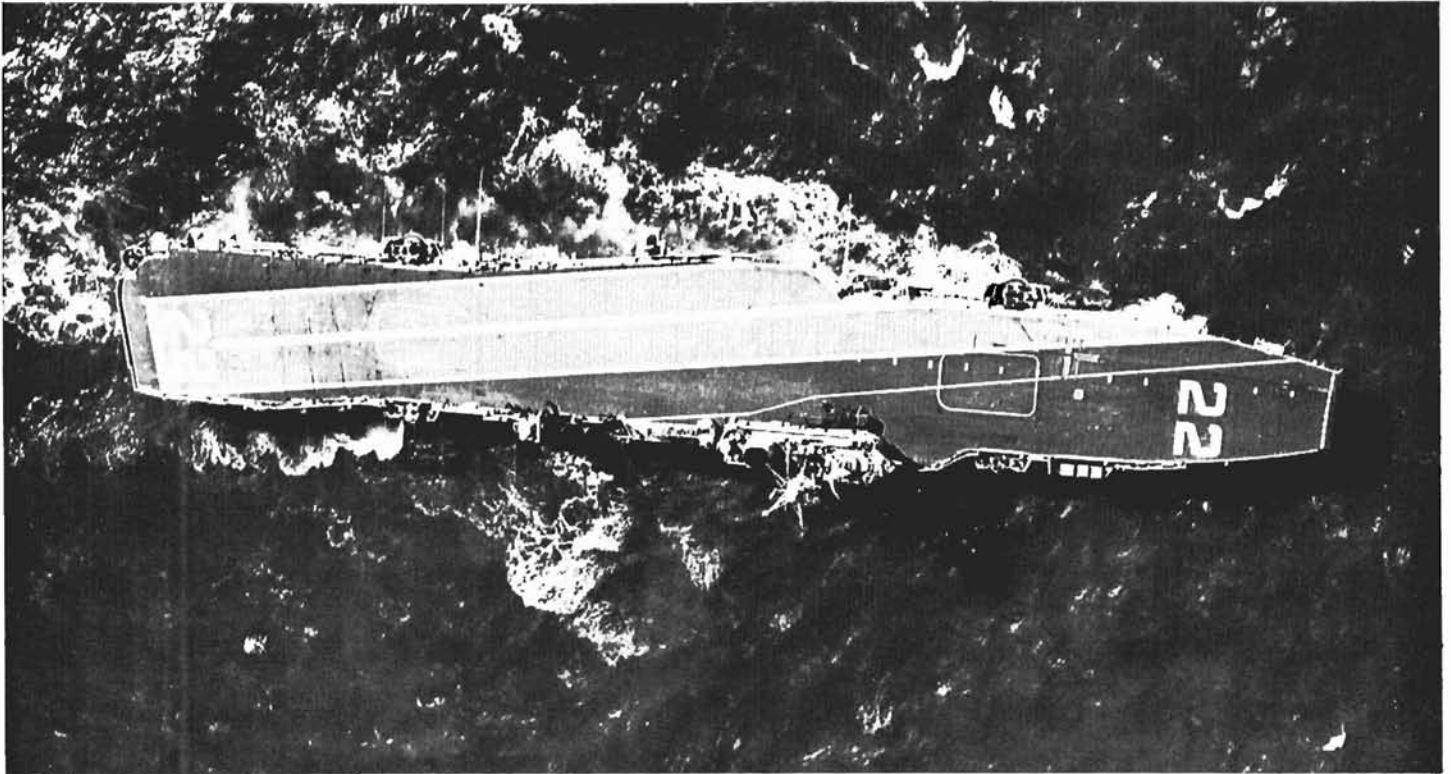
In a recent letter from her owners they tell me they intend converting her to a freighter with Diesel power. It seems that this 40-year-old veteran will be going strong for quite a while yet!—H.W.S.S.



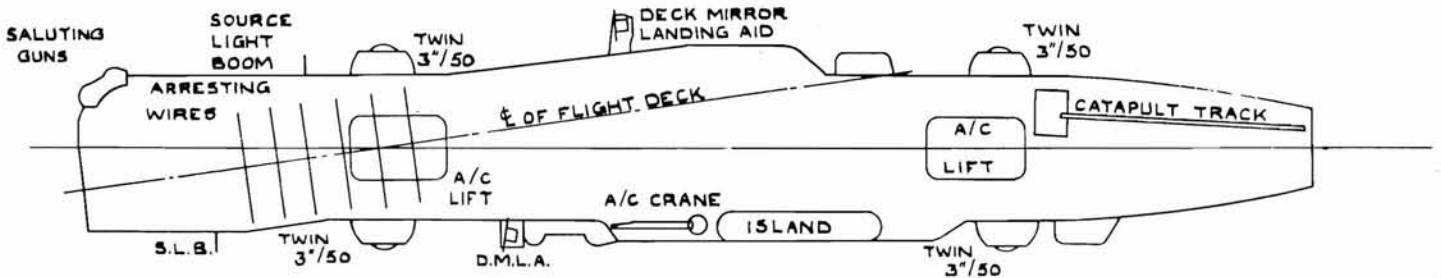
1957 — 20 Years later — ARMENTIERES given a new lease of life as a tug.

FLIGHT DECKS OF 'BONNIE' AND 'MAGGIE'

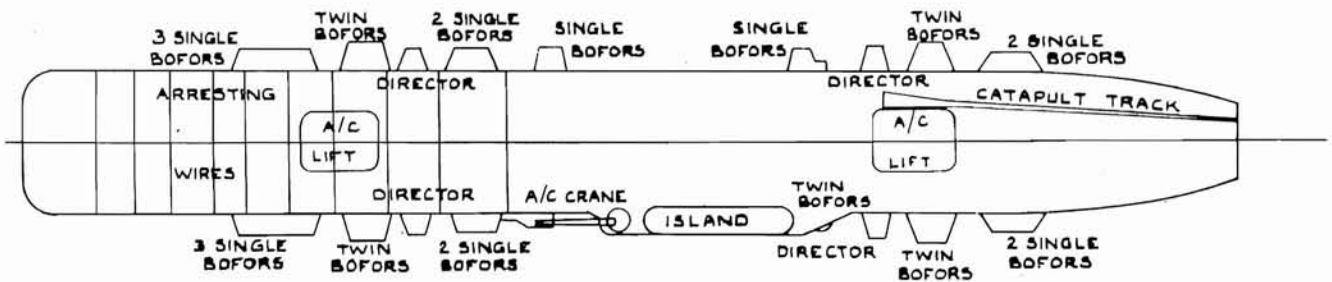
Diagrams Show Effect of Jet Era on Carrier Design



FLIGHT DECK SKETCH COMPARISON



HMCS BONAVENTURE



HMCS MAGNIFICENT

THE DEFENCE SERVICES PENSION ACT

An Outline of the Main Provisions of Part V

THE ACT respecting pensions for the members of the Armed Forces is known as the "Defence Services Pension Act". This act provides two pension plans commonly known as Parts I to IV and Part V.

All members of the permanent and regular forces who were appointed or enrolled in the permanent or regular forces on or before March 31, 1946, are under the pension plan provided by Parts I to IV, unless they have elected to come under Part V. Those governed by this provision are few in number and therefore this article will deal with the pension plan provided under Part V of the DSPA.

Part V applies to all persons who were not members of the regular forces on March 31, 1946, but were appointed to or enrolled in the regular forces after that date, and to those members who elected to transfer from Parts I to IV to Part V. Officers appointed temporarily or for a fixed contract are excluded unless they are commissioned direct from the lower deck.

Every member commences contributions to the Permanent Services Pension Account from the date on which he becomes subject to Part V, and contributes for the full time while in re-

Handy Guide to The Pension Act

The Defence Services Pension Act is a 50-page document, couched in legal terms and containing so many provisos that the average officer or man, trying to find what he has coming to him at the end of his service, is lost in a labyrinth of "ifs", "ands", "buts" and "ors".

Officers of the Supply Branch — particularly those who deal with pay and accounting — are, of course, an exception to the rule. It is to one of their number that The Crownsnest has gone in the hope that the more important aspects of the Pension Act might be brought within the understanding of ordinary mortals.

The accompanying article is merely intended as a handy guide to the Act. Not all the fine points are covered and the last word rests with the Pension Act itself.

ceipt of pay and allowances. If the contributor is absent from duty because of leave or secondment without

pay, he is normally required to contribute for the period he is so absent, and that period is counted as service for the purposes of computing a pension or gratuity.

A continuous period of absence from duty in excess of 60 days in respect of which a forfeiture of pay and allowances is imposed, or in respect of which a deduction is imposed equal to the whole of the pay and allowances withheld by reason of suspension from duty, is not counted as service for the purposes of computing a pension or gratuity and therefore, no contributions are made for that period.

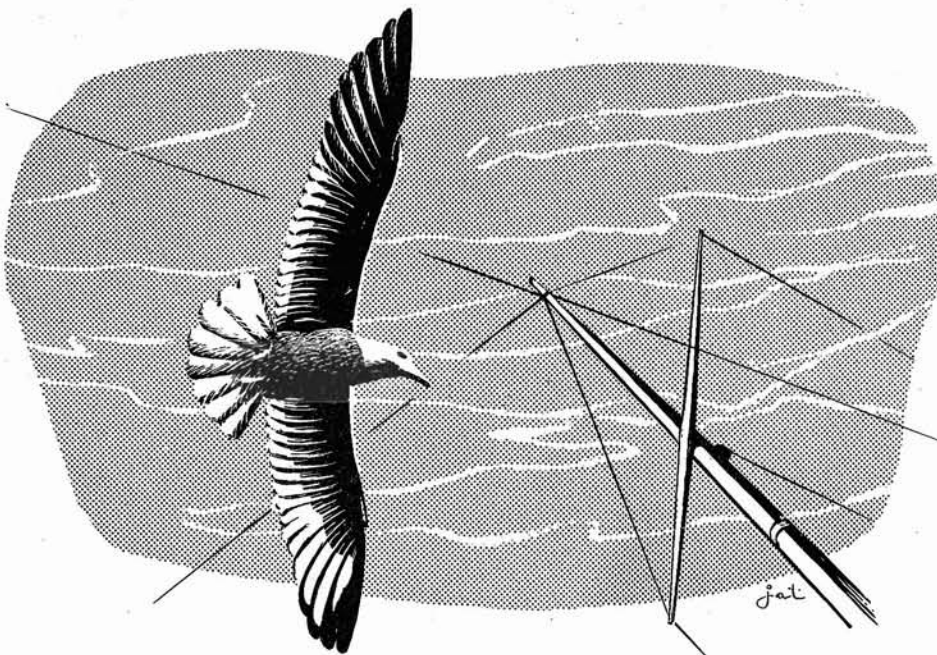
The rates of allowances used for the purposes of computing the amount of contributions and a pension or gratuity are fixed by the regulations to the DSPA. They are not necessarily the same as the allowances actually paid and the tables in the regulations should be consulted.

Contributors under Part V of the DSPA may elect to count certain previous service towards pension. This service for the purpose of computing contributions and pension or gratuity include time served in the civil service, in the Royal Canadian Mounted Police, in Canadian auxiliary or reserve forces, as well as time served in the permanent or regular forces. In addition, contributors who were members of the forces of Her Majesty, other than those raised in Canada, before September 30, 1947, may count the time served on active service in those forces during the war which commenced September 10, 1939 — the date Canada declared war.

Election to count previous service must be made in writing to the contributor's commanding officer within one year of becoming a contributor. If a contributor fails to make the election within one year, he may so elect at any time before he ceases to be a member of the regular forces, subject to certain penalties as prescribed in the regulations to the DSPA.

The contributions for any previous time for which an election has been made may be paid in one lump sum, or by instalments for a period of years. The period over which the arrears are being paid may be shortened at any time, but no provision is made for lengthening the period.

The benefit provisions of the DSPA are summarized in the accompanying table.



Qualifying Service in the Forces	REASON FOR RELEASE	Gratuity or Pension Payable
Less than 10 years	(1) Having reached age limit for rank. (2) Services no longer required by reason of reduction in establishment. (3) To promote economy or efficiency. (4) Being physically or mentally unfit to perform his duties as a member of the forces.	A gratuity equal to one month's pay and allowances for each year of service.
10 years or upwards	By reason of inefficiency in performance of his duties.	One-half the pension which could have been paid until age 65 and thereafter two-thirds of normal pension.
	By reason of misconduct.	If approved by Treasury Board one-half the pension which normally would have been paid until age 65 and thereafter two-thirds of normal pension.
10 years but less than 20 years	(1) Having reached age limit for rank.	A pension reduced by one per cent for each complete year by which the number of years service in the regular forces is less than 20 years.
	(2) Services no longer required by reason of reduction in establishment.	Pension shall be reduced by one-third until he attains the age of 65 years.
	(3) To promote economy or efficiency.	
	(4) Being physically or mentally unfit to perform his duties as a member of the regular forces.	An annual pension.
20 years or more	Having served on active service during war which commenced 10 September, 1939 and who was not a member of the regular forces on 1 June, 1944 but became a member of the regular forces on or before 31 December, 1948 and is released by reason of: (1) Having reached age limit for rank. (2) Services being no longer required by reason of reduction in establishment. (3) To promote economy or efficiency. (4) Being physically or mentally unfit to perform his duties as a member of the regular forces.	An annual pension.
	(1) Having reached age limit for rank. (2) Services no longer required by reason of reduction in establishment. (3) To promote economy or efficiency. (4) Physically or mentally unfit.	An annual pension.

VOLUNTARY RELEASE

Qualifying Service in the Forces	REASON FOR RELEASE	Pension or Gratuity
20 years but less than 25 years	MEN ONLY	An annual pension reduced by five per centum for each complete year by which his period of service in the regular forces is less than 25 years.
	Who are released at own request otherwise than by reason of misconduct <i>at the end of a period of engagement or re-engagement.</i>	
25 years or upwards	MEN ONLY	An annual pension
	Who are released at own request otherwise than by reason of misconduct <i>at the end of a period of engagement or re-engagement.</i>	
At any time other than as above stated	ANY CONTRIBUTOR Any reason	A gratuity in an amount equal to contributions without interest if the contributor is not eligible to receive an annual pension or gratuity under any other section of this Part.

The annual pension granted is one-fiftieth of the average annual pay and allowances received by the contributor during the last six years of his service, multiplied by the number of years of

pensionable time not exceeding 35 years.

A pensioner who, subsequent to release, is appointed to or enrolled on continuous full-time paid service of one

year or more in the regular forces, in the reserve or auxiliary force of the Navy, Army or Air Forces of Canada, may elect in writing within one year of the commencement of the full-time

paid service to count that additional service, or civil service in respect of which he is not entitled to an annuity, towards increasing his pension.

The whole or part of the pension he may be receiving terminates for the period during which the augmenting service is performed. Any pension received during this period must be repaid except in the case where the pensioner's pay and allowances have been reduced by the amount of the pension. The repayment may be made in one sum or by instalments. During the augmenting service the pensioner contributes to the Permanent Services Pension Account at the rate of six per cent of his pay and allowances.

On completion of the augmenting service the pension is computed on the term of service on which his service was originally based together with the augmenting service, this whole period known as "pensionable term". The rate of the pension is one-fiftieth of the average annual amount received in pay and allowances by the pensioner during the last six years of the pensionable term for each year of the pensionable term, but the number of years shall not be in excess of 35.

In the event of the death of a contributor who has less than ten years' service in the permanent or regular forces, the widow receives a gratuity equal to one month's pay and allowances which the contributor was receiving at the time of death for each year of pensionable service including elected reserve or other time.

In the event of the death of a contributor with ten years' or more service in the permanent or regular forces or on the death of a pensioner, the widow receives an annual pension equal to one-half that which would have been payable to the contributor or in the case of a deceased pensioner, one-half of the pension being paid to the pensioner. In addition, for each child under age of 18 the widow receives a pension equal to one-fifth of the annual pension payable to her, or \$300 for each child, whichever is the lesser. The total of the widow's and children's pensions may not exceed three-quarters of the pension which would have been payable to the contributor or was being paid to the pensioner.

The widow's pension is suspended if she remarries; however, if she should again become a widow, application in

writing may be made for the resumption of this pension.

The pension payable to a widow or child is included in the estate of the contributor or pensioner for purposes of determining succession duties. The widow or child may, if desired, make application to the Minister of National Defence for payment of the whole or any part of the portion of the succession duties which are attributable to that pension. Where the Minister has directed the payment to be made the pension will be reduced either for the term requested by the widow or child, or during the entire period for which the pension is payable in order to reimburse the Pension Account for the amount of the payment made to cover the succession duties.

The above precis covers the salient features of Part V of the DSPA and in a very general manner. Any member of the forces who wishes more detailed information should discuss his problem with the Supply Officer of the ship or establishment in which he is serving. The DSPA together with the regulations are contained in Appendix XXI of QRCN, QR(Army) and QR(Air).—D.K.M.G.

AN HISTORIC EVENT ON THE ROAD TO THE ISLES



The Saguenay enters the canal lock through the Canso causeway during her cruise to Atlantic province and St. Lawrence River ports late this spring. The DDE was the first major warship to go through the locks in the causeway, which is shown in the background. It connects the mainland with Cape Breton Island, or vice versa, depending on your loyalties. (O-9586)

OFFICERS AND MEN

Ceremonies Mark Canada's Birthday

Canada's 90th anniversary as a self-governing dominion in the British Empire was observed with special ceremonies on Monday, July 1, at the NATO headquarters of Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic at Norfolk, Virginia.

The Dominion Day anniversary was observed during morning colours at 8 a.m. when the flags of the 15 NATO nations were hoisted at the Allied Command Atlantic Headquarters.

The ceremonies included renditions of the national anthems of the United States and Canada, and the parading of the U.S. Marine Corps Honour Guard.

Captain C. P. Nixon, RCN, Assistant Chief of Staff for Personnel and Administration, presented his country's colours to the U.S. Marine Corps Colour Guard for hoisting with the other flags.

Veterans' Group Urges Support

The wider the support a veterans' organization receives from former members of the armed services, the greater

is its potential for serving the community and the country at large.

This point is made in a communication from the White Ensign Branch of the Canadian Legion in Halifax, as follows:

"Not so long ago the editors of *The Crow'snest* very generously offered to make space in that excellent publication for reports of activities of any or all of the naval veterans' organizations from coast to coast in Canada.

"We of the White Ensign Branch of the Canadian Legion in Halifax are deeply grateful for this kindness and wish that we could write a glowing description of our community work such as juvenile sports, playgrounds, supervised dances for teen-agers, outings for older or shut-in veterans—or that we are sponsoring a scholarship for deserving children within the community.

"These are just a few of the projects we could and would achieve if we had the membership of all those eligible within this community and this item is an appeal to those who are eligible to come forward and join our ranks.

"Eligibility for membership requires that you must have been honourably

Street Name Pays Homage to Ship

Halifax, N.S., already a city steeped in history and tradition, has named a street after one of the most famous ships of the Second World War.

The street has been named Jervis Street after the *Jervis Bay*, an armed merchant cruiser that waged a suicide battle with the German pocket battleship *Admiral Scheer* in November, 1940. The *Jervis Bay's* valiant action saved all but five of her 37-ship convoy from certain destruction.

discharged from service in any of Her Majesty's Naval Forces or the Merchant Navy and membership entitles you to play an active part in the projects mentioned above and, perhaps most important of all, to ensure that proper attention shall be paid to the welfare of all who have served and the welfare of their dependents and to see to the maintenance and comfort of those who require special treatment, particularly the disabled, sick, aged and needy, and to promote the welfare of their dependents.

"Membership fee is but \$5 a year and this includes a subscription to *The*

HALF-YEARLY PROMOTIONS LIST

The names of 20 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 14 members and the Royal Canadian Navy (Reserve) by six. The list of those promoted follows:

ROYAL CANADIAN NAVY

To Commander (7)

Lt.-Cdr. William Bremner, formerly Executive Officer of *Magnificent*.

Lt.-Cdr. Kenneth E. Grant, on the staff of the Director of Torpedo Anti-Submarine and Mine Warfare, Naval Headquarters.

Lt.-Cdr. E. Maurice Chadwick, Staff Officer (Plans and Coastal Defence) to the Flag Officer Pacific Coast.

Lt.-Cdr. Robin B. Hayward, Commanding Officer, *Algonquin* (destroyer escort).

Lt.-Cdr. G. Raymond Smith, Assistant Director of Personnel (Officers), Naval Headquarters.

Lt.-Cdr. D. H. Patrick Ryan, on the staff of the Director of Naval Aviation, Naval Headquarters.

Lt.-Cdr. W. Henry Fearon, on the staff of the Director of Naval Aviation, Naval Headquarters.

To Captain (E) (1)

Cdr. (E) Frank Harley, Commanding Officer, *Cape Breton*.

To Commander (E) (2)

Lt.-Cdr. (E) Ernest S. Baker, on the staff of the Supreme Allied Commander Atlantic, Norfolk, Va.

Lt.-Cdr. (E) Victor F. O'Connor, formerly Senior Engineer Officer in *Magnificent*.

To Commander (L) (2)

Lt.-Cdr. (L) Frederick C. Palmer, Deputy Manager Electrical Engineering, HMC Dockyard, Esquimalt, B.C.

Lt.-Cdr. (L) William B. Christie, Deputy Electrical Officer, *Bonaventure*.

To Chaplain Class IV (P) (1)
Chaplain Class III (P) Frederick H. Godfrey, *Naden*, RCN barracks at Esquimalt.

To Commander (S) (1)

Acting Cdr. (S) James W. Thomson, Officer-in-Charge, Aviation Supply Depot, RCN Air Station, Dartmouth, N.S.

ROYAL CANADIAN NAVY (RESERVE)

To Commander (3)

Lt.-Cdr. John M. Robertson, *Carleton*, Ottawa.

Acting Commander Leonard J. D. Garrett, Executive Officer, *Nonsuch*, Edmonton.

Lt.-Cdr. Charles H. Aharan, Commanding Officer, University Naval Training Division, University of Western Ontario.

To Commander (E) (1)

Lt.-Cdr. (E) Peter F. Barr, *Discovery*, Vancouver.

To Captain (S) (1)

Cdr. (S) Garnet A. MacLachlan, *Prevost*, London, Ont.

To Acting Commander (S) (1)

Lt.-Cdr. (S) Frederick J. Edwards, *Star*, Hamilton.

Legionary. Any previous member who has allowed his membership to lapse will be reinstated for \$1. Further information may be obtained by writing or telephoning the officials listed below:

"President: Stanley Armstrong, 13 Hunter Street, Halifax, 'phone 4-9164; secretary-treasurer: John E. Mobley, 6 Mountain Road, Halifax, 'phone 5-9423; vice-president and membership committee chairman: W. L. Saul, 4 Green Street, Dartmouth, 'phone 6-3026."

Sioux Assigned to East Coast Fleet

After 12 years' service in the Pacific Command, the veteran destroyer HMCS *Sioux* left Esquimalt on July 2 for the East Coast to join the Atlantic Command.

Under the command of Cdr. Peter Godwin Chance, the *Sioux* sailed by way of the Panama Canal and was due at her new base on August 5.

Most of the ship's company were to leave the ship in Halifax to join HMCS *Margaree*, the new anti-submarine destroyer escort commissioning at Halifax this fall. They will sail her to Esquimalt where she will join the Pacific Command.

The *Sioux* was built in 1943 for the Royal Navy by J. Samuel White and Company, Limited, Cowes, England, and transferred to the Royal Canadian Navy on March 5, 1944. Although named after a famous Indian tribe, the *Sioux* is not a Tribal Class destroyer but a Fleet "V" Class.

During the war years, the *Sioux* served in many theatres of operations and saw numerous engagements with enemy units, particularly off the Norwegian coast and in the English Channel.

Arriving at Esquimalt in late December 1945 she was paid off into the Reserve Fleet and remained there until she was commissioned again in January 1950. During her period of inactivity she was converted and modernized to become the first Canadian ship to be fitted with bunks in place of the conventional hammocks.

In July 1950 the *Sioux*, in company with the Tribal Class destroyers *Cayuga* and *Athabaskan*, sailed from Esquimalt for the Korean war zone.

She served two tours (18 months) under the command of Cdr. (now Captain) Paul D. Taylor. She sailed on her third tour on November 7, 1954, under the command of Cdr. A. H. Rankin.

The *Sioux* was the last ship to return from the Far East and duty with the United Nations forces. She returned to Esquimalt in September 1955.

During the period she spent in the Far East, the *Sioux* established an enviable record with the United Nations Naval Forces in Korean waters.

Following her return from the Far East, the *Sioux* was employed on training duties in the Pacific Command as a unit of the Second Canadian Escort Squadron. She was also one of the ships representing Canada at the Coronation of Her Majesty Queen Elizabeth in June 1953.

F. A. Price Heads Naval Officers

The 12th annual general meeting of the Naval Officers' Associations of Canada was held at the end of May with sessions at *Naden* and *Royal Roads*. Chairman of the meeting was F. A. Price (Captain RCN(R)) (Ret'd), of Quebec City, who was elected president of the national body.

The honorary president is Rear-Admiral Walter Hose, of Windsor, and the honorary counsel, R. C. Merriam of Ottawa. Regional vice-presidents are: Maritimes, Douglas Martin, of Saint John; Quebec, C. J. Angus, of Ottawa; Ontario, N. W. Simpson, of Toronto; Prairies, J. J. Boyd, of Winnipeg, and West Coast, G. C. Dixon, Victoria. W. R. Inman, of Ottawa, is vice-president, reserves. H. McClymont, of Ottawa, was reappointed secretary-treasurer.

The charter of the Naval Officer Association of Halifax was surrendered and a fresh charter was issued to a new organization, which has adopted the name of the Naval Officers' Association of Nova Scotia. The president of the new group is H. R. MacDonald, and the secretary is N. J. Magnusson.

The meeting accepted a report of a special investigating committee, which has been at work for the past year enquiring into the organization and chief points of this report were:

- (a) Changing the name of the national organization by deleting the words "Dominion Council" and when supplementary letters patent are issued by the Secretary of State the Naval Officers' Associations of Canada will be the continuing name.
- (b) The Naval Defence Conference, which was a standing committee of the NOAC, was disbanded and in its place three standing committees were named:

Naval information committee, chairman, F. C. Aggett, Toronto;

Reserve liaisons committee, chairman, R. P. White, Ottawa;

Technical committee, chairman, E. S. Brand, Ottawa.

It was agreed to provide cash prizes of \$50, \$25 and \$10 to the winners of first, second and third awards given for the Naval Photographic Salon.

It was decided to hold the 13th Annual Meeting in Saint John, N.B., on June 5, 6 and 7, 1958.

Resolutions were adopted recommending that service pensions be increased to assist pensioners to meet the increasing cost of living, that the "over-seas service requirement" for veterans' benefits such as medical care be moderated, and that the Minister of National Defence be requested to give consideration to the increasing of the clothing allowance to serving officers in Naval Reserve Divisions.

Stadacona Course Teaches Teachers

Class A-46 is the first of the Instructional Technique Classes, Educational Training School, *Stadacona*, to be mentioned in *The Crow'snest*, but it has been preceded by many classes, whose members deserve credit for the valuable service which they have performed as instructors in the various schools of the Atlantic Command.

Instructional technique began to develop following the Second World War from a realization of the value of "better teaching" in RCN schools. A two-week "A" course evolved, and for a short time a one-week "B" course was also given.

The present Instructional Technique Course was initiated last August, when the two-week course was expanded to three weeks. The course is available to all personnel concerned with instruction in RCN schools of the Atlantic Command, as well as personnel taking their Trade Group IV Course.

The syllabus includes consideration of basic teaching principles and their application to RCN instructing, subject matter analysis, lesson outlining and planning, the design, construction and utilization of training aids, and testing techniques.

Five practice teaching lessons are given by each student, and evaluated by a course officer and class members who comment on the lesson's effectiveness after its delivery. These comments help the student instructor to realize his good and his poor tendencies so that he can retain and strengthen the former, and modify or eliminate the latter.

Graduates of Instructional Technique return to their various schools with increased confidence in their ability to organize and present subject matter well. For them, it is a personal achievement, and for the RCN training program a step forward.



PHOTOGRAPHS taken in ships and establishments, in Canadian cities and ports around the world are included in the second annual Royal Canadian Navy Photo Salon. Eighty-four photographs have been selected for this year's salon. They reflect the talents and professional capabilities of the Navy's official cameramen, and present a wide variety of subjects.

A total of 222 entries were received for the salon from naval photographers serving in ships of the fleet and in shore establishments across the country. Some of the photos were submitted as official entries—taken by sailor-photographers in the course of duty at sea or ashore. Others are personal entries, taken with the cameramen's own equipment during off-duty hours.

Most of the entries have a true nautical flavour. Others present striking travel scenes, pleasing landscapes, and close-up studies of a variety of subjects.

Highest honours in the salon went to PO Eugene Hovey, of Port Colborne, Ont., currently serving in Halifax, for his entry showing the cruiser HMCS Quebec in a tropical harbour. To AB J. W. Young, of Carlisle, Sask., now at

Esquimalt, B.C., went the second prize for his picture "Power Trials"—a destroyer-escort doing speed trials. Third place honours went to PO L. J. LeBlanc, of Shediac, N.B., now at Naval Headquarters, for his entry entitled "Spring Jewels", a close-up study of glittering dewdrops on a floral bush.

The entries were selected by a panel of three experts in the photographic field—noted photographer Malak of Ottawa; Jack Van Dusen, picture editor of the Ottawa bureau of the Canadian Press, and H. W. (Bert) Holmes, Director of Photography for the Department of National Defence.

Photographs which appear on the middle pages were not chosen in their order of merit. The choice was dependent on space available and others will appear in future issues of *The Crow'snest*. On this and the four next pages are some of the pictures, titles, and names of photographers responsible for them:

- (1) "Tropical Haven" by PO Eugene Hovey (first prize).
- (2) "Power Trails" by AB J. W. Young (second prize).

- (3) "Spring Jewels" by PO L. J. LeBlanc (third prize).
- (4) "Coming Alongside" by AB T. C. Broderick.
- (5) "Birds of a Feather" by Ldg. Sea. J. H. Oakes.
- (6) "Banshee" by AB Charles Wamback.
- (7) "Time to Retire" by Ldg. Sea. E. B. Miller.
- (8) "Doric Columns" by CPO D. S. Howes.
- (9) "Manhattan Towers" by Wren A. V. MacKenzie.
- (10) "Cat Crackers" by AB R. J. Maheux.
- (11) "Winged Eagle" by Ldg. Sea. J. H. Oakes.
- (12) "Royal Roads, B.C." by Ldg. Sea. H. F. Buck.
- (13) "Sunset" by PO J. A. Young.
- (14) "The Finishing Touch" by AB Charles Wamback.
- (15) "Take Off" by AB Ernest Campbell.
- (16) "Show Off" by Ldg. Sea. W. L. McNaughton.
- (17) "Main Street" by AB R. J. Maheux.



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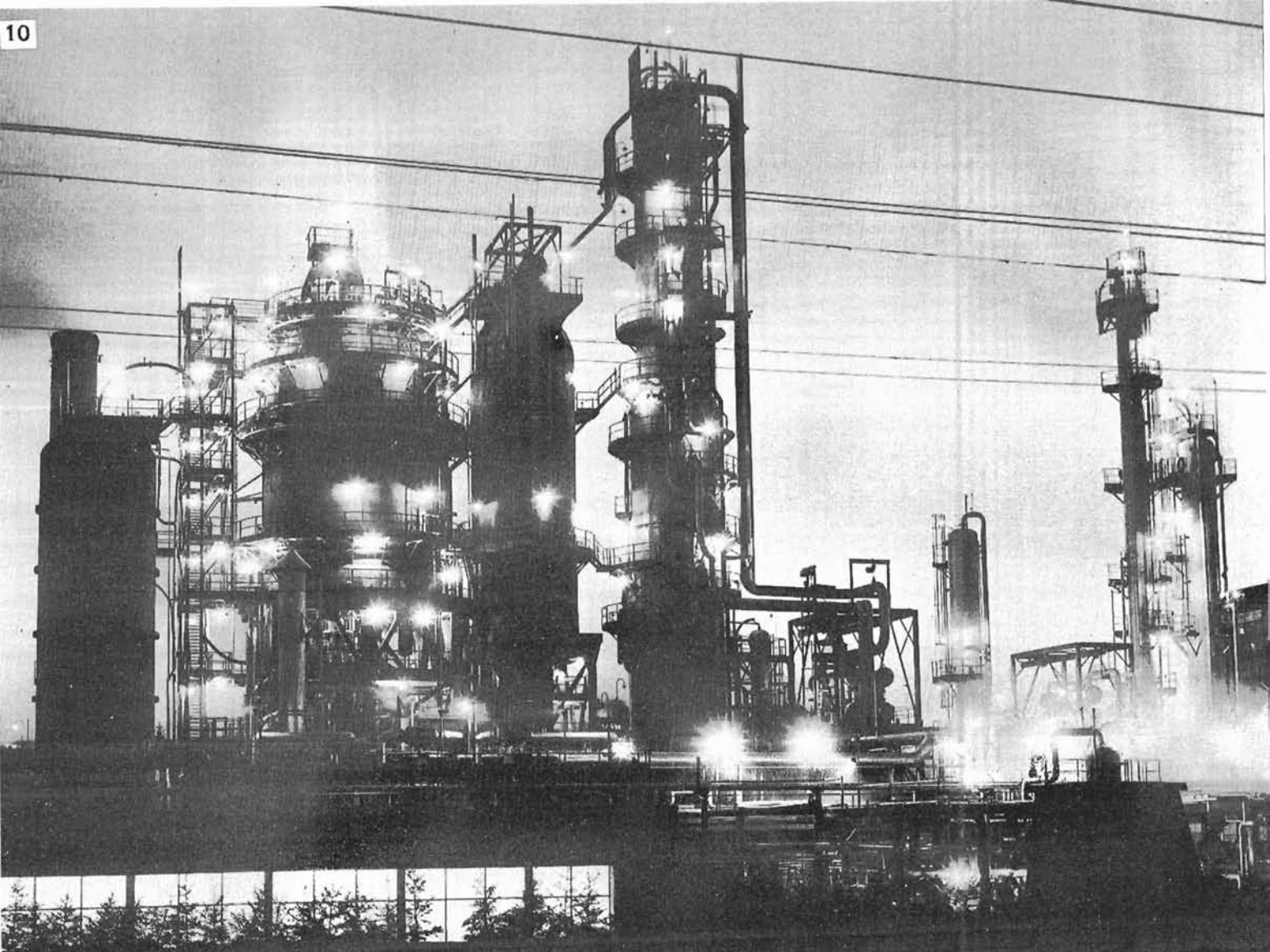


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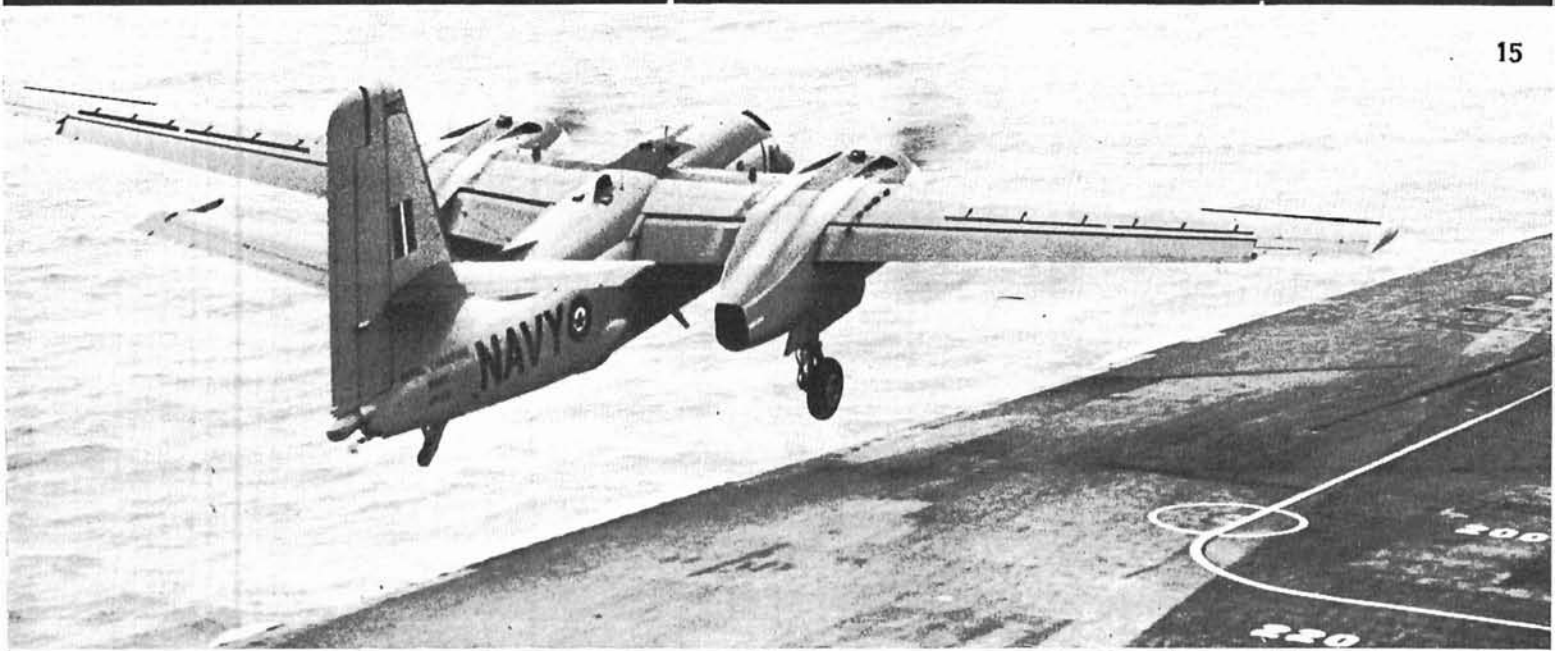




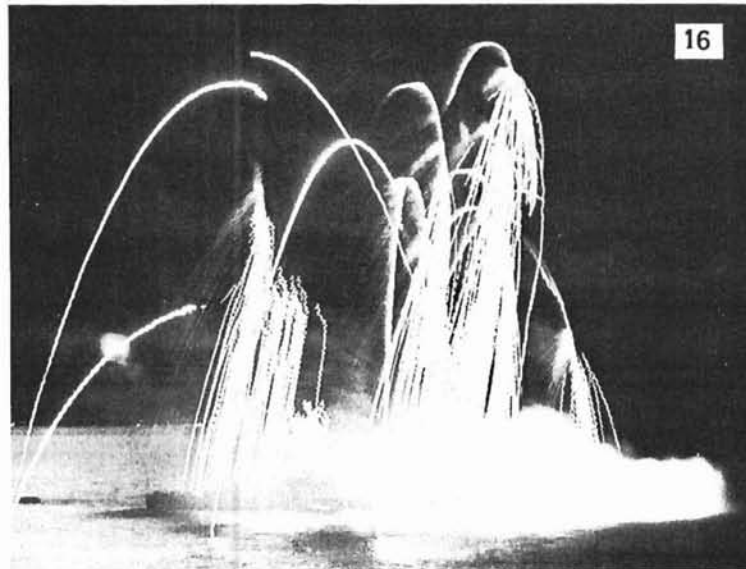
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COMMISSIONING OF THE SECOND FRASER

New Destroyer Escort Joins West Coast Fleet

HMCS *FRASER* was commissioned at Yarrows Ltd., Esquimalt, on June 28 as the second of the new destroyer escorts to join the fleet on the West Coast and the sixth of the class to be commissioned.

Guest of honour at the ceremony was the Lieutenant-Governor of the Province of British Columbia, the Hon. F. M. Ross, CMG, MC. During the ceremony, which included official acceptance of the ship for the RCN by Captain (L) J. Deane, Assistant Chief of Naval Technical Services, addresses were given by Mr. Ross, H. A. Wallace, managing director of Yarrows, Rear-Admiral H. F. Pulien, Flag Officer Pacific Coast, and by Captain (E) Erik Revfem, Principal Naval Overseer, West Coast.

The commissioning services were conducted by Chaplain (P) H. R. Pike, and by Chaplain (RC) J. T. Farrell.

Over 300 guests were present for the ceremony which was held on Government Jetty. The ship was berthed pointing shoreward and in consequence presented a splendid sight to the guests who approached down the jetty from *Naden* on a sunny but breezy summer afternoon.

When the ship had been manned and the captain, Cdr. R. Phillips, had been piped aboard, the guest of honour was received and proceeded to the captain's cabin where he signed the visitor's book. The remainder of the guests who wished, then toured the ship, conducted by the ship's officers. After the tour a reception was held on the quarterdeck.

By 1930 that same evening the ship had been moved across the harbour to "A" Jetty in HMC Dockyard, the latest member of the Royal Canadian Navy.

The new *Fraser* is the second of her name to serve in the Royal Canadian Navy.

The first *Fraser* was one of two destroyers acquired from the British Admiralty by the RCN to replace two over-age destroyers, the *Champlain* and *Vancouver*. One, the *Cygnets*, was to become HMCS *St. Laurent*, while the other, the *Crescent*, was renamed HMCS *Fraser*.

The two warships were commissioned into the RCN on February 17, 1937. Captain (later Rear-Admiral) V. G. Brodeur was the *Fraser's* first commanding officer. The destroyers sailed for Canada from Portland, Dorset, on March 12, of the same year. The *Fraser* went to Esquimalt, where she arrived on May 3, while the *St. Laurent* joined the RCN ships on the East Coast.

For the few remaining pre-war years, the *Fraser* carried out a busy schedule of training cruises. In the early months of 1938 she sailed south to join Halifax-based units at Panama for a cruise down the west coast of South America. A year later, under her third and last commanding officer, Commander (later Rear-Admiral) W. B. Creery, she sailed with other Pacific coast units through the Panama Canal to join with ships from Halifax for exercises in West Indies waters.

Other activities of the *Fraser* included the embarkation of Lord Tweedsmuir, Governor General of Canada, during his 1937 visit to British Columbia; participation in the escort of President Roosevelt during his visit to the province in September of the same year, and in the four-destroyer escort of Their Majesties King George VI and Queen Elizabeth for their crossing from Vancouver to Victoria in May 1939 during the Royal Visit.

A little over three months later, Canada was at war. On August 31, four destroyers, the *Fraser*, *Ottawa*, *St. Laurent* and *Restigouche*, lay at anchor just off Coal Harbour in Vancouver where they were to take part in celebrations for the city's annual exhibition.

The same day, a message was received from Naval Service Headquarters at Ottawa ordering the *Fraser* and *St. Laurent* to Halifax. The ships were rapidly prepared. One hour and 49 minutes after orders had been received, the destroyers were steaming at high speed for the Panama Canal and the East Coast.

The *Fraser* arrived in Halifax September 14 and the *St. Laurent* followed a day later.

Joining the Halifax force, the *Fraser* spent the next few months on convoy duties. In March, 1940, the ship was ordered south to join the Jamaica force in the Caribbean where allied warships had been bottling up German merchant shipping caught in that area by the war. In the latter part of May 1940 the *Fraser* was one of the Canadian destroyers sent overseas to assist in the defence of Britain against threatened invasion.

Following her arrival, she was assigned mainly to convoy duties, including the escort of troopships carrying Canadian soldiers to the United Kingdom.

On June 21, the day Hitler imposed the armistice at Compiègne, the *Fraser* was dispatched to assist in the evacuation of St. Jean de Luz, a small town on the Bay of Biscay coast near the Franco-Spanish border and one of the last outlets for refugees attempting to leave the continent.

On the evening of June 22, she carried out anti-submarine patrols in the bay off the town, and later helped cover the vessels arriving to embark the refugees. At dawn on June 23, she was ordered northwards to Arcachon, on the Biscay coast southwest of Bordeaux. Her commanding officer carried two secret hand messages: one addressed to Sir Ronald Campbell, the British ambassador to France, and the other to Admiral Darlan. It was believed Sir Ronald was in Arcachon at the time.

As she approached the coastal town, the *Fraser* sighted a small sardine boat tossing in the rainswept waves. When she came alongside, it was found the boat was carrying the British ambassador, the Canadian minister to France (Lt.-Col. Georges P. Vanier), and the South African minister to France, as well as naval military and air attachés.

The refugees were embarked and the two secret messages handed to Sir Ronald. It has been the intention that one of Sir Ronald's staff should take the

message to Admiral Darlan and then seek to escape to safety over the Franco-Spanish border, but, when Sir Ronald read the message for Admiral Darlan, he decided it was too late for the message to be of any use, and the *Fraser* returned to St. Jean de Luz, where the rescued diplomatic personnel were transferred to the British cruiser *Galatea*.

At St. Jean de Luz, the evacuation continued smoothly and efficiently and by 1250 on June 25 the evacuation was practically complete. The last warships in the harbour were the *Fraser*, another Canadian destroyer, the *Restigouche*, and the British cruiser *Calcutta*. When they stood out to sea shortly after, the *Fraser* had embarked five officers and 33 men of the Royal Navy, one British army officer, one French naval officer and four Polish seamen.

The *Fraser* was never to reach her destination for, late that same night, June 25, she was in collision with the

Calcutta while the ships were forming into line ahead 12 miles due west of Pointe de la Courbe light at the Gironde River mouth.

The *Fraser* went to the bottom in the early hours of June 26—Canada's first naval loss of the Second World War. Rescue efforts by the *Restigouche* and the *Calcutta*, and by the officers and men of the *Fraser* themselves, saved many, but 45 of her ship's company were lost. Most of those who survived went down four months later, on October 23, with HMCS *Margaree*. In addition to those of the *Fraser's* ship's company, 19 of the 33 men of the Royal Navy evacuated from St. Jean de Luz were lost.

It was a tragic end for HMCS *Fraser* and the men who lost their lives, but in her few years as an active unit of the RCN the *Fraser* had upheld the highest traditions of the fleet.

To her successor she left the battle honour:

"Atlantic 1939-40."

CHICAGO VISIT THRILLS RESERVISTS

'Windy City' Extends Wholehearted Reception

ASK ALMOST any of the 400 officers and men of the permanent and reserve force what they remember most about their July 1 visit to Chicago and chances are they'll tell you three things stand out in their minds: (a) the size of Chicago and its picture-postcard skyline; (b) the Windy City's beautiful girls and (c) the day that Rear-Admiral K. F. Adams' crisp white uniform was covered in soot at an official function.

When the three ships arrived for their official visit to be guests of honour at the Chicagoland Fair over the Canada Day holiday, they were besieged with invitations to do almost everything from enjoy a whopping steak dinner, Chicago style, to seeing the Chicago Cubs defeat Brooklyn Dodgers at Wrigley Park. This included visits of a cultural and scientific nature to the big Chicago Museum of Science and Industry to the less cultural but perhaps more salty visits to some of Chicago's night spots, with which the city is well endowed.

The arrival set the pace for the four-day visit of the three Algerines. As the ships moved in line ahead around a breakwater and headed in to their berth at mile-long Navy Pier, about 135 yachts from seven Chicago yacht clubs blared a welcome and

formed a marine path through which the Canadian warships treaded a gingerly course. It is not surprising that foc'sle parties were somewhat distracted since every yacht from the smallest outboard to the largest 110 foot cruiser had as crew members jill-tars (civvie style) wearing the newest creations in bathing suits, not excepting the Chicago version of bikinis so short they were called "biks".

Once secured the official party came aboard the flagship of the escort squadron, the *Sault Ste. Marie*, in which Rear-Admiral Adams was wearing his flag. It was aboard her during the period in which official greetings were being extended to the Canadians by representatives of the State, civic, military and other dignitaries that Admiral Adams was drenched in rich black soot. "Soo" was the offender as a blast of soot belched out of the stack and somehow singled out FOND as the recipient.

Officers were not surprised when it was later suggested that for official functions that day No. 15s would be acceptable.

The ships were swarming with people in no time and invitations were handed out thick and fast. Tours were organized. People invited young Canadian seamen to their homes for meals and

swims and dances and parties. The tars were guests of radio and TV programs. As a matter of fact Admiral Adams, who is a high officer in the Township of Lynden's Horse Show, received what was perhaps a bigger plug for the forthcoming event than any other similar horse show has received. It was mentioned several times on the coast-to-coast U.S. show "Breakfast Club", not only by the emcee but by Admiral Adams as well.

On the holiday evening several hundred former Canadians were guests on board the three ships and the Canadian consulate staff at an "at home" and that, of course, lead to more parties and dinners and tours.

Meantime the sailors had gone uptown and were allowed in theatres free, were given meals free, some received reduced fares in taxis, and others visited some of the famous lounges and entertainment spots, where in many cases everything was on the house. In true Canadian naval style on the second day it was not uncommon to see several Canadian tars riding about in late model cars—there was a marked preference for convertibles and hard-tops—these autos being piloted by gorgeous members of Chicago's distaff set.

By the way, some sailors saw the fair.—W.J.H.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *New Glasgow*

A large sized birthday cake, 48 brass machine nuts and a frigate rolling heavily in the blue Pacific combined with the best wishes of a ship's company to make a perfect day for a grand sailor and shipmate.

CPO Frank Galley, chief ERA in the *New Glasgow*, celebrated his 48th birthday May 16, while the ship was steaming for Pearl Harbour in the Hawaiian Islands in company with the *Sussexvale* and *Ste. Therese*.

The *New Glasgow's* head chef, PO Don Cambridge, arranged the surprise proceedings which took place at the close of the evening meal in the ship's Chief and POs' cafeteria. Chief Galley was presented with a cake such as he had never seen before.

With much ceremony the candle-lit cake, surrounded with cigars, and decorated with 48 $\frac{3}{8}$ " brass machine nuts, was carried into the cafeteria and set in front of the Chief. Although Frank enjoyed the cake he was denied

WEDDINGS

Lieutenant Thomas S. (E) Allan, Naval Headquarters, to Miss Katharine Christie Ross, of Ottawa.

Midshipman W. J. A. Draper, *Cayuga*, to Miss Kathleen Rose Pember, of Victoria.

Lieutenant (L) Bernard S. Friedman, RCN(R), *York*, to Miss Helen Edith Paikin, of Hamilton.

Able Seaman Scott Graham, *Assiniboine*, to Miss Sandra Edna Leslie, of Dartmouth, N.S.

Able Seaman J. Ross Higginbotham, *St. Laurent*, to Miss Ida Louise Wood, of Rollo Bay West, P.E.I.

Lieutenant Gordon T. Hodgson, *Saguenay*, to Miss Katharine Eleanor Jepson, of Ottawa.

Able Seaman Harold D. Kemp, *Saguenay*, to Miss Betty Marlene Osborne, of Monkton, Ont.

Surgeon Lieutenant Frederick N. Lewis, RCN(R), *Prevost*, to Miss Jean Mary Leitchan Watt, of Toronto.

Midshipman John R. Lusher, *Stadacona*, to Miss Nancy Anne Lord, of Toronto.

Able Seaman Glen M. McColman, *Crescent*, to Miss Coralie Ann Moore, of Victoria.

Sub-Lieutenant (P) George E. Nickson, *Niagara*, to Miss Doris Yvonne Stanbury, of Peterborough, Ont.

Able Seaman George K. Stacey, *Haida*, to Miss Caroline Margaret Helen Jordan, of Strathroy, Ont.

Sub-Lieutenant R. R. Specht, RCN(R), *Prevost*, to Miss Dale Delores Bond, of London, Ont.

Petty Officer William A. Steadman, *Naden*, to Miss Mary Cruse, of Victoria.

Lieutenant Maurice Tate, *Athabaskan*, to Miss Marilyn Diane Mathison, of Victoria.

Lieutenant-Commander (L) W. B. Wilson, Naval Headquarters, to Miss Patricia Ruth Purvis, of Ottawa.

the pleasure of smoking any of the cigars as he had sworn off nicotine the day previously.

May 16, in addition to being Frank's birthday was also his 34th anniversary of going to sea.

He was born in 1909 at Leeds, England, and made his first trip to sea in 1924 at the age of 15, when he signed on as a fireman aboard a freighter of the Watson-Watts Line running from Liverpool to the Orient. These were the days of coal burning ships, and during a normal four-hour watch a fireman would hurl approximately five tons of coal into the hungry fires.

Early in the summer of 1926 he left a ship which had docked at Montreal and signed on in one of the Great Lakes vessels plying between Toronto and Duluth, Min. Frank found Toronto to be an interesting place and so decided to settle there for the rest of his days. He secured employment as an engine fitter with the Mahoney Electric Works of that city.

His "shore establishment" ideas lasted exactly one year before his feet began itching to roam in the far away places of the world and once again he went back to sea as a merchant seaman. This time the sea was his livelihood for a period of 20 years before he once more decided to get a shore job and settle down.

During this 20 years he sailed under the flags of many countries and visited most ports of the world. In 1935, while awaiting a ship in Vancouver, he married a girl from Duncan, B.C., who was on the nursing staff of a Vancouver hospital. Frank has now been married for 22 years and has a grown-up son and a daughter.

At the outbreak of the Second World War he joined the Navy as a chief ERA and in 1943 was promoted to the rank of warrant engineer. During hostilities he served in HMC Ships *Alberni*, *Trail*, *Calgary*, *New Liskeard* and *Sussexvale*.

On being demobilized in 1946 from the Naval service he returned to the Merchant Navy. This time he signed on a Park steamship as third engineer and made a return trip from Vancouver to Australia.

Following the Australian voyage Frank decided it was time to swallow the hook and come ashore for good.

He acquired a position as assistant chief engineer at the Royal Columbian Hospital in New Westminster, B.C. His old urge to travel did not return until the time of the Fraser Valley floods in 1948 when many naval craft and personnel arrived in New Westminster to aid in the emergency. Being close to the Navy once again brought back the old urge to roam and Frank rejoined the Navy that same year as chief ERA.

In two years' time Frank will be 50 years old and, according to naval regulations, he will be retired. This time he believes he will stay on the beach for good and perhaps go into the motel business. This may be true but if his chronic ailment of the "itching foot" returns at some future date Chief Galley may find himself back in his old habitat on the rolling pitching sea.—J.B.

ATLANTIC COMMAND

HMCS *Labrador*

Glowing words were used by the Canadian Ambassador to Denmark, H. F. Feaver, to describe the success of the *Labrador's* visit to Copenhagen in April.

Mr. Feaver, in writing to Captain T. C. Pullen, the *Labrador's* commanding officer, appended his report to the Canadian Government on the visit, which he described as an "unqualified success". The letter and extracts from the report follow:

Dear Captain Pullen:

Mrs. Feaver and I were very pleased to receive your letter of April 15th. In my turn, may I express my heartfelt congratulations on the excellent impression made in Copenhagen during

BIRTHS

To Able Seaman R. E. Brooks, *Stadacona*, and Mrs. Brooks, a daughter.

To Able Seaman Robert J. S. Davis, *D'Iberville*, and Mrs. Davis, a son.

To Lieutenant-Commander Davis C. Edwards, *Stadacona*, and Mrs. Edwards, a daughter.

To Chaplain (P) A. G. Faraday, *Stadacona*, and Mrs. Faraday, a son.

To Lieutenant (L) F. D. Jardine, *Stadacona*, and Mrs. Jardine, a son.

To Lieutenant (L) E. W. Lockwood, *Stadacona*, and Mrs. Lockwood, a son.

To Lieutenant-Commander C. H. P. Shaw, Naval Headquarters, and Mrs. Shaw, a son.

the recent visit of your ship. All members of the Embassy have the most pleasant recollections of the time spent with you and your officers and on board the *Labrador*, and we sincerely hope that the *Labrador's* visit to Copenhagen will be repeated in the years to come.

You will, I believe, be interested in the enclosed copy of our letter to Ottawa reporting on the visit. The attachments to the letter show conclusively how successful the voyage was. Copies have been sent to Ottawa for transmission to the Department of National Defence and I hope that you will keep this set as a personal reminder of your visit here.

My wife joins me in wishing you and your ship a most successful voyage to the Arctic this summer.

Yours sincerely,

H. F. FEAVER,
Ambassador.

Extracts from the Ambassador's Report:

The visit from April 9 to 15 to Copenhagen of the RCN's Arctic Patrol Vessel HMCS *Labrador*, under the command of Captain T. C. Pullen, CD, RCN, was, in my estimation, an unqualified success. No ship of the RCN could have commended itself more, either to the general public or to Danish officials than did this ship which has done so much excellent work in the Arctic during the past three years.

Captain Pullen and his officers added greatly to the store of goodwill which has been built up in Copenhagen in the past through visits of other RCN ships, while the scientists on board made innumerable contacts with their Danish colleagues which will be of great value to both countries. Lastly, through the really excellent publicity which appeared in the press and on television, citizens of Denmark were made actually aware of Canada's activity in a field which, because of Greenland, is of particular importance to this country.

**6,000 Pints of
Blood Donated**

Over the past eight years civilian and service personnel of *Shearwater* have given more than 6,000 pints of their blood for the Canadian Red Cross blood transfusion service.

The donations were added up by R. S. Whyte, blood donor director for Nova Scotia, after a mid-June clinic during which *Shearwater* personnel gave 500 pints of blood.

The clinic was held with the blessing of Captain D. G. King, commanding officer of *Shearwater*.



A change in Wren officer appointments took place last spring at Naval Reserve Command Headquarters in Hamilton when Lt. (W) Winnifred Grace Lyons, of Hamilton and Toronto, (left) became Staff Officer (Wrens) to the Flag Officer Naval Divisions, succeeding Lt.-Cdr. (W) Jean Crawford-Smith, who had held the position since November 1954 and who has become Staff Officer (Wrens) at Naval Headquarters. (COND-4203)

The exceptional interest displayed by the Royal Danish Navy in the *Labrador's* visit was evident in the fact that the Commander-in-Chief was host the first evening of the visit at a supper dance given in the Naval Officers' Club while the following day the Commander-in-Chief (with Prince Knud, the King's brother, acting as co-host) entertained at a luncheon in honour of the Canadian visitors. All members of the Embassy staff who were shown around the ship have exceptionally pleasant recollections of the efficient and friendly manner of the officers and men, who were unflinching in their courtesy.

HMCS *Outremont*

On Saturday, April 27, the *Outremont* manned and cheered ship in the Saint John, New Brunswick, harbour approaches, as Cdr. P. G. Chance, embarked in the pilot vessel, left the ship and Lt.-Cdr. M. O. Jones assumed command.

On Monday, May 6, the *Outremont* sailed with an unusual nominal list. The band of the RCA was to take part in the "Bermuda Tattoo". With them, band members carried a very large consignment of baggage containing music and instruments for almost every occasion. Soon after departure the ship lifted to a gentle southerly swell, and the bandsmen were very happy indeed

to sight the friendly shores of Bermuda two days later.

When it was possible to take stock of casualties from sickness, they included one set of upper dentures which had belonged to a sadly disillusioned flute player.

The *Outremont* joined the *Haida*, with the pipe band of the Black Watch Regiment embarked and the *Buckingham* with the sunset guard from *Cornwallis* off Bermuda, and followed the *Haida* into harbour to come alongside at Hamilton.

Although the three ships only stayed in Hamilton overnight the privilege of being in the centre of activities in Bermuda made the stay most enjoyable.

HMCS *D'Iberville*

Thursday, May 16, was proclaimed Navy League day in Quebec City, in conjunction with the semi-annual National Council meetings of the Navy League of Canada in Quebec City from May 15 to 18.

The Quebec branch of the Naval Officers' Association of Canada held its annual meeting in *D'Iberville* on Wednesday, May 22.

The commanding officer, Cdr. J. M. Favreau, represented the RCN at the arrival of the foreign service attachés and Commonwealth service advisers on May 23 at the Quebec City airport. These attachés and advisers spent a

day in Quebec City visiting military establishments.

The *D'Iberville* annual pilgrimage to Mount Thabor took place on May 30, the Feast of the Ascension. Chaplain J. A. G. Gravel, RCN(R), celebrated mass at the sanctuary on the occasion.

CNAV *Scatari* visited Quebec City in late May on passage to the Great Lakes.

A ship's company dance was held on May 31 in the lecture room of the Grande Allee Armouries. This event was considered a success by all and in particular by the new entries under training.

On Tuesday, June 11, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, arrived in Quebec City wearing his flag in the *Saguenay*. The *Huron*, *Iroquois* and *Micmac* accompanied the *Saguenay*.

Admiral Bidwell visited *D'Iberville* where the inspection of the guard was followed by small receptions both in the Wardroom and the Chief and Petty Officers' Mess.

HMCS *Bonaventure*

The entire cast of the variety show "Brightly Nightly" which was running at the Empire Theatre, Belfast, very kindly offered to put the show on in "B" Hangar one Sunday evening.

The after lift was rigged as a stage and the appropriate scenery constructed. The dance band played before the show and during the intermission. An estimated 800 members of the ship's company and their guests attended the gala performance which starred the Scottish comedian Alex Munro.

In May Ulster Festival Week was held and the Lord Mayor of Belfast sponsored a parade which consisted of floats depicting life in Ulster.

Entries were on a competitive basis. The *Bonaventure* ran a competition within the ship to decide on the theme for the float. This was won by a C2s' mess, which proposed a float showing Ulster settlers in early Canada. The float was an unqualified success and out of 108 floats entered in the parade won third prize for originality.

HMCS *Shearwater*

Sod-turning ceremonies for two new Royal Canadian Navy chapels at the *Shearwater* Naval Air Station were held last May with Mrs. D. G. King, wife of the base commander turning the first sod for the Protestant Chapel and Rev. Michael MacIsaac, retiring Chaplain of the Fleet (RC), doing the honours for the Roman Catholic Chapel.

Construction of the new chapels, according to chaplains of both faiths,

would begin immediately and be completed within "three or four months".

The chapels will be similar in construction to the Protestant and Roman Catholic churches recently opened at Shannon Park. Chapels of like construction are now being used by all branches of the Canadian Armed Forces, in Canada and overseas.

Large crowds of naval personnel, their wives and children attended the sod-turning ceremonies, held under a warm spring sun.

Speaking to members of both congregations Captain D. G. King said he was happy that the day had finally come when the base would have new chapels. "The sites are most appropriate and will serve the congregations even better," he said.

The shovel for the turning of the first sod for the Protestant chapel was presented to Mrs. King by Mr. Dauphinee, senior member of the church committee.

Father MacIsaac said that he would not see the Roman Catholic chapel as Chaplain of the Fleet "but I'll know it is here and being used".

Father Ronald MacLean, who has since become Chaplain of the Fleet also congratulated the congregation of the new chapel and urged them to think of it as a symbol of humility. "Let us dig away ourselves and begin to build within us again starting with this new chapel."

Roman Catholic ceremonies were arranged by Chaplain Charles Murphy, while Chaplains D. G. Peebles and G. N. Schaus were in charge of arrangements for the sod turning at the site to the Protestant chapel.

Until the chapels are completed—at a cost of \$86,000 for the Protestant chapel and \$95,000 for the Roman Catholic, including residence for the chaplain—both congregations will continue to worship in temporary quarters near the entrance to the base.

Recruiting - 1815 Style

THE FOLLOWING recruiting poster was used at the conclusion of the War of 1812 between Britain and the United States. Its purpose was to attract likely seamen to the Halifax Station 141 years ago.

Compiled by the Second Lieutenant of HMS *Leander*, a frigate serving on the North American Station of the Royal Navy, it provides a fascinating picture of the type of ship and seamen which preceded those of the RCN today.

Who would enter for a small craft?
Here's your Fine Whacking,
Double-banked Frigate,
LEANDER.

Can stow corvettes on her Booms,
Eighteen-Gun Brigs on her Quarters,
and Tens Up Astern!
Every Man a Double Berth, can
Play at Leapfrog on her Lower Deck
With Hammocks slung!

Twenty Prime Young Fellows
Wanted for the Admiral's Barge;
None need apply that would
Not Eat a Yankee Alive!

Going to that Fine Full-bellied
Station called HALIFAX,
Where you get a Glass of
Boatswain's Grog for Two Pence,
And a Cod for a Biscuit.
God Save the King!

The LEANDER
And a Full-Bellied Station!

One wonders what type of recruiting technique was used to recruit seamen to the "playground of the North Pacific" in the nineteenth century. What lures could Esquimalt have to compete with Halifax?—L.F.

ICE NAVIGATION IN THE WESTERN ARCTIC

FROM THE DAYS of the earliest explorers and whalers until 1935, little or no change took place in the method of navigating western Arctic waters in Canada. Operations in these waters were based on experience, personal knowledge of ice movements, channels and harbours, and the ship was conned through the ice or hazardous areas from the crow's nest. The main change was the advent of power to supplement sail and eventually to take over from sail. With one exception, the *Baychimo*, owned by the Hudson's Bay Company, all ships were of reinforced wooden construction and for the most part, very low powered.

In 1935 a significant event took place when three trappers, Messrs. Storr, Watson and Purcell, brought the motor vessel *Audrey "B"* into this area. She was built along the lines of a First World War sub-chaser and relied on her speed and shallow draft to evade the ice, as she could not withstand any pressure. In 1937 she survived one of the worst ice years, while the Hudson's Bay Company's ship *Fort James* was crushed in the pack and lost off Cape Bexley, and the RCMP vessel *St. Roch* was so severely strained by ice pressure that she had to be taken to Vancouver for repairs.

However, although this was no major change from previous concepts, all ships had a common denominator and were navigated without benefit of charts, radar, fathometer, ice reconnaissance by air, weather reports, and little or no communications.

The operation of the *Audrey "B"* gave rise to considerable speculation that this was the answer to operations in the western Arctic and that, with all the aids to navigation, ice could be successfully evaded. After the Second World War the Yellowknife Transportation Company of Edmonton, Alberta, decided to accept this theory and re-fitted the *Snowbird II* (a former LSM) in Victoria, B.C., to supply the RCAF loran base at Cambridge Bay. She was not to enter the ice pack under any circumstances but would rely on air reconnaissance to remain in safe waters. This ship entered the Arctic in 1948 and after four years of successful operations was taken out to Vancouver. On drydocking, there was no evidence of any ice damage and she was found to be completely seaworthy.

The building of the Distant Early Warning line in 1955 along the Arctic coast called for the major supply of materials and equipment to be delivered by water. This was to prove the greatest assault on the unknowns and hazards of northern waters since the time of the Franklin search in 1948. However, little or no attention had been given to the successful voyages of the *Audrey "B"* and *Snowbird II* and consequently the U.S. Navy (Military Sea Transportation Service), who were charged with the responsibility of sealift, were faced with intelligence relating to the operations of small underpowered wooden ships, unassisted by any aids to navigation, no charts from the Alaska border to Boothia Peninsula, and channels which, out of expedience, once found safe were used annually by all concerned without any further search for deeper or wider passages.

Two vessels, the USCGC *Storis* (WAG 38) and the USS *Requisite* were to change history in so far as navigation went in the Western Arctic from "By guess and by God" to one of almost normal procedures. They were ordered to head the task force in Canadian waters and charged with the responsibility of charting a track from the Alaskan border to Boothia Peninsula as well as sounding the harbour approaches to all DEW sites. The harbours proper or anchorages were dealt with by the U.S. Hydrographic Service and units from the U.S. Navy's UDT Establishment. As the result of the hydro work performed by these ships during the 1955 season, elements of the task force were able to follow in safety with limited charts of the area and completed their mission without one failure. Whole new channels, deeper and wider than those used for decades, had been discovered and charted, viz: Dolphin Union Straits, Queen Maud Gulf and Simpson Straits, and the limiting factor in draft appeared to be 23 feet in Simpson Straits.

By the completion of the 1955 delivery, experience dictated a hard look at the season's operation. Old timers along the northern coast, particularly between Icy Cape and Herschel Island had long advised shipping to remain between the Arctic pack and the shore. The "Graveyard" of the Arctic aptly describes this area. Once in the main pack many vessels had suffered fatal

The Author

The accompanying article is written by Squadron Leader Scott E. Alexander, RCAF. The question which is bound to arise in many a naval mind is: What can a squadron leader know about surface navigation in the Arctic? The answer in this case is "Quite a bit", as will be evident from the following brief notes on his career.

Scott Alexander was born 45 years ago in Vancouver, B.C., worked in canneries while attending college, qualified as a coastwise skipper but instead of making immediate use of his qualifications joined the Royal Canadian Mounted Police in 1932.

He joined the RCMP patrol ship *St. Roch* in 1934 and during the next four years made several Arctic voyages in the course of which he learned to speak Eskimo and was for a time in charge of the RCMP detachment at Cambridge Bay on Victoria Island north of Canada's Arctic coast.

His leaving the RCMP to join the RCAF in 1942 did nothing to relieve him of Arctic duties. His first major posting was to Goose Bay, Labrador, where he was chief security officer and conducted search and rescue operations. He made flights with service and scientific objects to Ungava peninsula and Baffinland.

During subsequent service at Edmonton and Air Force headquarters he was an adviser on Arctic problems and for four years he was officer commanding the RCAF Survival Training School, with headquarters at Edmonton. Then, in November 1955, he was chosen for service at the Distant Early Warning Line Project Office in New York City.

This summer, for the third successive year, Squadron Leader Alexander is serving in Arctic waters. He is on loan to the U.S. Coast Guard and is serving as ice pilot for three Coast Guard cutters, which have as one of their objectives the investigation of a new Northwest Passage, west to east, through Bellot Strait — a project in which the Labrador, approaching from the east, is offering a helping hand.

damage and not even the most powerful icebreaker could make any impression on it.

Ships that did enter the pack found great difficulty fighting their way clear into open water when that occurred and consequently lost considerable time in working the ice into leads. The adage is this: When the Arctic pack is in, nothing will move; when it is out, any vessel can move.

The practice had been for the task force to follow the "Wind" type icebreakers, but with a draft of 29 feet they were generally forced to operate in ice. This resulted in severe damage to some of the other ships attempting to follow. Even the icebreakers were damaged on occasion. With proper air reconnaissance of the ice, and weather reports, it was considered that, by using the "inside" passage, the breaker could be relegated to a position of minor importance and for stand-by emergency.

Again in 1956, the *Storis* and *Requisite* led the way and enlarged upon the hydro information already obtained. Ships were limited to 16-foot draft and were able, for the most part, to stay inside the ice. Damage caused by ice

was very minor compared to 1955 and no ship grounded through being forced off course by the pack. The sealift was completed in record time and all ships rounded Point Barrow before the end of August.

However, again experience indicated that the task force was rushing the season and better conditions should prevail if the sailing dates were set back two weeks. There had been a mistaken impression that all ships should clear Point Barrow for outside by September 10. This was an arbitrary date set for the old-time wooden ships. As the season got later, young ice would form during the night or colder days, particularly in the vicinity of old ice. When these low-powered ships attempted to force their way through the young ice, it would mush up around the bows and hull forcing the ship to a standstill. It was impossible to work and the ship so caught was in extreme danger. This was not the case with large steel vessels of much higher horse power and that type of ice was easily run through. This meant that the season could be extended to approximately the end of October.

It would now appear obvious that the type of vessel best suited for the western Arctic is the shallowest draft with the highest speed commensurate to the efficiency of delivery of the freight load involved. With proper air reconnaissance and weather reports there should be no trouble avoiding ice. If this principle is followed and utilizing the available aids to navigation the problem now becomes one of simple navigation. There are no hazards as the early skippers knew them and today the master of a vessel is dealing with known facts with the imponderables removed.

The *Storis* is again leading the way for the 1957 season but without her redoubtable smaller partner, *Requisite*. This time she is accompanied by two other WAGLS and it is hoped to transit the Northwest Passage from west to east through Bellot Straits, from Seattle to New York. The Royal Canadian Navy's *Labrador*, which is the first icebreaker to circumnavigate the North American continent, will rendezvous with the American ships at Bellot Straits and assist in the completion of the operation.—S.E.A.

Dinghies race on Dow's Lake July 14 during the first Sea Cadet regatta sponsored by the Ottawa Squadron of the RCNSA. (O-8090)



'42 - - THE YEAR THE TIDE OF WAR BEGAN TO TURN

THE YEAR 1942 has its memories for all those who participated in naval, military or air operations of the Second World War. Yet how many could name offhand all the epoch-making events of that year? A five-ocean war, the dreadful depredations of U-boat and bombers at sea, and the strutting battles on the grainlands of Russia, are sufficient to confuse and even baffle the memory of the most ardent students of Second World War history.

Captain Roskill showed us in the first of the planned three volumes of "The War at Sea" that he had the eye of a seaman; the second volume of this official history confirms his reputation as an outstanding naval historian who can take his readers—whether they be naval, army or air enthusiasts—through the shocks of 1942 to the hopeful horizons of 1943.

After the unrelieved gloom of 1941, the early months of 1942 saw both the British and American Pacific Fleets still staggering from the blows of the Japanese in the Far East. Before the tide turned places like Ceylon, the Solomons, Maldives and Darwin—to name but a few—became more than mere geograph-

ical expressions to the Allied cause. Retribution was not far off.

The strategic victory of the Coral Sea, besides marking a revolutionary change in naval tactics (for not a single surface ship of either side sighted the enemy) was but the prelude to the confirmation of the decisive nature of carrier-borne air weapons in the maritime strategy of the Allies. British carriers had already pointed the way at Taranto, Matapan and in the pursuit of the *Bismarck*. Now at Midway the Japanese were forced to withdraw because their precious carrier force was destroyed.

Malta convoys, the struggle for Suez and North Africa on land, the German U-boats and bombers wreaking devastation on shipping, the mortifying story of the escape up-Channel of the German battle cruisers and the growing demand for more maritime aircraft (a controversial subject in the postwar period) to increase both the defensive and offensive aspects of the Battle of the Atlantic are a few frank reminders of the many-sided blows and problems which faced maritime strategy in this desperate year.

While it is naturally concerned chiefly with the Royal Navy, it also deals with

BOOKS for the SAILOR

those phases of the Battle of the Atlantic in which the Royal Canadian Navy gained its most cherished battle honour. For many Canadians the North Atlantic in 1942 was the focal theatre of operations, where Canadian-escorted convoys fought their grim battle with the enemy and the elements.

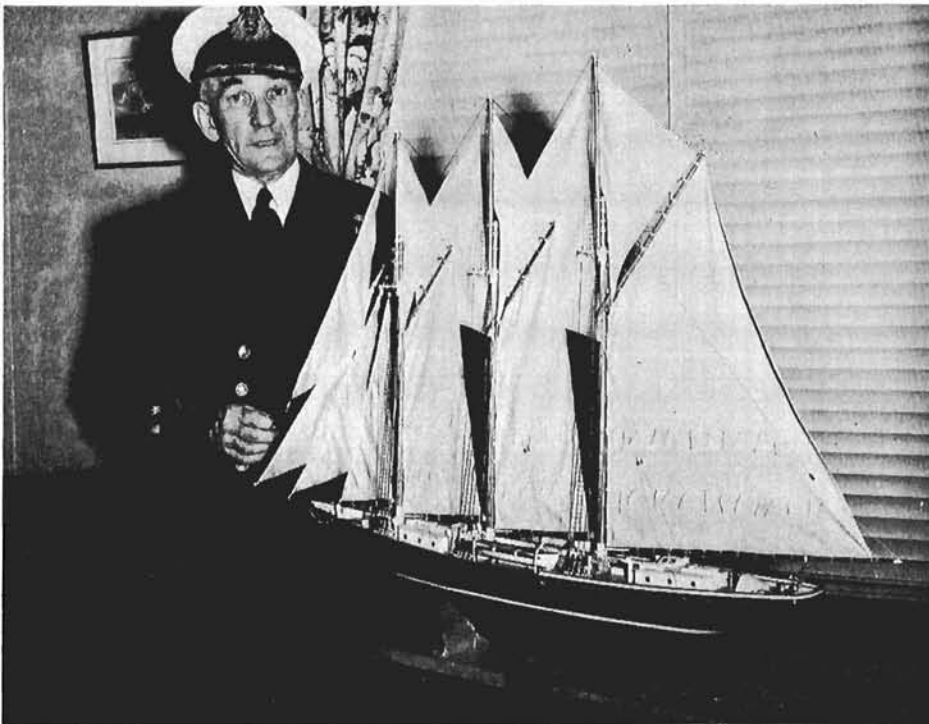
The volume contains references to famous RCN ships, the names of which have recently been proudly perpetuated in the naming of the RCN's new destroyer escorts, which fought the longest battle of the war in the Atlantic. We read of HMCS *Assiniboine* ramming and sinking *U-210* (a useful map of this particular convoy action is attached) and the night sinking of the *Ottawa* by enemy torpedo in September 1942.

The final chapters bring the war up to the end of May 1943 and it is heartening to read of the Canadian contribution to the turning point of the Atlantic battle, which saw the introduction of new anti-submarine measures and the provision of air cover on the convoy routes. By this time the RCN was doing half the convoy work in the North Atlantic, in addition to operations elsewhere, and the new command of Commander-in-Chief North-West Atlantic under Rear-Admiral L. W. Murray, RCN, testified to the ever increasing Canadian escort vessel strength in the Western Atlantic. Supported ably by its RCAF colleagues based at Gander, Sydney, Halifax and Yarmouth, the RCN began with its naval partners to reap the benefits of "the patient pursuit of a maritime strategy".

Not even a rigorously condensed account of this volume can do it justice, for it is as usual excellently produced with superb photographs, appendices, maps and statistical tables.

Of particular interest to Canadian readers is the naval side of the Dieppe raid in August of that year. The lesson learned from the naval point of view and later put into effect at the North Africa and Sicily landings was the need for adequate supporting fire from long and short range bombarding ships.

There is the episode of valiant courage displayed by Captain R. T. Peters, born in Prince Edward Island and later a resident of British Columbia, who



A perfect scale model of HMCS *Venture*, one-time training schooner in the RCN, has been built by Captain (E) C. M. O'Leary, RCN (Ret'd), of Halifax. The name of the schooner lives on in the RCN as the junior officers' training establishment at Esquimalt, B.C.: The handsome model is his first.

was awarded a posthumous Victoria Cross for his exploits at the assault of Oran.

Many of us too will remember, although at the time we were blissfully ignorant of the details of events, the "monster" troop transports which independently crossed the Atlantic in this fateful year. The two majestic Queens transported 200,000 troops in six months—a fine feat in the midst of the sad story of the 119 ships of 729,160 tons which were lost to U-boats in Novem-

ber of 1942. Painfully slow though it was, relief was just around the corner.

Few will be disappointed with this book. Even the naval experts will shudder at the way we survived the hammer-blows that came from all quarters that year.—L.F.

THE WAR AT SEA, 1939-1945 (Volume II), The Period of Balance. (United Kingdom Military Series), by Captain S. W. Roskill, Her Majesty's Stationery Office, 539 pages with many charts and graphs. Price £2-2-0.

HOW THE WAR AT SEA APPEARED TO GERMANY

VICE-ADMIRAL Friedrich Ruge, the writer of "Sea Warfare 1939-45" must be unique among surviving senior officers of the German Navy. Not only has he had a distinguished career (he is now head of the Naval Section of the West German Ministry of Defence) but he has a clear, simple literary style which makes his many writings very informative and most interesting. This book is no exception, and suffers nothing in translation, which is excellent.

"Sea Warfare" is a non-technical account of the naval actions of the last World War from the viewpoint of an expert who was on the other side. The subtitle, "A German Viewpoint", is not really correct, since his outlook is far more than that of a professional-sailor, which is an international thing. He makes no excuses for Hitler, nor for the staff bungling which caused so much wasted German effort, but he does defend the morality of various actions, such as the sinking of the *Athenia*, on the grounds of military expediency, and states at one point that "The Wehrmacht fought the war without hatred—save only against partisans, if indeed that can be called war—and its escutcheon remained untarnished". Since he wrote for a German public, his attitude is probably natural, and may also account for the impression he gives that the Germans fought by the rules whereas the Allies often did not.

Otherwise the book is easy to read and enlightening. It gives enough detail of naval campaigns to let the reader see the results of bad planning by a vacillating High Command and an egomaniac Fuhrer. He shows clearly how basic strategic reasoning was disregarded and how little the leaders understood the role and importance of sea-power in any major campaign. One of the most interesting sections deals

with the acute embarrassment caused the Germans by Italy's precipitate entrance into the struggle without strategy, plans, logistics or anything but a fear of losing the pickings.

Since Germany went to war prematurely, before the Navy had begun to fulfil the well-known Z-plan, the naval war was perforce a trade-attribution battle. Even then, the Navy was severely hampered by the fact that there was no naval air arm and that Reichmarschall Goring refused to let the Luftwaffe provide and train anything like sufficient forces for naval co-operation. The U-boats, consequently, never received adequate information or

support, for which we should be duly thankful. Similarly, the lack of aircraft carriers and overseas bases crippled the surface fleet tactically. Even so, its very existence forced us to concentrate heavy units which could have been most useful elsewhere; but Hitler understood this so little that at one stage he ordered all heavy units to be paid off.

There is a very clear section on carrier warfare in the Pacific, and another on amphibious operations. The author particularly admires the USN supply and maintenance system, which allowed their fleets to stay at sea up to ninety days at a time.

All in all, the chief merit of this book is to point out that, if you must have a war, the needs and principles of sea-power must be given the utmost consideration. In the author's view, Germany's defeat stemmed chiefly from her failure to recognize this. A look at Napoleon's downfall should have made it plain.

Anyone who is interested in naval matters should make this book required reading.—D.L.H.

SEA WARFARE 1939-45, A German Viewpoint, by Vice-Admiral Friedrich Ruge, translated by Commander M. G. Saunders, RN. Published by Cassell & Company Ltd., London, and distributed in Canada by British Book Service (Canada) Ltd., Toronto. 337 pages, illustrated with photographs, maps and diagrams. Price \$8.50.



Twenty-six Royal Canadian Sea Cadets and their officers are shown as they were about to board their RCAF North Star for their flight to the Empire Sea Cadet Camp in England. The man in "civvies" is E. D. Cornell, of the Montreal branch of the Navy League of Canada, who bade them farewell. (ML-5765)

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.

ADAMEK, Donald L.....LSEM1
 ADAMS, George W.....LSQM1
 ANDREWS, John.....LSCV1
 ANGEL, John R.....LSCS2
 ARCHER, Carl.....LSCS2
 ARMSON, Colin.....C2PC4
 ARSENAULT, Donald J.....LSRP1
 AYERS, Lionel F.....LSAF2

BALDOCK, Franklin H.....LSAM2
 BARNES, Douglas P.....LSAA1
 BARRINGTON, Arthur H.....LSMA1
 BAXTER, Warner.....LSCS2
 BECKETT, Brian H.....LSCV1
 BECKETT, Rex D.....P2ER3
 BELANGER, Wilfred J.....LSAR2
 BENSON, George F.....LSQM1
 BERANGER, John G.....LSCS2
 BEVAN, David P.....P2MA3
 BILODEAU, Jean-Paul.....LSCR1
 BINDER, Robert C.....P1CR3
 BLACK, Andrew J.....P2GA3
 BLACK, James O.....P2CV2
 BLACKMAN, Richard.....P2EM2
 BLASCHEK, William R.....LSEM1
 BLIGH, Harris K.....LSBD2
 BONN, Russell W.....P2EG3
 BOOKER, Stuart D.....LSED3
 BOONE, Harvey W.....LSAR1
 BOUFFARD, Claude J.....LSLR1
 BOYD, Thomas C.....LSCS2
 BROWN, John A.....LSBD2
 BROWNING, Orval C.....P2AF2
 BURKE, Edward A.....P1CS3
 BURRELL, James R.....P2EF3
 BURTON, Arthur E.....LSCR1
 BUTTS, Thomas H.....P2AF2

CALEY, John R.....LSCS2
 CARLESS, George A.....LSAR2
 CARNAHAN, John W.....P2CV2
 CASE, Allen S.....LSCR1
 CHATHAM, William A.....P1MA4
 CHORNEY, Michael G.....P2EF3
 CLARKSON, Thomas.....C1CS4
 CORNISH, Ernest A.....P1CV3
 CORVELEYN, Robert P.....LSAA1
 CRANE, Spencer.....LSQM2
 CRAWLEY, Carl A.....C2CV3

D'AMOUR, Marc J.....LSAA1
 DARCHEN, Roland C.....LSAC2
 DAVIES, Edward A.....LSCV1
 DELONG, Orlando J.....LSCS2
 DEMONE, Elder L.....LSCS2
 DENAULT, Earl T.....P1CV3
 DEVLIN, Ronald J.....P2ER3
 DILL, Ronald S.....LSQM1
 DOBBIE, William H.....LSMA2
 DOUCETTE, Roy J.....P2EF3
 DOUGLAS, John J.....LSRC1
 DOWDALL, Francis T.....LSEA2
 DRAPER, William E.....LSAM2
 DRINNON, Stewart M.....P2CR2
 DURDLE, Edward B.....LSTD2



Their feat of sailing from Tobago to Grenada in an open boat hardly put them in the same league with Captain Bligh, but may have set a target of sorts for the RCN. This whaler crew from the Micmac made an overnight journey of 76 miles. The December 1954 issue of "The Crow'snest" carried the story of a 58-mile voyage of one of the Cayuga's whalers in Japanese waters, an excursion which, lacking favouring winds, took 36 hours and a total run of 85 miles. Shown here, front row, left to right: Petty Officers R. W. Moll and Leonard Rinder, Lt. T. S. Hayward and Mr. N. B. Pakenham. Rear: POs F. G. McBride, Bruce Hewitt and Mid. P. D. Crofton.

EBURNE, Andrew G.....P1RT4
 EDMONDS, Leonard R.....P2CR2
 EDWARDS, Ronald H.....LSQM1
 ELTON, James R.....P2AT3
 EMPEY, Roy G.....LSRP1
 ESTES, Ronald W.....P1CS3

FAIRFIELD, Donald E.....LSCV1
 FAULKNER, Richmond S.....P1EM4
 FELL, William B.....P2ER3
 FERSTER, Everett H.....LSEM1
 FITZGERALD, David S.....P2SH3
 FLEMING, William.....LSCR1
 FLETCHER, Ronald D.....LSRP2
 FLOWERS, Horace B.....LSRP1
 FORD, Clifford B.....LSEM1
 FORDHAM, Roy E.....LSCS2
 FORTIN, Emilien J.....P1HA3
 FRAMPTON, Derwin O.....LSCS2
 FRASER, Peter E.....LSCV1
 FRENCH, William G.....LSBD2
 FRIIS, George A.....P2CV2
 FRY, Kenneth A.....LSEM1

GALE, Milton R.....LSTD2
 GEORGE, Robert G.....P2SH3
 GLASSFORD, Lloyd H.....P1CR3
 GOLEBIOWSKI, Frank W.....LSQM1
 GORDON, Dennis C.....P2GA3
 GOULD, Norman A.....P1CS3

HALLIDAY, William K.....LSCR1
 HARDY, Marcel J.....LSEM1
 HARRETT, Carman G.....LSEM1
 HAYWARD, Arthur E.....P2ER3
 HELSBY, Jack.....P1ET4
 HENDERSON, Harvey W.....P2ER3
 HICKMAN, Clifford J.....LSAA1
 HILL, Grover C.....LSMA2
 HILL, Michael J.....P2ER3
 HILL, Stanley W.....P1RT4
 HOBBS, John D.....LSCS2
 HODGKINS, Frederick W.....C2CV3
 HORRELL, Donald N.....LSCR1
 HOULDEN, Mark L.....LSAR2
 HUGHES, Leslie C.....P2CR2
 HUGHES, Owen A.....LSTD1

IRWIN, Robert F.....P2ER3

JACKLIN, Charles W.....LSRP1
 JACKSON, Lionel K.....LSRP2
 JOHNS, Henry J.....C2CK3
 JOHNSON, Allan V.....LSEM1
 JUULSEN, Robert H.....P2EF3

KENNEALY, Timothy J.....P2CS2
 KOBAYASHI, John A.....LSRP1
 KYNASTON, Bernard F.....P1ET4

LADOUCEUR, Andrew J.....LSCR1

LAINE, Robert J.....LSCV1
 LAMOUROUX, Louis G.....P2CS3
 LANGLOIS, Howard F.....P2CK2
 LAPIERRE, Gerald L.....LSCS2
 LAPOINTE, Judes J.....LSAR1
 LAPORTE, Wayne L.....LSAA1
 LATAILLE, Rejean J.....LSRT2
 LAUZON, Rudolph J.....P2EF3
 LAVERGNE, Conrad T.....LSCR1
 LAWRENCE, John S.....LSRP1
 LEBLANC, David A.....LSAF2
 LEE, Donald G.....LSCS2
 LEES, Laurence.....LSCV1
 LEGREE, Arnold J.....LSCV1
 LEVESQUE, Gerald J.....P2VS2
 LINDSAY, Ronald P.....P2ER3
 LYNARD, Donald J.....P2EM2

MacKINTOSH, Kenneth W....PIEM4
 MacLEAN, John D.....LSCR1
 MacLEOD, Angus N.....P1VS3
 MacLEOD, Raymond J.....LSSW2
 MacMILLAN, Joseph S.....LSQM1
 MacNAB, Grant A.....LSBD2
 MacPHEE, James R.....LSMA2
 McCABE, Ernest H.....LSEM1
 McCOLL, Karl T.....LSCV1
 McCOMB, Edward G.....LSCV1
 McCORMICK, Ron P.....P2AT3
 McDONALD, John C.....LSCS2
 McGOWAN, James D.....P1CR3
 McGRATH, John T.....LSCS2
 McLAUGHLIN, John T.....C1R14
 McLEAN, Ronald J.....LSAR1
 McMENEMY, Ernest S.....C2CR3
 MANLEY, Patrick J.....LSCV1
 MARGERISON, David J....LSCV1
 MARTIN, Raymond H.....LSCS2
 MARTIN, William A.....LSCR1
 MATTHEWS, Deryck B.....LSCS2
 MAYNE, George M.....LSAF2
 MAZACHOWSKI, Michael B..LSQM1
 MEDYNSKI, Arthur P.....LSEM1
 MESSERVEY, Murray J.....P2EM2
 MILLMAN, Hugh A.....P2SH3
 MULLOCK, William R.....LSEM1
 MUNRO, John M.....LSAA1

NAIRN, Douglas J.....LSCR1
 NETHERY, James A.....LSCV1
 NORMAN, William C.....LSCS2
 NORRAD, Donald C.....PIEM4

OLSON, Robert O.....P2EM2
 ORTH, Roy O.....PIEM4

PARKIN, Alan G.....P2CR2
 PARRISH, Charles G.....LSCV1
 PAYNE, Charles A.....LSAA1
 PECORE, Bernard A.....LSAM2
 PHEBY, Gerald S.....LSBD2
 PICKAVANCE, Harold J.....LSEM1
 POWROZ, William J.....C2CR3
 PRICE, Hugh J.....LSAA1
 PROWSE, Charles W.....P2ER3

QUACKENBUSH, Harvey W...LSCS2
 QUICK, Ronald W.....P2EF3
 QUINN, Richard F.....P2ER3

RANDALL, Douglas A.....LSQM1
 RANKIN, Glenn M.....LSCR1
 REEVES, Joseph N.....LSCV1
 REID, James C.....P1SH4
 RICKWARD, William A.....P2EF3
 RILEY, Gerald A.....P2CV2

RISPIN, William B.....LSRA2
 ROBERGE, Bernard L.....C1V14
 ROBINSON, John C.....LSAA1
 RODGER, Robert.....LSEM1
 ROLLET, Frank E.....LSCR1
 ROSCOE, William A.....PIEM4
 ROUTIER, Joseph G.....LSRP1
 RUFFELL, Walter D.....LSCR1
 RUPPEL, Harry.....P2CV2
 RUSTON, Richard V.....LSEA3
 RUTHERFORD, Donald.....P1RT4

SCHELL, Roland F.....LSAR2
 SCHEUER, Karl H.....P2BD3
 SELLERS, Marie L.....WPIML3
 SETTERINGTON, Richard M...P2ER3
 SEYMOUR, Paul A.....LSBD2
 SHARPLES, Edward J.....LSEM1
 SHEEHAN, Donald G.....P2ER3
 SHEWFELT, John G.....LSCS2
 SHIER, Ronald D.....LSCS2
 SINDERLY, Peter P.....LSED2
 SKEET, Alfred M.....LSEM1
 SLADE, Edward W.....LSCR1
 SMITH, Lester H.....LSEF3
 SMITH, Philip H.....P2ER3
 SMITH, Richard.....LSCS2
 SMITH, Ronald C.....LSCV1
 SPENCE, John C.....P1ET4
 SQUIRE, Bruce H.....P2TA3
 STEVENSON, Jerry P.....P2CR2
 STEWART, Maxwell M.....LSCR1
 STRACHAN, Donald A.....LSEA2
 STURGESS, William F.....LSCR1

TANGUAY, Benoit G.....LSAF2
 TATE, Ronald J.....P2CV2
 TAYLOR, William H.....P2MA3
 TENNANT, Lynn W.....LSCS2
 THIBAUT, Richard J.....LSAR1
 THOMAS, George R.....LSQM1
 THOMPSON, Brian E.....LSEM1
 TODD, Vernon.....P2RR3
 TUBMAN, George E.....LSEM1

URQUHART, Ian A.....P2ER3

VERMETTE, Raymond W.....P2CV2

WARE, George A.....LSCR1
 WATSON, Garth E.....LSLR2
 WEST, Roland G.....P2AR2
 WESTWOOD, Kenneth S.....LSCR1
 WETMORE, Robert W.....LSCR1
 WHEELER, Robert V.....P2SH3
 WHITE, James A.....LSCS2
 WHITEHORN, Howard A.....LSCS2
 WHITTINGHAM, John J.....LSCS2
 WILKINS, James F.....LSCS2
 WILLISON, Donald G.....LSEM1
 WILSON, John W.....P1RT4
 WOODS, John.....LSCV1
 WOODS, Michael A.....LSRP1
 WORKMAN, Riley J.....LSMO2
 WRIGHT, James A.....P1EA4

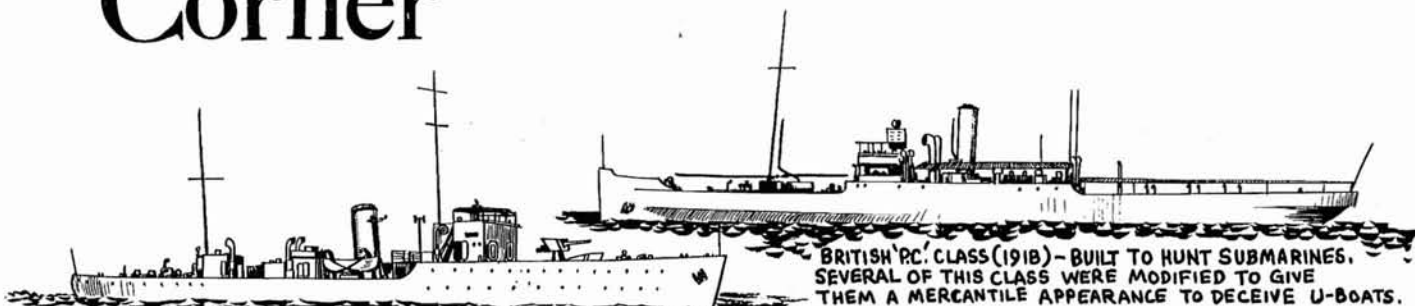
ZIRK, William E.....LSCS2
 ZUTTER, Percy N.....LSTD2



Instr. Lt. Peter H. Watson (left) receives a cheque for \$100 from H. R. McDonald, president of the Nova Scotia branch of the Naval Officers' Associations, at ceremonial divisions in Cornwallis. Lt. Watson, on the staff of the Educational Training Centre there, was the 1956 winner of the Barry German Prize in Naval History, founded by the Naval Officers' Associations of Canada, for his essay, "The Impact of the Royal Navy on the History of Nova Scotia, 1749-83". (DB-8787)

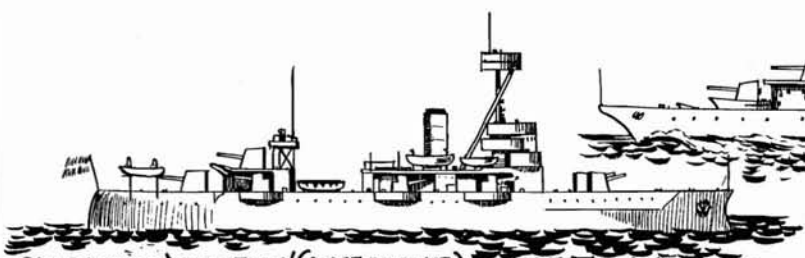
Naval Lore Corner

Number 49
PATROL VESSELS AND SLOOP

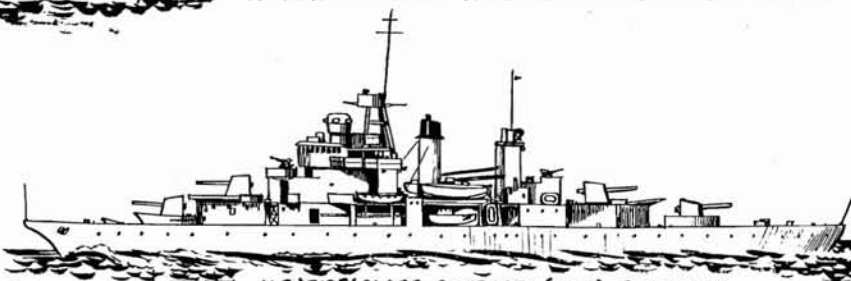


BRITISH 'PC' CLASS (1918) - BUILT TO HUNT SUBMARINES. SEVERAL OF THIS CLASS WERE MODIFIED TO GIVE THEM A MERCANTILE APPEARANCE TO DECEIVE U-BOATS.

BRITISH 'KINGFISHER' CLASS - ANTI-SUBMARINE PATROL VESSELS (1935-38), ONE 4 INCH GUN AND DEPTH CHARGES.



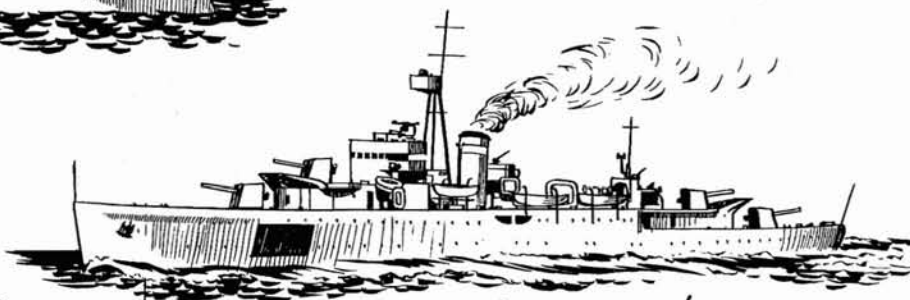
DANISH SLOOP 'NIELS JUELS' (COAST DEFENSE) - 3800 TONS, 10 5.9 IN. GUNS, 2 SUBMERGED TORPEDO TUBES. DESTROYED BY GERMANS.



U.S. 'EIRE' CLASS GUNBOATS (1936), 2000 TONS, 4 6 INCH GUNS. CARRIED A SEAPLANE.



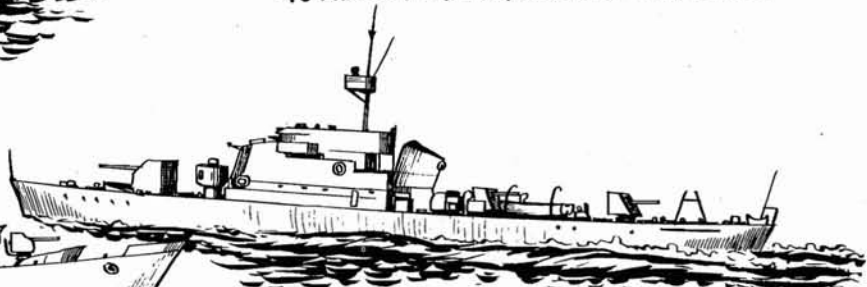
FRENCH 'ELAN' CLASS ESCORTS - VERY LOW FREEBOARD, FOR SERVICE IN MEDITERRANEAN.



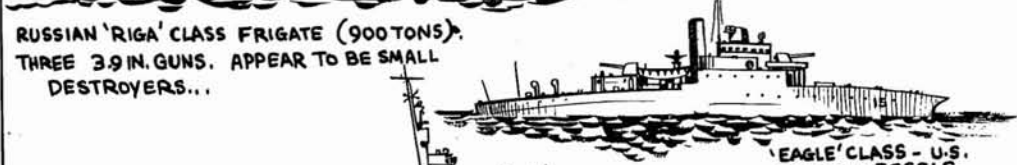
PORTUGUESE SLOOP 'BARTOLOMEU DIAS' - BUILT IN BRITAIN, DESIGNED FOR COLONIAL SERVICE - 4 4.7 IN. GUNS AND 40 MINES. FORMERLY CARRIED 1 SEAPLANE.



RUSSIAN 'RIGA' CLASS FRIGATE (900 TONS). THREE 3.9 IN. GUNS. APPEAR TO BE SMALL DESTROYERS...



RUSSIAN 'KRONSTADT' CLASS PATROL VESSELS.



'EAGLE' CLASS - U.S. PATROL VESSELS.



DANISH CORVETTE 'TRITON' CLASS. (ITALIAN BUILT) - 760 TONS, 2 3 IN. GUNS. BUILT FOR PATROL AND ESCORT DUTIES.

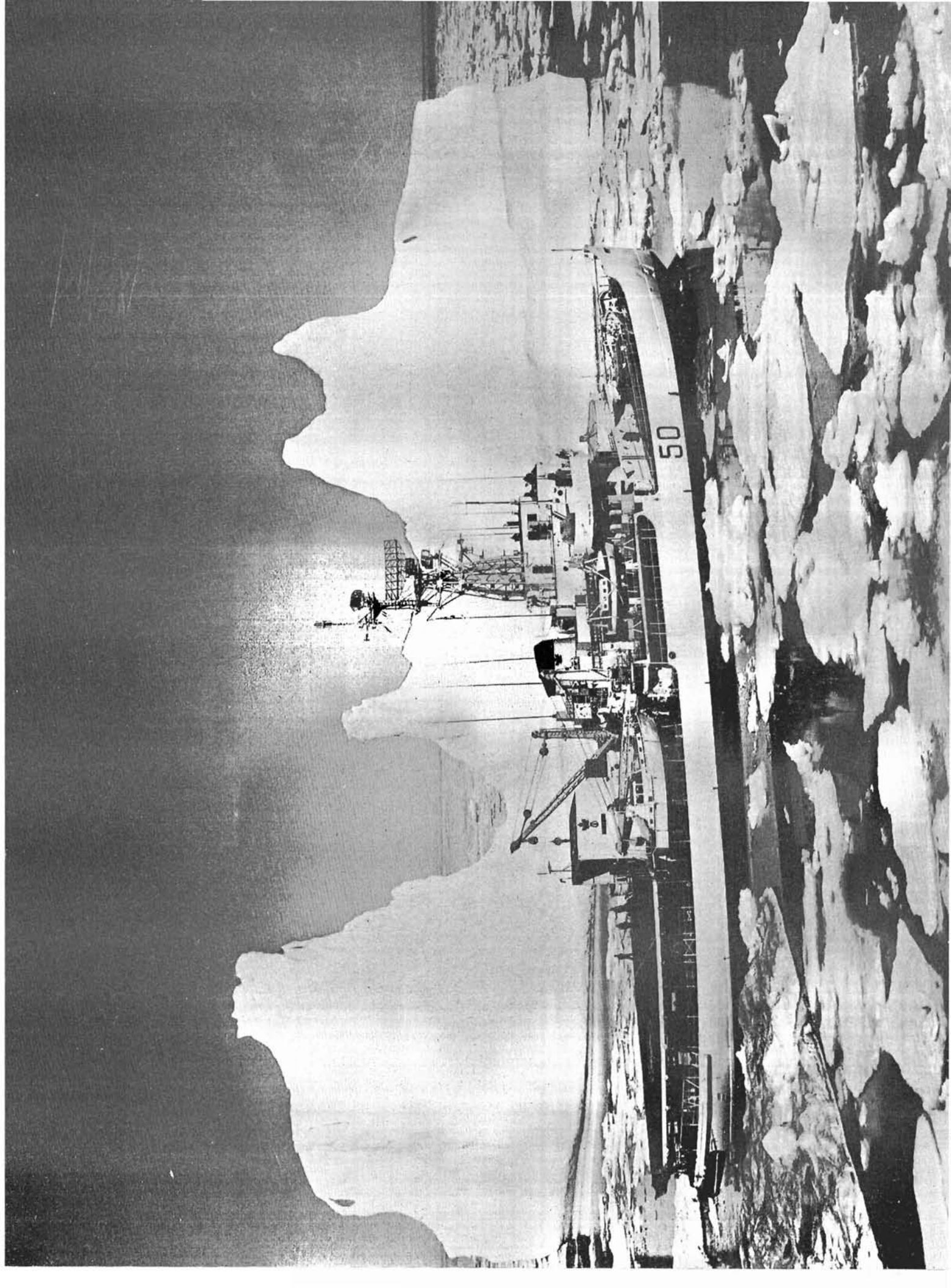


The CROWSNEST



Vol. 9, No. 10

August, 1957



The CROWSNEST

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The Cover—One of the greatest marvels in an age of scientific wonders, radar cannot wholly replace good eyesight and good judgment, it is made clear in the article on the legal implications of radar in this issue. The picture was taken on board the *Athabaskan* during a Korean patrol in 1953. (AN-312)

LADY OF THE MONTH

Ice is her business, but when the Arctic patrol vessel *Labrador* encounters a chunk of the dimensions shown on the opposite page she goes around.

The iceberg is not the largest the world has seen—just the largest the *Labrador* has encountered during the last couple of summers in the North. At the same time, it boils down into some pretty impressive statistics. Merely a sliver from the Greenland glacier which spawned it, the iceberg was nevertheless 600 yards long, 300 yards wide and towered above the sea in lofty glistening pinnacles.

A. E. Collins, senior scientist in the ship, estimated that the berg displaced 2,000 times the weight of the *Labrador* and, chopped into 100-pound blocks, it could supply that amount of ice daily to each family in a city of 120,000 for 25 years.

Any get-rich-quick thoughts had to be abandoned, however, because the ship was on the way north off the coast of Labrador to her summer duties and the clearance divers could not be spared to cut the iceberg up. (LAB-2240)

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

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Ottawa, Ont.



RCN NEWS REVIEW

The 840-ton ocean-going naval tug *Saint John*, one of three "Saint" class tugs ordered for the Royal Canadian Navy. Primarily built for sea rescue work, the craft's design is such that it can also fill the role of a fire-fighting tug. The hull is specially reinforced for navigation under ice conditions. Each vessel is powered by a single-shaft diesel engine of 1,920 horsepower designed to give a speed of 14 knots and has a length of 151½ feet, a beam of 33 feet and a draught of 17 feet.

NATO Exercises Planned for Fall

Admiral Jerauld Wright, USN, NATO's Allied Commander Atlantic announced on June 15 that a series of exercises will be conducted in the autumn by the Allied Command Atlantic.

These exercises are a part of the regular cycle of NATO training and will involve Fleet operations, submarine warfare, anti-submarine warfare, mining and mine sweeping operations, and convoy escort. They will take place during September, October and November under the overall direction of the Supreme Allied Commander Atlantic with the following subordinate commands: Commander-in-Chief, Eastern Atlantic Area; Air Commander-in-Chief, Eastern Atlantic Area; Commander-in-Chief, Western Atlantic Area; Commander Striking Fleet Atlantic.

The exercises will be: "Sea Spray", a Fleet exercise; "Fish Play II", a submarine warfare exercise; "Strike Back", a Fleet exercise; "Sea Watch", an anti-submarine and convoy protection exercise; "Fend Off", an anti-submarine exercise; "Pipe Down", a small scale Fleet exercise, and "Sharp Squall II", an anti-submarine training exercise.

Six destroyer escorts of the Royal Canadian Navy will take part in the NATO exercise "Sea Watch" to be held

in the north and mid-Atlantic from September 19 to 28.

The ships, all based at Halifax, are the *St. Laurent*, *Ottawa*, *Assiniboine*, *Saguenay*, *Iroquois* and *Nootka*. They will join more than 65 other ships, 15 squadrons of aircraft, and approximately 20 submarines from France, the Netherlands, Portugal, the United Kingdom and the United States in the exercise.

"Sea Watch" is an anti-submarine, anti-surface raider and convoy protection exercise designed to train surface and other units in detection, tracking and attacking of submarines and raiders.

Three anti-submarine carrier groups, each consisting of one carrier and six escorts, and three surface escort groups, one consisting of 12 destroyers and the other two of six destroyers, will be assigned to offensive anti-submarine

operations and convoy protection against undersea and surface raiders. Supporting the sea units will be shore-based maritime patrol craft, and combined intelligence gained from the surface and air searches will be used in tracking and attacking the enemy forces. One unit from the "enemy" undersea group will travel as far south as the Strait of Gibraltar in an attempt to penetrate the area.

"Sea Watch" is part of the regular training schedule of NATO Area Commanders-in-Chief and their forces. Admiral Wright is sponsoring the exercise which will be jointly conducted by Admiral Sir John A. Eccles, RN, and Air Marshal Sir Bryan B. Reynolds, RAF, joint Commanders-in-Chief Eastern Atlantic Area, and Admiral Wright, who also holds the appointment of Commander-in-Chief Western Atlantic.

Labrador Well Into Summer Program

By late July, HMCS *Labrador* had got well into her fourth successive year of surveys and research in the Arctic and was on the eve of taking part in the sea-borne supply of Distant Early Warning sites in the eastern Arctic area of Northern Canada.

Sailing from Halifax toward the end of June, the *Labrador* first began an initial survey of the DEW Line supply routes and landing beach areas. In addition, oceanographic surveys were

Singapore Brings 'Swans' Into Navy

Swans are being brought into the naval service in Singapore, according to a Reuters despatch.

Elsewhere in the Commonwealth of Nations the swans would be known as wrens—for the name is formed of the initials of the new Singapore Women's Auxillary Naval Service, which is being formed as the women's section of the Singapore division of the Malayan Royal Naval Volunteer Reserve.

carried out in Hudson Strait and a hydrographic survey party and helicopters were landed at Resolution Island off the south-eastern tip of Baffin Island to carry out surveys there.

In mid-July she sailed to Narssaq, Greenland, where she embarked an official party including H. F. Feaver, Canadian Ambassador to Denmark, and Eske Brun, head of the Danish Government's Greenland Department, for passage to Godthaab.

Returning to Canadian waters, the *Labrador* carried out a small but important supply task in Frobisher Bay when she landed supplies for a Fisheries Research Board scientific party located at Ney Harbor on the south coast of the bay.

The party, consisting of Mr. and Mrs. Ian A. McLaren, of Montreal, had to go in this spring with minimum supplies due to transportation difficulties and had a food supply sufficient to last only until the end of July.

Arriving well within the deadline, the *Labrador* landed new supplies, in-



Lt.-Cdr. R. A. Shimmin, commanding officer of VU-33, at right, accepts the Flying Safety Award Trophy from Commodore (S) Charles J. Dillon, Supply Officer-in-Chief, during the latter's recent visit to the West Coast from Naval Headquarters. (E-42304)

cluding food, an 18-foot freight canoe and an outboard engine for the couple.

Pat Bay Squadron Safety Winner

Ten thousand flying hours without a single accident has brought the coveted Safe Flying Award to the Royal Canadian Navy's utility squadron VU-33, stationed at Patricia Bay.

In competition with 14 other active force squadrons within the Navy, the Patricia Bay Unit was recently presented the safe flying trophy by Commodore (S) Charles J. Dillon, Supply Officer-in-Chief, Naval Headquarters, Ottawa. The award was accepted on behalf of VU-33 by the Unit's Commanding Officer, Lt.-Cdr. R. A. Shimmin, of Victoria and Vancouver.

The Safe Flying Award trophy is awarded annually by the Supply Branch of the Navy to the air squadron with the lowest accident rate in the Royal Canadian Navy.

In a congratulatory message to the officers and men of Patricia Bay's VU-33, Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, said: "This

How the Bonaventure Came Home

A Halifax *Mail-Star* reporter, perched on a dockyard rooftop, led off his story on the arrival of HMCS *Bonaventure* with Robbie Burns' "The best laid schemes of mice and men gang aft a-gley . . ."

Fog had disorganized elaborate welcome plans and its murk was so thick that thousands of expectant eyes could not discern the 20,000-ton carrier until she was within yards of her berth.

It is doubtful that the reporter saw her at all before his story went up to the paper's composing room, but he had captured the atmosphere and the editor made his story the highlight of the front page.

The 1,000 officers and men on board the ship, unable to see either shore of the harbour, heard their welcome before they could see it. Ships in port caught a glimpse of the "Bonnie" off the dockyard and raised a fog-splitting clamour on whistles and sirens.

The weather prevented Nova Scotia's Lieutenant-Governor Alistair Fraser and Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, from boarding the carrier at the Halifax approaches by helicopter. However, they joined the ship by yard craft, bringing with them Halifax Mayor Leonard Kitz. The fog ruled out a flypast by aircraft from *Shearwater*, but yard craft and a fire tug escorted her up harbour. The aircraft were to have included Banshees and Trackers destined to fly from her decks operationally.

The welcome was a bit shrouded but enthusiasm was high in the ship and ashore. The *Bonaventure* and *Stadacona* bands tossed selections back and forth over the narrowing gap between ship and jetty, and the crowds cheered. Television and movie cameras whirred, radio commentaries crackled and still photographers invaded every vantage point. Gentlemen of the Fourth Estate had also met the carrier in the harbour approaches and spent the interval in interviewing personnel in the ship.

The commanding officer, Captain H. V. W. Groos, told them she is a "most comfortable and efficient ship" and that everything had gone "swimmingly well" in trials in U.K. waters with Banshees and Trackers. He said her equipment was as modern as that in the U.S. Navy super-carriers and that certainly no ship of her type and size excelled her in devices carried.

The ship was scheduled to arrive alongside at 11 a.m., but the fog was so thick that it was closer to noon before she was alongside. There was a further delay for relatives and friends while a draft of 325 men who had paid the *Magnificent* off in the United Kingdom were disembarked. After that, more than 2,000 people rushed on board to greet the *Bonaventure* crew.

Thirty of the "Bonnie" sailors had married in Belfast, 40 babies had arrived in other *Bonaventure* families

during the overseas stay. The ship brought a wide assortment of pets, particularly Irish-bred dogs, as well as a collection of British bikes and trikes.

Her maiden voyage to Canada came almost 14 years after the *Bonaventure* had been laid down in the yards of Harland and Wolff in Belfast. She was laid down in November, 1943, for the Royal Navy but work was suspended when hostilities ceased. In 1952 extensive construction began again to make her the first Canadian-owned successor to the *Warrior* and *Magnificent*, which the Royal Navy had loaned to Canada in 1946-48 and 1948-57 respectively.

The *Bonaventure* incorporates the latest carrier-borne aids to operational naval flying, including the angled deck, steam catapult and mirror landing aids. Officers are in single or double cabins, the men have bunks, with reading lamps and foam rubber mattresses.

The carrier's departure from Belfast ended a long association between her crew and Ulstermen. Some of the officers had been in Belfast for three years and the majority of the ship's company since last December. She was commissioned on January 17 and carried out five months of trials and tests before heading for Canada. More than 150 of the crew had wives and families in Ireland. Most of them left ahead of the ship but some remained until the end of school terms.

achievement of your squadron reflects great credit upon your establishment, and is a source of pride to the Pacific Command."

**Cdr. (W) Macneill
Leaves Service**

Commander (W) Isabel Janet Macneill, OBE, RCN(R), of Halifax, the first Canadian wren officer to be decorated and the first and only woman in the Royal Canadian Navy to hold a command, returned to civilian life on July 31, 1957. Cdr. Macneill has been Staff Officer (Wrens) on the staff of the Chief of Naval Personnel since the summer of 1954.

Succeeding Cdr. Macneill as Staff Officer (Wrens) is Lt.-Cdr. (W) Jean Crawford-Smith, RCN, of Toronto.

Cdr. Macneill re-entered the Navy three years ago to co-ordinate the establishment of the wrens on a permanent force footing in the RCN, the first time that wrens of any Commonwealth navy had been integrated in regular force structures.

Before joining the wrens when they were being organized in 1942, she was associated with voluntary war work in Halifax and was instrumental in founding and organizing the Ajax Club for naval personnel there.

Commissioned in October, 1942, she was appointed to HMCS *Conestoga*, wren training establishment at Galt, Ont., and served as training officer, executive officer and then as commanding officer until March 1945, when the establishment was deactivated. Some 6,000 wrens received training there.

Cdr. Macneill was awarded the Order of the British Empire, which was gazetted in June, 1944, the citation reading in part:

"Her wide knowledge, her profound sympathy and her unflinching and inspiring devotion to duty have made her contribution one without parallel in the service."

Lt.-Cdr. Crawford-Smith was born in Toronto and entered the wrens in December, 1942. She was granted her commission in March 1943 and served at Headquarters on the Trade and Intelligence staff and with the Director of Personnel Selection. Later she was a counsellor at *Carleton*, Ottawa naval division and *York*, Toronto. She returned to civilian life in May, 1946.

Lt.-Cdr. Crawford-Smith entered the RCN (Reserve) in 1951 and was divisional officer for reserve wrens at *York* until March 1953, when she went on fulltime duty and was appointed to *Naden* as Commander's Assistant and Senior Wren Divisional Officer.



CDR. (W) ISABEL MACNEILL

In November 1954 she was appointed Staff Officer (Wrens) on the staff of the Flag Officer Naval Divisions at Hamilton. Five months later she transferred to the RCN in a short service appointment.

Lt.-Cdr. Crawford-Smith was promoted to her present rank in July 1956, becoming the first regular force wren officer to attain that rank.

In April 1957 she was appointed to Naval Headquarters as Assistant Staff Officer (Wrens).

**New Pay Scale
For Armed Forces**

On completion of a detailed review of the pay scales of the armed forces, the government in July approved increases to all ranks, to be paid retroactively to May 1, 1957.

While the study revealed that the pay in the armed forces had fallen behind the comparable salaries and wages of good private employers, this disparity had become most significant for skilled tradesmen and professional officers,



LT.-CDR. (W) JEAN CRAWFORD-SMITH

Defence Minister G. R. Pearkes, VC, said in a statement. To correct this situation and to retain in the forces the competent trained men whose services are becoming increasingly important, an increase in trades pay of 20 per cent was granted in addition to increases in basic pay.

A few examples indicate the emphasis given in these increases as to service and trade proficiency. An increase of \$156 a year has been given to the able seaman and his equivalent in the other services who has reached the second level of trade skill, and an increase of \$276 a year to the able seaman who has six years' service and has reached the third level of trade skill. The increases for men range upward to a peak of \$480 a year for the first class chief at the fourth and highest level of trade skill.

The new pay schedule also makes appropriate adjustments in officer pay. All increases apply to both regular and reserve forces.

The following table sets out the details of lower deck increases:

	Standard Group	Trade Group 1	Trade Group 2	Trade Group 3	Trade Group 4
	\$	\$	\$	\$	\$
CPO1.....	336	360	396	444	480
CPO2.....	336	360	396	444	480
PO1.....	288	312	348	396	432
PO2.....	264	288	324	372	408
Ldg. Sea.....	180	204	240	288	324
AB.....	96	120	156	204	240
with 6 yrs' Prog.....	168	192	228	276	312
Ord. Sea (Trained).....	48	72	108	156	192
Ord. Sea.....	48	72	108	156	192
Ord. Sea (New Entry).....	24				

THE LEGAL EFFECT OF RADAR IN MARINE COLLISIONS

*A timely and valuable article on
a modern problem
by
Nicholas J. Healy, 3rd*

THE DISASTROUS collision between the *Andrea Doria* and the *Stockholm* has captured the attention, not only of the admiralty bar, but of the public as a whole. Here were two of the finest ships afloat, each equipped with the most modern radar and other modern navigational aids, and yet they came together in the open sea with tragic consequences which are only too well known to all of us.

The press and the public immediately raised the question: How could such a thing happen, when both vessels were equipped with radar? Such a question is the result of a popular misconception of the function of radar on shipboard. Many people conceive of radar as something in the nature of television. They have the notion that a radar screen is like a TV screen upon which may be seen all vessels and other objects within the range of the radar set.

As admiralty attorneys we all know that unfortunately this is not the case. Another vessel will appear on a radar screen merely as a minute dot of light or "pip", as it is usually called, and the "pip" will appear motionless, even though it may represent a vessel proceeding at a very high rate of speed. A single observation will reveal neither the course nor the speed of the other vessel, but only its bearing, that is, its direction in relation to true north or in relation to the heading of the radar vessel, and its distance from the radar vessel.

To be of any further value, a radar observation must be repeated several times, and the observations must be plotted on a plotting sheet, a Hydrographic Office "manœuvring board" or a transparent plotting device fitted over the radar screen itself. A line drawn between the positions so plotted will then indicate the observed vessel's relative course. By measuring the distance between the plotted positions to scale, and noting the time when each position was observed, the approximate speed of the observed vessel can be readily calculated. The navigator then knows whether or not his vessel and the observed vessel are on "collision" courses; that is, courses which, in the absence of a change in course or speed on the part of one or both of the two vessels involved, are likely to bring them into collision.

It will thus be seen that radar equipment is useless as an aid in the avoidance of collision unless it is skilfully handled and unless the information which it furnishes is accurately plotted and properly interpreted. It is here that the human element becomes of importance and human failure can be so disastrous.

As admiralty attorneys we know that radar has resulted in a marked decrease in the number of collisions at sea, but that collisions still do occur between radar equipped vessels. Furthermore,

EDITOR'S NOTE

The accompanying article on maritime law as it applies to the use and misuse of radar raises issues which are of vital concern to every commanding officer, navigating officer, officer-of-the-watch, radar operator and lookout. Commanding officers of HMC Ships are urged to bring the article to the attention of all personnel concerned in any way with the safe navigation of the ship and to preserve the article and bring it to the attention of officers or men assigned to navigation, lookout or radar duties in the future.

The author of the article, Nicholas J. Healy, 3rd, is a former lieutenant in the United States Navy and a member of the law firm of Nelson, Healy, Baillie and Burke, of New York City. The article was originally delivered as an address by Mr. Healy at a panel sponsored by the Admiralty Committee of the Federal Bar Association in Washington in September 1956. It was published last January in the JAG Journal, organ of the Office of the Judge Advocate General, U.S. Navy, has appeared in the Merchant Marine Council Proceedings of the U.S. Coast Guard and was also to appear in the Federal Bar Journal.

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we know that in the hands of an incompetent operator, radar sometimes produces a false sense of security which will lead him to continue at a high rate of speed in areas of limited visibility so that if a collision does occur, the resulting damage will be extremely severe.

Some seventeen radar cases have already been decided in American, English and Canadian courts, and it is safe to assume that many times that number have been either settled before trial or are still awaiting trial. The decided cases have not resolved all of the legal questions which the advent of radar has created but they have resolved some of them. We shall attempt to summarize these questions and the answers to such of them as have been answered by the courts.

1) *Is lack of radar equipment a fault?*

No statute or regulation requires a merchant vessel to be radar equipped. There may come a time when Congress will see fit to enact legislation requiring radar, at least on sea-going passenger and cargo vessels. If such a statute is passed, its violation will of course impose on the violator the burden of proving that the absence of radar not only did not, but could not have contributed to a collision. This would be an application of the familiar rule of *The Pennsylvania*. (1) Furthermore, even prior to the enactment of any such legislation, there may come a time when radar will be so generally accepted as standard equipment that failure to have it on board a vessel will be considered by the courts as constituting an unseaworthy condition, and vessels without it may be held at fault for collisions which could have been avoided by the proper use of radar. (2)

2) *Is a vessel equipped with radar at fault for a collision resulting from her failure to use it at all?*

This question was answered in the affirmative in the first American radar case ever decided. In *The Thomas*

(1) 86 U.S. 125

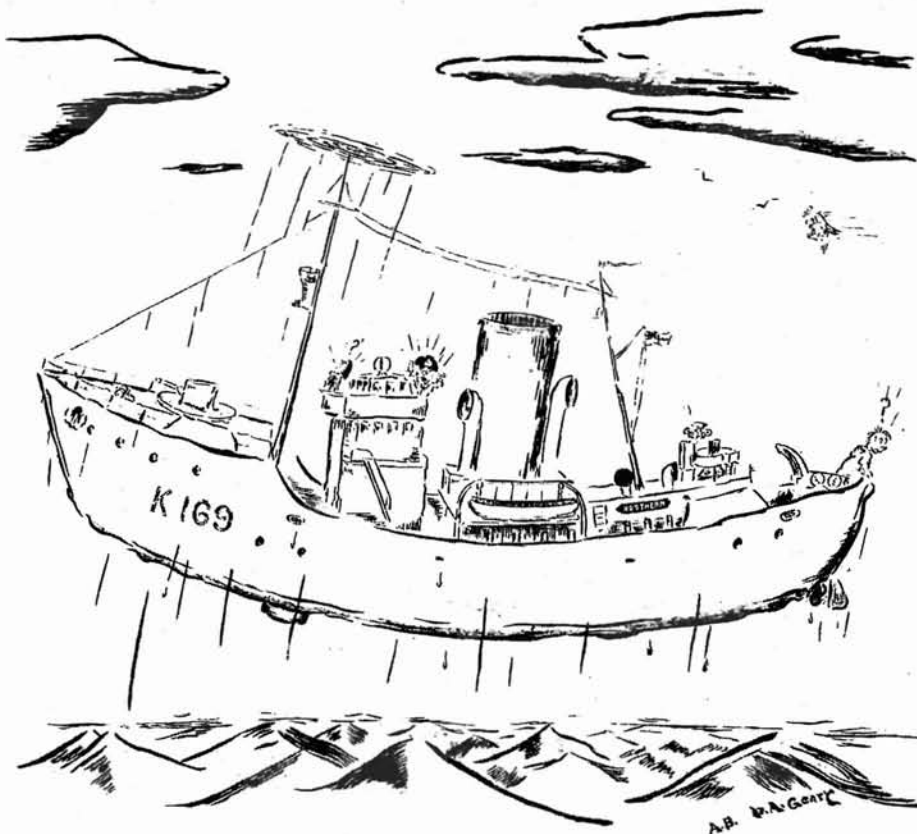
(2) See the *Davila-The Wilkes*, 88 F. Supp. 158, 1950 A.M.C. 631 (D. Mass.), where the Court found that a destroyer was not deficient for lack of navigational radar equipment in 1942. Compare *The Chusan* (1955) 2 Lloyds List L.R. 685 (Adm. Div.) where the Court said that one could "expect" to find a modern vessel equipped with radar.

Barry-*The Medford*, (3), a fog collision occurred between a radar-equipped army transport and a fishing trawler. On the morning of October 21, 1945, the *Barry*, proceeding from New York to Le Havre with troops, was steering an easterly course. When about 125 miles east of Nantucket Lightship, she sighted a heavy fog bank ahead, but nevertheless maintained her full speed of 18 knots. About 22 minutes later she entered the fog bank, still under a full bell. A minute later she struck the starboard side of the *Medford*, which she did not see until the vessels were only 200 or 300 feet apart. The *Medford* had been trawling at three knots on a southerly course. She sank in a matter of minutes. Seven men on the schooner lost their lives and two were severely injured.

The *Barry* was equipped with a Navy type radar and there were two rated Navy radar-men in her crew. Despite her excessive speed and the dense fog conditions ahead, the *Barry*'s radar equipment was never used. Her master claimed that he endeavoured to find the radar-men some time before entering the fog bank, but apparently did not persist in his attempt, and made no use of the public address system, although the vessel was equipped with one. In condemning the *Barry* for the tragic consequences of this neglect, the Court stated in its opinion:

"The failure of the *Barry* to use her radar is the most serious and sinister aspect of these causes. . . The perfection of that device is thought to have invoked a new concept of the responsibilities attaching to vessels so equipped, touching their handling and operation in or near a fogbound area. . . . The stipulated proof here is that the offending ship could have informed herself of the presence and track of the *Medford* in abundant time to have avoided by a wide margin any danger whatever of striking her. Under such circumstances, it is impossible to yield to the argument for the *Barry*, that her conduct is to be condoned to any extent, in view of her failure to employ the very device which was installed to prevent a collision, and to operate which she carried two men having special rating in the U.S.

(3) 1946 A.M.C. 795 (E.D.N.Y. 1946). For discussion of this case, see 32 Cornell L.Q. 570; 33 Virginia L. Rev. 71; 21 Tulane L. Rev. 106; "Radar and the Regulations for the Prevention of Collisions at Sea", by Capt. G. C. Saul F.R.A.S., A.I.N.A., published in the 1947 Journal of the Honorable Company of Master Mariners, p. 610, and "Radar and the Rule of the Road", by Capt. W. H. Coombs, C.B.E. published in the 1949 Journal, p. 46.



"Hey Matel Ease down on that aerial. Do you think this is a ruddy helicopter?"

Radar was still a novelty in the Royal Canadian Navy when this cartoon was drawn for the amusement of the ship's company of HMCS Rosthern back in the early '40s. The set would appear to have been the old "Swick" (SW1C), whose long, spiky antenna was a far cry from some of the neat parabolic reflectors of today. (NF-3724-63).

Navy to attest their qualifications, and who had no duty on the ship other than to operate the radar unit."

There was no appeal.

In a more recent case, *The Duke of York-The Haiti Victory*, (4) the doctrine of *The Thomas Barry* was restricted to a situation where the necessity for the use of radar is, or should be apparent to the navigator of the radar-equipped vessel. The *Haiti Victory* had been proceeding in clear weather and the *Duke* was concealed in a fog patch on the *Victory*'s starboard bow, the existence of which her navigator had no reason to suspect. The District Court, in exonerating *Victory* said:

"His failure to see the *Duke* was not negligence, for it was not the result of neglect of an obligation. No obscurity obligated him to use his radar, and there was nothing else to put him on notice of any need for it."

The decision was affirmed on appeal.

(4) 131 F. Supp. 712 (E.D. Va.), Aff'd 230 F. 2d 139 (4th Cir. 1956); 1956 A.M. 275; cert granted 352 U.S. 821 (Question limited to right of claimants to implead each other under Adm. Rule 56 in a limitation proceeding.)

In line with *The Thomas Barry* is a recent English case, *The Esso Plymouth*. (5) There, both vessels were held at fault for a collision in a bank of smoke. The *Esso Plymouth* was equipped with radar of a type which took three minutes to warm up, but her navigator failed to switch it on in time, although he knew that his vessel was approaching the smoke bank. In commenting on the faults of the *Esso Plymouth*, the Admiralty Division of the High Court of Justice had this to say:

"Moreover, the *Esso Plymouth* had on board a potential silent look-out, which could have been used if it had been made available in time. In saying that I am speaking of her radar instrument. . . . I can think of no good reason why there was that unfortunate delay in switching on the radar of the *Esso Plymouth*. But, again that is only part of the major charge of bad look-out, which resulted in her, like the *Elblag*, blundering into this bank of smoke at high speed."

Of course, if the navigator has good reason to believe that the information

(5) (1955) 1 Lloyd's List L.R. 429 (Adm. Div.).

which he is receiving on the radar screen is inaccurate, he should not rely upon it. In *The Isaac T. Mann-The Esso Aruba*, (6) the Court exonerated the *Mann*, whose master had secured the vessel's radar equipment when he found that its proper functioning was being hampered by "a lot of interference". The Court said:

"Advocate for the *Aruba* argues that the *Mann* was at fault because it discontinued using its radar sometime before the collision. Captain Keating had been using the radar aboard the *Mann* on a five-mile range for the passage between Providence and Sandy Point; on the five-mile range false targets were picked up. 'We were getting quite a lot of interference,' Captain Keating testified. At the time the *Mann* ran into fog he 'gave up trying to use the radar because the objects were so hard to make out.' I find that Captain Keating under all the attending facts and circumstances, was not negligent in discontinuing the use of the radar. While radar is one of the greatest boons devised for navigation, it is not a fixed and invariable rule that the navigator must use it in all events. There might well be times when the continued use of radar by a navigator who was uncertain of the results he was observing and unwilling to place reliance thereon might well be foolhardy and hazardous. There should be a certain discretion allowed competent and experienced ship-handlers to use or not use radar as the circumstances of the moment require."

There is no suggestion in the opinion that the "interference" was the result of any defect in the radar equipment itself. This leads to the consideration of our third question:

3) *Is it a fault to fail to maintain radar equipment in an efficient state of repair?*

This question is still to be squarely decided by the courts. However, in *The Duke of York-The Haiti Victory*, to which reference has previously been made, the District Court indicated that such a failure may constitute a fault. I quote from the opinion:

"At this point it is well to refer to the *Duke's* radar. Its use would have avoided the collision and its unavailability was due to neglect of repair. There was ample warning—a day or two—of its disrepair. Had it been in operation, the situation so urgently demanding its services, omission to use it would clearly have been negligence. However, as the *Duke of York's* exces-

sive speed was the predominant fault leading to the collision, it is not necessary in this case to pass upon the question of whether or not, in the absence of statute requiring radar, a lack of diligence in maintaining existing radar facilities is negligence."

If failure to use radar when conditions warrant is a fault, it would seem logical to hold that negligent failure to have it ready for use is likewise a fault. This is but an application of the settled principle that a vessel must make use of all the means at hand to avoid a collision. In a sense this may impose a burden on the vessel which carries radar equipment which the vessel without such equipment does not share, but in principle it is little different from expecting a steamship to maintain her machinery properly, even though a sailing vessel may have no machinery at all.

4) *Is failure to interpret radar information correctly a fault?*

Here the answer is clearly "Yes", according to American, English and Canadian decisions alike. (7) As the Supreme Court of Canada said in one of these, *The Chinook-The Dagmar Salen*:

"If radar is to furnish a new sight through fog, then the report which it brings must be interpreted by active and constant intelligence on the part of the operator."

5) *Is radar a substitute for a visual lookout, or any other requirement of good seamanship?*

That a vessel must maintain a good lookout has been called by the courts "the first rule of the Admiralty." The necessity for a proper lookout is recognized by Rule 29 of the Rules of the Road at Sea, the rule of good seamanship.

The decisions make it clear that the posting of a visual lookout may not be dispensed with in the case of a radar-equipped vessel. (8) Thus, in *The Anna Salem*, the Court said:

"As I mentioned at the outset of this judgment, this is an unhappy case of collision between two well-found ships, both equipped with every modern aid to navigation, including radar. It is a melancholy reflection that the collision

probably would not have happened if the ships had not been equipped with radar. These scientific installations and particularly radar, are potentially most valuable instruments for increasing safety at sea, but they only remain valuable if they are intelligently used, and if the officers responsible for working them work them and interpret them with intelligence. That is only another way, I think, of saying that a good look-out must be maintained. A good look-out involves not only a visual look-out, and not only the use of ears, but it also involves the intelligent interpretation of the data received by way of these various scientific instruments. This collision ought never to have happened, and certainly would not have happened if both vessels had made intelligent use of the scientific instruments with which they were equipped."

6) *Is a position obtained by radar an "ascertained" position within the meaning of Rule 16 of the Rules of the Road at Sea?*

The second part of Rule 16 requires a vessel hearing, apparently forward of her beam, the fog signal of another vessel, the position of which is not ascertained, to stop her engines, if the circumstances permit, and then navigate with caution until danger of collision is over.

In dealing with this problem in a recent case *The Prins Alexander*, (9) the House of Lords had this to say:

"There are obviously possibilities of error in the use of PPI. There should be, we are advised, in circumstances such as the present, continuous observation by one man and plotting of bearings if reliable inferences are to be drawn. Art. 16 stands, and it is to be noted that the new Rule which has now replaced it is in substantially the same terms. It may be that proper observations on a PPI can 'ascertain' the position of a vessel in the sense explained by Lord MacMillan. They clearly did not do so in this case so far as the *N. O. Rogenaes* is concerned."

It appears from this quotation that the House of Lords recognizes the theoretical possibility of a radar position being an "ascertained" position. However, as a practical matter if a radar vessel should fail to stop her engines upon hearing a fog signal apparently forward of her beam, it is difficult to see how she could convince a court that the position was in fact an "ascertained" position, and that she was therefore without fault

(7) *The Southport* (1949) 82 Lloyd's List L.R. 862 (Adm. Div.); *The Meteor*, 121 F. Supp. 830, 1954 A.M.C. 1921 (E.D. Mich. 1954); *The Chinook-The Dagmar Salen* (Supreme Court of Canada) 1951 A.M.C. 1253; *The Anna Salem* (1954) 1 Lloyd's List L.R. 475 (Adm. Div.).

(8) *The Bucentaur-The Wilson Victory* 125 F. Supp. 42 (S.D.N.Y. 1955); *The Anna Salem* (1954) 1 Lloyd's List L.R. 475 (Adm. Div.); *The Triton-The Baranof* (Exchequer Court of Canada) 1953 A.M.C. 393.

(9) (1955) 2 Lloyd's List L.R. 1 (Adm. Div.), See, also the *Anna Salem* (1954) 1 Lloyd's List L.R. 475 (Adm. Div.).

(6) 94 F. Supp. 486, 1950 A.M.C. 1771 (D. Mass. 1950).

for a collision following her failure to stop.

Radar has a minimum as well as a maximum range. Weather and "sea return" affect the "picture" shown on the scope. Small objects are difficult to detect, and wooden vessels sometimes give a poor "echo". (10) Bearing these and radar's other limitations in mind, and remembering how deceptive fog signals can be, how can a navigator possibly be said to have "ascertained" that the fog signal from a vessel which he cannot see with his eyes has been sounded by a vessel which the radar scope indicates is going to pass clear? There is no rule of the road which has been more stringently applied than Article 16.

Unless certainty exists, the engines must be stopped, and stopped at once. Otherwise, the navigator acts at his peril and his vessel will be held at fault if collision follows. (11) While there is a possibility, however remote, that the signal is from a vessel within the minimum range of the radar's effectiveness, from a target obscured because of "sea return" or because of a "blind spot", or for any other reason, there would seem to be a violation of Article 16 if the engines are not stopped immediately.

7) *In fog or other areas of limited visibility, does the use of radar permit a vessel to proceed at a speed which would otherwise be considered immoderate?*

This question is perhaps the most important of all.

The first part of Rule 16 requires "moderate" speed in fog. The courts recognize that "moderate" is a relative term. It means one speed in light fog and another in heavy. Likewise, it means one speed for a highly manoeuvrable vessel, and another for a vessel with poor backing power. Taking both of these variables into account, the courts have generally interpreted "moderate" speed to mean a speed sufficiently low to permit the vessel to take her way off (by stopping and backing) within half the limit of visibility. (12)

It is common knowledge that most radar-equipped vessels, and particularly passenger and cargo liners, which operate on fixed schedules, pay scant heed to this interpretation of Article 16.

No case thus far decided has squarely held that a radar-equipped vessel must proceed slow enough to be able to take her headway off within half the limit

of visibility. Nevertheless, it may be gathered from the decisions that a vessel exceeding such a speed will be held at fault if a collision results.

A typical case is *The Southport*, (13) where the Court stated the proposition in this way:

"The point raised by Mr. Hayward (the *Southport's* proctor), namely that a speed in fog which would in ordinary circumstances be regarded as excessive may still be a moderate speed under Article 16 of the Regulations for a vessel fitted with radar, will no doubt, have to be decided in some future case. The proposition seems to me to involve at least an assumption that a vessel



fitted with radar in fact makes proper use of the apparatus with which she is fitted. I am satisfied in the present case that those on board the *Southport* who were concerned with the radar apparatus made no proper use of their instrument, and are consequently not entitled to rely upon the fact that they had facilities, of which they made no intelligent use, to excuse them for proceeding in thick fog at a speed which, but for the existence of such facilities, would have been highly excessive. It seems to me, moreover, that if Mr. Hayward's proposition were accepted to the full, while a vessel equipped with radar might escape blame for proceeding at high speed in fog, she would quite probably be found to blame if a collision ensued for failing to keep a good look-out on her radar screen. In the present case I prefer to find the *Southport* to blame for initial speed and for retaining an excessive speed until she heard the whistle of the *Finborg*."

In the more recent case, *The Chusan*, (14) there was no continuous watch maintained on the radar screen and the *Chusan* was not aware of the other vessel's presence until her signal was heard. In holding the *Chusan* one-fourth to blame the Admiralty Division of the High Court of Justice stated:

"I have come to the conclusion that for a vessel of this character, navigating in this area in these conditions of visibility, and in circumstances in which a continuous watch was not being kept on the radar, a speed of seven knots was excessive. I find no other fault with the *Chusan*, but I do not see that I can avoid concluding that the excessive speed of the *Chusan* was a factor contributing to the collision.

"... I wish to make it abundantly clear that what I have said is not to be interpreted as meaning that a vessel which does maintain a continuous watch on her radar is thereby entitled to proceed at an excessive speed in fog. I hope that nothing I have said in this case can be twisted round and used in future cases in such a way that it may seem to justify a speed which would otherwise be excessive, merely on the basis of a continuous watch being maintained on the radar set. I approach the matter in this way. It seems to me part of any seaman's duty, in the exercise of reasonable care, to take full advantage of any equipment with which his vessel is equipped. After all, a radar set is not the only kind of equipment with which one expects a modern steamship to be supplied. It is the fact that this equipment is supplied to be used, and used intelligently; but I am far from saying that the use of this equipment can be prayed in aid so as to justify navigation that would otherwise be reckless."

The Bucentaur-The Wilson Victory (15) is a good illustration of the reasons why the "half limit of visibility" interpretation of the moderate speed rule should not be modified in the case of a radar-equipped vessel. I quote from the opinion:

"That fifteen knots was not a reasonable speed under the prevailing conditions is perhaps demonstrated by action taken four hours earlier, at 2332, when fog became thick. At that time the captain ordered engines half ahead. Thus, the standard of prudent conduct was set by the master himself. Why wasn't the same caution exercised shortly before the collision under similar, if not more difficult, weather conditions?

(10) "Electronic Navigational Aids" pp. 44-5. Published by the United States Coast Guard, 1945.

(11) *The Selja-The Beaver*, 243 U.S. 291.

(12) *The Umbria*, 166 U.S. 404.

(13) (1949), 82 Lloyd's List L.R. 862 (Adm Div.).

(14) (1955), 2 Lloyd's List L.R. (Adm. Div.)

(15) 125 F. Supp. 42, 1955 A.M.C. 142 (S.D.N.Y. 1955).

"There is upon this record no plausible explanation for failure to exercise the same caution displayed earlier when the *Wilson Victory* was slowed down in heavy fog unless we accept the pilot's statement that considerable reliance was placed upon radar. Although the captain disavowed such reliance, the pilot admitted that if radar had not been in operation speed would have been reduced. True it is that at 0342 a ship was seen through the radarscope three miles off the port quarter but the rapidly deteriorating weather and the known presence of low-lying fishing vessels in the area did not warrant maintaining speed at fifteen knots because radar was in operation. Radar is an aid, not a substitute, for prudent seamanship. Respondent's expert conceded that the radar model on the *Wilson Victory* could readily miss low-lying ships or fishing trawlers such as the

Bucentaur. The fact is that radar did not pick up the *Bucentaur* before it was struck."

Unless and until radar is made fool-proof, and unless and until all vessels are required to have and use radar equipment, the interpretation which the courts have already put upon the first part of Article 16 will probably remain unchanged; and a vessel, even if radar-equipped, will be condemned for violating the rule if her speed in fog is such that she cannot stop within half the limit of actual visibility.

It may be fitting to close with the language of the Court in *The Hindoo-The Australia Star*, (16) one of the earliest radar decisions:

"The notion that a ship, equipped with radar, may, once her navigation and range lights are bright, plunge

(16) 172 F. 2d 472, 1949 A.M.C. 423 (2d Cir. 1949), cert. denied, 338 U.S. 823.

through the seas at 16 knots in the hope that all other craft will keep clear of it cannot be accepted as a rule of safe and prudent navigation. . . . It has been suggested that to hold the *Australia Star* at fault is to penalize her because of her equipment with radar. That is a misconception. The conduct which is regarded as negligent on the part of a person of sound vision is not the same as that which is condemned when practised by the blind. The fault of the *Australia Star* is that she chose to remain blind when she had the means to see.

"Prudent navigation involves taking advantage of all the safety devices at hand. Insofar as it is the judicial function to fit scientific discoveries into the framework of laws not tailored to their measures, the function should be carried out with an eye to the general purposes of the law, and to desirable social ends."

SEA-SLUG — RN's SHIP-TO-THE-AIR MISSILE

SOME DETAILS of the Royal Navy's ship-to-air guided missile, known as Sea Slug, were disclosed in an Admiralty announcement.

Sea Slug is the medium range weapon which, the Parliamentary Secretary to the Admiralty (Mr. Christopher Soames) informed the House of Commons, during the debate on the navy estimates, is designed to engage any enemy bomber which evades the fighter defences of the Fleet. It will do so at any height at which modern aircraft are capable of operating.

The first ships in which Sea Slug will be fitted are the four guided weapon destroyers which have already been ordered by the Admiralty. These ships are to be based on the design of the present Daring class ships but will be larger than the Darings.

The official announcement stated that Sea Slug has a system of propulsion which consists of a sustainer motor and four booster rockets. These latter are jettisoned after propelling the missile to supersonic speed. Sea Slug is operated and fired from positions within a ship without any personnel being required to be on duty in exposed places.

Although a large number of officers and men are engaged in the maintenance of the missile equipment and in preparations for firing, the number engaged in the actual operation of firing is far smaller than the crew of a conventional gun turret in a major warship.

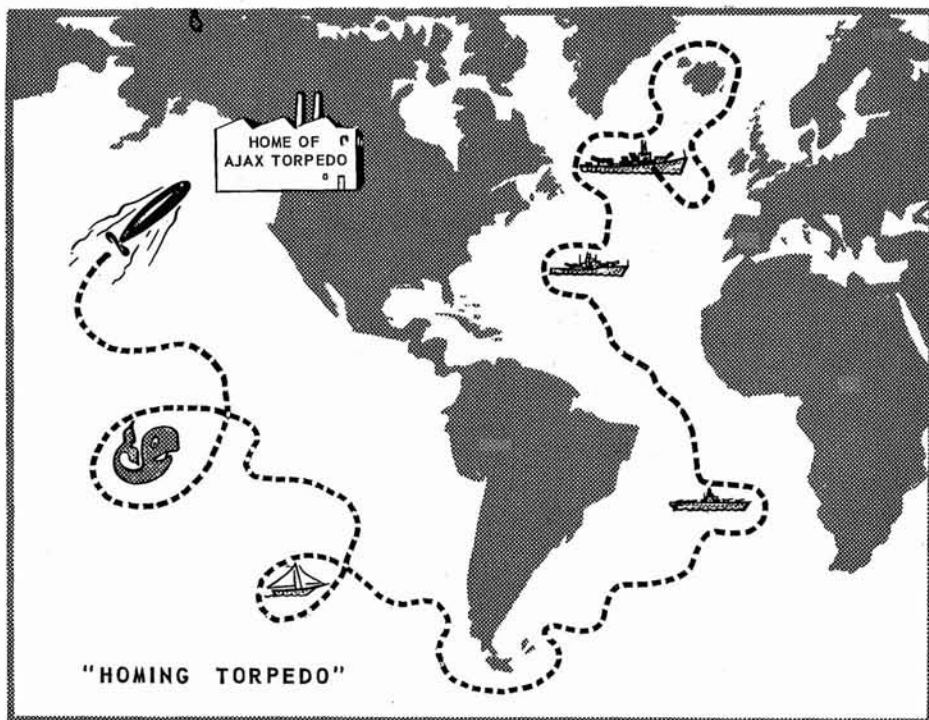
Targets are detected at long range by radar, and subsequently plotted ac-

curately for range, height and bearing. From this information a particular aircraft may be selected as the target for the missile. The details of the target's range, course and speed are obtained by the missile guidance and control system and used to position the weapon launcher, and enable the operator to determine when to fire the missile. This he does without ever seeing the target.

Missiles are fired from a triple ramp launcher which is automatically fed

from a magazine below decks.

The weapon has been developed by the Ministry of Supply, and has been tested at the proving grounds of Aberporth in Wales and Woomera in Australia. At Aberporth some trial firings were made from the Clausen rolling platform, which is a mock-up of part of a ship floating in a concrete basin and capable of simulating all the conditions of roll and pitch likely to be encountered at sea. (*Admiralty News Summary*).





A NEW LOOK AT THE ST. LAURENT

THE HISTORY of the design of the *St. Laurent* is full of interest, and for this we must go back a few years to the Second World War and I would like to briefly refresh your minds on some of the factors that those who serve in that war were very conversant with, and which had a pronounced effect upon the design of our new destroyers.

In 1938 a study by a panel of naval experts revealed that the Royal Navy, at that time, did not have a ship capable of being mass produced to fulfil the task of meeting the prospective submarine menace. It was clearly seen that the prime requisite of this vessel was for the protection of convoys or, as has frequently been stated, "the sea lines of communication".

The panel, after many months of investigation, came forth with ships which were very dear to our hearts, as those of us who served in them came very quickly to know, and as no other ships have been to this day. These ships, appeared prior to the Second World War, the original one being built at Smith's Dock in Middlesborough, and given the historical name, the corvette.

The encyclopedia defines the role of the corvette as "the advanced screen which protects the main unit." How well those words are applied to the indefatigable role the corvette played between the years of 1939 and 1945! Even today the corvette is to be seen on the high seas.

The corvette was the first wholly anti-submarine warship, designed primarily for the North Atlantic area and capable of destroying a submarine. As time passed, we saw a number of shortcomings—first, because of its small size, it was difficult to install any new equip-

ment and accept additional personnel; secondly, how well we remember that, although we never lost this sturdy, young ship in a seaway, it was probably the liveliest, bounciest, and to say the least, the most uncomfortable ship in the North Atlantic.

From the corvette we saw a larger ship emerge, which by virtue of its design, overcame the faults found in the corvette. This ship was the frigate, and here we find a stable platform, comfortable quarters, and ample room for any alteration or addition. But the primary fault with the frigate lay in

its speed. Yes, we admit it had range, comfort, endurance, fuel and provision, but the speed factor shortly was to become its most apparent drawback.

In the meantime, we still had our destroyer, a ship capable of over 30 knots, of accepting many roles, which had earned a name as "the bulldog of the fleet". Now this name was established over many years. The destroyers were tough; they were fast; they were versatile. They could accept any duty, from escorting in the fleet to a patrol off the Spanish Coast; but they had one inherent fault, namely, they were expensive to build, both in time and money.

Before I leave this short résumé, there is one additional feature that must be mentioned; and that is, toward the end of the war, we found from experience that the anti-aircraft protection of our convoy escorts failed to meet the required standard. They could neither protect themselves nor the unit they were escorting, and consequently, the anti-aircraft escorts materialized.

So here, as we leave this chapter, we have evolved two distinct design requirements of escorts:

- (1) In the anti-submarine role and
- (2) In the anti-aircraft role.

IT WOULD BE appropriate if I were to say something about our under-sea enemy, the submarine. Again a few words of history. In 1939, at the beginning of the Second World War, the Germans had a first-class operational submarine. Its primary requirement was that it was a submersible torpedo boat. It was capable of long range, endurance, and carried a worthy outfit of torpedoes.

The Author

The designers and builders of the St. Laurent class destroyer escorts knew what the ultra-modern vessels were intended to do; the author of the accompanying article was the first to find out what ships of this class could actually accomplish at sea.

The account of the St. Laurent's unique features and capabilities was originally presented early this year as an address to the Montreal Naval Officers' Association by Cdr. R. W. Timbrell, who commissioned her in 1955 and subsequently saw her through extensive evaluation tests under the scrutiny of the U.S. and Royal Navies. To put it as modestly as possible, the Royal Canadian Navy's pride and joy emerged from these trials without any loss of face.

Cdr. Timbrell is at present executive officer at Shearwater.

As you remember, their final tactics were to attack in packs at night when we were most vulnerable. Their successes were overwhelming to the point that we were forced to take drastic steps. These counter-measures resulted in long-range continuous aircraft and the appearance of radar in the ships. These two factors removed the menace from the surface and forced him beneath the sea, but the submariner was not beaten.

His next step was to bring about the homing weapons, weapons which he could use to remove or to severely damage the fence that was around his target. Further, the continual air patrols forced him to travel under sea, with little opportunity to surface and recharge his batteries.

This setback was partially overcome by the design and fitting of the "snort", which enabled him to recharge his batteries and yet remain practically entirely below the sea.

But still he found that his losses were mounting. He required greater underwater speed and greater endurance; and so we saw the new submarine appearing. The Type 21 gave him an underwater speed of 15 knots. The Type 26 gave him an underwater speed of 26 knots, but, fortunately, did not come into operation before the end of the Second World War.

The present day submarine is no less a proportional menace than its predecessor of the Second World War. In the modern submarine, we find the qualities of long range, high speed, and deep diving.

These submarines cannot be treated lightly. Here is a weapon of war, a weapon of extraordinary capabilities. The future submarine, which will be atomic powered, will add the two additional features of high speed and unlimited range. This weapon will strike fast and hard, and will be with us shortly, if it is not already here.

FROM THIS past history, the Naval Board of Canada in 1949 formed the staff requirements for the RCN fleet and convoy escort—a warship to be capable of meeting the submarine menace in the North Atlantic and to employ adequate anti-aircraft protection. This design, when completed, had to meet the following qualifications:

- (1) of being built entirely in our country;
- (2) of being capable of mass production;
- (3) of being able to be operated and maintained within the capabilities of Canadian service schools;

(4) of being operated for long periods away from base facilities;

(5) of carrying reasonable complement in proportion to its operational ability.

Now, if I may take these points and explain them, I will be able to give you a picture of the *St. Laurent*.

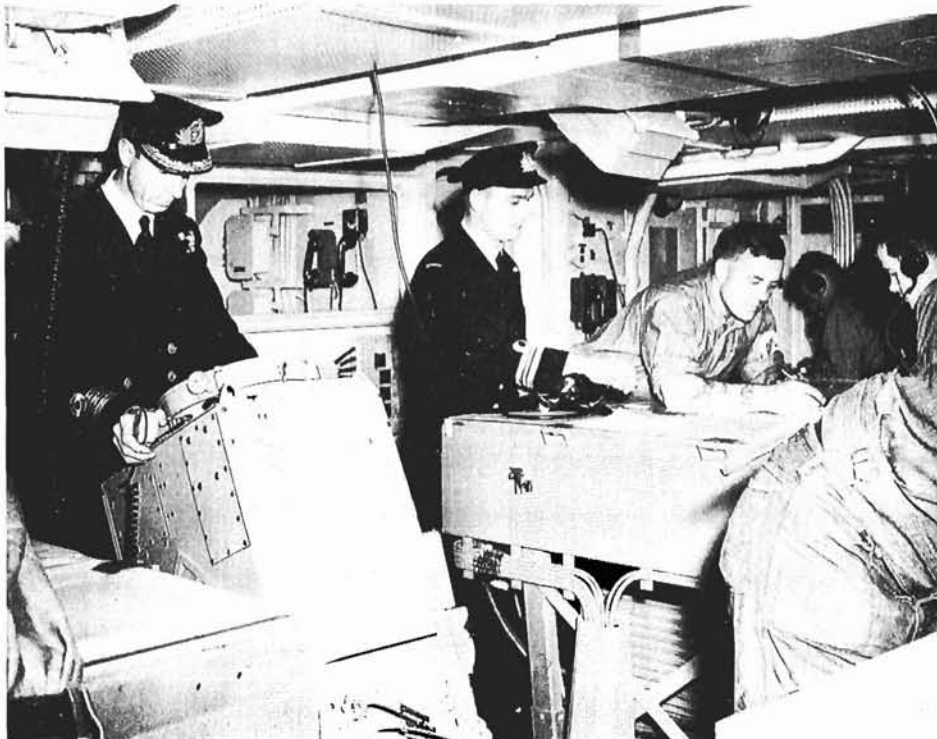
Need I remind you of those bitter, long winter nights, when we plied back and forth between Halifax, Newfie John, and Londonderry, on those open bridges, with open depth charge racks, open guns, and a very low freeboard? Need I remind you how the individual ship's efficiency dropped because of the cold, wet weather which was always prevalent? When the ice would accumulate so that even the guns disappeared under a mound; where on the open bridge for four hours, you became frozen, your hands so cold you could barely hold your binoculars, your eyes so tired from continually fighting the cold wind, you could hardly read the compass card.

These factors were not forgotten when we required a ship to operate effectively at all times, whether it be in the North Atlantic on a winter night, or in the tropics on a hot summer day. The *St. Laurent* has been completely steam heated and air conditioned throughout. All mountings are heated, the absolute minimum of personnel exposed to the weather; the officer of the watch is inside an enclosed bridge, which has heated glass to ensure visibility, and

(may I prove the point?) it is the only bridge that I have visited in my slippers and dressing gown in the middle of the night with the outside temperature around zero.

Before I leave this point, a careful study has been made of the problem of ice collection on the upper deck; and in short, the result was that great attention was paid to ensuring cleanly designed lines, thus avoiding heavy spray, which is how ice is formed. For example, the anchors are entirely housed in pockets, covered by heated anchor doors. By placing the anchors inside, we have removed an obstruction which would break the bow wave, causing considerable spray; and the foc'sle deck has been rounded, not only to encourage quick washoff in the event of contaminated fallout, but further to discourage the ice.

VERY LITTLE need be said about the all-Canadian production aspect, as we all appreciate how unreliable are the pipelines of supply outside our own country when war comes upon us—a most undesirable occurrence—as our planned production then cannot be scheduled. Therefore, we have these ships being built entirely by Canadian industry; for example, our steam turbines come from Toronto, our boilers from Galt, our guns from Sorel, our radars from Hamilton. Then Canada is capable of not only producing these



Cdr. R. W. Timbrell, first commanding officer of the *St. Laurent*, is shown at the command position below decks in the ultra-modern anti-submarine destroyer escort. (ML-3851)

ships, but of ensuring their continual operational efficiency without the need of outside assistance. So it is today.

In peacetime, we must find and produce the weapons that will safeguard what we have bitterly struggled for during the past generations. In the event war should be the resultant failure of our peacetime efforts, we then must swing into full gear to ensure a speedy victory. We will need many escorts, as our supply of materials will, for many a day to come, continue to move by the sea lanes of communication. It would not be economical to keep this number of escorts available in peacetime; and therefore, the *St. Laurent* class has been designed with an eye toward mass production.

For a destroyer, this is a radical departure from previous building methods. Canada has achieved, through the efforts of the naval architects and the ship builders, unit production; this ship is capable of being built right across Canada with the units being shipped by rail to the seaboard assembly yards. The units are of such a size that they may be carried on the present railway flat-cars over the bridges, and through the tunnels. This feature applies to the construction of the entire ship.

To further illustrate this, it could mean that the hulls are built in Winnipeg or any other city capable of steel production and shipped either to the Great Lakes for summer launchings, when the St. Lawrence Seaway is operational, or to the Atlantic and Pacific seaboard for winter launchings. This planned pipeline of production for the hulls, the engines, the guns, torpedoes, etc., results in a clear example of mass production of a finished product.

It would be most uneconomical if, when this modern warship came from the ship builders, we could only operate her efficiently with the equivalent of college graduates. This may sound a little far fetched, but it is not very difficult to overstep the economical rate of our manpower turn-out. We must balance the operational requirement of the ship against the average Canadian available for service; the instructional capabilities of our service schools; and the experience factor.

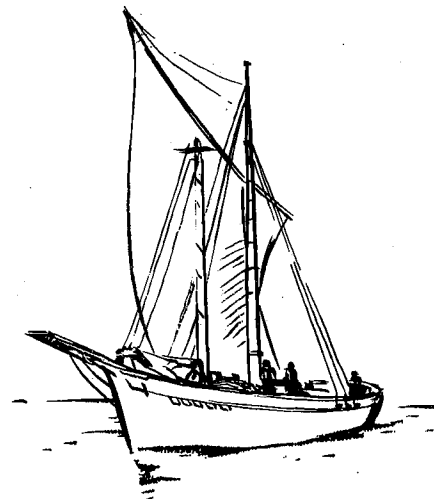
Another interesting factor is that Canada has a limited number of dry docks capable of taking ships of over 3,000 tons displacement, and in winter-time some of these dry docks are not available due to the ice in the St. Lawrence. On the other hand, we have a large number of marine railways which are capable of 3,000 tons load. The building of dry docks is no easy prob-

lem, and they are expensive; and this was carefully considered in the design of the *St. Laurent*. Further careful attention was paid to the elimination of possible ice damage. The bow was strengthened, the vulnerable places of the water line were reinforced, and the propellers and rudders protected by the over-all hull.

FUTURE war patrols may be of any duration up to 60 days and during this period, the ship must be at peak operational efficiency. Therefore, she must be maintained without the direct facilities of the base. The ship is designed to embark speedily, whilst under way, fuel from a tanker, stores or ammunition from a carrier, and personnel.

To illustrate one minor, but essential, maintenance feature, may I take the fan motors—essential to permit air being available throughout the ship. To achieve this in our previous ships, the fan motors had to be stripped at least every five or six weeks. In the *St. Laurent*, the fan motors are sealed and capable of running for two years without routine maintenance.

In the past, manning complement tended to over-lead beyond the comfort point, often with a peacetime crew, which, as you know is smaller than a wartime crew. The required war complement of the *St. Laurent* has been carefully studied and the ship is built to accept comfortably all personnel, plus a reasonable margin for future expansion. May I say at this time, it was with great delight that the Canadian sailor was informed of the Naval Board's ruling that, in future, we would



sleep horizontally and head forward. These words may give you some idea as to what was considered when designing our new ship.

Now a few pertinent details:

The *St. Laurent* is a destroyer, 366 feet long, 22 feet wide, and displacing nearly 3,000 tons. Her wartime complement will be approximately 285 officers and men. She is a larger ship than the *Tribal*, but considerable weight has been saved by the use of aluminum. The ship is fully equipped for any operational area.

She can steam through or clear of an atomic fallout, and it is possible to make the entire operational and living areas gastight. She is completely fitted with radar, both for surface and air warning, plus gunnery control.

Her radio communications are superior to those of any Second World War cruiser. She is capable of controlling not only the convoy and other escorts, but also aircraft and helicopters, which will be used in conjunction with the ship's own submarine destroying capabilities.

She has been so designed that any underwater or above water damage she may receive will not place the entire ship out of action. Her hull has many water-tight subdivisions and her stability factor has resulted in her being the safest destroyer afloat.

A few interesting features on the electrical side: The electrical power production of this ship is greater than that generated by our former aircraft carrier, the *Magnificent*.

Further, in 1939, the average destroyer had about 75 electric tubes operating, required for the various radio sets, as radar had not yet appeared. In 1945, when I commissioned the *Micmac*, she had about 450 radio tubes, since we were fitted with a limited number of radar sets. For the *St. Laurent* we have over 8,000 operating tubes, covering the various requirements of radio, radar, and fire control.

Since commissioning, we have undergone a number of trials and evaluations, both with the USN and the RN. The ship has won praise, both for its design, production finish and operational capabilities, from the leading navies in the world.

In closing, may I reaffirm that Canada now leads the world in the design and operation of an anti-submarine warship. In the *St. Laurent*, we have a ship that is second to none, and we of the service are extremely proud and confident to sail this as part of Canada's contribution to the freedom of the seas.—R.W.T.

FROM THE RANKS TO DEFENCE MINISTER

Promotion and the Victoria Cross Won on Battlefield

AN EMINENT Canadian soldier who is widely known in the Royal Canadian Navy through the fact that he represents in the House of Commons the constituency of Esquimalt-Saanich, with its large naval population, has become Minister of National Defence.

As a result of the June 10 election, which saw the defeat of the Liberal administration, Major General G. R. Pearkes, VC, CB, DSO, MC, who for many years had been defence spokesman for the Progressive Conservatives in the house, became Defence Minister on June 21, succeeding the Hon. Ralph Campney.

One of his first requests after becoming a minister of the Crown was that he be referred to in his new position simply as "Mr. Pearkes". This will not be easy for those who are acquainted with his outstanding military career.

George Randolph Pearkes was born in Watford, England, February 26, 1888, and was educated at Berkhamsted School, England. He came to Canada in 1906 and after homesteading in the Rocky Mountain District, Alberta, served for two and a half years with the Royal North-West Mounted Police in the Yukon. He enlisted in the Canadian Mounted Rifles as a private soldier in Victoria, in March 1915 and seven months later was in France with his unit.

He rose quickly through the non-commissioned ranks and was commissioned in the field in April 1916. He was promoted to acting captain in October 1916 and to acting major two days later. He attained the rank of acting lieutenant-colonel in January 1918 and became a temporary lieutenant-colonel in March of the same year.

At the end of the First World War, Mr. Pearkes was commanding the 116th Battalion, Canadian Expeditionary Force.

He was wounded in action five times, twice seriously.

He was awarded the Victoria Cross while serving as a major in 5 CMRs for gallantry at Passchendale in 1917. The citation recognized his "most conspicuous bravery and skilful handling of the troops under his command during the capture and consolidation of considerably more than the objective allotted to him, in an attack. Just before the advance Major Pearkes was wounded

in the left thigh. Regardless of his wound, he continued to lead his men with the utmost gallantry, despite many obstacles. At a particular stage of the attack his further advance was threatened by a strong point which was an objective of the battalion on his left, but which they had not succeeded in capturing. Quickly appreciating the situation, he captured and held this point, thus enabling his further advance to be successfully pushed forward. It was entirely due to his determination and fearless personality that he was



HON. G. R. PEARKES, VC

able to maintain his objective with the small number of men at his command against repeated enemy counter attacks, both his flanks being unprotected for a considerable depth meanwhile. His appreciation of the situation throughout and the reports rendered by him were invaluable to his commanding officer in making dispositions of troops to hold the position captured. He showed throughout a supreme contempt of danger and wonderful powers of control and leadership."

He was earlier awarded the Military Cross for "conspicuous gallantry in action". The citation accompanying the award said: "He led a bombing party with great courage and determination, clearing six hundred yards of trench and capturing 18 prisoners. Later, although wounded, he remained at duty until the battalion was relieved."

Mr. Pearkes was awarded the Distinguished Service Order for gallantry

in action at Amiens. The citation read: "This officer handled his battalion in a masterly manner and with an enveloping movement completely baffled and overcame the enemy, who were in a very strong position. He then captured the final objective, which was about 5,000 yards from the start. Before this, however, the men were becoming exhausted, observing which, he at once went into the attack himself, and by his splendid and fearless example, put new life into the whole attack, which went forward with a rush and captured 16 guns of all calibres up to eight inches."

He was also awarded the French Croix de Guerre and was mentioned in despatches.

After the First World War, Mr. Pearkes remained in the permanent force as an officer of Princess Patricia's Canadian Light Infantry and graduated from the British Army Staff College in 1919.

He subsequently held staff appointments in various headquarters and became Director of Military Training and Staff Duties at Army Headquarters in January 1935. He graduated from the Imperial Defence College in the United Kingdom in 1937 and then was promoted to the rank of brigadier to command Military District No. 13, Calgary.

On mobilization of the 1st Canadian Division he assumed command of the 2nd Canadian Infantry Brigade and led this formation overseas in December 1939. He was promoted to the rank of major general in July, 1940, to command the 1st Division.

In September 1942, Mr. Pearkes was appointed General Officer Commanding, Pacific Command, and remained in this appointment until February 1945.

During the Second World War he was created a Companion of the Order of the Bath. The citation said, in part: "In every appointment which he has held he has given outstanding service. His unflagging devotion to duty and his great ability in the training and handling of troops have contributed greatly to the war effort of the Canadian Army at home and abroad."

He was also awarded the United States Order of Merit, "for exceptionally meritorious conduct in the performance of outstanding service. As Commander in Chief, Pacific Command of the Canadian Army, he has contributed

greatly to the joint defence of the United States and Canada by co-ordinating joint action between the forces under command and those of the United States."

Mr. Pearkes entered the political field as a Member of Parliament for Nanaimo, B.C., in June 1945 and has served continuously in the House of Commons since that time, having been re-elected in 1949, 1953 and 1957.

In the House of Commons Mr. Pearkes, has interested himself particu-

larly in defence, external affairs, veterans' affairs and fisheries matters.

He was married in 1925 to Constance Blytha Copeman, daughter of W. F. U. Copeman, of Victoria. They have one son, John Andre, a barrister at law practising in Vancouver. Mr. Pearkes resides at 1268 Tattersall Drive, Victoria, where he attends Christ Church Cathedral (Anglican).

He is a keen horseman and his hobbies include rifle shooting and garden-

MEMORIAL DEDICATED TO FATHER RICHARD WARD

A MEMORIAL to a highly-regarded naval chaplain who was killed last year was dedicated on the afternoon of May 19 by his mother in Our Lady of Fatima Church at Shannon Park naval married quarters near Dartmouth, N.S.

Chaplain Richard M. Ward, Assistant Chaplain of the Fleet (Roman Catholic) was one of 15 persons who lost their lives when an RCAF CF-100 crashed into the rest home of the Grey Nuns of the Cross outside Ottawa on May 15, 1956. His loss was a blow to the many friends he had made during almost 12 years' service in the Navy.

A memorial fund campaign was organized and almost \$4,400 was collected to purchase chimes in his memory for installation in the new Roman Catholic Church at Shannon Park.

Mrs. Mary C. Ward, of Toronto,

mother of the late "Father Dick", unveiled a plaque in the church, commemorating her son. It notes that the chimes were contributed in his memory by "officers and men of the naval forces and many other friends".

His Excellency, Gerald Berry, Archbishop of the Halifax Archdiocese, attended the ceremony, and Chaplain Michael P. MacIsaac, retiring Roman Catholic Chaplain of the Fleet, preached the sermon. Also attending were Father Ronald MacLean, Atlantic Command Chaplain (RC), who in June succeeded Father MacIsaac, clergy from the Halifax area and senior naval officers. The pastor of the church is Chaplain (RC) William Boland.

The Father Ward Memorial Fund has submitted the following list of donations with the request that they be acknowledged with thanks.

HMC SHIPS AND ESTABLISHMENTS

Aldergrove	\$ 8.50
Algonquin	100.00
Assiniboine	71.00
Athabaskan	47.00
Avon	5.50
Brockville	20.00
Buckingham	50.00
Bytown	98.50
Cape Breton	67.85
Cayuga	24.68
Churchill	64.00
Cordova	9.00
Cornwallis	115.00
Coverdale	43.73
Crescent	6.00
D'Iberville	41.25
Fort Erie	50.00
Gloucester	100.00
Granby	15.00
Haida	49.75
Hochelaga	28.12
Iroquois	113.00
Jonquiere	20.20
Labrador	150.00
Lanark	18.65
Lawson	45.00
Loon	9.50
Magnificent	90.54
Naden	159.30
New Glasgow	27.32
New Liskeard	43.25
Niagara	35.08
Noie	358.00
Nootka	11.98
Ontario	125.00
Oshawa	4.00
Patriot	45.00
Portage	44.50
Resolute	10.00
Royal Roads	6.52

St Lawrence	34.00
Ste Therese	22.50
Sault Ste Marie	25.00
Shearwater	213.00
Shelburne	23.00
Stadacona	444.72
Stettler	4.66
Trinity	24.25
Ungava	10.65
Venture	18.00
Wallaceburg	20.60

NAVAL RADIO STATIONS

Aklavik	36.70
Albro Lake	35.50
Frobisher Bay	2.00
Gander	15.90
Masset	13.50
Point Edward	3.00

NAVAL DIVISIONS

HMCS Brunswick	50.00
Cabot	28.50
Carleton	36.00
Chatham	2.50
Chippawa	25.00
Discovery	75.00
Donnacona	14.00
Griffon	23.82
Hunter	60.00
Malahat	10.00
Montcalm	100.00
Nonsuch	33.00
Queen	21.00
Queen Charlotte	29.00
Scotian	100.00
Star	22.00
Tecumseh	51.25

MISCELLANEOUS

Base Superintendent, Sydney	22.00
Bonneau, Lt(SB) J.	1.00
Burns, Mr. John, Halifax	1.00
Catholic Women's League, Toronto	10.00
Chaplains (RC), West Coast	8.00
Chenoweth, Cdr. R. C.	1.00
Collège Militaire Royal de St. Jean	5.00
Commodore Superintendent:	
Esquimalt	26.75
Halifax	88.00
Cornwall, Mrs. Evelyn B., Vancouver	25.00
Coulter, Mr. A. B., Ottawa	1.00
Dillon, Cdre(S) C. J.	5.00
Earl, Cdr. P. W.	1.00
Farrow, Cdr. J. V.	25.00
Finch-Noyes, Cdre E. W.	1.00
Foy, Rev. Vince, Toronto	25.00
German, Capt. P. B.	1.00
Giroux, Ord. Lieut. G. J.	1.00
Goward, Miss L. A., Victoria	1.00
Hair, M. H. H., Chatham	1.00
Harris, Cdr.(S) R. G.	1.00
Heath, P.O. J.	1.00
Hibbard, RADM J. C.	2.00
Hynes, Miss Marie, Ottawa	7.00
Jackson, Capt. R.	1.00
MacCallum, Surg. Cdre A.	2.00
MacIsaac, Rev. M. P.	5.00
Macneil, Cdr(W) I. J.	2.00
Medland, Capt. M. A.	3.15
Miller, Cdr(E) J. A.	1.00
Murphy, Rev. Charles B., Halifax	3.00
Naval Officers' Associations of Canada:	
Hamilton Branch	10.00
Quebec Branch	23.00
Naval Supply Depot:	
Esquimalt	6.00
Lynn Creek	2.00
Nixon, Mr. B., Halifax	5.00
Principal Naval Overseers:	
Halifax	3.00
Quebec	11.50
Sorel	10.00
West Coast	7.50
Resident Naval Overseer, Orillia	1.50
RCN Depot, Halifax	13.50
Sharp, Mr. and Mrs. R., Ottawa	2.00
Smith, Lieut. T.	10.00
Tapp, Mr. G. M., Vancouver	5.00
Turner, Cd. Off(SB) L.	1.00
Winnett, Capt. H. A.	2.60
Wood, Cdr. J. M. D.	1.00
Wrens Association, Vancouver	25.00

\$ 4,375.67

Summer on Icecap For Junior Officers

It's a cold summer for 50 junior officers of the Royal Navy.

They and their instructors were to leave the United Kingdom by air early in August on an expedition to central Iceland, Admiralty announced. This was the first expedition of the kind organized within the Royal Navy for officers in training establishments. The average age of the party will be about 20. The men will live in the open for five weeks relying on "hard rations".

The aims of the expedition are to give officers who have been selected from volunteers at RN colleges at Dartmouth and Greenwich and the RN Engineering College at Manadon, Plymouth, opportunities to develop self-reliance and initiative, contribute to scientific studies during the International Geophysical Year, make regular meteorological observations, make detailed ordnance survey of an area of about 120 square miles hitherto not surveyed on the ground, experience conditions on an icecap and make ornithological studies.

Captain J. A. Taplin, Royal Marines, who led the 1952 British Schools Expedition to Iceland, heads the expedition. The party includes five Australians, a New Zealander and a Pakistani officer.

'READING MAKETH A FULL MAN ----'

Some Notes on Professional Journals for the Sailor

NEW WONDER drugs, new methods of treatment and new surgical techniques are known to the country doctor as soon as they are to his city brother. Engineers in urban industries or remote mining areas are equally acquainted with advances in technology.

Alert professional men of every kind have this in common; they keep themselves up to date and maintain their professional standing. They do this largely through the exchange of ideas in their professional publications.

A sea-going career is a professional career. It calls for the ability to make prompt and correct decisions, the ability to sum up a present situation on the basis of past experiences and a thorough knowledge of how others have acted in like circumstances.

Personal experience cannot fill in all the blanks that remain after an officer or man has undergone his initial training. There are staff courses for officers and specialized courses for men but these have to be held within certain limits or the manning of the fleet would be impaired. However, professional journals of modest cost are available to naval personnel just as they are to doctors, lawyers and engineers.

From the viewpoint of the present close associations with the United States Navy, one of the more interesting and useful naval publications is the *United States Naval Institute Proceedings*. Although the Institute's regular membership is composed of officers of the regular U.S. Navy, Marine Corps and Coast Guard, the *Proceedings* are available by subscription and are an asset to any wardroom or other mess.

Stimulating articles in the January 1957 issues, for example, dealt with the Navy as an ambassador of freedom and democracy, the incredible disaster on the California coast in 1923 which resulted in most of the ships of Destroyer Squadron Eleven piling up on the rocks, lessons to be drawn from the tragic loss of the *Andrea Doria*, and a pictorial history of the San Francisco Naval Shipyard. A chief petty officer does a thoughtful piece ("Give Them a Goal, Not Gold Braid") on improved status for men of his rank, and the eminent British military writer, Major Reginald Hargreaves, MC, writes on the factors in democracy that threaten the military forces on which it depends for survival.

A French-language publication, with equally wide interests, is *La Revue Maritime*, published in Paris under the patronage of the Naval Historical Service of France. Thorough, studious articles on nautical and naval history go hand in hand with discussions of atomic warfare and other current subjects.

For those who wish to improve their knowledge of foreign languages and broaden at the same time their grasp of naval affairs there is a number of excellent foreign-language publications, such as *Revista General de Marina*, published by the Naval Ministry, in Spain, and the bi-monthly magazine *Marine Rundschau*, published in West Germany.

With a view to promoting freedom of discussion among members, certain publications have a private or restricted circulation. The keen discussions which enliven the pages of the British quarterly *The Naval Review*, could not help but benefit any member of the naval service with driving interest in his sea-going profession, although unfortunately, the journal is available only to members.

It would be a mistake to confine one's reading to naval publications. The armed services today are members of single defence team and each should have a basic understanding of the problems and capabilities of the others. Because of its rapid growth and industrial and commercial ramifications, there are any number of periodicals concerned with aviation. Pub-

lished in Canada are *Aircraft and Canadian Aviation*, which, of course, are only incidentally concerned with the military aspects of aircraft.

The Canadian Army is served well by *The Canadian Army Journal*, which is intended primarily for circulation among Army officers, but whose articles are often of wide interest.

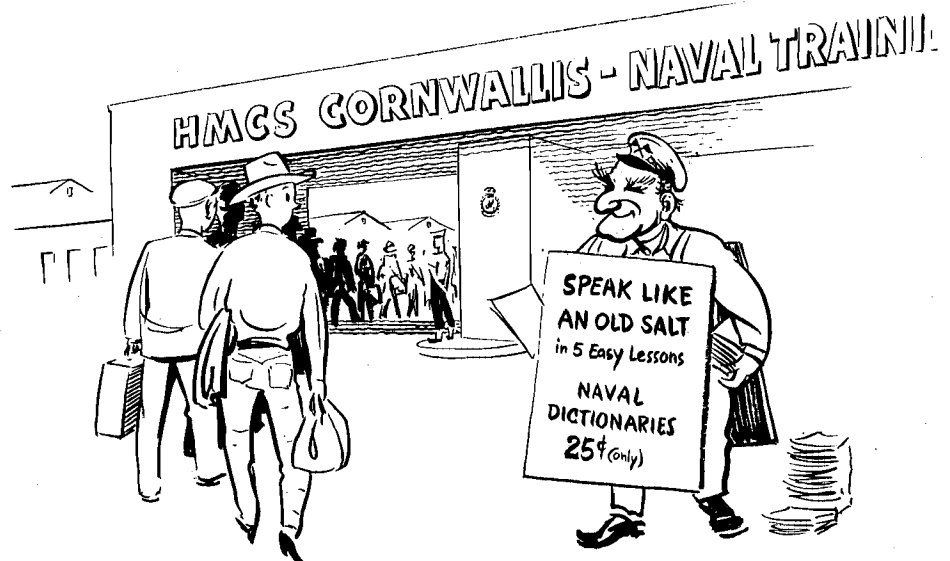
Lastly, simply because it does not fit into any of the categories with which this article has dealt earlier, the attention of officers and men is drawn to the quarterly *Journal of the Royal United Service Institution*.

Here is a "professional" publication which ranges across the entire field of military endeavour from ancient times to the present day. A striking feature of the *Journal* is the lectures given at the Royal United Service Institution, with reports of the free and sometimes highly critical discussion which in each case followed them.

In a recent issue, articles are to be found with these titles: "Women-at-Arms", "Kenya Mau-Mau", "Science in War", "Canada Leads the Way in Tri-Service Education", "Financial Management in the United States Army", "Nile Gunboats, 1884-85", together with the regular departments, numbering among them a concise review of the international situation.

It was in the *Journal* the text appeared of Field Marshal Lord Montgomery's famous lecture, "A Look Through a Window at World War II".

Some of the other facilities of the Royal United Service Institution have



been mentioned in earlier issues of *The Crow'snest*. The library contains what is regarded as the finest collection of military literature to be found anywhere and a large proportion of the books are available on loan to members. The lecture theatre and Royal United Service museum are open to members visiting or resident in London.

Full membership is restricted to officers but the *Journal* is available to non-members by annual subscription.

The publications mentioned so far are those which are of professional interest to persons serving in the Navy. There are numerous other periodicals which are worthy of attention and it would be a mistake to confine one's reading simply to the selected few.

Nuclear weapons, submarine operations, guided missiles, psychological warfare, including the infamous "brain washing", and kindred topics of lively present-day interest have produced a spate of volumes—some of them authoritative, some merely sensational. Careful selection and study of these (the reviews in the journals mentioned here will prove a useful guide) cannot help but augment the theoretical background required to meet new and unfamiliar situations.

About three and a half centuries ago Sir Francis Bacon said: "Reading maketh a full man, conference a ready man, and writing an exact man." He also said: "Knowledge is power."

His words are as true today as ever. The officer or man who keeps himself

fully informed on developments within his profession is the one who can offer the greatest service to his country and who is likely to see his knowledge reflected in responsibility and advancement.

Notes on the publications mentioned above:
United States Naval Institute Proceedings, published monthly in Annapolis, Maryland; associate membership (officers) \$4 a year; by subscription \$6.

La Revue Maritime, published monthly by Editions Ozanne, 56 rue de Verneuil, Paris 7, foreign subscription, 2,700 francs a year (about \$7.50 at current exchange rates).

Revista General de Marina, published monthly by Ministerio de Marina, Montalban 2, Madrid, Spain; subscription price not listed.

Marine Rundschau, published bi-monthly by E. S. Mittler and Son, Berlin-Frankfurt, West Germany; approx. \$2.05 a year in West Germany, foreign rates not listed.

The Naval Review, published quarterly for private circulation among officers of the Commonwealth of the rank of midshipmen or above; applications for membership should be sent to the Secretary-Treasurer, Rear-Admiral R. R. Wallace, CBE, Birch Hanger, Kingsley Green, Haslemere, Surrey; annual subscription, £1 10s; officers of and below sub-lieutenant, 15 shillings.

The Canadian Army Journal, published quarterly; by subscription, \$2.00 a year; all orders to be addressed to the Supervisor of Government Publications, Department of Public Printing and Stationery, Hull, Que.

Journal of the Royal United Service Institution, published quarterly; annual subscription for individuals and messes £2 annually; RUSI membership (officers) including journal, £1 10s; memberships or subscriptions may be obtained by writing The Secretary, Royal United Service Institution, Whitehall, London SW1, England.

LIVERPOOL HAVEN FOR SAILORS

MANY THOUSANDS of former and serving members of the Royal Canadian Navy have reason to remember Liverpool and the Gorham Chapter of the IODE.

Late in 1940 and early in 1941 when ships of Norway and the RCN put into Liverpool for refit the members of the IODE immediately perceived the need for supervised recreation for naval personnel. Accordingly, with the assistance of the town father, the assembly hall in the Town Hall was turned over to the IODE for a canteen. Mrs. Eleanor Millard was the regent of the IODE at the time, and she served in this capacity for a total of 14 years.

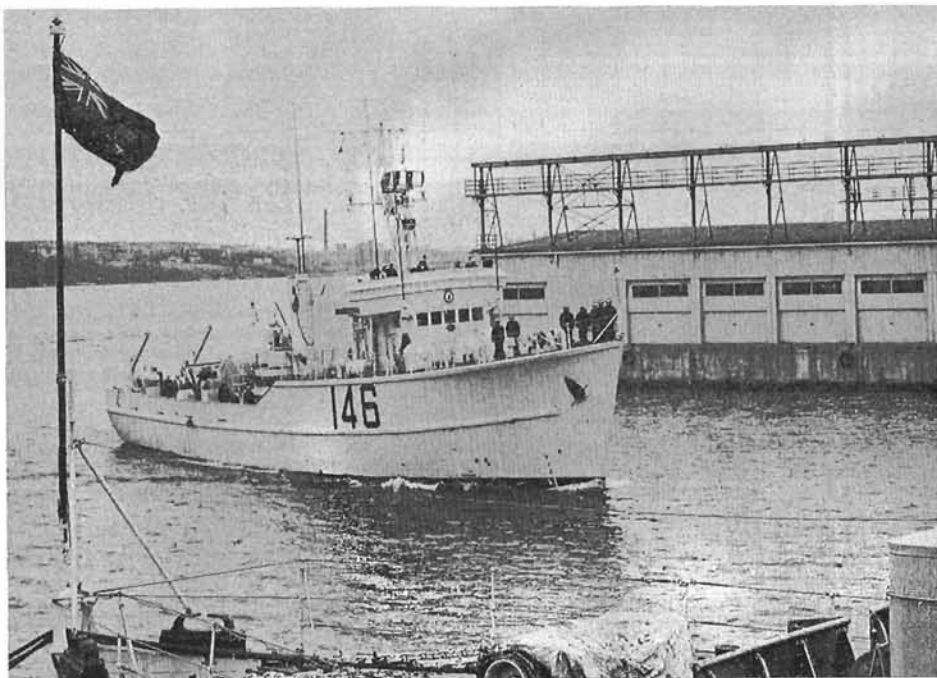
The canteen opened at 5 p.m. daily and suppers were served to members of the Navy for 25 cents. At 10 p.m. each night for four years coffee and sandwiches were served free of charge. Each Sunday afternoon tea was served and it is worthy of note that Mrs. T. E. D. Watson looked after this project every Sunday for four years without a break. Mrs. J. Roger Inness was convener of the IODE War Committee at the time.

Names like *HMCS Malpeque, St. Catharines, Cobalt, Kenora, Amherst, and Sherbrooke* were common and when each ship left this port the officers and crew presented a memento to the IODE. These gifts now fill the entire room and some are mounted on the walls and others stand on special tables.

Nearly lost in the profusion of gifts from naval personnel is the crest and a model of a Hudson bomber, the gift of No. 4 Detachment, RCAF. This unit was stationed at Happy Landing near Liverpool and the men were guests of the canteen throughout the latter years of the war.

Ships re-fitted here in recent years have followed the same custom and mementos are evident from the *New Liskeard* in 1951 and the *Ungava* in 1956. A pennant from the Commander, Escort Squadron Eight, commemorates the visit to Liverpool of the *USS DeLong* and the *USS Coates* in July, 1951.

Overlooking the entire room, with what might be termed as a glance of approval, are the portraits of Mr. and Mrs. James Gorham, two of the early settlers of this historic town. On the opposite wall is an oil painting of Wing Commander Leslie Sydney Ford, BA, DFC and Bar of the RCAF who was lost in action off the Dutch Coast 4 June, 1943.—By Armand F. Wigglesworth in *The Halifax Chronicle-Herald*.



HMCS Comox is seen on her arrival in Halifax from the West Coast after a month-long spring voyage by way of the Panama Canal. (HS-48106)

MAN of the MONTH

BILINGUAL SAILORMAN --- ENGLISH AND NAVALESE

WHEN HMCS *Gloucester*, naval radio station near Ottawa, was asked to pick a Man-of-the-Month they chose a quiet, friendly chief petty officer whose colourful speech is liberally salted with naval slang. He is CPO William Leggett, of Rocky Mountain House, Alberta, the master-at-arms at the station.

When asked if he had any idea why he had been chosen Man-of-the-Month, his answer was typical of him.

"Well," he said, "they're glad to be rid of me."

But the only part of the Chief's answer that bore any resemblance to fact was that his date of retirement was fast approaching.

As for *Gloucester* being happy that he's going, here are the words of the Executive Officer: "He is a first-class master-at-arms, a good leader and, more important, a friend to all who served under him and to all his superiors."

CPO Leggett first saw light of day in Regina, Sask., but was a mere eight months old when his family moved to Rocky Mountain House.

In March, 1937, at the age of 17, he followed an older brother Harry, into the navy and he was still a boy seaman when he was drafted to HMCS *Skeena* (destroyer) six months later. The following year, in April, the *Skeena* traded places with the *Saguenay* and he shifted his bag and hammock to the "Sag" for five months.

He returned to *Naden* in September, 1938, and then was drafted to one of the new Bassett class minesweepers, HMCS *Nootka*. Four months later he was back at *Naden* awaiting draft to the United Kingdom for an LR 3 course at HMS *Excellent*. On completion of the course, in October, 1939, he went to HMCS *Assiniboine* when she commissioned in the U.K.

After some months of the convoy routes and in the southern Atlantic guarding possible escape routes of enemy ships, Chief Leggett went to *Stadacona* to qualify CR 2 and then was drafted to the four-stacker *Niagara* in September, 1940.

A year later he returned to *Stad* and almost immediately joined the *Assiniboine* (the "Bones", as she was affectionately called) for the second time.

"This," said Bill, "was my mistake." Escorting a convoy in August, 1942, the "Bones" came out of a fogbank: "And right there," said Bill, "was an unterseeboot ready to fight it out".

Chief Leggett's action station was at the range-finder and, as the submarine and the *Assiniboine* exchanged fire, shrapnel began to fill the air.



CPO WILLIAM LEGGETT

Finally Bill's opposite number of the range finder said: "If blood's red, I've been hit."

A call to the bridge gained permission to close down the range finder and Bill set about helping his "oppo" down the ladder. Halfway down another shrapnel burst peppered them and Leggett sustained hits in the hands, feet and right knee.

After ramming the U-boat, the *Assiniboine* picked up about 20 survivors and made for Newfoundland where Bill was hospitalized. Two weeks later, after the ship had been made somewhat more seaworthy, he was taken to Halifax and, after two months in hospital there, he took six weeks' convalescent leave in his old home town, Rocky Mountain House.

Back at "Stad" he was recategorized and transferred to the regulating branch. Since then, he says, "I have been helping my fellow man — you know: 'Give me your card, sailor!'"

From 1944 on, Chief Leggett regulated all over the place. First at "Stad", then in October 1944 he commissioned HMCS *Peregrine*, the manning pool in Halifax. In March, 1945,

he went to *Cornwallis* and after V-J Day, "I managed to get back to the West Coast."

He spent a few months at *Naden* and *Givenchy*, then in February, 1947, he picked up the *Uganda*. He returned to *Naden* in August, and in December the following year he was drafted to the *Ontario*. Back at *Naden* in July, 1950, he stayed for nine months and then joined the staff at *Cornwallis* for over two years. His next draft kept him at HMCS *Coverdale*, naval radio station near Moncton, N.B., for two years, followed by four months at "Stad" and five months in the *Quebec*.

He came to *Gloucester* in June, 1956, and will proceed on retirement leave on September 19, 1957.

CPO Leggett was granted a "hurt certificate" in December, 1942, for the wounds he sustained in the *Assiniboine*, and was awarded the Long Service and Good Conduct Medal in March 1952.

Looking back over the past 20 years Chief Leggett says it's the unimportant things that seem to stand out in his mind.

"For instance", he says, patting his now ample girth, "my first meal in a Royal Navy establishment, sausage and mash, for me and the bash—totally inadequate by Canadian standards."

He also recalled the first and last time he ever talked back to a policeman. "I was a boy seaman and three of us were on our way to a dance. We passed two policemen on the street standing beside a 'black maria'. All I said was 'Hiya flatfoot' and the next thing I knew I was in a jail cell and my friends were off to the dance. I found out later the police had put me in the cell as a joke and when my two chums came in later to get me they let me out with huge smiles."

Chief Leggett has, in the course of his duties in the regulating branch, worked closely with various police forces and now numbers many of them among his friends.

On retirement he has a job lined up that is closely allied to his regulating duties, that of probation officer in Sault Ste. Marie.

CPO Leggett is married and has a son William Jr., 12, with whom he spends a great deal of time and hopes to spend more in the future.

"Do it over again? You bet and I wouldn't change a minute of those 20 years."

OFFICERS AND MEN

Cornwallis Float Prize Winner

While the *Mayflower II* was afloat on the broad Atlantic another *Mayflower* was a float—in the latter instance the prize-winning float entered by HMCS *Cornwallis* in the 1957 Annapolis Valley Apple Blossom Festival in Kentville, N.S.

Cornwallis' entry was greeted so enthusiastically that it has since been shown in Digby, N.S., on Dominion Day, and was to participate in the Annapolis Royal Natal Day Parade on August 4 and in Navy Day celebrations in Halifax.

The *Mayflower* model, towed by a jeep in the Apple Blossom Festival on June 1, took first prize in the Armed Forces Division. The theme for the floats in this year's parade was "anniversaries" and *Cornwallis*, with the voyage of the *Mayflower II* in mind, came up with the idea of commemorating the voyage of the Pilgrim Fathers 350 years ago in the first *Mayflower*.

The *Cornwallis* float committee, coordinated by Lt. J. M. Peers, who put forward the idea for the model, had to abandon plans for a ship that would fit a 22-foot low-bed trailer. It was found that Kentville bridges would not allow for a clearance of more than 12 feet, 6 inches. This was the exact height, from the road to the top of the masts, of the final model. She managed to scrape by.

Plans for the model were drawn up from photographs and from the plans for a one-foot model of the ship. Some inspired guessing had to be done in rigging the ship and photographs, obtained after the model had been built, revealed some errors in construction, but only minor ones.

Supervision and technical advice on rigging and hull was the task of Lt. M. A. Carey, while the actual construction of hull and mast was undertaken by members of the shipwright staff, Chief Petty Officers J. P. Doucette, E. J. Ablett and S. J. Morency, and Petty Officer H. M. Porter. The masts were made from unused spars and the hull was built of wooden frames covered with masonite and plywood strips. The smaller blocks, anchor and other miscellaneous fittings were also produced by the shipwright staff.



This is the *Mayflower* model which was entered by *Cornwallis* in the Annapolis Valley Apple Blossom Festival parade and which won first prize in the Armed Forces division. (DB-9046)

The Seamanship School staff undertook the rigging of the model, with CPO H. S. Moody and Petty Officers W. D. Scoville and F. J. Julian performing the bulk of the actual work.

The painting — a two-week job in itself — was done by Petty Officers A. R. Jeffery and R. J. Tratt.

The dimensions of the completed model were: length of hull, 11 feet, 6 inches; length overall, 14 feet, 4 inches; height (waterline to top of masts), 9 feet, 8 inches; height (road to top of

masts), 12 feet, 6 inches; beam at midships section, 2 feet, 10 inches.

Carleton Band Visits Prairies

The Royal Canadian Navy's 32-piece silver trumpet band from HMCS *Carleton*, Ottawa naval division, made a smash hit in many western cities during an early summer tour through Western Ontario, Manitoba and Saskatchewan.

In each city visited the band put on a display of precision marching drill

and played music, ranging from Sousa to rock-n-roll, before audiences which were estimated to total about 30,000.

A highlight of the tour was as guest band at the 75th anniversary celebrations at Brandon, Man., where the group headed the grandstand show and received a standing ovation from the 6,000 spectators when they exchanged their caps for white ten-gallon Stetsons.

In Port Arthur the trumpeters played to 3,000 in the ball park. In Kenora they played a two-hour concert on board an excursion steamer on Lake of the Woods and later entertained 4,000 people at the local ball park, where traffic was tied up for two hours.

At Winnipeg their concert was rained out but, not to be frustrated, they held it in the drill hall of *Chippawa*, the naval division, and in the limited space played to 1,500 people.

A chain store parking lot provided the arena for 1,500 at Portage La Prairie, while the lawn in front of the Legislative buildings was the stage for presenting the concert to 2,000 in Regina.

Moose Jaw saw their greatest activity when they played to 2,000 at one concert, then held concerts at the Protestant and the Roman Catholic Old People's Homes. This was followed up in the evening by playing before 3,500 fans in the grandstand at a ball game.

Concerts before large audiences are nothing new to the trumpet band. It has performed at the Central Canada Exhibition, at the Quebec Provincial Exhibition and in most major Ontario and Quebec cities. Probably its most significant achievement was an invitation to be guest band at the Festival of Bands last year in Sarnia, Ont.

Shown here are the officers on the Junior Officers' Technical and Leadership Course "O" which began on July 30, 1956, and completed on April 18, 1957, at Stadacona. Left to right, front row: Lt. E. L. Ritchie; Lt. (O) F. W. Stymest; Instr. Lt. J. A. Johnson (Asst. to OIC, JOTLC); Cdr. R. H. Leir (OIC JOTLC); Lt.-Cdr. (O) J. A. Shee; Lt. (O) J. D. Cairney; Lt. R. Clark; Lt. A. R. Bowes and Lt. A. L. Bonner. Back row: Lt. T. C. Arkell; Lt.-Cdr. (P) C. J. O'Connell; Lt.-Cdr. (P) F. R. Fink; Lt. W. A. Byatt; Lt. (Cl.D) F. M. Bayfield-Davis; Lt. J. H. Huxtable; Lt. D. A. Avery; Lt. J. H. Ellerton; Lt. W. J. Taylor and Lt.-Cdr. (P) B. W. Mead.



Pictured are members of the No. 41 Officers' Divisional Course held at Cornwallis. Front row, left to right: Sub-Lt. (W) E. Scott, Lt.-Cdr. J. F. MacKintosh (Course Officer), CPO A. Cochrane (Course Chief Petty Officer) and A/Sub-Lt. (W) M. T. Barryman. Back row: Instr. Lt. J. K. Lowry, A/Cd. Commissary Officer R. H. Barringer and A/Cd. Stores Officer G. J. Clark. (DB-8406)

Consisting entirely of one-valve trumpets, the band was formed in 1952, and is conducted by Lt. Gerald Heatley. Not content to stick strictly to marches, although the range of the individual trumpet is limited, the musicians developed one-part harmony and their repertoire now includes excerpts from the classics, popular songs, and selections from musical shows, as well as marches and military airs.

The program during their tour included some of the well known tunes from the Broadway show "My Fair Lady"; marches such as "Semper Fidelis", "Army and Navy", "All American", and "Thunderer"; and excerpts from the operas "Faust" and "Aida".

The trip was organized by Lt.-Cdr. Norman J. McDonald, Ottawa area recruiting officer, who was in charge. He was accompanied by his mobile recruiting staff, Petty Officers Leo Pelletier and Bob Fortier.

A portable mast was used for sunset ceremonies and Lt.-Cdr. McDonald gave running commentaries over the recruiting unit's public address system.

Advance publicity and local arrangements were in the hands of Lt. (S) John R. Sigouin, of Carleton.

Naval Cadet Tops Royal Roads List

A naval officer cadet took top honours in a class of 60 senior cadets during graduation ceremonies in May at the Canadian Services College Royal Roads.

The Prize of Honour, a pair of binoculars, was presented to Cadet Mark A. McAvity, RCN, by the then Defence Minister, Hon. Ralph Campney, inspecting officer. The award is made annually to the graduating cadet "who best



combines high standards of proficiency in each of the military, academic and sports aspects of his training."

In the academic course, Cadet McAvity won the subject prizes in history, physics, chemistry and mathematics.

Other principal senior cadet awards were as follows: Cadet M. W. Stedman, RCAF, the H. E. Sellers' Telescope, (awarded to the cadet chosen as Cadet Wing Commander in the final slate of cadet officers). Cadet Stedman also won the subject prize in English.

Cadet C. W. Hewson, Army, Ontario, the Commandant's Cup (awarded to the outstanding second year cadet for athletic ability and sportsmanship).

Cadet D. F. Demerse, RCAF, the Governor-General's Silver Medal (awarded to the cadet who obtains the highest academic standing in his second year). Cadet Demerse won the subject prizes in military studies and French.

Cadet M. H. D. Taylor, RCN, Alberta, the Lieutenant-Governor of Quebec Medal (English-speaking), (awarded to the English-speaking cadet who made most marked progress in French during his two-year course).

Cadet G. G. Hopp, RCAF, White Rock, B.C., won the subject prizes in the senior cadet division in Engineering drawing and descriptive geometry and in economics.

Junior cadet subject prizes were won by the following naval cadets: Chemistry, Cadet K. S. MacKenzie, RCN, and French, Cadet K. G. Smith, RCN.

Cdr. Hanington Heads ND School

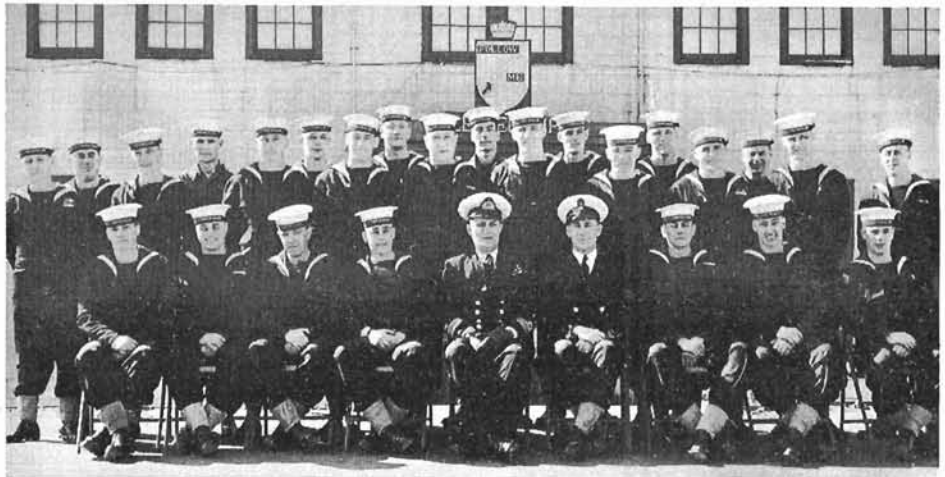
Cdr. Daniel L. Hanington, has taken up the appointment of Officer-in-Charge of the Navigation-Direction School at HMCS *Stadacona*, Halifax.

Cdr. Hanington has been succeeded as commanding officer of the *Iroquois* by Lt.-Cdr. Mark W. Mayo. The ship is with the First Canadian Escort Squadron, based at Halifax.

Reserve Squadron Gets New CO

Canada's first RCN(R) Air Squadron has a new commanding officer. George Ballard has been named commanding officer of VC 920, with the acting rank of lieutenant-commander (P). VC 920 attached to HMCS *York* was the first squadron to be formed in Canada.

Lt.-Cdr. Ballard succeeds Lt.-Cdr. Derek Tissington, who had command of the squadron for the past two years



Photographed above are members of the No. 78 Petty Officers' Second Class Leadership Course which ended recently at Cornwallis. Front row, left to right: POs J. L. Bonneau, H. E. Doubleday, B. D. Lalonde, J. S. Welch, Lt.-Cdr. (E) F. J. MacKintosh (Course Officer), PO D. M. Adair (Course Petty Officer), POs D. M. Peterson, V. P. Coade and W. J. Dawson. Middle row: POs E. C. Wyatt, A. J. Skinner, A. R. Vanderberg, W. J. McDermott, G. E. Ayotte, W. G. Fenn, V. D. Veinot, K. F. Pollock, J. W. Sigalet and R. N. Cole. Back row: POs R. J. Walter, C. N. Cormier, D. A. Fraser, C. O. Poole, F. I. West, R. C. Binder, G. H. Holt and L. Pearse. (DB-8707)



Twenty-two Chief and Petty Officers completed the No. 77 Chief and Petty Officers' Leadership Course at HMCS Cornwallis. They are, front row, left to right: PO S. W. Conner, CPO L. P. McRae, Petty Officers S. D. Clarke, M. R. Johnston, J. R. Kipp, Lieut. W. R. Stebbings (Course Officer), PO R. H. Dykes (Course Petty Officer), Petty Officers B. P. Hull, C. E. Flanders, C. R. Dibnah and R. C. Stainfield and CPO Peter Matiachuk. Back row: PO B. N. Paddon, W. G. Sorrell, CPO R. A. Powell, CPO W. H. Gilhooley, CPO W. S. James, PO D. P. Rave, PO R. A. Cato, CPO H. J. Law, Petty Officers H. C. Lewis, Harry Vander-Hoek, E. E. Wells and E. D. Cale. (DB-8696)

and who is retiring due to the pressure of his civilian occupation.

Command of the squadron passed to Lt.-Cdr. Ballard July 1. He is the third to take command since the squadron was formed in May 1953. The first was Lt.-Cdr. Richard Bunyard, who two years ago was promoted to commander and appointed training commander at *York*.

With the retirement of Lt.-Cdr. Tissington, there are only two original members of the squadron still on strength, Lt.-Cdr. Ballard and Lt.-Cdr. Cal Wilson who is first pilot.

Besides being the first squadron formed in Canada, VC 920 was the

first to obtain and fly Avengers, and the first squadron (Reserve) to fly off an aircraft carrier.

The squadron consists of 87 officers, men and wrens. It has three Avenger aircraft, two Harvards and one Expeditor. There are 20 pilots in the squadron and there are nine with instrument ratings, a qualification which is rare among reserve flyers with the services.

Lt.-Cdr. Ballard was born in London, England, in September 1925 and was educated in Drayton Manor Grammar School. On graduation he entered the accounting profession and articulated for 18 months, joining the service on his eighteenth birthday.

His basic naval training was done in Gosport at HMS *Vincent* and he took his gunnery course at HMS *Pembroke*, Chatham. He went to the United States for his flight training in May 1955 and flew Steerman aircraft for his primary training in St. Louis, Missouri. He then took his final course at Corpus Christie, Texas, flying Harvards. He was commissioned as a midshipman in May 1945 and won his wings in July.

He returned to England and was on his embarkation leave when the war in the Far East ended. For the next two years he was drafting and release officer at Mersey and was released in February, 1947.

He returned to accounting and completed his articling in 1950 and qualified as a chartered accountant in 1951. He decided that North America held much promise and came to Canada in 1952.

He joined the Comptroller's Department of Imperial Oil Ltd., in 1952 and has been with the firm ever since. He is now assistant tax accountant.

He was second on the list when VC 920 was formed and has been one of the keenest pilots ever since.

Lt.-Cdr. Tissington was born in Manchester, England in 1923. He joined the Royal Air Force in 1940 and completed his elementary flying training in England. He came to Canada for his advanced flying and won his wings



Chaplain (RC) M. P. Maclsaac, who retired in June as Roman Catholic Chaplain of the Fleet, was honored at a testimonial dinner at Stadacona shortly before his retirement. During the dinner, attended by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Most Rev. J. G. Berry, Archbishop of Halifax, Father Maclsaac was presented with a portrait of himself.

in Medicine Hat. He took an instructors' course at Trenton, Ontario.

Upon completion of that course, he instructed naval cadets in flying, and it was here that he first became interested in the Fleet Air Arm.

He joined a ferry command next, flying from England to the Middle East, and finally was appointed to the Far East, flying Mosquitoes.

He was released from the RAF in 1946 and came to Canada the next year. He was the first pilot to join VC 920.



Captain M. A. Davidson, commanding officer of *Hochelaga*, is the first to give a pint of blood at a recent clinic held in Hochelaga, Montreal. Talking with him is Red Cross nurse Shirley Moiger of the Victoria and Isabella Depot. (ML-5725)

USN Chaplains Visit Ottawa

Rear-Admiral E. B. Harp, Jr., USN, Chief of United States Navy Chaplains, Captain J. L. Goldberg, USN, and Commander Richard A. Cahill, USN, conferred in June with senior chaplains of the Royal Canadian Navy in Ottawa.

The visiting U.S. Navy chaplains met with Chaplain E. G. B. Foote, Chaplain of the Fleet (P) and Chaplain Ronald MacLean, Chaplain of the Fleet (RC), at Defence Headquarters to discuss plans for the NATO Naval Chaplains' Conference which is to be held later this year in the United States.

Senior naval officers, distinguished members of the clergy and diplomatic officials attended a dinner for Admiral Harp in the Chateau Laurier on June 20.

Nine Attending Sonar Courses

Nine members of the RCN, seven of them wrens, are on a two-month course this summer at the Fleet Sonar School at Key West, Florida, where they are taking classroom and practical training sessions.

During off-duty hours, excursions to Havana, Cuba; Miami and Cypress, Fla., are on the agenda and all planned to do deep sea fishing and skin diving.

The Canadians find little difference between this southernmost city of the U.S. and their own home towns, except that there are palm trees instead of maple and pine and the humidity and prices are different. The wrens are led by Sub-Lt. (W) Dorothy Gower and include Sylvia Yevremor, Joan Lock, Gloria Pippenger, Marge Cannell, Ruth Klein and Joan McKenzie. The men are Petty Officers Bud Pask and Harry Little.

Polio Shots for Armed Services

Canadian servicemen, already immunized against almost all known diseases, are to be inoculated against poliomyelitis.

A continuing plan to give all members of the RCN, Canadian Army and RCAF three shots of Salk polio vaccine is now well under way, with younger members of the three services and troops and dependents serving overseas getting priority.

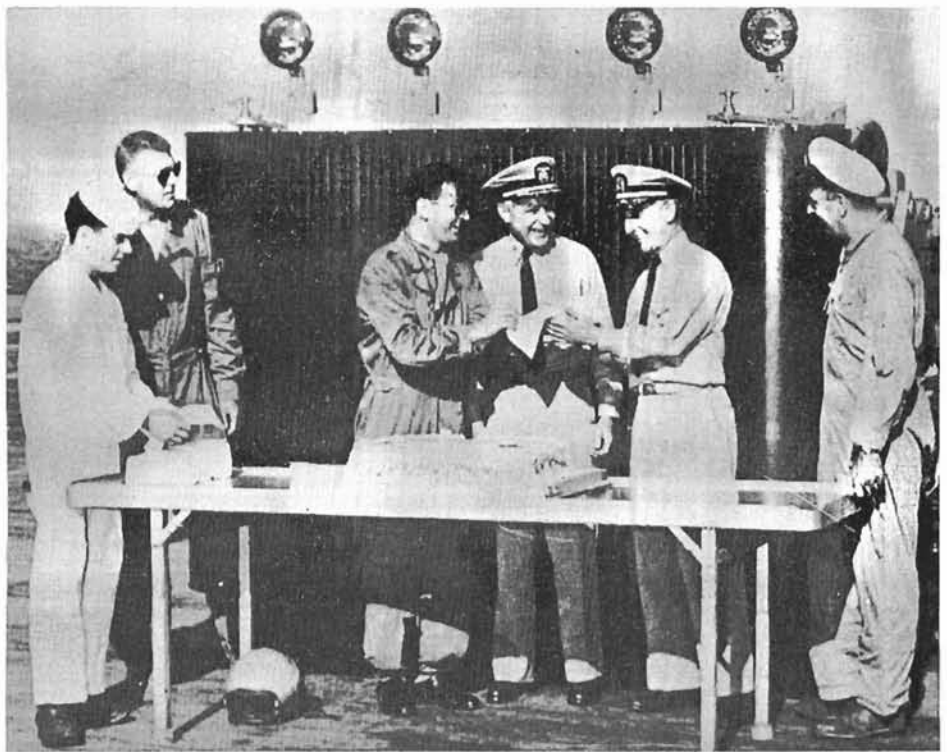
Sponsored by the Inter-Service Medical Committee at National Defence

RCN PILOTS TRAIN IN USS WASP

TEN RCN PILOTS carried out angled-deck, mirror aided landing qualifications on board the U.S. Navy Carrier *Wasp* early in July off the New England Coast. The Canadians were members of VS-881 from *Shearwater*, flying American-designed and Canadian-built Tracker anti-sub aircraft.

They are the first Canadians to qualify in a USN angled-deck carrier using the mirror landing system. The equipment is similar to that in the RCN's new angled-deck carrier, *Bonaventure*, which has the double mirror landing system and a steam catapult.

The training in the *Wasp* was a prelude to landings on board the *Bonaventure*. During the American trials, one of the pilots, Lt. Peter Lavigne, made the 33,000th landing on the *Wasp* since she was recommissioned in 1951. A large cake, traditional on such occasions was cut by the New Brunswicker to commemorate the landing.



These landings were the first time the *Wasps'* new mirror landing aid was used operationally. More amateur statistics brought Lt. Lavigne's landing to an even thousand done by Canadian naval aviators on USN flight decks.

The *Wasp* is an anti-submarine warfare support carrier, flagship of Commander, USN Carrier Division 14 and, as such, is the nucleus of submarine hunter-killer operations, co-ordinating destroyers, anti-submarine aircraft and helicopters. The *Bonaventure* will have a similar role in the Atlantic Command of the RCN.

The accompanying pictures show the RCN Tracker just as it landed and Lt. Lavigne handing the first piece of his "33,000th landing" cake to Rear-Admiral B. E. Moore, on board the *Wasp*, the carrier's new mirror landing aid forming the backdrop. Left to right in the latter picture are a USN messman, Lt. Bob Forrest, RCN (Lavigne's co-pilot), Lt. Lavigne, Captain H. T. Utter, commanding officer of the *Wasp*; Rear-Admiral Moore, and Lt.-Cdr. H. J. G. Bird, commanding VS-881. The pictures are reproduced from official U.S. Navy photographs.

Headquarters, Ottawa, the program eventually will see all service personnel immunized against polio as supplies of Salk vaccine become available. The pattern is similar to that being followed in civilian circles.

To date, the majority of all serving personnel 19 years of age and under has received the first of their three shots. Immunization of all Navy, Army and RCAF personnel and their dependants, now serving overseas or scheduled to be posted outside of Canada also is well under way.

Service personnel high on the priority list for Salk shots include those serving in Europe, the Middle East, Indo-China and Korea, and aboard Royal Canadian Navy ships entering foreign ports.

Military supplies of the vaccine, obtained from the Connaught Laboratories at the University of Toronto, are being distributed to service medical officers as rapidly as possible through Central Medical Equipment Depot, Ottawa.

The decision to inoculate all service personnel against polio is a precautionary move only, as all three branches of the armed services have been relatively free of the disease.

Since 1953, when Western Canada was swept by an epidemic, only a very small number of cases of acute polio has been recorded in the services.

A serious outbreak of polio occurred on board HMCS *Magnificent* in August



Three experts in the photographic field found it difficult to make final decisions while judging entries for the second annual Royal Canadian Navy photo salon. Looking over some of the 222 entries which had been submitted by sailor-photographers, from left, are: Jack Van Dusen, picture editor of the Ottawa Bureau of the Canadian Press; noted photographer Malak of Ottawa; and H. W. (Bert) Holmes, Director of Photography for the Department of National Defence. (O-9539)

1951 when she was on exercises in the Mediterranean. Seven cases occurred in a period of five days and another four

occurred at the same time in HMS *Ocean* which was in company with the "*Maggie*". Both ships were quarantined for two weeks by Maltese authorities.



PO Eugene Hovey receives a cheque for \$50 from Captain Barry German, RCN (Ret'd), of the Naval Officers' Association of Canada, as first prize for his entry "*Tropical Haven*" shown in the background. The NOAC also donated prizes of \$25 and \$10 for the pictures in second and third places.

Venture Takes All History Prizes

Following four successes in 1956, *Venture* took all ten prizes this year in the Navy League of Canada Naval History Prize competition, open to all midshipmen and cadets of the RCN.

Congratulations have been extended to the following cadets who won prizes consisting of subscriptions to the U.S. Naval Institute Proceedings. In addition to the subscriptions, the first prize winner was awarded books on naval subjects valued at \$50 and the second prize winner, books valued at \$25.

1. Cadet L. Marquis, Orillia, Ont., "*Death of the Bismarck*".
2. Cadet R. Leenaert, Belgium, "*La Méditerranée au début de la II Guerre Mondiale*".
3. Cadet P. W. Davidson, Montreal, Que., "*Lord Anson's Voyage Around the World*".
4. Cadet R. A. Morrison, Preston, Ont., "*The End of a Raider*".
5. Cadet A. J. Clarke, Montreal, Que., "*The Escape of the Jean Bart*".

6. Cadet J. A. Cantlie, Ottawa, Ont., "Submarines".

7. Cadet G. Trudel, Chigougamou, Que., "Attaques des torpilles humaines pendant le Second Conflit Mondial".

8. Cadet D. Knowles, Toronto, Ont., "Anti-Submarine Methods".

9. Cadet J. A. Robertson, Powell River, B.C., "The Development of the Engineer Officer in the Royal Navy".

10. Cadet B. Moorhouse, Montreal, Que., "Naval Mines".

Dockyard Team Contest Winner

Passive Defence first-aid teams from HMC Dockyard, Esquimalt, won three first prizes in competition at the 43rd annual field day of the Vancouver Island Branch of the Mine Safety Association.

Seven teams from the Dockyard took part in the competition.

Oshawa Conducts 'Norpac' Survey

The coastal escort vessel *Oshawa*, under the command of Lt.-Cdr. G. H. Barrick, sailed from Esquimalt Monday July 22 with scientists embarked from the Pacific Naval Laboratory to carry out an oceanographic survey in North Pacific waters.

The ship is scheduled to return from Operation Norpac on or about August 21. The *Oshawa* was to call at Kodiak, Alaska, July 31 to August 2 and again on August 11 to 14 and at Prince Rupert August 22 to 24.

The senior scientist on board for the operation is A. J. Dodimead.

This is the third successive "Norpac" survey undertaken by ships of the Pacific Command.

New XO Named To Cornwallis

Cdr. William S. T. McCully, former commanding officer of the *Gaspe* and Commander First Canadian Minesweeping Squadron, has been appointed executive officer of *Cornwallis*.

Cdr. McCully succeeds Cdr. John C. Smyth, who has been appointed to Naval Headquarters on the staff of the Vice-Chief of the Naval Staff as Naval Co-ordinator.

Electronic Approach Gear for Shearwater

The Department of Transport has awarded a contract to Sylvania Electric (Canada) Limited for equipment consisting of a new electronic flash approach system to be installed at *Shearwater*.



Commander C. A. Law, executive officer of HMCS *Labrador*, held an exhibition of more than 40 paintings which he completed while the ship was in Arctic waters last year. The exhibition was held at the Citadel in Halifax shortly before the ship returned to the Arctic for the fourth consecutive summer.

The first installation of its kind in Canada, the high-intensity lighting system—known as EFAS—is expected to increase flying safety and the number of all-weather flights, reduced flight delays and cancellations, and lessen air control problems. The RCN base at Dartmouth handles both military and commercial aircraft at the present time.

According to F. W. Fulle, general sales manager, lighting division, Sylvania Electric (Canada) Limited, the new Sylvania Strobeacon approach system greatly broadens the all-weather applications of an airport's existing lighting system and complements present navigational aids. EFA has excellent fog-penetrating qualities and is already in extensive use at military and

commercial airfields in the United States, including New York's internationally-known Idlewild Airport.

The electronic flash approach system consists of a number of Strobeacon units in a row along the approach path leading to the runway. When in operation the synchronized Strobeacon units flash intermittently to produce a streak of lights, described as a "white-hot fireball", by one pilot, that guides planes in landing during periods of limited visibility.

The new electronic Strobeacon units will be manufactured at Sylvania Canada's plant at Drummondville, Que.

EDITOR'S NOTE

A letter has been received from Mrs. S. J. Morency, wife of Chief Shipwright Stuart Morency, *Cornwallis*, expressing the gratitude of herself and her husband for the many kindnesses shown by East Coast shipwrights and others during her husband's stay in hospital.

CPO Morency suffered a leg injury which eventually necessitated an amputation but, according to Mrs. Morency, he is making a rapid recovery. Her letter draws grateful attention to the many cards, gifts and visits and to the monetary assistance given by fellow shipwrights.



THE NAVY PLAYS

Softball Among The Boulders

"All work and no play . . ." a cliché perhaps, but true. In the *Labrador* play is occasionally provided by sending parties of men ashore in the ship's boats for recreational periods. A typical example would be the recent visit to the harbour on the coast of Labrador north of the 55th parallel. Two parties of officers and men were landed, one to play softball and the other to try its skill on the elusive Atlantic salmon. For most of the men this was their first visit to dry land in 14 days.

The softball players completed their game on a boulder-strewn hillside where an infield hit could easily become a home run if hit towards the right boulder. The fishermen finished the day with no fish and no injuries, which can be classed as a successful day in this part of Canada.

In addition to recreation, work went on aboard ship and ashore. The underwater demolition unit led by Lt.-Cdr. Ben Ackerman spent the day from breakfast time onwards clearing a beach of rocks and underwater obstructions to permit landing craft to discharge cargo. Lt. N. S. Norton and a party of hydrographers surveyed and sounded parts of the harbour to bring the existing charts of the area up to date. Men aboard ship rushed to complete the many tasks which could only be done when the ship was at rest.

A day of recreation for some of the ship's company, but also a day of work for many, for this isolated patch of civilization is the site of an early warning radar station keeping a constant watch in the chain guarding this continent—J.L.C.

Watson Star Of Track Meet

HMCS *Stadacona* captured the annual Atlantic Command Track and Field championships in early July when they racked up a total of 51 points.

Tied for second place, with 40 points each, were UNTD Cadets and *Cornwallis*, while *Shearwater* came next with 27 points and HMC Ships trailed with 17.

Despite heavy rains, a total of 16 events were run off, two of them specials not listed in the teams standings.

These were a wrens' 75-yard dash, and a veterans' race.

Although *Stadacona* won the meet, *Cornwallis*, represented by Inst. Lt.-Cdr. Peter Watson, stole the show. The versatile instructor officer entered all the running events and came first in the mile, the 880-yard dash and the 220-yard dash. He also took part in two winning relays and came fourth in the 100 and fourth in the 440. He was awarded the high aggregate and the outstanding performer award.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, presented the prizes.

RCNSA Sponsors Sea Cadet Regatta

Ontario Division of Ottawa's *Falkland* Sea Cadet Corps won the honours in the regatta July 14 on Dow's Lake which involved dinghy sailing, canoe tilting and war canoe races.

A trophy, donated by the officers' mess of HMCS *Bytown* (Naval Headquarters), was presented by Rear-Admiral H. S. Rayner, Chief of Naval Personnel. The regatta was sponsored by the Ottawa Squadron of the Royal Canadian Navy Sailing Association and was the first of its kind in the Ottawa area. The trophy is for annual competition among Sea Cadets in Ottawa.

Individual prizes were presented by Cdr. W. R. Inman, commanding officer, HMCS *Carleton*. The various events included: three dinghy races (nine competing in each); canoe tilting and a war canoe race. The other divisions taking part were *Quebec* and *Magnificent*.

Cornwallis Beats Halifax Eleven

In soccer, *Cornwallis* scored second-half goals to blank Keiths of Halifax, 3 to 0, in their second game in two weeks, and put the sailors in the second round of the Nova Scotia-Dominion Cup soccer playoffs. In the first game they tied Keith's 3-all.

Possible Scored In N.S. Match

Navy Marksmen were active in the Nova Scotia Rifle Association meet held at the Bedford ranges. CPO Doug Clarke registered a "possible" in the Merchants Cup at 300 yards. The cup

was won by a Halifax marksman with CPO Clarke coming 12th in the match.

In the Canadian Infantry Association Match, CPO Howie Oliver lost out after a tiebreaker to PLF marksman O. R. Barrett.

Navy Marksman Wins Cup, Medal

Navy marksman Ldg. Sea. Harry Wells won the first stage of the Lieutenant-Governor's match in the British Columbia 303 rifle championships at Blair Range, North Vancouver.

Ldg. Sea. Wells, with 145-150, tied with two others but won a following shoot-off. He won the Douglas Challenge Cup and the BCRA silver medal.

A navy team also won the Tyro Match with a score of 736 and the Galletely match at 187.

Navy Does Well In Track Events

Atlantic Command track and field enthusiasts retained honours and set some marks in two of the Maritime's biggest events, the Highland Games at Antigonish, N.S., and at the Maritime Track and Field Meet held in Summerside, P.E.I.

At the Highland Games, the 95th annual clan gathering, the navy team took first place with 38 points, 12 more than its nearest rival, St. Mary's of Halifax and 14 ahead of the Antigonish Highland Society. An Eastern Command Army squad came fourth with 22 points.

In the senior 100-yard, Knight of Navy took the first heat and Cadet Manderson the second. In the 220, Watson came second in the first heat and Manderson scored in the second heat. Watson won the 440, and Knight came second in the 100-yard final, Montgomery second in the 880-yard final, and Lee third in the Mile Run.

The 220-yard final saw Manderson first and Watson third. Navy's Curtis tossed the javelin to a winning 150-9 $\frac{3}{4}$, and Ling threw the hammer 120 feet for a win. In other events, Asbury was third in the broad-jump, Moore second in hop, skip and jump and Navy second in the mile relay.

Meanwhile at Summerside Watson took the 880 in 1-57 $\frac{7}{10}$, a new Maritime mark, and Navy captured the meet

with 58 points to take the J. B. McNair Trophy. Navy's Bob Lee came second in the mile run.

Other results by Navy at Summerside were: Manderson first and Knight second in the 100-yard; 220, Manderson first, Watson second; 440 Watson first, Lebrosse third; 880 Watson first, Montgomery third; mile run Lee second; five mile run, Verran third; mile

relay, Navy "A" first, Navy "B" second; 120-yard hurdles Asbury second.

In field events Ling threw the 16-pound hammer 119 feet one inch; Moore won the hop, step and jump; Curtis tossed the javelin 148 feet 10 inches, Asbury came third in the running broad; Ling was second in the 16-pound shot-put, and Murphy was third in the pole-vault.

RETIREMENTS

CPO ALBERT HOWARD POTTER, 39, C1G14, Craigmyle, Alberta, joined January 12, 1936; served in *Naden, Vancouver, Fraser, HMS Pembroke, Skeena, HMS Excellent, Ottawa, Stadacona, Annapolis, Cornwallis, Protector, Uganda, Warrior, Niobe, Magnificent, Quebec*; awarded Long Service and Good Conduct Medal; retired May 1, 1957.

CPO ALFRED JOHN ANDREWS, 38, C1V14, Calgary, joined May 10, 1937, served in *Naden, Stadacona, HMS Victory, HMS Enterprise, HMS Curacao, St. Laurent, HMS Dominion, Saguenay, St. Hyacinthe, Givenchy, Niobe, Haida, Peregrine, HMS Puncher, Antigonish, Cayuga, Sioux, Ontario, Venture, Cornwallis*; mentioned in despatches; awarded Long Service and Good Conduct Medal; retired May 9, 1957.

CPO LORENZO JOSEPH LaFRENIERE, 44, C1LR3, Little Current, Ont., joined May 8, 1933; served in *Stadacona, Saguenay, HMS Dragon, St. Laurent, HMS Pembroke I, HMS Pembroke II, HMS Comet, HMS Foxhound, Restigouche, Skeena, Gaspé, DEMS, NCSO Quebec, Venture, Prince David, Givenchy, Cornwallis, Bytown, Iroquois, Niobe, HMS Excellent, Donnacona, Shearwater, Haida, La-Hulloise, Micmac, Carleton, Bytown*; awarded Long Service and Good Conduct Medal; retired May 13, 1957.

CPO DOUGLAS BANKS BACKMAN, 37, C1O14, Halifax, joined May 22, 1937; served in *Stadacona, St. Laurent, Skeena, Assiniboine, Niagara, St. Francis, Avalon, Napanee, Cobalt, Saskatchewan, Thorlock, Peregrine, Carleton, Haida, Iroquois, Cornwallis, Huron, Prestonian, Labrador*; awarded Long Service and Good Conduct Medal; retired May 21, 1957.

CPO REGINALD FREDERICK THOMPSON, 37, C1R14, Sheffield, England, joined May 10, 1937; served in *Stadacona, HMS Victory, Ottawa, Saguenay, Skeena, Assiniboine, Venture, Mahone, St. Hyacinthe, Bytown, Shawinigan, St. Laurent, Avalon, Niobe, HMS Ferret, Leaside, Lanark, Cataraguit, Albro Lake naval radio station, Magnificent, Micmac, Cornwallis*; awarded Long Service and Good Conduct Medal; retired May 9, 1957.

CPO HARRY LANE, 49, C1EM3, of Hamilton, Ont., joined May 16, 1932; served in *Stadacona, Festubert, Champlain, HMS Drake, HMS Pembroke, HMS Crusader, Ottawa, Skeena, Avalon, Peregrine, Star, Niobe, Magnificent, Portage, Prevost, Hunter, York*; awarded the British Empire Medal in January, 1945, awarded Long Service and Good Conduct Medal, retired May 15, 1957.

CPO GEORGE JAMES CORP, 44, C1O74, of Hamilton, Ont., joined May 8, 1933; served in *Stadacona, Saguenay, HMS Curacao, HMS Victory, Assiniboine, St. Laurent, Cornwallis, Niobe, Huron, HMS Glory, Warrior, Ontario, Rockcliffe, Athabaskan, Crescent, Naden*; awarded Long Service and Good Conduct Medal; retired May 7, 1957.

CPO WILLIAM BURPEE DODSWORTH, 41, of Amherst, N.S., joined May 17, 1937; served in *Stadacona, St. Laurent, Skeena, Assiniboine, Naden, Hochelaga, Rimouski, Brandon, Blairmore, Niobe, Ottawa, Avalon, Cornwallis, Thetford Mines, Fort Frances, Scotian, Micmac, Iroquois, RCNAS Dartmouth, Magnificent, Micmac, New Liskeard, Flamborough Head, Cape Breton, Huron*; awarded the British Empire Medal in June, 1944; awarded Canadian Forces Decoration; retired May 21, 1957.

CPO JAMES BOYLE, 55, of Cumberland, N.S., joined December, 1920, and took discharge in December, 1927. Re-entered September 6, 1939; served in *Aurora, Guelph, Patriot, HMS Vernon, Naden, Patrician, Thiepval, HMS Revenge, Stadacona, Fraser, Ottawa, Cornwallis, Niobe, Huron, J-3329, Magnificent, Swansea*; awarded Canadian Forces Decoration and Clasp; retired May 9, 1957.

CPO FREDERICK WILLIAM BIGNELL, 37, of Jollimore, N.S., joined May 31, 1937; served in *Stadacona, St. Laurent, Skeena, Hamilton, Q-086, Cornwallis, Iroquois, Scotian, Magnificent, Wallaceburg, Quebec*; awarded Long Service and Good Conduct Medal; retired May 30, 1957.

CPO NEILL ARGUE McLEOD, 40, of Tilbury, Ont., joined June 1, 1936; served in *Naden, Fraser, Stadacona, Ottawa, Prince Henry, Cornwallis, Micmac, Givenchy, Ontario*; awarded Long Service and Good Conduct Medal; retired May 31, 1957.

CPO HENRY ALEXANDER ROGERS, 43, of Okanagan Valley, B.C., joined May 13, 1933; served in *Naden, Skeena, St. Laurent, Stadacona, King's, Givenchy, HMS Nabob, Peregrine, Cornwallis, Ontario, Royal Roads, Quebec*; awarded Long Service and Good Conduct Medal, retired May 12, 1957.

CPO LOUIS ARMAND CASSIVI, 47, C1ER4, of Gaspé, Quebec, joined June 3, 1936; served in *Stadacona, Saguenay, Naden, Columbia, Cornwallis, Prescott, Niobe, Peregrine, Scotian, Warrior, Iroquois, Magnificent, Portage*; awarded the Long Service and Good Conduct Medal; retired June 2, 1957.

CPO WILLIAM DONALD CLARK, 37, C1AT4, 6f Belleville, Ont., served with the RCAF from May 1937 to November 1946, joined RCN December 4, 1946; served in *York, Naden, RCNAS, Niobe, HMS Condor, Stadacona, Shearwater, Cornwallis, Magnificent*; awarded Canadian Forces Decoration; retired June 17, 1957.

PO ALFRED YOUNG, 38, P2PH3, of Vancouver; joined January 8, 1937; served in *Naden, Fraser, Ottawa, Stadacona, Ambler, Macsin, Manning Pool Montreal, Barrie, Avalon, Minas, Melville, Cornwallis, Ontario*; released on medical grounds May 27, 1957.

LDG. SEA. CYRIL ST. CLAIRE PEARCE, 41, LSET1, of Halifax; joined May 10, 1937; served in *Stadacona, St. Laurent, Skeena, Saguenay, Prince David, Niobe, HMS Vernon, Gatineau, Avalon, Protector, Peregrine, Cornwallis, New Liskeard, Bytown, Donnacona, Nootka, La Hulloise, Micmac, Queen Charlotte, Granby*; awarded Canadian Forces Decoration; retired May 29, 1957.

CPO GEORGE OLIVER SWELL, 42, C1G14, of Underhill, Man.; joined October 11, 1932; served in *Naden, Skeena, HMS Pembroke, HMS Comet, Restigouche, Stadacona, Saguenay, Cornwallis, Saskatchewan, Niobe, Peregrine, Queen, Ontario, Chippawa, Star*; awarded Long Service and Good Conduct Medal; retired June 3, 1957.

CPO WILLIAM McCONNELL RYE, 44, C1EM3, of Montreal; joined September 22, 1933; served in *Stadacona, Champlain, Saguenay, HMS Drake, Skeena, Venture, Niagara, Annapolis, Cornwallis, Hochelaga, Stormont, Scotian, St. Thomas, Peregrine, Victoriaville, Magnificent, Shearwater, Niobe, Bytown*; awarded the Long Service and Good Conduct Medal; retired June 23, 1957.



CPO Charles Church returns to Halifax where he is greeted by his wife after making his cross-Atlantic voyage aboard the *Mayflower II* this spring. CPO Church, who is serving at the Mechanical Training Establishment at Stadacona, was the only Canadian to make the trip. He represented the Royal Canadian Naval Sailing Association.

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.

ABBOTT, Owen F.....LSPW1
 AIREY, Ronald K.....LSAA1
 AITKEN, Herbert L.....LSCS2
 ALAIN, Yvon J.....LSCS2
 ALDRIDGE, Harold.....P2RW3
 ALEXANDER, Alan C.....P2VS2
 ALEXANDER, Jackie M.....P2EM2
 ALLEN, Ray W.....LSBD2
 AMOR, Charles E.....LSCS2
 ARMSTRONG, George E.....LSRP1
 ARNOLD, Emerson G.....LSMA2
 ARNOLD, George E.....LSEA2

BADMINTON, Eric C.....LSAP2
 BATES, Walter H.....P1CK3
 BATTLE, Jesse F.....P1MA4
 BEACOCK, Bruce P.....P2MA2
 BEAL, Ronald E.....LSCS2
 BELL, David W.....LSTD2
 BELL, Dean.....P1CK3
 BELLEROSE, Jack H.....LSAF2
 BIGONESSE, Rheel L.....LSPW2
 BRADFORD, Royce I.....P1PW3
 BROSOSKY, Douglas R.....LSCS2
 BROUSSEAU, Hubert J.....LSQM1
 BUCHAN, Emmanuel F.....LSNS2
 BURGESS, Robert J.....C1WR4
 BURSEY, Eric V.....LSAP2
 BUTLAND, Lloyd A.....LSMA1
 BYRNE, William G.....LSMO2

CAIRNS, William S.....LSCK2
 CAMPBELL, Albert L.....LSMA2
 CAMPBELL, Ralph F.....LSAP2
 CAMPBELL, William A.....LSNS2
 CARMICHAEL, Charles A.....LSTD2
 CARTWRIGHT, David M.....LSCS2
 CASSWELL, George W.....C20T4
 CATTON, Gordon F.....LSAF2
 CHALK, John E.....C2ST4
 CHAMBERS, Francis J.....P2ED3
 CHANDLER, Roderick J.....P1EF4
 CLOUSTON, Wesley J.....P2RN3
 COCHLAN, Christopher.....P1LA3
 COMEK, James V.....LSLR1
 COOK, Rodney O.....LSAW1
 COSTELLO, Francis L.....LSQM1
 COURNOYEA, John R.....LSCS2
 CRUMB, Richard G.....LSAW1
 CUBBON, Robert R.....LSNS2
 CULLEN, James A.....LSEA2
 CURRIE, Rupert F.....C2ST4

DALGLEISH, Edward T.....P1RR3
 DALZELL, Eric T.....P2ED3
 DASCHUK, Peter.....LSVS2
 DAUBENY, James N.....LSEA2
 DEASON, Duane R.....LSBD2
 DELASALLE, Louis E.....P2BD3
 DEMONT, Malcolm L.....LSAP2
 DICKSON, Cameron S.....LSBD2
 DONALDSON, Edward F.....LSAA1
 DOUCET, Frank J.....LSCS2
 DOYLE, Stephen C.....LSAP2
 DRESELL, Roderic C.....P2NS2

DROESKE, Milton H.....P1AT4
 DUSSAULT, Pierre J.....P1EF4

EMBLEY, Geoffrey.....P1ET4
 EVANS, Peter J.....LSMA1

FAITHFULL, George D.....LSEM1
 FERRAND, Richard J.....LSAP2
 FISHER, Gordon W.....P2RN3
 FITZ-PATRICK, Donald J.....LSQM1
 FOLLETT, George J.....LSAA1
 FORBRIGGER, John S.....P2NS2
 FOY, Edward A.....LSBD2
 FRANCHE, Camille J.....LSNS2
 FUNK, Leslie L.....LSSW1

GEORGE, Stanley.....LSCS2
 GIBBS, Donald B.....LSBD2
 GIBSON, Kenneth A.....LSEM1
 GILLIE, LaVern L.....LSSW1
 GIRARDIN, Harold R.....LSRP1
 GOMES, Stanislaus J.....LSCR1
 GORMAN, Edward D.....LSAR2
 GOVAN, Brian F.....P2AW2
 GRAHAM, Leslie V.....P2CV2
 GRANT, Charles R.....LSAA1
 GRAY, Kenneth J.....LSAA2
 GRIST, Robert T.....LSMA2
 GRITTEN, David H.....P2MA3

HALL, Robert F.....P2RR3
 HAMILTON, Robert J.....P2EG3
 HARLING, William T.....P1RT4
 HARKER, John E.....LSAP2
 HARTEN, Emerson G.....LSAM2
 HASKELL, Robert W.....LSEA2
 HEALEY, John E.....LSTD1
 HENDY, Edward.....LSCK2
 HILL, Bruce W.....LSSW1
 HOPKINS, James E.....LSEA2
 HOPPE, Donald E.....P2SW2
 HOWARD, Robert H.....P2PW2
 HUDSON, Thomas W.....P1NS3
 HUFFMAN, Paul T.....P2ED3
 HUMPHREYS, Howard A.....P2AW2

JAMES, Melville W.....LSRT2
 JARVIS, Ernest E.....LSNS2
 JOHNSON, George.....LSCS2
 JOLY, Jean-Jacques.....P1PW3
 JUDSON, Vernon E.....C2WR4

KENDRICK, Michael J.....P1TA4
 KENYON, Gerald D.....LSTD1
 KING, Harold.....LSRP1
 KING, Robert E.....LSRP1
 KINGSTON, John E.....P2GA3
 KINRADE, Merlyn H.....LSQR1
 KITCHEN, James.....P1ET4
 KRAMP, Lloyd J.....P1PW3
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 ASSELIN, Jacques A.....AB(NQ)S

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 BARRETT, Lornel Charles.....LSQMS
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 KING, Jean Veronica.....WASS(X)S

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 LEFEBRE, Joseph P.....ABLMS
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REICHEL, Johann.....P1MA2
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 ROURKE, Robert C.....C2SH4
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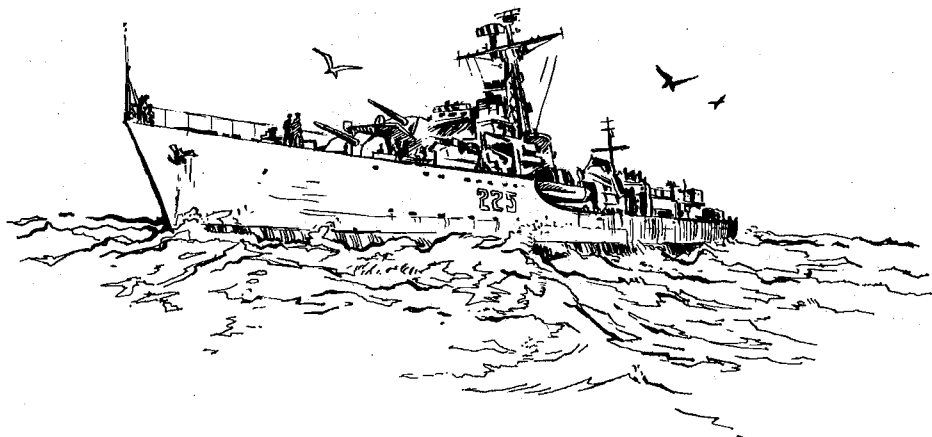
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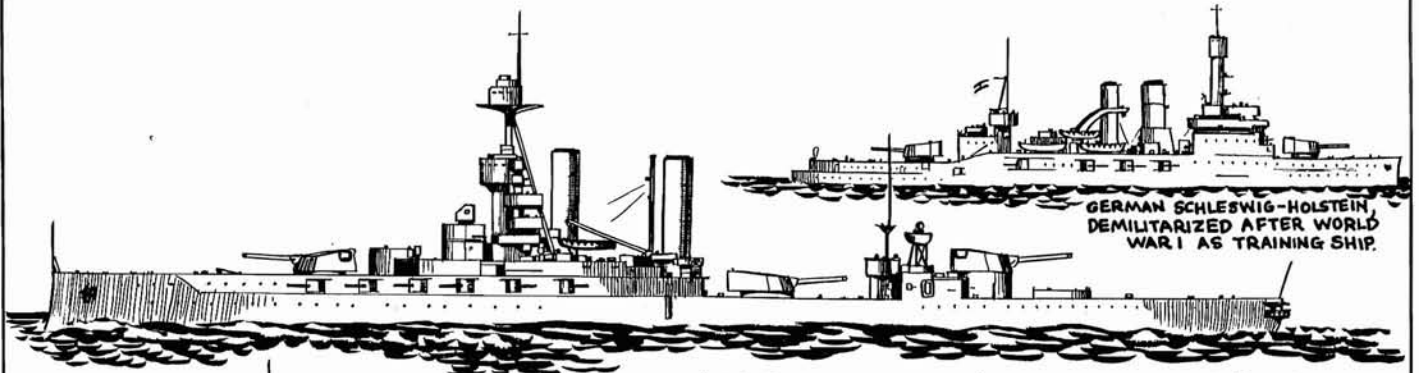
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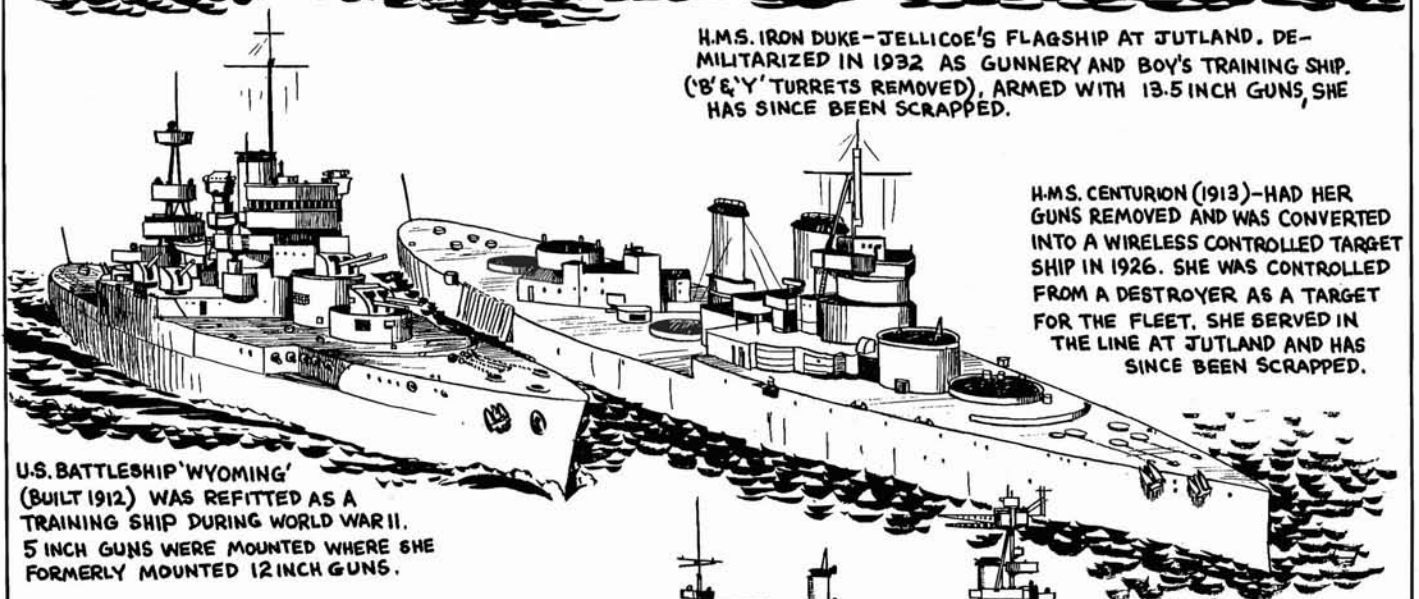
Naval Lore Corner

Number 50
BATTLESHIPS IN RETIREMENT



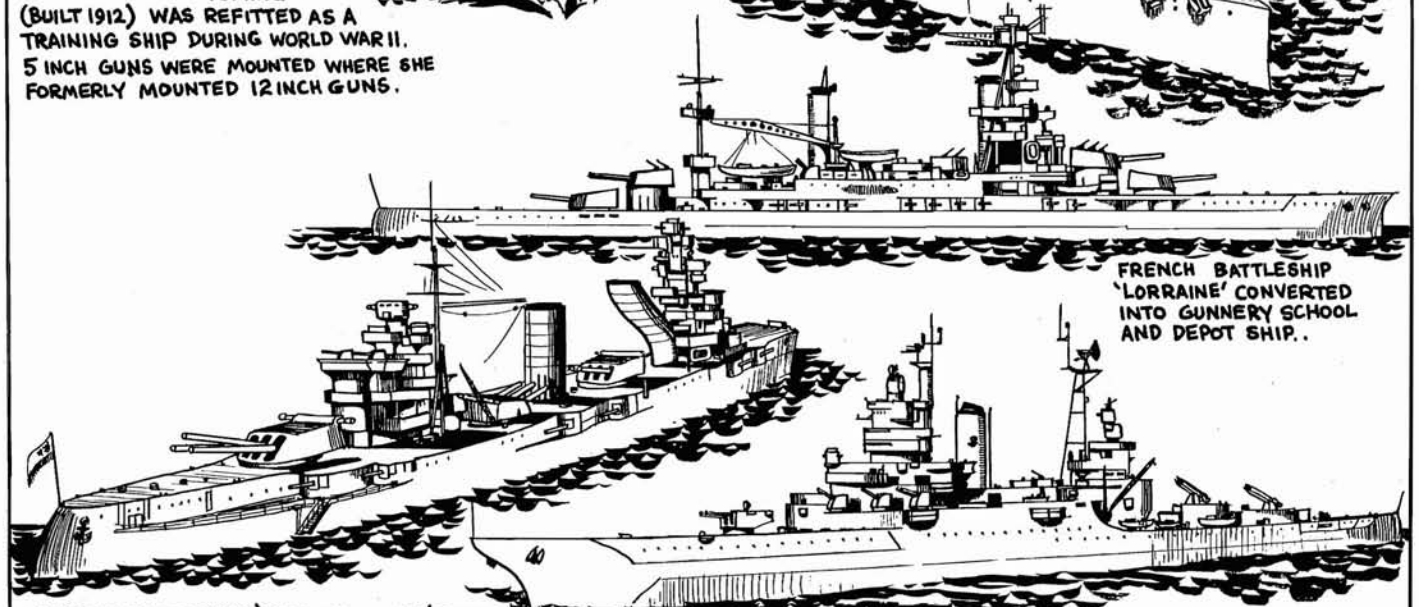
GERMAN SCHLESWIG-HOLSTEIN
DEMILITARIZED AFTER WORLD
WAR I AS TRAINING SHIP.

H.M.S. IRON DUKE—JELlicoe's FLAGSHIP AT JUTLAND. DE-
MILITARIZED IN 1932 AS GUNNERY AND BOY'S TRAINING SHIP.
(B & Y TURRETS REMOVED). ARMED WITH 13.5 INCH GUNS, SHE
HAS SINCE BEEN SCRAPPED.



U.S. BATTLESHIP 'WYOMING'
(BUILT 1912) WAS REFITTED AS A
TRAINING SHIP DURING WORLD WAR II.
5 INCH GUNS WERE MOUNTED WHERE SHE
FORMERLY MOUNTED 12 INCH GUNS.

H.M.S. CENTURION (1913)—HAD HER
GUNS REMOVED AND WAS CONVERTED
INTO A WIRELESS CONTROLLED TARGET
SHIP IN 1926. SHE WAS CONTROLLED
FROM A DESTROYER AS A TARGET
FOR THE FLEET. SHE SERVED IN
THE LINE AT JUTLAND AND HAS
SINCE BEEN SCRAPPED.



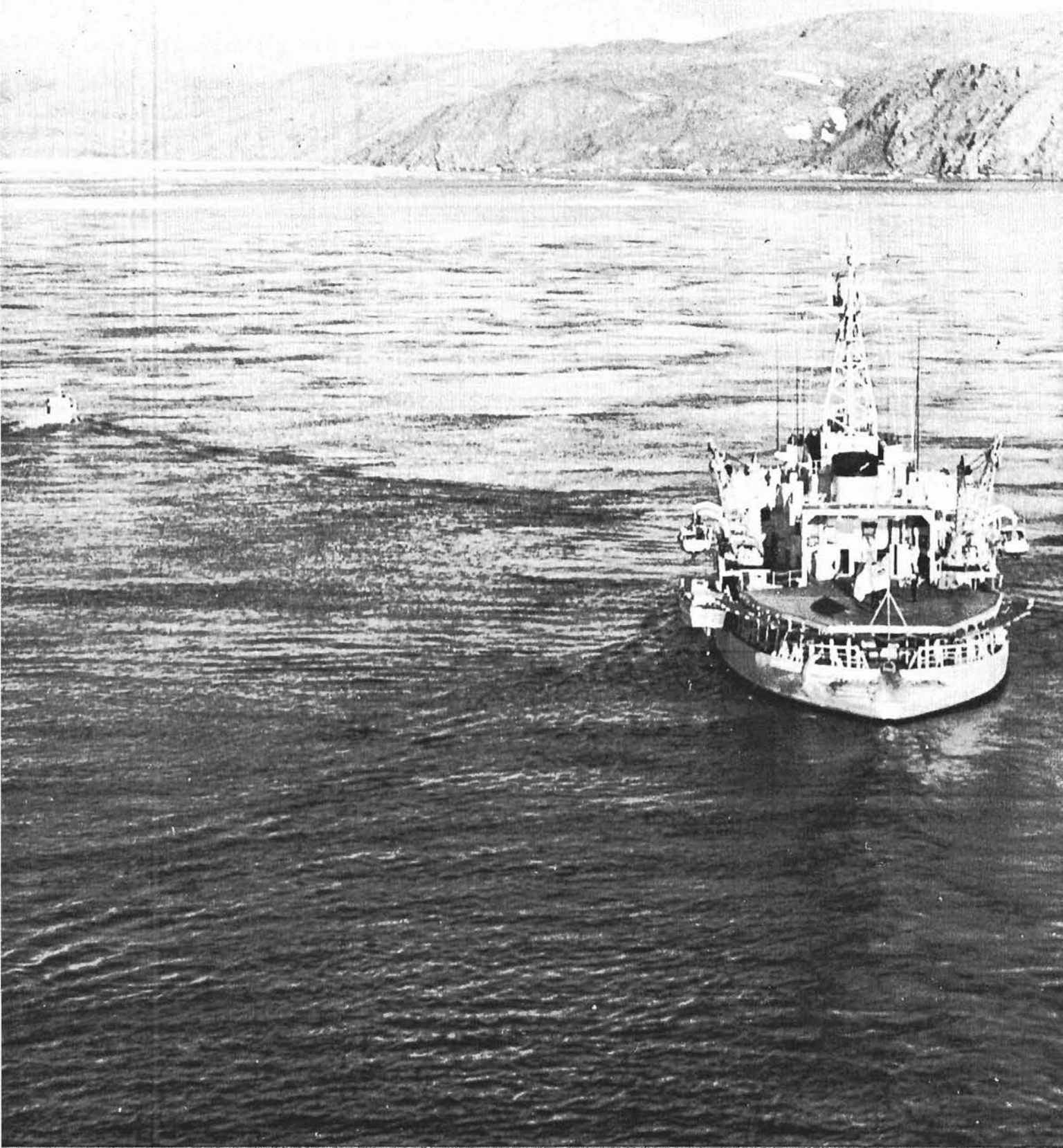
RUSSIAN BATTLESHIP 'PETROPAPLOVSK' BADLY
DAMAGED FORWARD BY AIR ATTACK IN 1941
REMAINS IN COMMISSION AT KRONSTADT AS
A DEPOT SHIP MINUS HER FORECASTLE.

FRENCH BATTLESHIP
'LORRAINE' CONVERTED
INTO GUNNERY SCHOOL
AND DEPOT SHIP..

U.S.S. MISSISSIPPI, CONVERTED FROM BATTLESHIP TO AN
EXPERIMENTAL GUNNERY SHIP IN 1947 AND LATER
FITTED AS EXPERIMENTAL ROCKET AND GUIDED
MISSILE SHIP. SCRAPPED IN 1956...



CROWSNEST



Vol. 9 No. 11

September, 1957



The CROWSNEST

Vol. 9 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1957

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LADY OF THE MONTH

For most of the ten years since she was commissioned at Halifax on October 20, 1947, HMCS *Cayuga* has plied the waters of the Pacific Ocean and has learned that the name "Pacific" is a misnomer if there ever was one.

It is almost three years since the *Cayuga* returned from the Korean war after serving three tours of duty in the Far East. She was one of the three Canadian destroyers (the *Athabaskan* and *Sioux* were the others) which sailed for Korean waters on July 5, 1950, just ten days after the Communist invasion of South Korea.

Now with nobody to shoot at, the *Cayuga* is for the most part engaged in training duties. The picture on the opposite page was taken on July 27 in mid-Pacific as she re-fuelled from the cruiser *Ontario* en route from Hawaii to Esquimalt.

Good seamanship is put to the supreme test when fuelling is undertaken in seas as heavy as those depicted. Luckily, Canadian sailors are good seamen. (OT-3508)

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"The Crowsnest"
Naval Headquarters,
Ottawa, Ont.

The Cover—The Arctic patrol ship's little soundboat, "Pogo", led the way when HMCS *Labrador* established this summer that a channel navigable by deep-draught ships existed in Bellot Strait between Boothia Peninsula and Somerset Island. The channel offers an escape route to the east for ships in the western Arctic whose path to Bering Strait is blocked by shifting ice packs. (LAB-2520)



RCN NEWS REVIEW

The 30th annual exchange visit between HMCS York, the Toronto naval division, and the Rochester, New York, naval reserve unit this year resulted in a clean sweep for York in competitive events. York's whaler is shown taking the lead in the half-mile race along the Toronto water front. (COND-4073)

Admiral Rayner Assumes Command

The change of command in which Rear-Admiral H. S. Rayner assumed the duties of Flag Officer Pacific Coast from Rear-Admiral H. F. Pullen occurred on August 14. Admiral Pullen was leaving to become Flag Officer Atlantic Coast.

The "turnover" was marked with an impressive ceremony. On the previous day, in conjunction with the RCN's Pacific Command annual regatta, 11 ships of the command staged what the Victoria press described as "a miniature Spithead Review" as a farewell gesture to Admiral Pullen. It was the first time such a farewell had been staged on the Pacific Coast.

The ships presented a memorable sight as they rode at anchor in two sleek grey lines in Esquimalt Harbour. As he passed between them in his bright green admiral's barge, Admiral Pullen received cheers from officers and men of the warships.

It was a fitting adieu for an admiral who over the previous two years had had his ships at sea for a total of more than one million miles in training and operational cruises.

Ships dressed for the occasion were the *Ontario*, *Cayuga*, *Athabaskan*, *Skeena*, *Fraser*, *New Glasgow*, *Jonquiere*, *Fortune*, *James Bay*, *Porte Quebec* and *Oriole*.

Noting the change of admirals at the Command, the *Victoria Daily Colonist*

concluded an editorial with the following:

"Victoria will watch Rear-Admiral H. F. Pullen depart for the important Atlantic Command with appreciation of his fine courtesy and co-operation in community affairs and with admiration for the character of his tenure as flag officer commanding on this coast.

"His successor as incumbent of Admiral's House, Rear-Admiral H. S. Rayner, will be welcomed as equally fitted for the responsibilities which now devolve upon him and with the belief that he too will make a distinctive contribution to this area and to his command.

Admiral Bidwell Says Goodbye

Shortly before relinquishing his command to proceed on retirement leave September 20, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, despatched the following message to ships and establishments of the Atlantic Command:

"On my retirement I would sincerely like to thank all officers and men in the command for the magnificent, unflinching and loyal support they have given me during the last six years. Due to this the last six years of my career have been the happiest and most inspiring ones of my life. It has been a great honour to command you. Please give my successor the same deal. Goodbye, good luck and God bless you all."

"Both officers, each in his own particular way, exemplify the qualities which happily Canada is able to take for granted in her top-ranking naval officers."

Upon his departure from his command on the Pacific, Admiral Pullen sent the following personal message:

"The past two years have seen the Navy in the Pacific grow in strength and fighting efficiency. This has been due to the excellent spirit which exists in ships, shore establishments and in the Dockyard. Every demand made upon you has been met with cheerfulness and enthusiasm. The ships have won a name for themselves and in this they have been fully supported by the shore establishments and the Dockyard.

"I would like to thank all the officers and men and civilian employees for their loyal and enthusiastic support. I am confident that Admiral Rayner will receive the same encouragement that I have enjoyed.

"Good luck, and may God bless you all."

Eight RCN Ships Join in Exercise

Eight ships of the Royal Canadian Navy, including four anti-submarine destroyer escorts of the new *St. Laurent* class, sailed from Halifax on September 4, to rendezvous with other ships in the Atlantic for the first phase of a series of NATO fall exercises.

Also taking part in the exercise were HM Submarines *Alcide* and *Amphion*, attached to the Sixth Submarine Flotilla of the Royal Navy, based at Halifax.

The ships taking part in Exercise Sea Spray while en route to European ports included some 85 vessels and a large number of aircraft.

Headed by the *St. Laurent*, the RCN ships are the *Assiniboine*, *Saguenay* and *Ottawa* of the *St. Laurent* class and the *Haida*, *Iroquois*, *Micmac* and *Nootka*, Tribal class destroyer escorts.

Sea Spray concluded on September 13, following which the Canadian ships were to call at Portland, England, for two days before proceeding to participate in further NATO fall exercises, which will carry on until the end of September.

The concept for Exercise Sea Spray was to test the movement of ships from the western to the eastern Atlantic as part of an alert for NATO forces. A combined tactical exercise, it was designed to train the participating forces in co-ordinated operations in all phases of underway tactics and anti-submarine warfare.

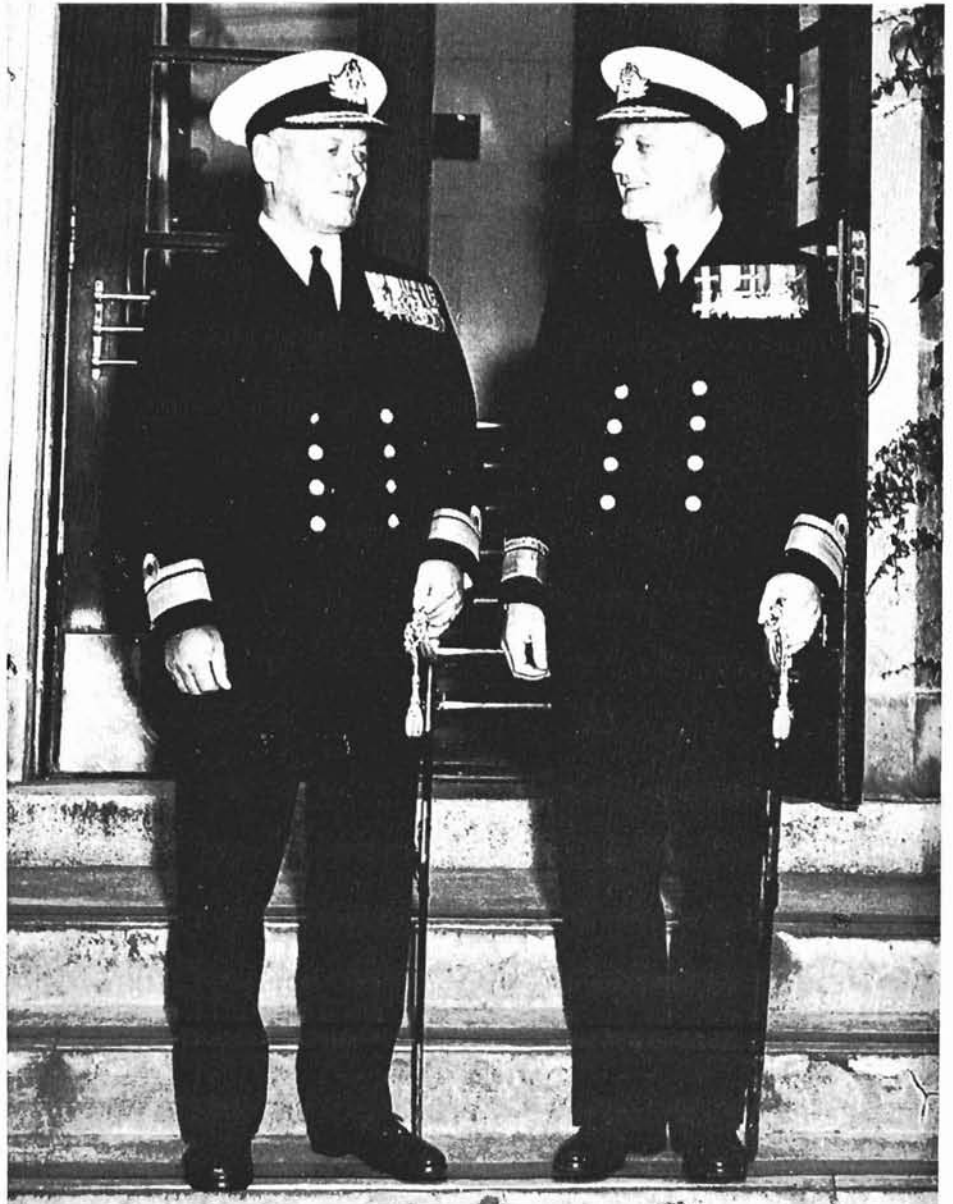
Vice-Admiral Robert B. Pirie, USN, Commander, Striking Fleet Atlantic, conducted Sea Spray, which was sponsored by Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic.

Some of the latest types of United States Navy ships took part, including the carriers *Saratoga* and *Forrestal* and the guided missile cruisers *Boston* and *Canberra*.

Navy Participating In Royal Visit Plans

Officers and men of six naval establishments were to take part in the program for the Royal Visit to Ottawa from October 12 to 16. *Cornwallis* and *Stadacona* were to provide the royal guard, colour party, band, and the standing guard at Government House. Streetliners were to come from *Hochelega*, *Donnacona*, *Bytown* and *Gloucester*.

Highlight of the naval participation in the four-day visit was scheduled for October 16, just before the royal party departs for Jamestown, Va., when the naval Queen's Colour is paraded. The royal guard, colour party and band were to perform the ceremony before members of the government, and the services at RCAF Station Uplands. This event is also scheduled to be covered by CBC television as a "live" telecast. This is the first time the naval Queen's Colour has ever been paraded in Ottawa.



Rear-Admiral H. F. Pullen, whose Flag was hauled down on August 17 at Esquimalt, is shown with the new Flag Officer Pacific Coast, Rear-Admiral H. S. Rayner (right) on the steps of Pacific Command Headquarters. Admiral Pullen was to become Flag Officer Atlantic Coast on September 20. (E-42380)

Another major contribution to the program is the historic Sunset Ceremony to be presented on Parliament Hill October 14. An unusual feature of this ceremony was to be the syncopated sunset call, punctuated by a 21-gun salute fired by naval field guns. Two field guns are being brought to Ottawa from the Atlantic command. Later the guns were to join the Dominion carillonneur to climax the "1812 Overture" by Tchaikowsky, lending actual cannon fire to the stirring ending of the overture.

A standing guard at Government House was to consist of one officer and 18 men, alternating with a standing guard from each of the other services after 24 hours on duty. The members

of the navy guard take their posts on October 12 and October 15.

Several band concerts were planned and the naval band was to take part with Army, RCAF, and RCMP bands in massed bands concert on Parliament Hill, and the RCN band was to play in Confederation Square as well as support the Sunset Ceremony, the changing of the guard, and the parading of the Queen's Colour.

Officer of the guard is Lt.-Cdr. (G) G. J. Brockhurst, and second officer of the guard is Lieut. P. A. Roggeveen. The colour officer is Lt. F. W. Crickard, and the officer of the standing guard is Lt. (G) Michael Barrow. The bandmaster is Lt. (SB) E. T. Jones.



Prime Minister John Diefenbaker, Prime Minister of Canada, took part in a memorial service for Imperial war veterans and members of their families who lost their lives in Canada's worst air disaster this summer. The service was conducted at Gage Park, Hamilton. Above, the Prime Minister, accompanied by Sub.-Lt. C. H. Bristol, RCN(R), walks past the naval guard from the Great Lakes Training Centre. (COND-4528)

WEDDINGS

Midshipman W. J. A. Draper, *Cayuga*, to Miss Kathleen Rose Pember, of Victoria.

Ordinary Seaman R. W. Fabelle, *Cornwallis*, to Miss Norma Louise Height, of Digby, N.S.

Leading Seaman J. A. Gilliland, *Ottawa*, to Miss Neolla Desroches, of Montreal.

Leading Seaman A. G. MacLellan, *Ottawa*, to Miss Margo Duschene, of Levis, P.Q.

Lieutenant-Commander (P) K. S. Nicolson, *Ottawa*, to Miss Dorothy Margaret Hall, of Toronto.

Able Seaman Y. D. Vautour, *Ottawa*, to Miss Audrey Marsden, of St. George, N.S.

BIRTHS

To Leading Seaman Warren C. Clarke, *Albro Lake Naval Radio Station*, and Mrs. Clarke, a son.

To Leading Seaman Edmund J. Connelly, *Albro Lake Naval Radio Station*, and Mrs. Connelly, a daughter.

To Lieutenant-Commander (E) E. R. Forster, *Naval Headquarters*, and Mrs. Forster, a son.

To Lieutenant-Commander (S) Vincent Henry, *Niobe*, and Mrs. Henry, a daughter.

To Leading Seaman Donald Horrell, *Albro Lake Naval Radio Station*, and Mrs. Horrell, a son.

To Able Seaman Paul H. LaChance, *Albro Lake Naval Radio Station*, and Mrs. LaChance, a daughter.

To Lieutenant B. M. Saper, *Cornwallis*, and Mrs. Saper, a daughter.

To Chief Petty Officer Robert Spicer, *Bytown*, and Mrs. Spicer, a daughter.

To Petty Officer Charles Titford, *Albro Lake Naval Radio Station* and Mrs. Titford, a daughter.

To Able Seaman Terrance Tomkinson, *Albro Lake Naval Radio Station*, and Mrs. Tomkinson, a daughter.

To Able Seaman John O. Walker, *Albro Lake Naval Radio Station*, and Mrs. Walker, a daughter.

To Petty Officer William A. Webster, *Albro Lake Naval Radio Station*, and Mrs. Webster, a daughter.

'Stad' to Rescue Of Blood Bank

The Red Cross blood donor clinic at HMCS *Stadacona* went over its quota of 800 with a total of 885 donors.

Blood has been in short supply and this contribution has helped to fill the blood bank, officials said.

Minister Boards West Coast Ship

Hon. George R. Pearkes, Minister of National Defence, went to sea August 30 in the modernized frigate HMCS *New Glasgow* as part of an eight-hour visit to the RCN's Pacific Command.

He toured the Dockyard with Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, at 0900 and inspected the yard's repair, maintenance and ship-building facilities.

The party then boarded the *New Glasgow* for a half-hour trip to the Naval Armament Depot at Rocky Point. The minister and his party then visited other naval installations, the Canadian

Services College Royal Roads, the naval married quarters and the RCN Barracks in *Naden*. At the latter location he witnessed ceremonial divisions, a full dress parade and march-past of the establishment's entire complement.

Air Squadrons Train at Coast

All five naval reserve air squadrons concentrated at the Royal Canadian Naval Air Station, *Shearwater*, in August 17, for an extensive two-week training course in weapons and anti-submarine warfare.

In previous years naval reserve air formations completed summer training on an individual squadron basis.

The five squadrons formed a Reserve Air Group for the training period. The group was composed of VC 920, Toronto; VC 921, Kingston; VC 922, Victoria; VC 923, Quebec City, and VC 924, Calgary.

A total of 55 aircrew and 60 maintenance personnel took part in the two-week exercise.

BCA ESSAY CONTEST

CANADA is thought of as a nation in the best years of her life— young, healthy and vigorous. Why then do not her young people show up better in physical competition with the youth of United States and Russia, for example?

In announcing its 1958 essay contest for the armed services, the Bureau of Current Affairs says that recent tests of physical fitness have shown that the youth of Europe are more physically fit than the youth of this continent. Three prizes of \$100, \$50 and \$25 are offered for the best essay of about 500 words on the subject "Physical Fitness, Youth and Prosperity".

As a guide to the treatment of the subject, the BCA asks: "How does the physical fitness and sports program in the Armed Forces help to raise the standards of physical fitness among Canada's young people? What does it mean to Canada to have her youth physically fit?"

All men and women of the regular force up to and including chief petty officer and, in the Army and Air Force, warrant officer are eligible and the essay may be written in English or French. Name, rank and service number must appear at the top of the first page. All entries will become the property of the Crown and the judges' decision will be final.

The closing date for the contest is February 15, 1958.

Personnel serving in Europe must send their essays to Current Affairs Adviser, HQ Canadian Infantry Brigade Group, Westfalen, Germany, CAPO 5050. Those serving in other foreign lands should send their essays to the Bureau of Current Affairs, National Defence Headquarters, Ottawa, Canada.

Canadian-based personnel should send their essays to the nearest Current Affairs Adviser at one of the following addresses:

Headquarters, Quebec Command,
3530 Atwater Avenue,
Montreal, Que.

Headquarters, Central Command,
Ortona Barracks,
Oakville, Ontario.

Headquarters, Western Command,
Kingsway Avenue,
Edmonton, Alberta.

Headquarters, B.C. Area,
4050 West 4th Avenue,
Vancouver, B.C.

HMCS *Stadacona*,
Halifax, N.S.

14 Group Headquarters,
RCAF Station Winnipeg,
Stevenson Field,
Winnipeg, Manitoba.



The northernmost shore of Canada's mainland to starboard, the Labrador leads the U.S. Coast Guard vessels Storis, Bramble and Spar through Bellot Strait. (LAB-2622)

BELLOT STRAIT: BIG-SHIP PASSAGE

Labrador's Survey Shortens Northwest Route

"Passage of Bellot Strait accomplished. Southbound in Franklin Strait."

THIS WAS the message Captain T. C. Pullen, commanding officer of HMCS *Labrador*, sent during the weekend of August 25 to Rear-Admiral Roy Gano, USN, commander of Task Force Six of the Military Sea Transport Service's Arctic Task Force.

The message vindicated the long-held belief of Vice-Admiral John M. Will, USN, Commander of the Military Sea Transport Service, that a Northwest Passage for deep draft ships existed in Bellot Strait, lying between Somerset Island and Boothia Peninsula in the Canadian Arctic.

At 0900 Saturday, August 24, her keel 28.5 feet deep in the icy waters of Brentford Bay, maximum watertight integrity established and special sea duty men and cable party at their stations, the Royal Canadian Navy's Arctic patrol ship stood westward into Bellot Strait.

Captain Pullen directed the ship's movements from the bridge, and CPO Walter Brown, coxswain, was at the wheel. The sound boat, *Pogo*, marked the channel, and two helicopters, piloted by Lt. Larry T. Zbitnew and Lt. David Oliphant, scouted ahead while Lt.-Cdr. J. M. F. Douglas, RN, operations offi-

cer, co-ordinated the movements and plotted the ship's position.

Below decks, Cdr. (E) D. H. Fairney, had four engines with the power of 8,000 horses on the line and two more standing by. If necessary, he and his assistant, Lt.-Cdr. (E) Leslie Brown, could raise the ship 2.5 feet in 15 minutes by pumping ballast.

A safe course was carefully set past the boiling waters of Magpie Rock at the eastern entrance to the strait. Late the previous day leading marks had been set by Lt.-Cdr. Alan Cavenagh, navigating officer. The range of the marks had been sounded by Lt. N. S. Norton, and charted by Michael Bolton of the Canadian Hydrographic Service.

The White Ensign of the Royal Canadian Navy is raised over Fort Ross, abandoned Hudson's Bay Company trading post on Somerset Island, by personnel from the *Labrador*. Lt.-Cdr. (S) David Manning, of Newmarket and Kenora, Ont., far right, was officer-in-charge and post "governor" during the temporary occupation, which gave shore support to surveys of the Bellot Strait area. (LAB-2501)



At 0912 on Saturday morning, the marks were in line and the *Labrador* steamed to the west.

At 0955, while hoisting "Pogo" on board, the *Labrador* recorded a depth of 50 feet, the minimum for the entire 20-mile passage. The northernmost tip of Boothia Peninsula was passed at 1021. Near there, the surface was completely covered with ice for about two miles. From then on, the passage was ice-free or nearly so. The *Labrador* cleared the channel at 1118.

During the afternoon, the *Labrador* probed Franklin Strait to a point just south of Prince of Wales Island and found good water with only scattered ice. In the evening, she returned to the Bellot Strait area to complete the planned survey and establish permanent beacons. She had not yet established contact with the U.S. Coast Guard ships *Storis*, *Spar* and *Bramble*, which were to work their way north to Bellot Strait after surveying the Shepherd's Bay area.

The *Labrador* had arrived at the eastern approaches to Bellot Strait late on August 21 to begin the survey of the strait for this year's attempt of the passage. Meanwhile the *Storis*, *Bramble* and *Spar* were en route from western Arctic waters to rendezvous with the *Labrador* at the western side of the strait if the Canadian ice-breaker was able to make the passage. From preliminary surveys made by the *Labrador* last year, it was considered the eastern end of the strait was the critical area of the channel. One of the major obstacles was Magpie Rock.

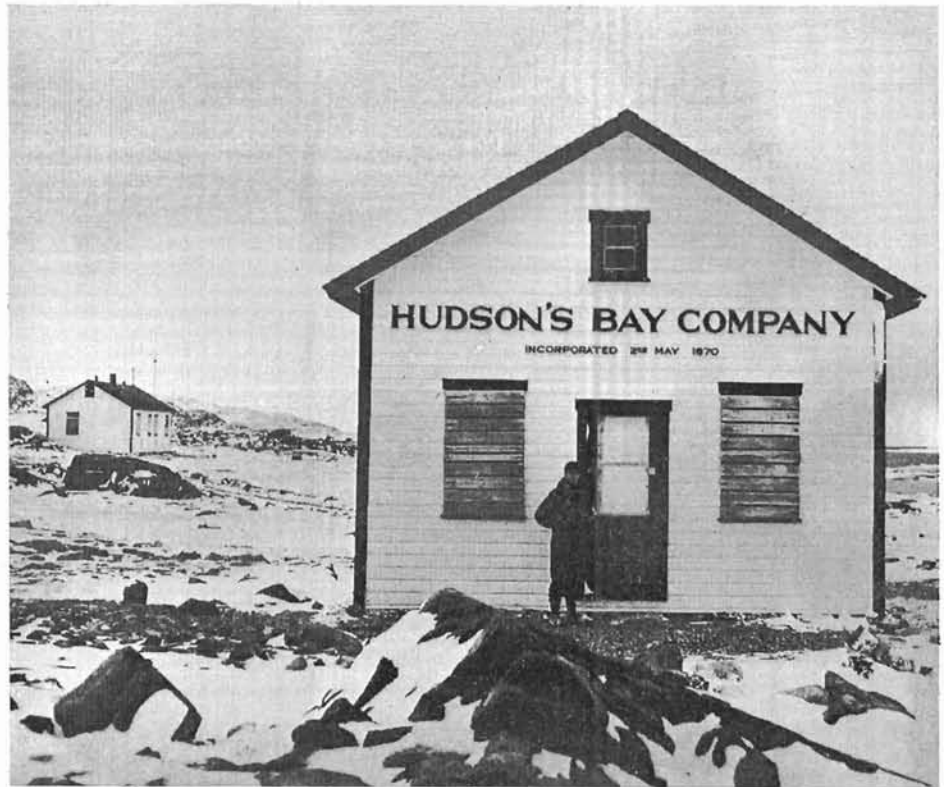
Fort Ross, an abandoned trading post built by the Hudson's Bay Company in 1937, was the shore base for the *Labrador's* intensive survey of the Bellot Strait area.

Occupied by a small garrison from the *Labrador* on August 22, Fort Ross supported survey parties and their boats while the *Labrador* explored other waters near Somerset Island. Permission to occupy the post was obtained from the Hudson's Bay Company.

Consisting of two wooden buildings on rock foundations, the post is located on the southeastern tip of Somerset Island at the eastern approach to Bellot Strait. Close to high water mark is a one-storey building, the original trading post, which provided temporary housing for hydrographers and boat crews.

Further inland, a four-room building originally housed the post manager and his assistant. The four-man garrison and tide gauge party of two now used it as their headquarters.

A third building, once a warehouse, is gone and only a stone foundation



Two buildings remain of the three once forming Fort Ross, one-time Hudson's Bay Company trading post on Somerset Island at the eastern entrance to Bellot Strait. Personnel from the *Labrador* use them as headquarters for the extensive survey of Bellot Strait. (LAB-1865)

Personnel of the *Labrador* discovered messages in a cairn at Fort Ross, abandoned Hudson's Bay Company trading post on Somerset Island, just off the northern tip of the Canadian mainland in the central Arctic. Stewart Dunbrack, civilian hydrographer, looks through the messages, dating back to one left by the Hudson's Bay Company ship *Nascopie* on August 21, 1941. The Arctic patrol ship also left a message, describing her explorations of Bellot Strait (in background). (LAB-2510)





The presence of shoals, heavy currents and partly submerged formations like Magpie Rock beneath the swirling water in the foreground, had Arctic experts speculating on the Labrador's chances of finding a navigable channel through Bellot Strait. However, the RCN Arctic patrol ship forged ahead and found a passage through the winding, 18-mile waterway whose minimum depth was 50 feet. (LAB-2519)

marks its site. The two standing structures, because of dry arctic atmosphere, are remarkably well preserved. Immediately habitable, although abandoned since 1947, the buildings provide welcome shelter.

Appointed "governor" of the Fort, Lt.-Cdr. (S) David Manning, headed the garrison. Second in command was CPO J. M. Macdonald, USN. Completing the garrison were AB Thomas Forbes, communicator, and PO Joseph Edison, cook.

The tide pole party recorded tidal data. It consisted of PO Milton Mason, medical assistant, and AB Kenneth McFadden.

The three United States Coast Guard ships, bent on completing the first Northwest Passage effected by U.S. ves-

sels, steamed through Bellot Strait on Friday, September 6.

They made rendezvous with their task group commander, Captain Pullen, on Wednesday, September 4, in James Ross Strait, 17 miles northwest of Cape Victoria, Boothia Peninsula.

The four ships then headed northward to Bellot Strait to complete their survey mission, the U.S. vessels in the western section and the *Labrador* in the eastern. The survey finished late Thursday and the *Labrador* escorted the three Coast Guard ships through the strait Friday morning, September 6.

After the passage through the strait, the *Labrador* escorted the U.S. vessels through Prince Regent Inlet and then returned to continue oceanography in the Gulf of Boothia and Committee

Bay. The American ships, their 1957 Arctic duties completed, were to proceed via Lancaster Sound, south through Davis Strait and, after stopping at Argentinia, Nfld., to fuel, will carry on to Boston.

The largest of the three ships is the *Storis*, a 1,715-ton tender, strengthened for ice navigation. The *Bramble* and the *Spar*, both of 935 tons, are classed as buoy tenders.

While the *Labrador's* trip through Bellot Strait was the first for a large ship, the turbulent waterway had been passed through on several previous occasions by Hudson's Bay Company supply vessels and by the RCMP patrol vessel *St. Roch* in the course of her first conquest of the Northwest Passage in 1942.

A dramatic account of the passage was written by the captain of the *St. Roch*, Sergeant (now Superintendent) Henry A. Larsen, whose story opens on August 4, 1942:

"We moved out of Pasley Bay about 15 miles. There we got locked in, drifting back and forth in the vicinity where Sir John Franklin's ships, the *Erebus* and *Terror*, were beset and abandoned nearly 100 years before. On August 24 a small lead opened and we worked our way up to Tasmania Islands, where a little open water between these islands and the loose ice moved back and forth with the change of the tides at terrific speed in the narrow channels, keeping us all awake. We had to be constantly on the move to avoid damage or getting pushed ashore.

"On the 29th we were able to proceed northward, by heading a bit for Prince of Wales Island, which we followed up until abeam of the Bellot Strait. We cut across and entered this strait the same night. The western end of the strait was clear of ice, but in the middle there was a barrier right across, held there by some heavy grounded ice.

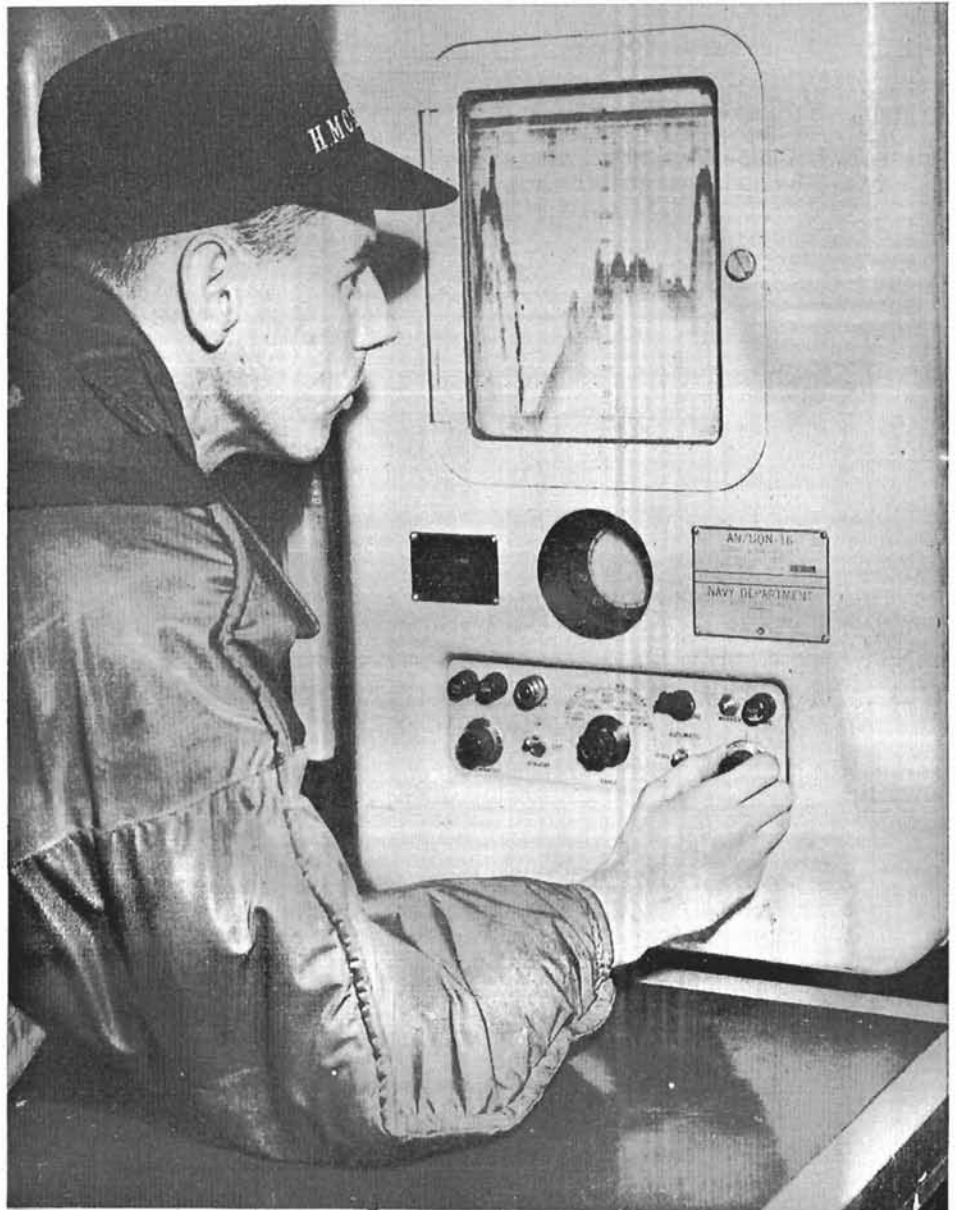
"This strait is only a half a mile wide and there is a terrific current. As the ice came pouring in behind us, there was nothing else to do but crash into it and attempt to drift through. This we did; the strong current causing large whirlpools in which large cakes of ice spun and gyrated. Many times we thought the ship would crash like a nut under the pressure. Sometimes we became stationary off projecting points of land—high, dark, inaccessible cliffs. The strait is about 18 miles long.

"We had two young Eskimos aboard, a man and his wife. One had to admire the quality of these people. At times when things looked really bad they would go up on the forecastle head and sing at the top of their voices. They told me they were singing so the ship wouldn't get crushed, so I told them to keep on singing. They were quite pleased after we got through when I told them their singing had no doubt helped us a great deal.

"Meanwhile the people at the eastern end of the strait, at the Hudson's Bay Company post, Fort Ross, had anxiously watched our struggles and they all came swarming aboard to welcome us."



Page eight



"The Moving Finger writes: and, having writ. Moves on: nor all your piety nor wit Shall lure it back half a line, Nor all your tears wash out a word of it." The "Moving Finger" in this instance is the electric stylus which traced the graph on the Labrador's echo-sounder as the ship ventured into the uncharted waters of Bellot Strait. Eyed closely by Ldg. Sea. Charles Musgrove, the trace shows a sudden plunge from 50 feet—the shallowest depth recorded in the channel—to 600 feet and then up to 100 again, showing that the submarine landscape of the Arctic can be pretty rugged. (LAB-2248)

AS THE 'XO' SAW IT

THURSDAY morning at 0800 22nd of August, 1957: Operation Bellot got underway and proceeded according to plan. By 1200 the Governor of Fort Ross had received all his provisions and fuel — moorings were laid near Fort Ross Beach. The Eastern Tide Pole Party had been established and things were well on their way. The triangulation work was in full operation. The most important of all, the western approaches to Bellot Strait were free of ice. The day was brisk and the skies

were clearing. A wonderful Arctic day for an operation of this kind.

I wonder what Kennedy, Bellot and McClintock would say if they saw this operation going into effect with our helicopters and modern machinery of today?

By afternoon *Pogo* and the motor cutter were well into Bellot Strait carrying the western tide pole party. Unfortunately, high winds prevented the helicopters from completing the erection of beacons for triangulation.

However, they managed to put up eight in the forenoon, leaving only two more to be placed. We are hoping that the wind will drop by evening in order to continue the triangulation work. Until this is done the survey of *Pogo* and the motor cutter cannot be tied in. It is important that this be done before HMCS *Labrador* attempts the passage.

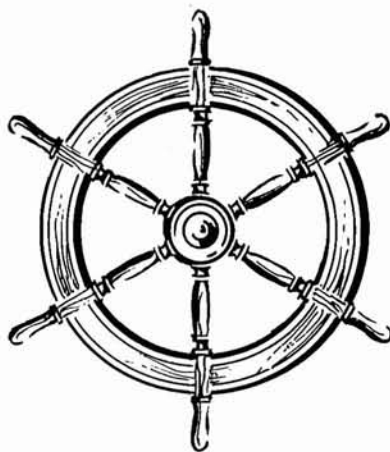
The wind dropped in the latter part of the afternoon, and by 1945 the helicopters took to the air with the hydrographers to continue the triangulation work. They intend to work well into the night with the aim of completing this phase in order that accurate sounding may commence tomorrow.

In the meantime *Pogo* and the motor cutter returned from the western end of Bellot Strait. *Pogo* came alongside the *Labrador* to make good a defect, while the motor cutter continued on to Fort Ross. *Pogo* brought us good news. The Bellot Strait channel is deep all the way through, and we felt that the *Labrador* would have no trouble in making the passage.

This beautiful sunny day has brought us good news and luck. For the first day we had better success than poor old Captain McClintock did in the *Fox* ninety-nine years ago on the 22nd of August, 1858.

However, that evening the picture changed. The ice started to move in from Prince Regent Inlet, and soon the strait was plugged with ice. This will be a handicap to our operations tomorrow.

Multi-engined aircraft, helicopters and a sound boat were used to help the *Labrador* find a big-ship channel through Bellot Strait. The Arctic patrol ship's Vertol HUP, on ice reconnaissance, flies by the RCN exploration vessel as she makes her way through the strait. (LAB-2524)



Friday, 23rd of August: A beautiful day but frustrating owing to the ice moving into the strait during the night. This stopped all boat activity. However, the helicopters with the hydrographers continued their triangulation work.

Ice prevented reconnaissance soundings by *Pogo* until late afternoon. In addition, she developed mechanical trouble. By evening the ice conditions had improved. Under the midnight sun *Pogo* surveyed the narrow channel off Magpie Rock, while the helicopters with Lt.-Cdr. Cavenagh, with *Pogo's* co-operation, adjusted the leading marks for this channel. The day started off with nothing but frustration and ended up in victory, for *Pogo* had success and found a suitable channel 500 yards wide off Magpie Rock. As the midnight sun

touched the Bellot mountain tops the work was completed.

The *Labrador* was now ready for the exciting transit. Late that night a meeting was held in the Captain's cabin for the great plans for tomorrow. For tomorrow would be history in its making.

Saturday, 24th of August: It was a glorious Saturday morning with the Arctic sun in its full brilliancy. Today was the climax of Operation Bellot. At 0900 with *Pogo* leading, the *Labrador* cautiously proceeded through the narrow channel by Magpie Rock. The challenge was on and conquered with success. The *Labrador* had achieved her victory. Once through the narrow waters, *Pogo* was hoisted inboard, and the *Labrador* continued on her way through Bellot Strait. By 1045 she had made the passage half way through, opposite Fox Hole, where McClintock took shelter for the night in August 1858. The *Labrador* had achieved her aim, and history in its making was being unfolded. Now we knew that a deep draft ship could use Bellot Strait. A noble effort and congratulations to all. At 1200 the *Labrador* was in the open waters of Franklin Strait heading south.—From the daily orders of Cdr. C. A. Law, executive officer of the *Labrador*.

How Bellot Looked 98 Years Ago

Bellot Strait, surveyed this summer by HMCS *Labrador* and proved to have a channel of sufficient depth for the largest ships afloat, was discovered in 1859 by the Franklin search party under Captain Leopold McClintock.

A member of the party was Lt. Rene Bellot, who had obtained leave of absence from the French Navy to join the expedition. During the exploration of the strait he fell into a crevasse in the sea ice and perished. His name was given to the strait by Captain McClintock, who described the channel and its surroundings as follows:

"The appearance is precisely that of a Greenland fiord. It is about 20 miles long and scarcely a mile wide at its narrowest part and there, within a quarter mile of the north shore, the depth was ascertained to be 400 feet. The granite shores are bold and lofty with a very respectable sprinkling of vegetation for so high a latitude. Some of the hill ranges rise to about 1,600 feet above the sea. The strait runs very nearly east-west. When half way through, both seas are visible. The flood tide comes in from the west. The rise and fall is much less on the west than on the east."



OFFICERS AND MEN

Minister Attends Venture Rites

Cadets of the graduating class at *Venture* were told by the Minister of National Defence, Hon. George R. Pearkes, VC, that they were entering the RCN in "a most interesting era".

The graduating class, the second since *Venture* was commissioned in September, 1954, numbered 39 cadets who now enter the fleet as midshipmen to continue their training.

Climaxing two years of intensive study, the graduation ceremony held August 23 was a colourful event with early morning rain subsiding in time to allow the outdoor program to be carried through.

Watched by a large crowd of parents and friends, the prize-winning cadets received their awards from Mr. Pearkes, who told them: "Our Navy, as others of the Allies, is intended as a deterrent to war. We do not want war; we seek to prevent war. But we want to let the others know how strong we are. You are part of that deterrent."

Supplementing the graduation ceremony, the cadets staged an impressive gymnastic display on the *Venture* play-

ing field. A tea for the cadets, their parents and friends was held in the garden of the Admiral's House, followed on the evening of graduation by an outdoor dance at Victoria's famous Butchart's Gardens.

In a written message to the graduating class, Vice-Admiral H. G. De-Wolf, Chief of the Naval Staff, pointed out that the naval officer's capabilities must be high, for his responsibilities are serious. In these days his profession was more exacting than at any time in the past, and there was every reason to believe that it would become more so in the days to come.

The cadets were inspected by Mr. Pearkes who was accompanied by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. Following the presentation of awards by Mr. Pearkes, Contralmirante Vicente M. V. Baroja, Armada Republica Argentina, one of the distinguished guests attending the graduation ceremony, presented a couteau, a small sabre worn by Argentine Navy Midshipmen during their period of training in the Escuela Naval Militar.

This was accepted by Captain D. W. Groos, commanding officer of *Venture*,

who, in return, presented a mounted crest of *Venture* to Contralmirante Baroja.

The following awards were made to the prize-winning cadets: Officer-of-the-Watch Telescope (awarded to cadet of any branch with highest standing in scholastic and professional subjects and officer-like qualities), Midshipman André Barbeau.

The Officers' Sword (awarded to cadet of any branch outstanding in officer-like qualities), Midshipman André J. Turcot.

The Pullen Trophy (awarded to cadet of any branch judged outstanding in professional achievement), Midshipman William Park.

The Hampton Gray Shield (awarded to cadet of any branch outstanding in athletic ability and sportsmanship), Midshipman D. G. Urich.

The *Naden* Trophy (awarded to the executive branch cadet with the highest standing in graduating class), Midshipman G. Cybanski.

The *Venture* Trophy (awarded to cadet with highest standing in executive (air branch), Midshipman André Barbeau.

Two RCN Officers On NATO Course

An officer of the Canadian Army and two Royal Canadian Navy officers were nominated for the 12th session of the NATO Defence College in Paris.

Col. G. M. C. Sprung, of Ottawa, Military Attaché to Sweden and Finland; Cdr. L. B. Jenson, of Calgary and Ottawa, formerly commanding officer of HMCS *Micmac* (destroyer escort), and Lt.-Cdr. (SB) J. W. Scott, of Halifax and Ottawa, who has been Deputy Judge Advocate (B.C.), are attending the five-month course which commenced on September 2.

Hydrographers Sail in Labrador

On board the *Labrador* during her present cruise in Arctic waters is a civilian hydrographic survey team which is aiding in charting remote northern waters.

Four hydrographers from the Canadian Hydrographic Service of the Department of Mines and Technical Sur-

Naval Cadet Andre J. Turcot, senior cadet captain, reports cadets ready for inspection by Defence Minister G. R. Pearkes at the second annual graduation of HMCS *Venture*. With Mr. Pearkes are Captain D. W. Groos, commanding officer of *Venture*, and Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. (E-42489)



veys have been aiding in surveying the Labrador coast and DEW Line sites.

The four are: Michael Bolton, Ottawa, hydrographer-in-charge; Sydney van Dyck; Winnipeg and Ottawa, senior assistant hydrographer; Stewart Dunbrack, Lawrencetown, N.S., and Ottawa, hydrographer, and Earl Rodney, Ottawa, draughtsman.

Assisting them in their work are the *Labrador's* helicopters which are being used to establish ground control for charts, and three launches, equipped with fathometers, being used to measure the depth of water. Some of the survey operations are being conducted from the ship, while other phases are being carried out by detached shore parties.

During her past three Arctic voyages, the *Labrador* has been responsible for the publication of 15 new navigational charts and the revision and correction of many others.

An example of this year's hydrographic work was carried out during a visit to a harbour on the coast of Labrador, north of the 55th parallel when Lt. N. S. Norton and the civilian hydrographers surveyed and sounded parts of the harbour to bring existing charts of the area up to date.

Bell Presented To Sergeants' Mess

Recently at the Canadian Joint Air Training Centre, Rivers Camp, Manitoba, Lt.-Cdr. (P) W. H. I. Atkinson, presented a ship's bell to the sergeants' mess.

Accepting on behalf of the mess were the president of the mess committee Sergeant Major Nichol, RCAMC, and Sergeant J. I. P. Regimbald, RCAF, president of the entertainment committee.

Lt.-Cdr. Atkinson, of Minnedosa, Manitoba, naval assistant to the Commandant, CJATC, since 1955, has now taken up an appointment at the RCAF Staff College, Toronto and is succeeded by Lt.-Cdr. (P) R. J. Watson.

RCN Lends Hand To Film Company

The Royal Canadian Navy came to the temporary rescue of a motion picture company on location at Portland, England, during a brief visit in mid-September by six Canadian destroyer escorts taking part in NATO fall exercises.

The company, Open Road Films Ltd., of London, making the film "Stella" under the direction of Sir Carol Reed for Columbia Pictures, had been using Royal Navy personnel to handle communications between production offices



At the *Venture* graduation, August 23, Capt. D. W. Groos, commanding officer of *Venture*, right presents a mounted crest of HMCS *Venture* to Rear-Admiral V. M. Baroja, Argentine Naval Attaché from Washington, D.C. Admiral Baroja had earlier presented *Venture* with a ceremonial sabre on behalf of the Argentine Naval Academy. (E-42493)



Top radar plotters are these five wrens from the Toronto naval division. In a radar plotting course for reservists from Canadian naval divisions, held in Naden, the five wrens took top honours in a class of 11. Grouped around a radar indicator, part of their training equipment in HMCS York are, left to right: Joan Balch, Jean Jones, Pat Luckman, Eleanor Hargrave and Mary Timoney. (COND-4542)

ashore and the various vessels at sea making the film.

Because of operational commitments, the RN suddenly had to withdraw its communicators and an appeal went out

to the Canadian ships for volunteers to help out. Two communicators each came from HMC Ships *St. Laurent*, *Saguenay*, *Assiniboine* and *Ottawa*. A short time later the gunnery expert

scheduled to fire a Second World War gun on the tug *Restive*, which plays a leading role in the film, was withdrawn and a second request for assistance was received by the RCN. After a few startled gunnery people had been asked if they had anyone who had ever fired a pom-pom, two men were located who remembered the gun from the Second World War. A naval photographer was also sent out to join the tug.

Although it was originally intended that the Canadians help in the production end only, Sir Carol decided to press them into service as extras for a panic scene in which the tug is fired on by an enemy submarine.

Included in the group of Canadians who donned duffle coats and steel helmets for the scene were the two ordnance personnel who fired the pom-pom, PO Leslie Alliker, and Ldg. Sea. William McLeod; the naval photographer who ended up on the other end of the camera, PO Robert Flack, and two communicators, Ldg. Sea. William McQueston, and AB Barry Larosé. The first three Canadian sailors are serving in the *St. Laurent*, while Ldg. Sea. McQueston is serving in the *Saguenay* and AB Larosé in the *Assiniboine*.

The film "Stella" stars William Holden, Sophia Loren and Trevor Howard, and is the story of the work of an ocean rescue tug in the Western approaches during the early years of the war.

Sea Cadets Become PT Instructors

The second class of Sea Cadet physical trainers has completed a successful course at the P&RT School in *Cornwallis*.

The course consisted of seven weeks of physical training, apparatus work and aquatics, plus taking part in PT displays throughout the district.

This class takes place every summer and consists of Sea Cadets across Canada from Newfoundland to British Columbia.

On completion of course each cadet that passes is presented with a certificate and Physical Instructor's badge and assists in the running of PT and recreational programs in his Sea Cadet Corps.

Eminent Naval Constructor Dies

An eminent naval architect and scientist who supervised many projects for the Royal Canadian Navy, Richard William Lewis Gawn, CBE, DSC, Royal Corps of Naval Constructors, died at his home in Gosport, England, on July 10. He was 63.



Shown here on graduation day are the members of Instructional Technique Class A-46, held at Stadacona between March 4 and March 22, 1957. (Left to right): PO D. F. Sheard, A/Cd. Airman H. Carter, Inst. Cdr. C. H. Little (Command Education Officer), Inst. Lt.-Cdr. R. L. Picard (OIC Instructional Technique), Inst. Lt. A. H. Gibson (course officer), PO M. L. Poisson. Back row: CPO K. S. Moyes, CPO R. F. Poulter, CPO J. V. Lauzon, PO D. A. Kurts, CPO G. R. Howe, PO J. H. Bell, CPO R. J. Houle, PO J. D. O'Donnell, CPO G. H. Squance, CPO R. M. Barkhouse. (HS-47673)

Dr. Gawn began his career as a shipwright apprentice at Portsmouth, served at sea during the First World War in HM Ships *Warspite* and *Malaya* and in 1918 was engaged at the Admiralty on the design and construction of armed merchant cruisers and minelayers.

His later career was summed up in the citation accompanying the award of the Froude Gold Medal of the Institution of Naval Architects, of which he was the first recipient last March. The citation told of Dr. Gawn's notable achievements and continued:

"It is outside the normal scope that Dr. Gawn's genius has been greatly displayed. It must be left to posterity to lift the veil of secrecy. Reference has been made to his work on contact, magnetic, acoustic and pressure mines; that done for PLUTO (Pipe lines under the ocean) is mentioned in our transactions. A novel form of breakwater for the Mulberry Harbour was developed with Dr. Gawn's help. And the new types of anchor that are now appearing have been influenced by Dr. Gawn's experiments at Haslar."

Leadership Courses Held

The end of August marked the completion of the summer reserve courses at the Leadership School, *Cornwallis*. Sea Cadet officers, reserve officers, wren officers, nursing sisters, chaplains

and CMR cadets made up the eight courses that completed the divisional course.

From Fort Chimo to Port Alberni, and from St. John's to Campbell River, B.C., 116 course members arrived from a vast variety of professions to undergo their naval training, in most cases giving up their two-week holiday period.

For the reserve courses, in general, this was their first experience with the Royal Canadian Navy and all course members entered into the activities of the program with enthusiasm and energy, utilizing the facilities of the New Entry Training Establishment to the fullest extent.

In addition to the regular syllabus of the courses, activities included: boat pulling, visits to HMCS *Buckingham* and historical sites in the area, recreational time at Raven Haven and a busy sports schedule.

Relics of HMS Fury Found in Arctic

Relics of HMS *Fury*, wrecked and abandoned on Somerset Island 132 years ago, were found by officers from the *Labrador* last week.

They were located by Captain Thomas C. Pullen, commanding officer, and Lt. Robert T. Murray, officer in charge of the ship's air group, during a helicopter reconnaissance of Fury Beach. The Arctic patrol ship was making an

oceanographic survey of Prince Regent Inlet at the time.

The helicopter landed on Fury Beach when a large anchor was sighted from the air. Near it were found five other anchors, two cannon, a pile of chain cable, a number of ice saws and 11 cannonballs. The area was littered with old tin cans, various bits of iron fittings, barrel hoops and rusted nails.

A representative selection of the articles was brought back to the ship to be given to the Arctic section of the Maritime Museum in Halifax.

HMS *Fury* was caught in the ice on Aug. 5, 1825, and abandoned after Captain Hoppner landed his stores on Fury Beach.

The 1829-33 Ross expedition wintered near Fury Beach after abandoning HMS *Victory* in the Gulf of Boothia.

Captain Pullen and Lt. Murray believe others have visited the site since then. They found several expended rifle cartridges and other evidence to support their belief.

Wrens Graduate At Cornwallis

Eleven wrens graduated on August 30 from an eight-week new entry training course at *Cornwallis*, and have gone on to other establishments to take specialist branch training.

Eight of the wrens were drafted to *Stadacona*, where six will take navigation-plot training at the Navigation School, and two will train as electrician's mates at the Electrical School. Two others went to HMC Supply School at *Hochelaga*, near Montreal, one for training as naval storeswoman and one as supply accountant. One communications operator will remain at *Cornwallis* for training at the Communications School.

Top UNTD Cadet From Western

Acting Sub-Lt. Ross Monroe, of the University of Western Ontario Naval Training Division was awarded top honours as the best UNTD cadet during summer training at *Naden*.

UNTD Cadets At West Coast

More than 200 naval cadets, representing every University Naval Training Division in Canada, have carried out their naval training ashore and afloat in the Pacific Command during the summer months.

The first of the cadets began arriving at HMCS *Naden* on May 2 and since then three frigates of the Fourth Canadian Escort Squadron, HMC Ships



Thirty-nine years ago a 16-year-old boy joined the Royal Navy. He could not have dreamed then that most of his naval career would be in the Royal Canadian Navy and that he would be the first in that navy to attain the rank of lieutenant-commander-at-arms. However, the undreamed came to pass and Lt.-Cdr.-at-Arms Wilfred E. Pember has proceeded on retirement leave after 28 years' service with the RCN. The picture of Boy Seaman Pember, shown here, was taken shortly after he joined the RN. (E-41421; E-41591)

39 YEARS OF SERVICE

THE FIRST officer in the Royal Canadian Navy to attain his rank, Lt.-Cdr.-at-Arms Wilfred E. Pember, MBE, CD, RCN, of Victoria, has proceeded on retirement leave after nearly 40 years of service with two navies.

Perhaps one of the best-known officers in the RCN, Lt.-Cdr. Pember was born in Herefordshire, England, on November 21, 1902, and entered the Royal Navy as a boy seaman in October 1918. He took his early training in the much-feared HMS *Impregnable* training ship and during the next ten years served in a battleship, three light cruisers, a submarine depot ship and a patrol vessel, in the Home Fleet, the America and West Indies Squadron and on the China station, as well as in establishments in the United Kingdom undergoing courses.

In 1929 he was loaned to the Royal Canadian Navy and in June 1931 he transferred to the RCN. A few months later he was drafted to the United Kingdom to qualify as a regulating petty officer, during which time he served in an aircraft carrier and a battleship.

On his return to Canada in June 1932 he was a regulating petty officer on the regulating staff at HMCS *Naden*, RCN barracks at Esquimalt, B.C. In 1935 he was promoted to master-at-

arms, and took charge of regulating duties at *Naden*.

In July 1940 he was promoted to warrant master-at-arms and became the first to hold that rank in the RCN. Two months later he was appointed to HMCS *Stadacona*, RCN barracks at Halifax, in charge of regulating duties. In 1942 he was promoted to commissioned master-at-arms. He was granted the acting rank of lieutenant-at-arms, and appointed in charge of regulating and as officer-in-charge of the Shore Patrol Training School. He was confirmed in the rank of lieutenant the following year.

In January 1948 Lt.-Cdr. Pember was appointed to HMCS *Naden* as regulating officer and officer-in-charge of shore patrols, and in May 1952 he was promoted to his present rank of lieutenant-commander-at-arms.

Lt.-Cdr. Pember was awarded the MBE in June 1943 for "unfailing devotion to duty".

A devoted worker in the interest of the Royal Canadian Naval Benevolent Fund since its inception, he was again elected one of its directors in 1957.

Lt.-Cdr. Pember was married in 1932 to Miss Catherine Susanna Beaumont, of Herefordshire, England. They have three daughters.

Sussexvale, *Ste. Therese* and *New Glasgow* have carried out three cruises for the UNTD personnel. The first cruise lasted until June 10. The two other cruises took place during the periods June 17 to July 22 and July 29 to September 1. Ports in the U.S., Mexico and Hawaii were visited.

Approximately 70 cadets were embarked in the ships for each cruise, their training while afloat being supervised by Lt.-Cdr. Peter Hinton, sea training commander, and by a sea training officer appointed to each of the three ships. Lt.-Cdr. J. O. Pearson, cadet training commander at *Naden*, was in charge of the cadet training program.

Messages from Past in Cairn

A link with other Canadian ships that have helped to make Arctic history was forged in August by HMCS *Labrador* as she began her successful endeavour to find a safe Northwest Passage for deep draft ships through Bellot Strait, between Boothia Peninsula and Somerset Island.

On August 23 Hydrographer Stewart Dunbrack of Dartmouth, N.S., found a cairn on a hill about half a mile from Fort Ross, abandoned Hudson's Bay Company post at the eastern entrance to the strait. The cairn, a pyramid of rocks, protected six bottles containing messages.

The earliest dated message was written by passengers of the Hudson's Bay Company supply vessel, RMS *Nascopie*, on meeting the HBC supply ship *Aklavik* after the latter's transit of the strait in September, 1937.

Another message was signed by Sgt. (now Superintendent) H. L. Larsen, master of the RCMP vessel *St. Roch*, and dated September 1, 1942. It recorded the schooner's voyage of that year, completing the Northwest Passage.

Other messages were written by Hudson's Bay Company personnel, by RCMP men stationed in the area, and by the crew of the Hudson's Bay



A helping hand from naval bandman Ord. Sea. Gary Calder proved to little Billy that there was more to playing a drum than meets the ear. On September 4 members of the famed HMCS *Naden* band, 42 strong, visited the Queen Alexandra Solarium for crippled children and presented a one-hour concert. After the show, members of the band distributed candy to the youngsters. The concert was under the direction of Lieut. (SB) Stanley Sunderland, assisted by CPO Harry Bate-man. (E-42577)

Company schooner *M. B. Seal*, which also passed through the strait.

Before leaving the Bellot area, Captain Thomas C. Pullen, commanding officer of the *Labrador*, and the captains of the United States Coast Guard ships *Spar*, *Storis* and *Bramble* left in the cairn a report of their current operations.

Veteran of Two Navies Dies

Veteran of 32 years in the Royal Navy and Royal Canadian Navy, Lt. Harry G. Holmes, 55, died at *Naden*

Hospital on August 9. Funeral services with full naval honours were held in St. Andrew's Chapel, *Naden*, with Chaplain Douglas Fuller officiating.

Lt. Holmes enlisted in the Royal Navy when he was 17, and served for 14 years before coming to Canada. He was with the RCMP marine section for six years, and joined the RCN at the outbreak of the Second World War.

He is survived by his wife, Marjorie, and daughter, Clare Margaret, two brothers, Maxwell and William Holmes, and two sisters, Mrs. Daphne Gow and Mrs. Joyce Keningale, in England.

Physician, Why Heal Thyself?

One of the inducements offered to qualified medical practitioners to apply for commissions in the South African Medical Corps, Permanent Force, is (quote):

"Free medical attention for the member and (if married) his family . . ."

The words appear in a Department of Defence notice published in "Commando", the South African services magazine, August 1957 issue.



A pencilled impression of Godthaab, Greenland, by Cdr. C. A. Law, executive officer of the *Labrador*.

VISIT TO GODTHAAB

(*HMCS Labrador visited Godthaab during the summer with H. F. Feaver, Canadian Ambassador to Denmark, and Eske Brun, head of the Danish Government's Greenland Department, who had embarked in the Canadian Arctic patrol ship for passage from Narsarsuak to Godthaab.*)

GODTHAAB is a little town by most standards and yet it is the largest community on the immense island of Greenland. Very few Canadians have been there although it is the capital of one of Canada's closest neighbours.

The *Labrador* this summer paid a visit to Greenland and Godthaab and we were very impressed with this mighty, little town. It possesses the vigour we Canadians associate with our own recent development and it has the warm hospitality found in our prairies, all enhanced with a scenic beauty difficult to match anywhere in Canada.

While Greenland belongs to Denmark and many of the island's immigrants are from there, Canada has provided her share of Greenland settlers, for the first of these were Canadian Eskimos, believed to have lived a nomadic life on Greenland more than a thousand years ago.

Perhaps the most interesting feature of these people is the degree of inter-marriage, resulting in a people ranging

through all degrees, from pure Dane to pure Eskimo. In daily conversation there are no Eskimos and no Danes. All who were born there have the right to call themselves Greenlanders, a right they proudly exercise.

Although Godthaab has a population of only 2,000 and is on a latitude with Baffin Island, it has electricity, modern homes and apartment buildings, a hotel and well-stocked shops—in fact most of those things we consider essential to the modern way of life.

The *Labrador's* visit was not just another friendly call by a neighbour. The ship had on board the Canadian Ambassador to Denmark and the traditional ceremony for such a visit was not missing, with a formal salute being fired, a guard paraded and all those formalities observed which you might expect of any capital city.

It is difficult to believe as you walk down the main street of this modern town that Greenland is a country consisting of more than 90 per cent perpetual ice, yet you have only to go a few miles inland to see the giant ice cap stretching away into the haze. Your imagination is staggered when you are told that the ice is more than 10,000 feet thick in places.

The mountains which surround Godthaab range up to 4,000 feet in height

and are visible from all points as there is no foliage to screen one's view. All around in the summertime there are beautiful wildflowers in a rainbow of colours, set off by the green grass, blue sky and majestic, sharp mountain peaks.

Some day Greenland may well attract tourists the year round. There is excellent skiing in the winter, enjoyed in a climate which is warmer than many of the populated parts of Canada. In the summer there is fishing and hunting with plenty of wild fowl or polar bears to satisfy the hunter. And you need never suffer from the summer's heat, for you can always find shade in the shadow of the icebergs of which there is an endless parade wending their way down to the open sea from the glacier where they were "calved".—B.F.A.

LABRADOR PRAISED FOR NORTHERN WORK

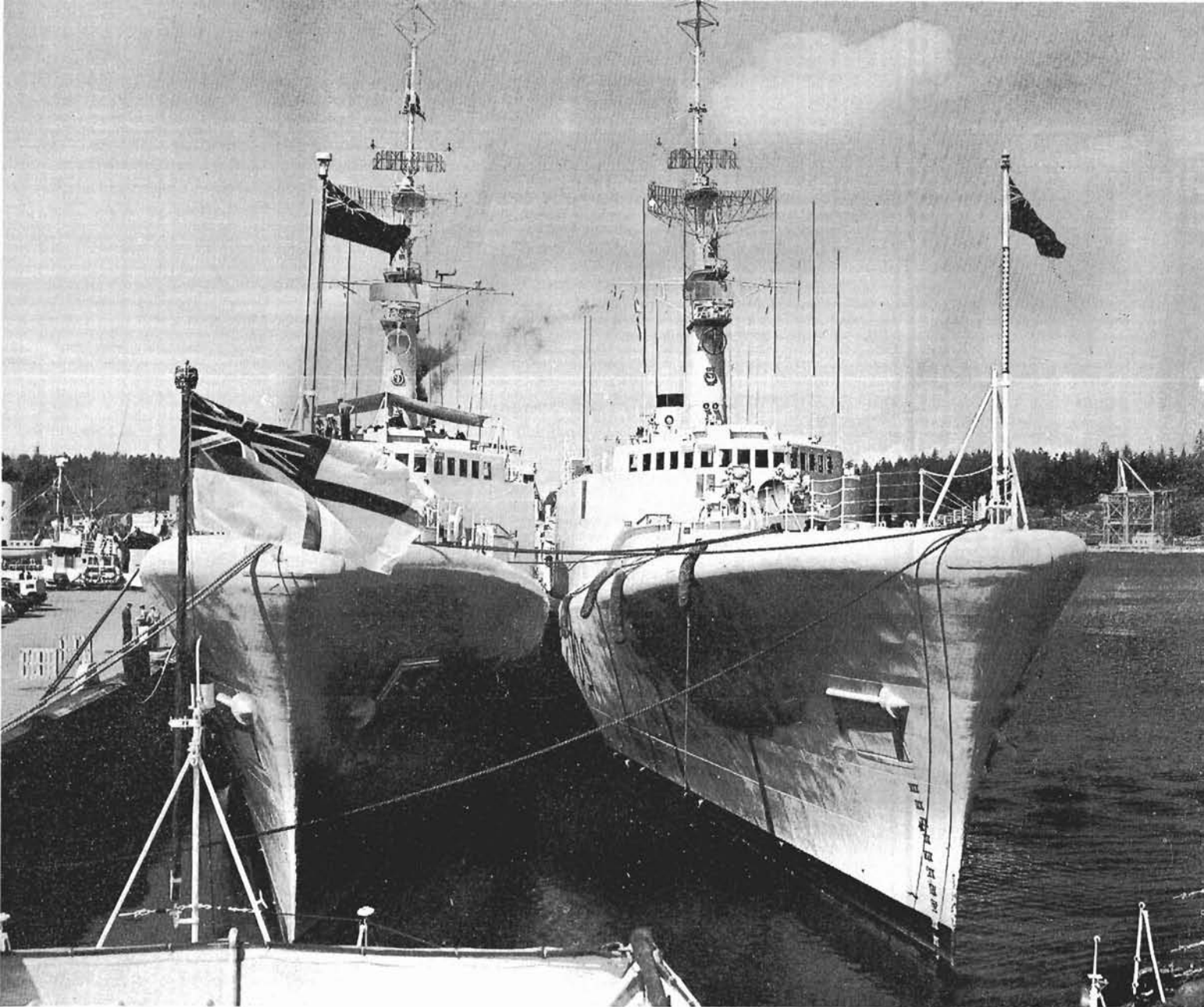
Official congratulations were sent to the Arctic patrol ship *Labrador* on the establishment of two vital new deep-draft ship passages in the Canadian Arctic.

The most recent notable passage made by the *Labrador* occurred late in August when she became the first deep-draft ship to sail through Bellot Strait, between Somerset Island and Boothia Peninsula, thus establishing an alternate eastward escape route for ships operating in the central and western Arctic.

The earlier passage was between Resor and Pike Islands in the upper reaches of Frobisher Bay, at the south-eastern end of Baffin Island. Its discovery and survey by the *Labrador* provides a deep-draft channel into the head of Frobisher Bay, an important anchorage and assembly point for Dew Line ships. Previous routes past the islands were hazardous and more devious.

The Naval Board of Canada had praise for both of the *Labrador's* exploits in its message to the *Labrador*. The Naval Board's message, despatched from Ottawa, commended the *Labrador* on the transit of Bellot Strait and added: "The continued meeting of assigned tasks and undertaking of unassigned projects of such significance as the survey of Frobisher Bay reflect great credit on the officers and men of HMCS *Labrador* and their civilian collaborators."

Two United States Navy admirals also sent their appreciation of the *Labrador's* work.



Twin sisters so nearly identical that an error in names might be forgiven by anyone except those who sail them, the Skeena and Fraser are shown as they met for the first time under the White Ensign at Esquimalt. Even with pennant numbers obscured there are solid clues to identity in the ships' badges affixed to the masts. Keen eyes will detect other differences. Unless someone has switched the badges, the Skeena is outboard at the left in the picture. (E-42340)

From Vice-Admiral John M. Will, Commander of the Military Sea Transportation Service, went the following message:

"Again I am pleased to send *Labrador* my congratulations and another well-done. Your transit of Bellot Strait without incident is one more forward step in the establishment of the existence of a deep-draft exit so important in Arctic re-supply of Canadian and U.S. defence efforts."

Earlier, in describing the Frobisher Bay passage, Vice-Admiral Will had referred to the *Labrador's* "outstanding operations in developing the Arctic sea lanes". He said: "Use of this deeper, wider, straighter and safer channel will greatly facilitate shipping into this port

where previously known approaches have been difficult and hazardous.

"The Military Sea Transportation Service realizes more than anyone else the great significance of your contribution to safer navigation in this area since we have had two very serious and costly groundings in Frobisher Bay."

Rear-Admiral Roy Gano, Commander of Task Force Six of the Atlantic Arctic Task Force of MSTS, under whom Captain Pullen is task group commander for the Bellot Strait operation, also sent messages of congratulation on the two passages. Of the Bellot Strait success he said:

"The first deep-draft passage of Bellot Strait will be marked in history and adds yet another feather in the well-

decorated cap of HMCS *Labrador*. Well done."

Of the Frobisher Bay passage, Admiral Gano said:

"The charting of the channel between Pike and Resor Islands by HMCS *Labrador* removes a major hazard to ships transmitting Frobisher Bay. Your discerning the need, and seizing the opportunity while accomplishing assigned duties and coping with unseen operational problems was a very fine example of initiative, resourcefulness and professional competence, reflecting great credit to the Royal Canadian Navy.

"Please convey my appreciation and congratulations to your officers and men. Well done."

THE MEANING OF SPOTS ON THE SUN

They Raise Problems, but Don't Be Alarmed

THE GREAT INCREASE in publicity concerning disturbances of the sun (solar flares, sunspots and magnetic storms) this year may have given rise to some doubts as to the reliability of Old Sol.

Some day, we are told, when the sun has exhausted most of its available supply of hydrogen fuel, it will suddenly flare up and engulf the world and the other planets in searing flame, ending forever the interesting experiment known as life. An eminent scientist is said to have offered the consolation that this event is several billions of years away and, in any case, the sun is only a minor star among the myriads in the universe.

The present happenings on the sun are of interest to astronomers, to radio communicators and to students of the earth's magnetism and cosmic rays. Because the International Geophysical Year, during which such phenomena are receiving special study, is in being, the sun's vagaries are receiving a lot of attention they did not receive in past periods of solar activity.

The navies of the world are particularly interested in the effect of solar flares on radio reception and transmission. They would like to know why long-distance transmissions are suddenly blanketed on one occasion and reach for extraordinary distances on others. Of lesser concern, now that gyro compasses are almost universal in ships at sea, are the magnetic effects of solar storms.

During the huge NATO exercise Strikeback radio communications of the massed fleet of powerful warships were seriously upset by an intense magnetic storm, of which there was visual evidence in the Aurora Borealis that wavered and flickered across the Arctic sky at nights.

Military correspondent Hanson W. Baldwin, of *The New York Times*, reported that he had "never seen an exercise in which a fleet was blacked out for so long a period and when communication delays were so frequent. Even short-range communications to Norway and within the fleet were subject to considerable delays".

Mr. Baldwin felt that part of the problem was due to overdependence on the teleprinter, whose messages may be garbled at times when it is still possible to read Morse code. He remarked

that the visual signalman's rating, which had been abolished in the USN, had lately been restored, but the old skills in flashing lights and semaphore and flag signals had not yet been regained.

With a view to restoring the perspective on the subject of solar activity, the Admiralty has issued a statement on behalf of the Royal Greenwich Observatory, which says:

IT HAS BEEN known for over a century that solar activity rises and falls in an approximately 11-year cycle. By 1850 it was also realized that the sun strongly influenced the variations in the earth's magnetic field, the activity of which closely follows the solar cycle.

The most obvious manifestation of the sun's activity is the appearance of sunspots. These are small disturbed areas on the sun which, being cooler than the adjacent surface, show up by contrast as dark spots. The life of a sunspot may be anything between a few hours and several months.

The sun rotates about its own axis in just over 27 days (as seen from the earth) and so a spot lasting for a passage of the disk will be seen for about a fortnight.

Sunspots vary greatly in size and frequency during the solar cycle. At times of minimum activity, the sun may be spotless for as many as 200 days in a year, while at maximum there may be more than 20 groups visible at once, many consisting of several individual spots.

The larger groups are easily visible to the naked eye when the sun's light is cut down by fog or when viewed through a dark glass.

Solar flares are short-lived, sudden increases in the intensity of the surface brightness in the neighbourhood of sunspots and can be normally seen only in the light of particular wavelengths, for example, the hydrogen line in the red part of the sun's spectrum.

Flares are very common at peak solar activity, the frequency even rising to an average of a flare every two hours for considerable periods.

Most flares are small and of short duration, having a life lasting a quarter of an hour or so. The individual influence of such a flare is negligible, but in the case of big flares (the longest-

lived of which have lasted about seven hours) their ultraviolet radiation affects the ionosphere, or electrically charged layers lying some 80 miles above the earth's surface.

As radio waves are reflected by the ionosphere, disturbances caused by solar radiation interfere seriously with radio communications. These sudden short-wave fadeouts are coincident with flares (this has been known for more than 20 years), but there is also a secondary effect which may occur a day or so after a large flare due to a stream of corpuscles (electrified particles) from the neighbourhood of the flare reaching the earth.

If sufficiently intense, the effects give rise to world-wide magnetic and ionospheric storms which may last for a few days and cause serious and prolonged disruption of radio communications.

At any maximum of the solar cycle, therefore, continued periods of fairly frequent disturbances can be expected.

The International Geophysical Year has been timed to coincide with such a period of activity so that the effects on the earth can be assessed.

The disturbances at the beginning of July and September were caused by several medium sized sunspot groups and associated large flares.

Although the sun was very active at these times, its behaviour was consistent with what can be expected at such a period, and it should be borne in mind that the present cycle has so far produced no sunspot group reaching even half the size of the giant group which crossed the sun's disk in April 1947. This group, although the largest recorded since the Daily Greenwich records began in 1874, amounted to no more than 0.007 of the sun's visible hemisphere.

In spite of exaggerated reports since the beginning of the International Geophysical Year, no flare has been observed exceeding that of July 1946 in size. The most outstanding event of the present solar cycle was the flare of February 23, 1946, which caused an unprecedented increase in cosmic radiation.

As the sun is at or only just past, its maximum activity, the recurrence of disturbances similar to those recently experienced cannot be regarded as exceptional.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *New Glasgow*

An interesting presentation took place on the *New Glasgow's* quarterdeck on the occasion of the Queen's Scouts of British Columbia taking passage from Victoria to Vancouver.

The *New Glasgow* had carried the Queen's Scouts from the mainland to Victoria for their annual presentation of Queen Scout badges by the Lieutenant Governor of British Columbia. Obviously the scouts enjoyed PO Don Cambridge's galley fare, for on the return passage a most thoughtful gift in the form of a silver salver was presented to the ship.

The presentation was made by Queen's Sea Scout Peter Carroll of West Vancouver, B.C. The salver with a Boy Scout's badge mounted in the centre is engraved "HMCS *New Glasgow*—Thank You—B.C. Queen's Scouts, 1957".

In return the captain, Lt.-Cdr. J. W. Buckingham, presented the Queen's Scouts with a replica of the ship's badge and a plaque to mark the occasion.

Personnel in the *New Glasgow* were most impressed with the conduct and good cheer of this group of young Canadians. The total impression was that Colonel G. W. Smart, CD, RC Signals (Ret'd), scouter in charge of the contingent, and his assisting scouters, had a pretty smart "ship's company".

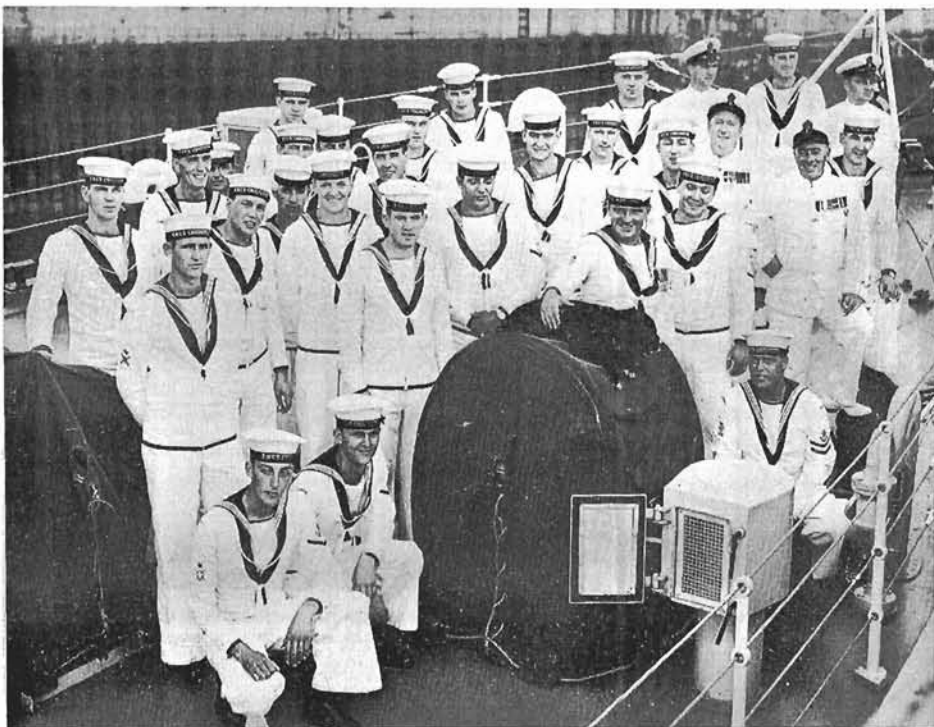
ATLANTIC COMMAND

HMCS *Fort Erie*

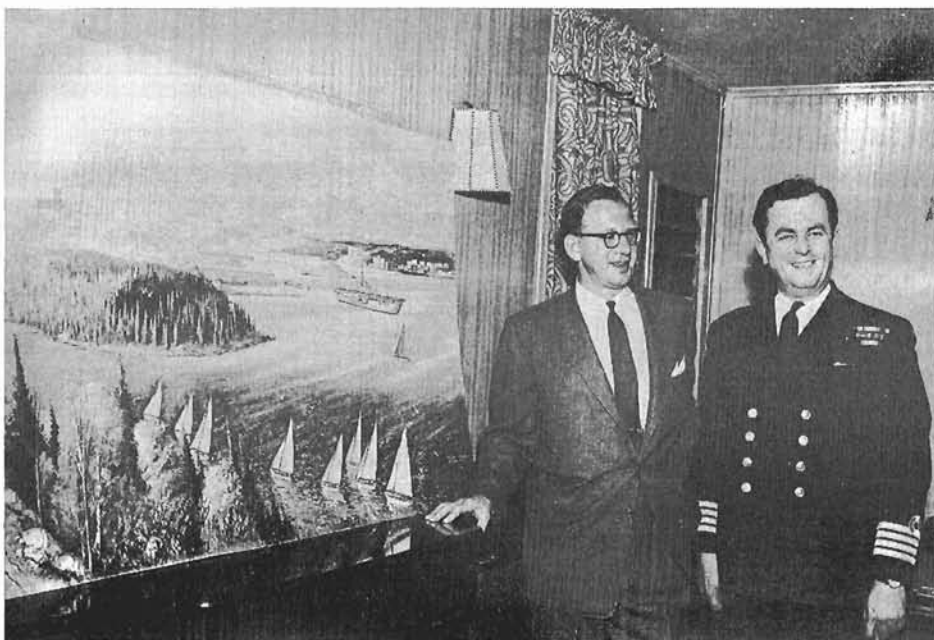
The *Fort Erie* returned to Halifax on August 30, on completion of the third and last UNTD cruise (East Coast) for 1957.

Proudly hoisted above the pilotage position were three "Cocks-o'-the-Walk", the trophies awarded each cruise for the ship that scores the highest aggregate total points for ship's company and cadets' regatta, track and field and sports events—and a broom at the masthead, denoting a clean sweep for the second year in succession.

Since re-commissioning at Sydney, N.S., in April 1957, the *Fort Erie* has made six UNTD cruises to Europe, with calls at London, Antwerp, Arcachon, Lamlash, Invergordon, Milford Haven,



HMCS Chignecto, another in the construction program of 20 coastal minesweepers, was commissioned August 1 at Lauzon, Que. The band of the Royal 22nd Regiment provided the music for the occasion and a guard was mounted by D'Iberville. The ship's company (negative duty men but including the mascot, "Spike") gathered for a souvenir photo on the forecabin after the ceremony. (ML-5893)



His Worship Mayor Leonard A. Kitz of Halifax presents a mural to the *Bonaventure* shortly after the ship arrived. The painting, by Joseph Purcell, Lunenburg, will be hung in the men's cafeteria. The gift was accepted on the ship's behalf by the commanding officer, Captain H. V. W. Groos. (HS-48967-68)

Leith, Amsterdam, Bergen and Rothesay. In addition, she has made a number of other training cruises with Maritime Warfare School classes, JOTLC navigation classes, TAS training classes, etc., and she called at Charlottetown, P.E.I., St. John's, Nfld., Savannah, Georgia, and Bermuda. She steamed more than 50,000 miles in so doing. Usually the frigates *Lanark* and *Lauzon* have been in company.—J. de B.

HMCS *Ottawa*

Although July and most of August was a period of quiet activity, consisting mainly of leave, the early summer months saw the ship partaking in more strenuous employment.

On returning from a spring cruise, the ship took part in Exercise "New Broom VII", and, five weeks later, in Exercise "Coldgulf". In between these exercises the *Ottawa*, with the Senior Canadian Officer Afloat (Atlantic), Captain D. W. Piers, embarked, and the *Assiniboine* participated in the International Naval Review at Hampton Roads, Virginia. The two ships represented Canada as one of the 28 participating nations. Daily, both ships landed a sunset guard which, in company with the band from *Stadacona*, thrilled thousands of spectators who had thronged into the Norfolk area to visit the Jamestown Festival.

On June 6, whilst at sea, Captain D. W. Piers, and Cdr. C. R. Parker entertained nine crew members who had taken part in the D-Day operations 13 years before. Varied, indeed, were the recollections of that memorable day.

During the summer, the ship played host to several organizations visiting



One of the most popular features of the Regina Exhibition throughout the years has been the Travellers' Day parade. This year HMCS *Queen* joined in the fun by entering a 40-foot "Neptune's barge". Male personnel took the roles of King Neptune and his attendants and the exceedingly decorative mermaids were drawn from the ranks of the wrens. (Photo by West's Studio.)

the Atlantic Command, including a trip to sea for NATO journalists, and the combined military attachés from Washington and Ottawa.

The ship's softball team, which has enjoyed an enviable record in the First and Third Escort Squadrons, was looking forward to even greater success before the season ends.

During the last few months the "clearance diving bug" has bitten a number of enthusiasts on board. With

four officers and two men qualified in Clearance Diving (Ships) and 12 men awaiting course, the appearance of frogmen in and around the ship is not an uncommon sight.

Now that a helicopter platform (ex-*Buckingham*) has been fitted, the ship awaits the fall cruise and the North Atlantic weather that one associates with such cruises.—M.R.

HMCS *D'Iberville*

The commanding officer of *D'Iberville*, Cdr. J. M. Favreau, sat on the *Venture* board from July 2 to 12.

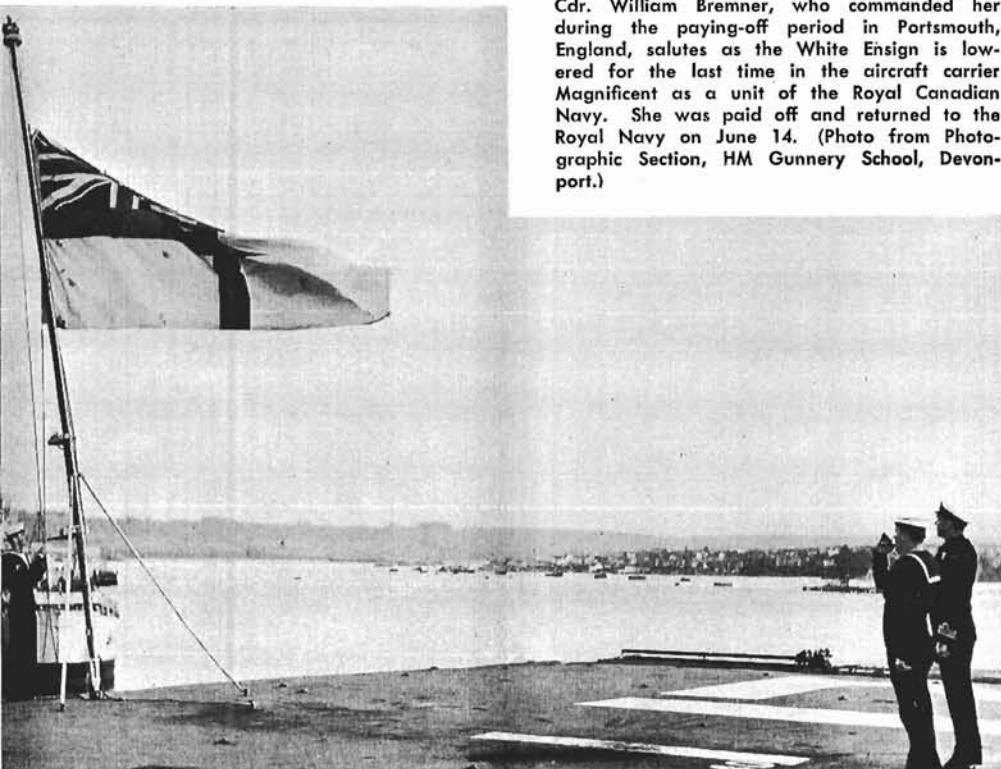
Lt. (S) L. A. Clarkin was appointed from *D'Iberville* on July 2 to assume new duties in *Stadacona*. He was relieved temporarily by PO J. E. Brown who came from the *Huron* on June 6.

The French frigate *l'Aventure*, under the command of Capitaine de frégate Lebourlier, visited Quebec City from July 2 to 6. The usual courtesies were exchanged.

Quebec City was the port of call for the USN Midshipmen Cruise "Charlie" from July 17 to 21 sixteen American ships including a cruiser, 14 destroyers and an oiler under command of Rear-Admiral L. R. Daspit in USS *Des Moines*, berthed at Wolfe's Cove with their ships' companies of 280 officers, 1,115 midshipmen and 3,900 enlisted men.

D'Iberville paraded a guard of honour when Rear-Admiral Daspit called on

The last sunset on board the "Maggie". Cdr. William Bremner, who commanded her during the paying-off period in Portsmouth, England, salutes as the White Ensign is lowered for the last time in the aircraft carrier *Magnificent* as a unit of the Royal Canadian Navy. She was paid off and returned to the Royal Navy on June 14. (Photo from Photographic Section, HM Gunnery School, Devonport.)



Commodore Paul Earl, SNO Montreal, who acted as host to the American ships. Everything was done to entertain our visitors and their stay in Quebec was a happy invasion of all the facilities the city can offer.

After the warships had departed, the following message was received from Admiral Daspit:

"The warm hospitality and genuine friendliness shown all members of Midshipmen Cruise 'Charlie' during our stay in Quebec reflects the splendid relationships that have always existed between our two countries. We had a fine time and are greatly indebted for the many kindnesses received. Sincerest thanks. Au revoir."

On July 24, new entries from *D'Iberville* went to Ste-Anne de Beaupre shrine for the annual pilgrimage of the establishment. Their presence enhanced the piety of thousands of devout attendees attending the novena in preparation for the feast of the patron saint of sailors on July 26.

HMC Communication School

On August 29 Class Alfa 3, the third class of Reserve officers to qualify as "little c" specialists, graduated on suc-

A dinghy sailing race, staged by the Royal Canadian Navy Sailing Association (Hamilton branch), was one of the highlights of Navy Day at the Hamilton naval centre. A comic crew showed the large crowd how not to sail a boat. The two zanies struggling to get way on their dinghy are in real life, Lt.-Cdr. (S) J. P. Jordan, supply officer, Patriot, and Lt.-Cdr. A. A. (Tony) Turner, on the staff of the Flag Officer Naval Divisions. (COND-4521)



cessful completion of an intensive ten-week course. The course covers a major part of the "long C" syllabus.

The following were the officers in the class: A/Lt. T. R. Denton, Halifax; A/Lt. (W) B. A. Morrison, Ottawa; A/Lt. E. C. Boychuck, Saskatoon; Lt. A. Tardif, Quebec; and Lt. J. C. Maydew, Halifax.

They are to be commended in spending the summer gaining this very worthwhile qualification.

During August, two Trade Group One classes, CR 108 and CV 93, graduated after 28 and 19 weeks, respectively, on course. Top men were Ord. Sea. R. Manson, in CR 108 and AB J. Clark in CV 93.

Class CV 94 won the Matheson Cup for the month of August and will have its name inscribed on the trophy as a permanent record of its merit and skill at flag hoisting and mast drill.

This cup for competitive flag hoisting was presented by Cdr. P. Matheson, Royal Navy, one-time training commander at the Communication School when it was situated at St. Hyacinthe, Que. Its purpose is to maintain a high standard of communication by flags and is competed for each month by CV classes on course.

Arresting Gear Saves Aircraft

Largely improvised from materials at hand, emergency arresting gear installed on a runway at *Shearwater* has proved itself a real money-saver.

The arresting gear consists of two wires stretched across the runway and raised about six inches above the ground by crescents made from old automobile tires. The ends of the wires are secured to two lengths of anchor cable to give the necessary weight to the mechanism.

The gear proved its worth last May when Lt.-Cdr. H. J. Bird and Lt. E. D. Francis were bringing in one of Squadron 881's new Tracker anti-submarine aircraft in which the brakes were lost due to hydraulic failure.

The landing, which could have involved both pilots and plane in a spot of trouble, proved relatively simple. The tail hook was dropped, snagged the arrester wires and brought the aircraft to an abrupt but safe stop.

The pilots afterwards estimated that, if the aircraft had run wild along the runway, a crack-up doing as much as \$50,000 damage could have resulted.

NAVAL DIVISIONS

HMCS York

During presentation night at York recently three reserve sailors were presented with Canadian Forces' Decorations; York's reserve air squadron was given an efficiency award; the chief and petty officers' mess was presented with a plaque from England; and the "man of the year" award was given.

The presentations were made at the regular drill night of Toronto's reserve navy division.

Lt.-Cdr. James Morris, the first lieutenant-commander of the ship, was presented with the Canadian Forces Decoration by Commodore R. I. Hendy, Senior Naval Officer Toronto. Lt. (E) T. F. Stephens and PO Gordon Spiker were presented with medals as well.

Lt.-Cdr. Derek Tissington, commanding officer of VC 920, the reserve air squadron, was presented with a \$40 cheque, representing the annual award made from the Herbert Lott Naval Trust Fund given to the most efficient unit of a naval division.

Rear-Admiral Kenneth Adams, Flag Officer Naval Divisions, Hamilton, sent his congratulations. "The squadron is to be congratulated for its achievement in attaining this award," he said.

The chief and petty officers' mess was presented with a plaque from HMS *President*, London, England. This follows a similar presentation to *President* some months ago, by the reserve sailors at York. It was originally made



A treasure trove of historical photographs of the early Royal Canadian Navy has come from G. F. Bennett, former Chief Stoker, who is employed as stationary engineer at HMCS York, the Toronto naval division. He found them in 1946 when he was clearing out the old Chief and POs' Mess in the Auto Show Building at the CNE, wartime quarters of York. In the trash was a packet of faded brown photographs, dating back to the early days of the First World War. Mr. Bennett recently passed them on to The Crowsnest. Most of the pictures were concerned with HMCS Niobe, cruiser, or HMCS Grilse, torpedo boat destroyer. The above scene shows the coaling of the Niobe at Halifax around 1914-15. Notice the band at the right. The Niobe's bunkers ordinarily held 1,000 tons of coal, but space could be found on board for 2,000 tons. (CN-3263)

to foster goodwill between the two ships.

CPO Frank Hopkins was awarded a silver tray as the "Man of the Year" at York. Mrs. R. I. Hendy, wife of Commodore Hendy, made the presentation. Mrs. George Huffman, president of the Women's Naval Auxiliary, which has presented the award for the past 10 years, was in attendance.

On September 6 the USS *Worland*, a PCE attached to the Great Lakes Training Squadron in Chicago, visited Toronto and York. The vessel was commanded by Lt. (JG) Fryberger and had a compliment of 9 officers and 75 men. The *Worland* was on a regular training cruise, half her crew being reservists.

While in Toronto many of the crew visited York and the information de-

partment of York arranged for press and TV to cover the visit.

On Saturday and Sunday of the visit open house was held and many Torontonians visited the ship.

HMCS Queen

The Regina naval division's contribution to this year's Travellers' Day Parade, an annual event held in conjunction with the Regina Provincial Exhibition, was most unusual this year.

One does not expect to see a 40-foot ship bearing King Neptune and his retinue, performing the crossing the line ceremony, steaming down Albert Street where only "prairie schooners" have sailed heretofore. However, *Queen* accomplished that.

Credit for this achievement goes to shipwright PO D. Pettinger and Lt. (E)

Grant Budd, who engineered the project, and the many helping hands who participated in the parade.

The simulated ship was mounted on the three-ton truck, and a "low-bed" trailer graciously loaned by Saskatchewan Area Army Headquarters.

King Neptune, complete with trident, was played by Lt.-Cdr. W. B. McGregor, Staff Officer (Administration), and his winsome bride, seaweed skirt and all, by Sub-Lt. Hugh Borland. With the able assistance of the "bears", and barber they made the crossing the line ceremony a huge success.

The lovely mermaids, all members of *Queen's* wren division added greatly to the audience's appreciation of the rigours of life at sea, and it is not anticipated that the "press gang" will ever be required in Regina—A.R.S.



Members of an RCN clearance diving team prepare to survey the approaches to a military base on the east coast of Baffin Island during the 1957 Arctic resupply operations conducted by the U.S. Navy's Military Sea Transportation Service. The Canadians, from HMCS Labrador, were based in the USN icebreaker Edisto for the operation. They are not identified. (Official U.S. Navy Photograph.)

DIVING IN ARCTIC A CHILLY TASK

RCN Frogmen Explore and Clear Northern Beaches

Royal Canadian Navy frogmen operated from the U.S. Navy icebreaker Edisto for a period this summer during the annual resupply of DEW Line stations in the Far North. In the foreground, they set up a tide gauge near a landing site on the east coast of Baffin Island, with the Edisto in the background. Tidal range is an important factor in determining landing sites for the unloading of supplies brought north during Arctic resupply operations conducted by the USN's Military Sea Transportation Service. (Official U.S. Navy Photograph.)

THE *LABRADOR* carried a seven-man diving team into the Arctic this summer.

The divers are jacks of all divers' trades. They are normally employed in Halifax where they may dive in the standard deep-sea dress—the traditional diver of old, inspecting and repairing wharfs, carrying out repairs on ships' bottoms and so on. Or they may practise the art of searching for ground mines in case of war. For this role they are trained in "self-contained swim diving", which results in them being known as frogmen.

It is in the frogman role they are employed in the Arctic, sometimes swimming under the ship to inspect suspected damage or to seal some of the many openings the ship needs underwater for cooling her powerful engines. This latter is sometimes necessary if an internal valve becomes defective. Normally a ship with this difficulty would have to go into a dry-dock. This is of course not possible for a ship operating in the Arctic.

Most frequently the divers are swimming on beaches like so many other Canadians in the summer, the difference being these northern beaches are often covered with ice and the water



is a cool 29 degrees—about the freezing point of sea water.

Beach swimming in ice is necessary to find safe landing sites for landing craft that invade the Arctic during the latter part of July and August. Often large boulders and pinnacles of rock must be blasted. Before their job is done in the fall, the frogmen will have searched and cleared about 15 beaches from Newfoundland to well beyond the Arctic circle. This year they opened the season by working in Newfoundland and Labrador, for the most part in heavy ice. As the ice moved south out of the Arctic they worked their way further and further north.

This is the third year Canadian naval divers have gone into the Arctic. Some of the divers this year had made the trip before and volunteered for a second season. These veterans of the north included PO N. H. Mitts, PO Francis MacArthur and Leading Seaman H. R. Finlay.

This was also the second trip for the officer in charge, Lt.-Cdr. B. F. Ackerman. The newcomers: PO P. J. O'Neil, PO B. H. Dillistone and AB L. V. Patcherson are now well initiated into the Walrus Club of HMCS *Labrador*.

The natives of one Canadian village are still shaking their heads about an event that disturbed their normal quiet summer evening. A helicopter appeared in the sky from seaward, circled and came gently down near the main street and out stepped a man in a frogman suit, changed his crash helmet for a swim mask and strode gaily into the



A team of RCN frogmen take soundings of water at a military site on the east coast of Baffin Island while operating from the U.S. Navy icebreaker *Edisto* this summer. (Official U.S. Navy Photograph.)

ice-choked harbour. At about a thousand feet from the beach, he climbed onto an ice flow to get his bearings. At this point a few who hadn't seen the arrival of the helicopter did a double take when they looked from their front windows. It was the diving officer having a preliminary look at the beach.—B.F.A.

RETURN TO ELBA

LAST YEAR, early in July, the *Labrador* visited a lonely little island east of Baffinland in the Canadian archipelago. We shall call the island Elba, for that is not its name.

Pogo, the ship's sound boat, was lowered and *Pogo* and the *Labrador* ran lines of soundings and did a hydrographic survey while navy divers made sure the beach was clear of all obstructions, in preparation for the freighters which would come later in the year to deliver supplies to the DEW Line site under construction ashore.

On the beach, foundations were laid for an oil storage tank above the beach. Where 800-foot cliffs culminated in a rocky plateau, a construction camp of Atwell huts and sheds had been erected.

When her task was finished and the *Labrador* left, Elba was still a lonely, barren little island.

In July 1957, when the big white ship returned to Elba, to complete her

soundings and hydrographic work, she found there had been some changes made. On the beach stood a gleaming, silver storage tank. Above it, almost at the edge of the grey cliffs, stood the great black microwave units looking like three large drive-in theatre screens standing close together. Strange domes, radar antennae and radio aerials sprouted skyward, and grouped about them were the living quarters of the radar station's staff.

One of the *Labrador's* jobs this year was to go out again through the ice-fields off the coast to aid an old friend, the U.S. Navy's ice-breaker *Edisto*, to escort cargo ships bringing more supplies. In they came, three of them heavily laden and low in the water, hanging on the heels of the broad-beamed ice-breakers who shouldered the ice roughly aside. Soon the cliffs rang to the rattle and clank of the booms. Landing craft scuttled between

ships and shore, engines snorted and roared. Helicopters flitted to and fro like giant dragonflies. Even the weather co-operated with clear skies and light winds.

Out of the gaping cargo holds came box after box and crate after crate of supplies and equipment, into the boats, to the beach, out of the boats and into the places made ready beforehand. At night, or in the dim twilight which passes for night at this season, lights twinkled, a line of them on the beach; and on the cliffs shone the lights of the station itself, in the huts and the sheds, and the red beacons atop the high towers. Elba, for a few short days, was doing the business of a large seaport.

Meanwhile the *Edisto* and *Labrador* got together as old friends will. In the calm harbour, the *Labrador* closed the *Edisto*, her foc'sle abreast the other's stern. The American ship's starboard crane was then used to transfer some radar beacons from her flight deck aft to the *Labrador's* cargo hold forward. Men of both ships worked side by side to get the job done. There would be time afterwards for visiting, the renewing of old acquaintances and making new friends, an exchange of views on doings past and present, and future, too. And as they lay side by side, these two shepherds of the little fleet of merchantmen, the clanking and the roaring of machines and the cries of the



The Bonaventure entered a float which gained third prize for its originality in the Lord Mayor's parade last spring in Belfast. The RCN entry included the ship's band. The Bonaventure float, depicting buck-skinned Ulster pioneers with Indians of early Canada, is shown in the parade. (BN-792)

men who drove the machines went on through the Arctic dusk.

In the silent hours, as the twilight became the long dawn, the quartermasters and the bos'n's mates chatted over their respective rails, shared their coffee and commented at length on the hardships of their thankless night watches.

Then came morning, the calling of the hands, the precision of colours as two ensigns rose slowly together and

the parting, each ice-breaker to her respective task.

As we sailed away from the island we called Elba and looked back at the domes and the towers and the buildings and the great, grey ships still at anchor, we felt a sense of pride of achievement, for had it not been for our work last year this isolated, bleak little island could not this season be a busy port, an active little community, an efficient component of the DEW Line.—J.L.M.

What goes on in class can be surmised from the articles in the *RCAF Staff College Journal*, many of which are from the pens of lecturers who visited the college during the year.

The 1957 issue, which will be published November 1, features a symposium on "Air Power", in which Dr. Bernard Brodie, Air Marshal Sir Robert Saundby, Wing Commander John Gellner and Professor J. I. Jackson discuss important aspects of the strategic situation of today and the role of the air forces.

As a non-official publication, the *Journal* gives free expression to a wide range of opinions in the "open forum" section. Among the contributors this year are Professor R. A. Preston, history professor at Royal Military College, Kingston, on "The Soldier, the State and Military Education", and Dr. W. E. Blatz, University of Toronto psychologist, who discusses "Conformity vs. Non-Conformity". This section will contain the 1957 \$250 prize essay and many other articles and reviews.

The *RCAF Staff College Journal* will contain about 140 pages of reading and will sell for \$1 a copy. It can be obtained from: The Editor, *RCAF Staff College Journal*, Armour Heights, Toronto 12, Ont.

RCAF STAFF COLLEGE JOURNAL GOES TO PRESS

AN ANNUAL event, worthy of the attention of all three armed services, is the appearance of the *RCAF Staff College Journal*, with its wide-ranging discussion of military affairs as they affect Canada.

The function of the RCAF Staff College, whose buildings are located in the beautiful setting of Armour Heights, Toronto, is to prepare officers for senior staff appointments. The students are not drawn from the RCAF alone. Each year two or more RCN officers attend, two from the Canadian Army, two from U.S. Air Force and two from the Royal

Air Force—a leavening of the student body that helps to maintain the flexibility of attitude aimed at in the courses.

Emphasis is placed from the outset on acquiring a command of language, both written and spoken, and on the logical analysis and presentation of facts. An effort is made to up-date the thinking of the officer-students on both military and general world problems. Visits to industries and to defence installations in both Canada and the United States supplement classroom lectures.

THE NAVY PLAYS

Angler Lands

22-Pound Salmon

Big salmon may have been hard to find in the West Coast RCN Anglers' Association fishing derby in August, but Bill Hewton reeled in a 21-pound, 15-ounce beauty that copped him top prize, the Woodward Trophy and a complete camping outfit.

For an 18-pound, 11-ounce spring, Ted Westover, ex-CPO, won a clock radio.

In the women's section Mrs. S. Miller won an electric food mixer by reeling in an eight-pound, 15-ounce salmon, and Ted Allen, Jr., boated a six-pound, 11-ounce fish to take home a bicycle for the leading junior angler.

Seventy Compete In Golf Tourney

The Atlantic Command individual and team golf championships were held in July under the joint sponsorship of the Naval Golf Association and *Shearwater*.

The two-day, 36-hole, tournament was held at the Brightwood Golf Club and the Ashburn Golf and Country Club. Seventy aspiring divot-diggers participated, making it one of the most successful naval tournaments in recent years.

The field in the individual tournament was split into four divisions. Top honours in each division went to:

First Low Gross and Winner of the Oland Keith Trophy: Lt.-Cdr. (SC) L. F. Brozo, Jr., USN, *Shearwater*; runner up, Ord. Sea. W. Holland, *Cornwallis*; low net, Ldg. Sea. D. Maziak, *Shearwater*.

Second divisions: first low gross, Lt. G. Emerson, *Stadacona*; second low gross, Cdr. R. Hayward, *Algonquin*; low net, Shpt. Lt.-Cdr. H. Williams, *Stadacona*.

Third division: first low gross, Inst. Cdr. W. Fowler, *Cornwallis*; second low gross, PO G. MacGlashen, *Bonaventure*; low net, Lt.-Cdr. (P) R. Falls, *Shearwater*.

Fourth division: first low gross, Lt. (S) V. H. Fast, *Shelburne*; second low gross, CPO M. Freeman, *Cornwallis*; low net, CPO Cooke, *Nootka*.

The prize for the highest score went to P. O. O'Donnell, *Assiniboine*.

In the team competition last year's defending champions, *Stadacona*, again



Ord. Sea. Del Dorrington, of Gloucester, rounds third after belting a homer during the annual Ottawa Naval Softball championship, which the radio station won 18-7 from Bytown, last year's winner. Cdr. (S) J. D. Forbes (No. 5) covers third for the tardy throw while "Glo" coach and captain, Ldg. Sea. Sheldon Duffy, right, keeps a wary eye on the play. Dorrington also made a triple in the game, played on the radio station diamond September 8.

retained the team trophy. Members of the winning team were: Inst. Cdr. C. H. Little, Colonel H. L. Harris, Lt. J. J. Mahar and PO Bruce Hutchison.

In addition to the tournament the association held bi-monthly field days in June, July and August.

Lt. Preston Wins Olive ·22 Trophy

The annual ·22 rifle competition at HMCS *D'Iberville*, for the Olive Trophy was won by Lt. A. J. Preston, with second place going to Lt.-Cdr. R. F. N. Strouts and third place to PO R. A. Robertson.

RCN Captures Swimming Title

The Nova Scotia senior outdoor swimming championship was captured by the Royal Canadian Navy in August with 79 points in the men's events. Halifax YMCA had 27 points and Hantsport 10.

AB Larry Uwins was the individual star of the Navy team and won three

events, the 200-yard free-style, 400-yard free-style, and the 100-yard butterfly. He was also on the Navy's team which won the 400-yard free-style relay.

York Topples U.S. Reservists

Landing from the USS *Fulmar*, members of Rochester, N.Y., Naval Reserve Naval Militia Surface Battalion 3-9, led by Commanding Officer Commander Howard E. Merriam, attempted to storm HMCS *York*, the Toronto naval division, on Saturday, July 20. The assault was completely repulsed by willing hands from *York*.

The occasion of the landing marked the 30th annual visit between *York* and the Rochester reservists.

In 1956 Toronto went to Rochester and the result was a bitter disappointment to the tars from Toronto. This year the shoe was on the other foot—Toronto made a clean sweep of all the events. The boat-pulling contest was won by

one length; the rifle score was 469 points to 416; the tug-of-war was won in two straight pulls and the baseball games by a score which will not be mentioned.

The lack of hospitality on the sports field was more than offset by the happy times at the various social events. The dance was the highlight of the entire visit starting with a buffet supper at 1800 and with the rest of the evening spent in dancing to the music of a well-known Toronto orchestra.

The USS *Fulmar* is a motor mine-sweeper and took part in the assault and occupation of Iwo Jima during the Second World War. It was in fact the flag from this vessel that was raised on Iwo Jima and was the subject of so many photographs at that time. The *Fulmar* is now a training ship, stationed at Rochester. The trip to Toronto was regularly scheduled weekend drill and the reservists worked the ships as though under wartime conditions.

Cdr. Howard E. Merriam, commanding officer of Rochester's Naval Reserve, served in the Second World War as communications and combat information centre officer during the war in the Pacific.

The American visitors were welcomed by Captain L. D. Stupart, com-

manding officer of *York*, and the reply was made by Cdr. Merriam.

Sunday morning was the day of the ball game and again the weather smiled, although the play could hardly be classed as "serious".

During the 30 years of these friendly visits, the spoils have been evenly divided. Until next year, at least, the trophies will rest in the wardroom of *York*.

Fraser Wins Fleet Trophy

HMCS *Fraser*, the youngest ship in the fleet, took one of the Navy's most prized trophies in August when she won the "Cock-o'-the-Fleet" trophy.

The *Fraser* piled up the most points of any seagoing ship on the West Coast during the annual Pacific Command Fleet Regatta.

Sea Cadets Win Two Pennants

While attending summer training camp at HMCS *Acadia* this summer, Royal Canadian Sea Cadet Corps *Nelson* won two pennants in the Maritime area competition.

The winning pennants, first in boat pulling and second in sailing, were pre-



Lt. H. T. Addison, Royal Roads, winner of the RCN Golf Association open tournament at the Gorge Vale Golf Club. (E-41269)

sented to Lt. R. V. LeRoux, RCSC, commanding officer, by Sub-Lt. W. G. Stevens, RCSC, who accompanied the Halifax cadets.

Tennis Titles To Cornwallis

Cornwallis tennis players took two titles and placed players in several finals for various events to chalk up a total of 20 points and the championship of the Atlantic Command tennis tournament.

Stadacona, the host club, also won two divisions and took second place with 12 points. Third place went to Ships, although they didn't win a division.

Communicators Win Track Trophy

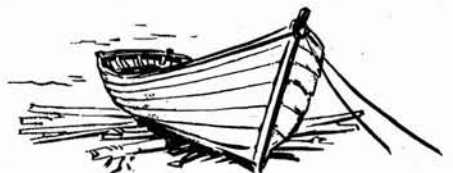
The *Cornwallis* Communication School track and field team took the *Cornwallis* annual inter-part track and field meet held in August.

Other teams competing for the *Cornwallis* track and field trophy were officers, chief and petty officers, supply, new entry "A", new entry "B" and Sea Cadets.

The trophy, up for annual competition, was donated by the *Cornwallis* ship's fund.



A hectic softball season has ended for teams of the Belmont Park Little League. The new champions are the Cardinals, captained by young Gordie James. During a brief ceremony held at the Belmont School park on September 10 crests were presented to members of the championship team by Commodore P. D. Budge, Commodore RCN Barracks. Team captain James is seen receiving his crest from the Commodore. The Cardinals were coached by Petty Officers Bob Gray and Brian Forbes. The Belmont Park Little League has four teams, with members ranging from 10 to 12 years of age. (E-42603)



WHO DID PAINT THE FIRST MAPLE LEAF?

Dear Sir:

Here we are again. It was with great interest I have read your article on "Whence the Funnel's Maple Leaf?" in *The Crowsnest* for June.

There must be lots of ex-RNCVRs living who may remember the following data re the Canadian drifters based at Gibraltar, spring 1917.

These drifters were turned out at Sorel, Quebec, and the first bunch ever to cross the Atlantic (one of same was sunk then) arrived with their Canadian crews as stated above.

These crews were shipped back to Canada and the new men to take over were the ratings that left Halifax on the *Laurentic* in October, 1917, maybe a few days later. The *Laurentic* had a fire in her coal bunkers and all hands had to shovel coal for a day or so. She was sunk on her next trip out. Commander then was Captain Norton.

Among the drifters arriving in "Gib" were CDs 69 and 75.

I wish to be as clearly reliable as possible after close to 40 years since those days. I do not desire surmise or guess here.

As mate of CD 75 and fairly good at artistic effects (Ahem) I painted the maple leaf in green on the funnel of our ship.

This, the first emblem ever to be seen of Canada in the whole of the eastern world was thus depicted.

It was not allowed, however, and only showed up for a day.

Such items as captains were only in the imagination. All you had to yell out was, "SKIPPER?" He came a-running. Hardly correct.

My skipper, Joseph? came aboard one night when we were in Tangiers, North Africa, with a dandy souvenir, an Arab's fez. This was acquired through strategy just as the row-boat left the wharf and in the dark.

You doubtless can get all kinds of data of this jazz crowd that made up the early RNCVRs in the Gibraltar unit as above.

Already I think I wrote you I was the first fellow (hick!) to sign up in Calgary under the Sir Alec Guinness Campaign and the recruiting officer was Lt. Julian. He had to slip out and buy a Bible in order to get the matter straight, obviously. Perhaps I could also have slipped out if I had known what I was in for(?).

My Esquimalt number was RNCVR 2733, October 1916.

So you at least have gotten something closer to the facts.

A. J. A. BELL.

1782 Bergstrom Road,
R.R. No. 1,
White Rock, B.C.

OLDEST VETERAN?

Dear Sir:

I was very delighted on receipt of *The Crowsnest* for the month of May to see a photo of my father's old ship *Niobe*, showing her at anchor in Halifax harbour.

You may be interested to know that my father, Charles Robert (Nobby) Hall joined the *Niobe* at Keyham Dockyard, Devonport, in 1910 just after she had been taken out of reserve and turned over to the Canadian Government. He was on pension from the Royal Navy at the time, and when reporting aboard to offer his services, there was no crew, only two officers, a paymaster and, if my memory is correct, an engineer officer. The ship at the time was in the hands of the dockyard mates. His offer was immediately accepted, and his first duty—recruit the ship's company.

My reason for writing you this letter is this. In the June edition of *The Crowsnest* in an article entitled "They Don't Speak His Language" mention is made of an oldtimer, 73 years of age, Mr. Fred Bates, ex-Royal Navy, ex-HMCS *Niobe*.

My father is still alive and living with my brother John, in Berkeley,



California, address 2942 Groom Drive, Richmond. He is 88½ years old, and I have reasons to believe he is the oldest living veteran of the Royal Canadian Navy. He is quite active, goes to church regularly and attends his lodge every week. He joined the Royal Navy on January 6, 1885, reporting for duty and training aboard the old training ship *Boscawin*. After his first period of training he was sent to HMS *Rover* on June 7, 1886. His last ship afloat was HMS *Hibernia* and from this ship he reported to the Devonport Barracks for pension on February 13, 1909.

From February 13, 1909, until the day he joined the RCN, July 26, 1910, was a short time for dad to be out of harness. When the Royal Naval College of Canada was opened in January 1911 at Halifax, he was transferred to that establishment and served under the command of the late Cdr. E. A. E. Nixon, and Capt. B. S. Hartley, Director of Studies. I was myself a shipmate with him for five years before going overseas in 1916. His service ended with the closing of the college at Esquimalt, B.C.

Dad is a keen reader of *The Crowsnest* and looks forward to me sending on each number as it comes.

It would be interesting to know if there are any more original members of the *Niobe's* crew that brought her out from England, still alive. I know of one, Mr. Layman (Tobby), who is a permanent resident patient at the Veterans' Hospital in Victoria. He is about 85 years of age.

Would it be possible, Mr. Editor, to have more photos of former ships of the RCN published from time to time, such as the cruisers *Rainbow*, *Aurora*, and gunboats *Canada*, *Petrel*, *Tuna*, *Grilse*, the two submarines, perhaps a photo of the original training schooner *Venture* that was attached to the Naval College at Halifax before the First World War? These ships constituted Canada's first fleet during the early days of the war of 1914-18. Also a picture of the original building where the Royal Naval College of Canada got its start 47 years ago.

Wishing you and *The Crowsnest* continued success and clear sailing.

Yours truly,
FRANK HALL

355 Arnot Ave.,
Victoria, B.C.

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.

ALEXANDER, Edward C. C2OT4

BARLOW, James P1RT4
BARTLETT, George H. C2EM4
BEAMISH, John N. LSEM1
BEAUDIN, Denny R. LSMA1
BEAUPRE, Guy R. LSRT2
BOOHER, Ronald L. LSEM1
BOUDREAU, Peter G. LSCK1
BOURASSA, Andre J. LSSW1
BRAMMAH, Peter R. LSCK2
BRIERE, Jean C. LSAO1
BROUGHM, Harley G. C2SH4
BROUILLETTE, Joseph H. C2SH4
BROWN, Ivan W. LSEM1
BUTLER, Martin J. LSEM1
BYRNE, Brian B. P1ER4
BYRNE, Cecil J. LSCR1

CASSIBO, Morris F. LSCK2
CASSIDY, Gerald T. LSSW2
CAVANAGH, James F. P1GA4
CAWTHRA, David F. LSAF2
CHAMBERLAIN, Allan H. LSEF3
CHRISTIAN, Clarence R. LSCK2
CLARKSON, Norman P2CV2
COLEMAN, Richard J. LSEM1
COLLINGS, William E. LSCS2
CORLETT, Edna R. WLCY2
CREASE, Ronald D. P2SW2

DAISLEY, Leslie M. P2EF3
DANIELS, Robert H. LSRT3
DELARGE, John J. LSRT2
DENIS, David R. LSEM1
DESROCHES, Aloysius J. LSEM1
DEWLING, George W. LSEM1
DEY, John A. LSAW1
DIAMOND, Albert J. P1ED4
DICKSON, Brian D. LSRT2
DODD, John D. P2RW3
DONKIN, Charles F. P1EG4
DOWLER, Gordon L. LSAF2
DOYLE, Anthony N. LSCS2
DUNCAN, Stuart M. C1OT4
DUNLOP, Donald J. LSCV1

ELLEFSSEN, Leo LSSW1
ELLIOTT, Ronald J. LSEM1
EMOND, Laurent J. LSRT2

FEHR, Anthony LSEM1
FITZGERALD, Carl J. LSRP1
FORD, James E. LSEM1
FRASER, George T. LSCS2

GERBER, Richard F. LSRT2
GILES, Douglas H. C2ER4
GILLILAND, James A. LSEM1
GILLIS, Douglas F. P1ER4
GOULDING, Meryle E. LSVS2

HAMILTON, Kenneth W. C2ER4
HAYES, Guilford R. LSEM1

HEBERT, Joseph L. LSRT2
HEBERT, Real J. P2GA3
HENDRY, Ian G. LSCK2
HESSELGRAVE, Roderick L. LSEM1
HICKSON, Ralph J. LSCR1
HILL, Donald A. LSEM1
HILLIS, David S. P2EM2
HINDS, James A. LSEF2
HISLOP, John L. LSAR2
HNETKA, Ralph LSEM1
HOWERTON, Jackson E. LSEM1
HURST, Ronald W. LSRT2
HUXTABLE, Kenneth R. LSEM1

INGLESON, Terry R. LSEM1

JACKSON, Ronald H. P2EM2
JAMES, Robert S. LSCV1
JOHNSTON, Edward K. LSEM1
JOHNSTON, Wayne S. LSEM1
JONES, Brython E. P2EM2
JONES, Merlin F. LSEM1

KAVANAUGH, Gilbert J. P2CK2
KING, Charles S. LSRP1
KLIMECKI, Victor A. LSAP2
KOWALSKI, John LSAF1

LAFORTUNE, Fenton L. LSMA1
LANCTOT, Gilles J. LSEA2
LARKMAN, Robert B. LSCS2
LAROCQUE, Jacques J. P2GA3
LAUZON, Laurent J. LSSW2
LECHNER, Ernest J. LSEM1
LOGAN, Frank E. C1SH4
LOGIE, Robert D. C2ER4
LORANGER, Albert J. P2EM2
LUTZAC, Alexander L. C2EM4
LYNCH, William F. C2EM4

MacINTYRE, Gordon P2TA3
MacKAY, Douglas A. P2TA3
MacKAY, John J. P2EM2
MacRITCHIE, Murdo M. C2EM4
McDIARMID, Donald D. LSEM1
McKAY, Adrian D. LSVS2
McLACHLAN, Ronald J. LSCR1
McMASTER, John W. C1ER4
McMILLAN, Gordon R. LSCS2
McNEILLY, Roy E. P2SW2
McQUESTON, William T. LSCV1
MAHOOD, John H. C2ER4
MALO, Gerald F. LSCR1
MARENGERE, Bernard J. C2EM4
MARKI, Alexander LSEM1
MASON, David R. LSAP2
MAYBURY, Kenneth R. P2TA3
MERRAM, James H. LSRP1
MERRIFIELD, John D. LSEM1
MIESKE, Donald C. P1ER4
MILBURN, George E. LSRT2
MILO, Clive E. P1EA4
MOFFATT, Ernest L. LSAM2
MOORE, Marvin R. LSEF2
MORASH, Allan R. C2EM4
MORRIS, Robert W. LSCS2
MURPHY, Patrick E. LSED3

NELSON, Robert Z. LSEM1
NEVISON, Jack H. C1ER4

NOON, Jack J. LSEM1
NOTT, George S. LSCS2
NUTTER, Frank P1ER4

OBEE, George J. P1GA4
OSMOND, Arthur L. P2GA3
OSMOND, John A. P1GA4

PALMER, Jack W. P1ER4
PARSONS, Allen R. LSEF3
PATTISON, Robert O. P1EA4
PAUL, James C. LSAP2
PAULNITZ, Frank A. LSRT2
PAYNE, Lionel B. LSEM1
PEMBROKE, George E. P1ER4
PENWARM, Bertram G. C2ER4
PETERS, Victor E. LSPW2
POTTER, Robert V. P1RA4
PRATT, Ronald W. LSEF3
PRENEVOST, Roland J. LSEM1
PROPP, Walter W. LSEM1
PROVOST, Laurent J. LSEM1
PURKIS, Charles A. P1EA4

RAY, John N. LSAP2
REED, Norman W. LSRT2
REID, John R. LSEM1
REID, Ronald J. P2EM2
ROBERTS, George D. LSAP2
ROBITAILLE, Gerard J. P2EF3
ROCKWELL, James R. LSAP2
ROGERS, Thomas S. P1EF4
RONDEAU, Gary L. LSCR1
ROSE, Gordon A. LSEM1
ROUSSEAU, Gilles J. P2SW2

SCHMIDT, Samuel LSEM1
SHACK, James F. LSCS2
SIMPSON, William LSEM1
SINDALL, John S. C2ER4
SMITH, David F. P2EM2
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TRACY, James H. P2GA3
TREMAIME, Thomas R. C2SH4
TROTTER, Thomas J. LSEF3

ULLOCK, Thomas J. LSQM1
UPCOTT, Gerald B. P2EM2

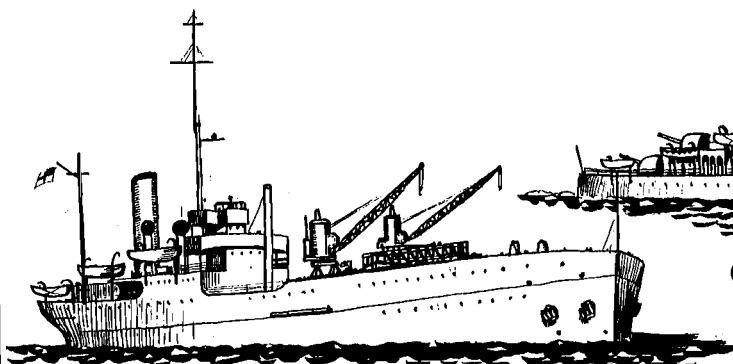
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WALKER, Bruce K. P2AR2
WALSH, John S. LSAA1
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WEBSTER, George R. LSAP2
WHITE, Alfred C2ER4
WHITE, Robert O. LSVS1
WILLIAMS, Glyn E. LSEM1
WING, David R. LSAP2
WISE, Ivan D. LSEM1

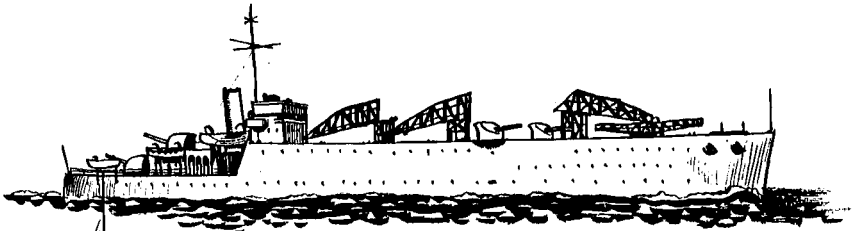
YOUNG, George C. LSED3

Naval Lore Corner

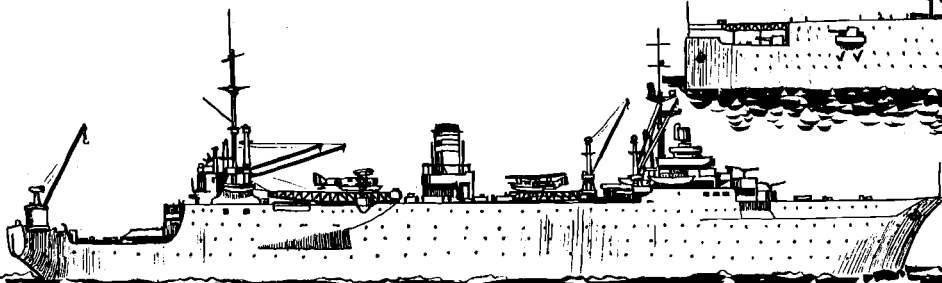
Number 51
SEAPLANE TENDERS



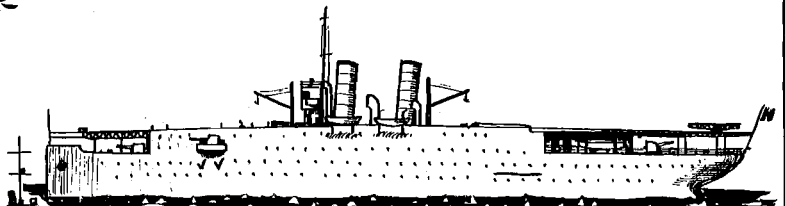
HMS ARK ROYAL (LATER RENAMED 'PEGASUS')... OIL TANKER CONVERTED INTO A SEAPLANE TENDER IN WORLD WAR I. TRAVELLING CRANES HANDLED AIRCRAFT ON FORECASTLE. LATER REFITTED AS AIRCRAFT EXPERIMENTAL SHIP.



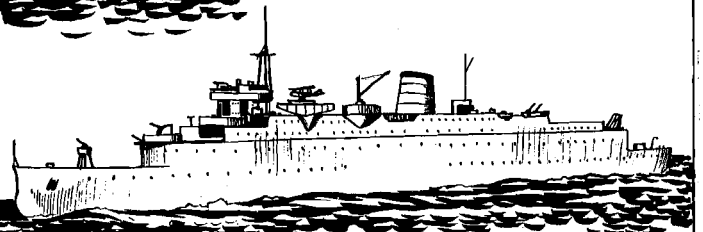
BRITISH (FORMERLY AUSTRALIAN) AIRCRAFT TENDER 'ALBATROSS' (1928) CARRIED NINE SEAPLANES. 4,800 TONS, 4 4.7 IN. GUNS, 21 KNOTS (SINCE SCRAPPED).



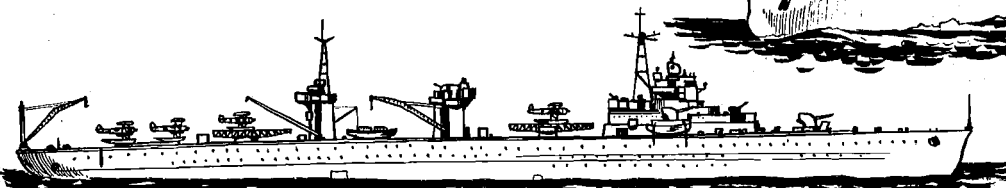
FRENCH SEAPLANE CARRIER 'COMMANDANT TESTE' (10,000 TONS) CARRIED 26 AIRCRAFT AND FOUR CATAPULTS. RATED AS AN 'AVIATION TRANSPORT' SHE WAS SCUTTLED AT TOULON. ARMAMENT WAS 12 3.9 IN. GUNS, SPEED 20.5 KNOTS.



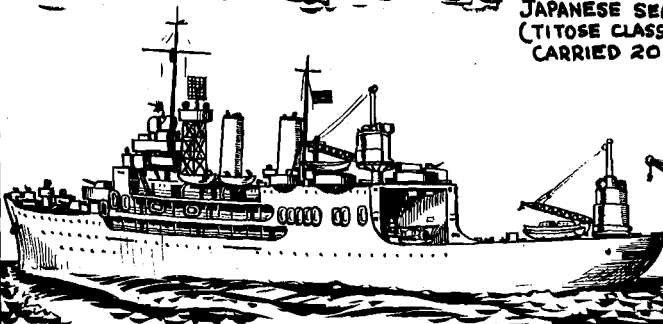
ITALIAN SEAPLANE TENDER 'GIUSEPPE MIRAGLIA'... CARRIED TWENTY SEAPLANES AND 2 CATAPULTS AT EITHER END OF THE VESSEL. ARMAMENT WAS FOUR 4 INCH GUNS.



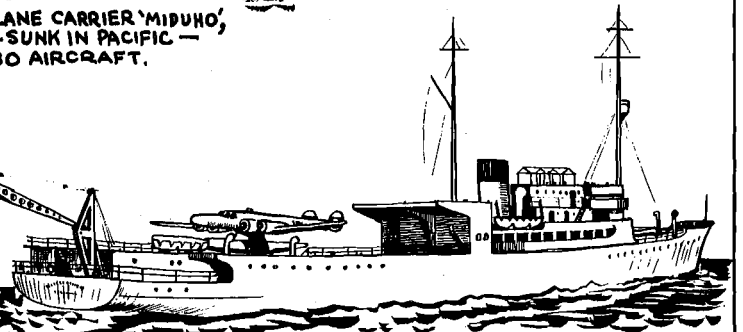
JAPANESE SEAPLANE TENDER AND SUBMARINE DEPOT SHIP (COMBINED) 'TAIGEI', 10,000 TONS



JAPANESE SEAPLANE CARRIER 'MIYOKO' (TITOSE CLASS)... SUNK IN PACIFIC — CARRIED 20-30 AIRCRAFT.



U.S.S. CURTISS (8,671 TONS)... LARGE SEAPLANE TENDER, CARRIES 25 AIRCRAFT. HAS BEEN REFITTED FOR DUTY WITH U.S. ATOMIC ENERGY COMMISSION.



GERMAN SEAPLANE CARRIER 'FRIESENLAND' (1937) (FORMERLY COMMERCIAL SEAPLANE CARRIER). HINGED CRANE AT STERN LAY FLAT TO PERMIT AIRCRAFT TO BE LAUNCHED.

Edmond Cloutier

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THE CROWN'S NEST





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The CROWSNEST

Vol. 9 No. 12

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OCTOBER, 1957

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LADY OF THE MONTH

About the time the Cape Breton highlands are at their autumn loveliest, a new destroyer escort was commissioned into the Royal Canadian Navy. She is HMCS *Margaree*, bearer of the name of a famous Cape Breton salmon stream, and a ship whose name is also a memorial to a destroyer tragically lost after only a few days' service with the RCN in Second World War.

With the commissioning of the *Margaree* the half-way point was reached in the RCN's current destroyer escort building program. She is a product of Halifax Shipyards, which also built her sister ship, the *Saguenay*.

Although constructed in Halifax and commissioned there, the *Margaree* is destined to serve on the West Coast—an area that also makes some claims to being salmon country.

The origin of the name "Margaree" is disputed, but the possibility that it is a variant of "Marguerite" is followed in the ship's badge which has as its central design a daisy or marguerite. (DNS-19224)

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Naval Headquarters,
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The Cover—Ottawa gave Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh a joyous and affectionate welcome at mid-October. The cover picture was taken just after Her Majesty had read the Speech from the Throne at the opening of Parliament. (O-10065)



RCN NEWS REVIEW

HMCS Outremont alongside at St. Pierre during the cruise of His Excellency the Governor General this past summer. At anchor in the bay is the French frigate L'Aventure. (HS-50051)

Bangors Prepared For Turkish Navy

In mid-September a party of Turkish naval officers and petty officers arrived at Sydney, N.S., members of the liaison and trials teams for the transfer of 10 Bangor minesweepers to Turkey.

The vessels, at the Point Edward Naval Base, Sydney, were being equipped and stored at the time in preparation for transfer.

Being turned over to Turkey under the Mutual Aid program, the vessels are the *Blairmore*, *Fort William*, *Kenora*, *Kentville*, *Mahone*, *Medicine Hat*, *Nipigon*, *Sarnia*, *Swift Current* and *Westmount*.

It was anticipated that the first five would be turned over to Turkey before the end of 1957, the balance to be transferred early in the following year.

Ships Pay Visits To B.C. Ports

Ships of the Pacific Command's Second Canadian Escort Squadron visited a number of British Columbia ports during the course of a combined training exercise commencing October 8.

Taking part in the exercises were the destroyer escorts *Crescent*, commanded by Captain Michael G. Stirling; *Cayuga*, commanded by Cdr. Patrick Benson; *Fraser*, commanded by Cdr. Raymond Phillips, and *Athabaskan*, commanded by Cdr. D. S. Boyle.

The *Crescent* was at Kitimat between October 11 and 14 and at Vancouver between October 17 and 19.

The *Cayuga* visited Ocean Falls between October 11 and 14 and Vancouver between October 17 and 19.

The *Fraser* was at Prince Rupert between October 11 and 14 and at New Westminster between October 17 and 20.

The *Athabaskan* visited Port Alberni between October 11 and 14 and New Westminster between October 17 and 20.

The ships were open to the public at ports where suitable berthing arrangements could be made.

Thunder III Commissioned

Launched at the Port Arthur Shipbuilding Co. Ltd., yard on October 27, 1956, the Bay class minesweeper *Thunder* was commissioned on Thursday, October 3.

She sailed immediately to join the

Atlantic Command as a unit of the First Canadian Minesweeping Squadron.

The *Thunder* was built to replace one of six of her class turned over to France under the Mutual Aid Agreement in 1954.

She is the third ship to bear the name in the RCN. The first, a Bangor class minesweeper, was commissioned in October 1941. She steamed nearly 125,000 miles on minesweeping, escort and patrol duties in the Western Atlantic in the following two-and-a-half years.

Later, she was a unit of the Fourth Minesweeping Flotilla which, in addition to other operations in English and French coastal waters, carried out the pre-invasion sweep of the Channel to the Normandy beach head.

She was paid off in October 1945 and turned over to War Assets Corporation for disposal.

The second *Thunder*, commissioned in December 1953, now serves in the French Navy under her new name, *La Paimpolaise*.

The latest ship to bear the name is commanded by Lt.-Cdr. Thomas F. Owen.

Defence Minister Visits East Coast

Defence Minister G. R. Pearkes, making his first visit to the Atlantic Command since taking up his cabinet post, spent an event-packed two days touring naval establishments and ships in the Halifax-Dartmouth area.

'Copter Speeds Minister's Tour

During his three-day visit to defence installations in the Maritimes, Defence Minister G. R. Pearkes found a naval helicopter handy in keeping up with his tight schedule.

The day after his arrival he flew from *Stadacona* to *Bonaventure* at sea; from the ship to *Shearwater*, and from the naval air station across the harbour to the seaward defence base.

The next day he was airborne again in a "chopper", this time for the run from *Shearwater* to Camp Aldershot.

Arriving by air on the evening of September 30 he held a press conference at the *Shearwater* naval air station before going to Government House, where he was a guest during his stay of Lieutenant-Governor and Mrs. Alstair Fraser.

The next morning he visited the Halifax Citadel before attending divisions and a march past in *Stadacona*. Later he addressed service officers, toured the dockyard and Atlantic Command naval headquarters, visited the Naval Research Establishment and lunched with the General Officer Commanding, Eastern Command of the Canadian Army. In the afternoon he travelled by naval helicopter to the *Bonaventure* at sea off the coast and spent two hours witnessing flying qualifications aboard the aircraft carrier.

A tour of *Shearwater*, to which he returned by helicopter from the *Bonaventure*, and a tri-service dinner at *Stadacona*, rounded out his first full day in the Command.

Wednesday was spent inspecting Maritime Air Command Headquarters in Halifax and the Aldershot Military Camp and RCAF Station Greenwood in other parts of the province.

He spent the night at Greenwood and travelled to *Cornwallis* the following morning. After his inspection of the sprawling new-entry training base and lunch with the commanding officer he returned to Greenwood to board his aircraft for RCAF Station Summerside, P.E.I. He left there that evening for Ottawa.

Subs Inspected By Flag Officer

Rear-Admiral W. J. W. Woods, Flag Officer Submarines of the Royal Navy was a recent visitor to Halifax.

While there Rear-Admiral Woods inspected personnel of the RN's Sixth Submarine Squadron, based at Halifax, at ceremonial divisions on the parade square in the Dockyard.

Admiral Woods also discussed the operation of the squadron with senior officers of the RCN and RN, and inspected two of the boats which make up the squadron, the *Amphion* and the *Alliance*. The third, the *Alcide*, was not inspected.

Labrador Ends Last Cruise with RCN

Returning to Halifax on October 11 following her fourth season in northern waters, the *Labrador* completed her last operational cruise in the Arctic as a unit of the Royal Canadian Navy.

She sailed from Halifax on June 25 and three months later, on September 23, it was announced that for reasons



In a six-hour visit to the Atlantic Command Naval Headquarters at Halifax, on September 21, Admiral Jerauld Wright, Supreme Allied Commander Atlantic, managed to accomplish the following: a briefing on NATO fall exercises, a visit to the Maritime Museum, a press conference, a reception attended by Navy, Army and Air Force officers holding NATO appointments in the Canadian Atlantic area and a dinner with the Flag Officer Atlantic Coast. Admiral Wright is shown with Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, shortly after his arrival at the Shearwater Naval Air Station. (HS-49990)



German Ambassador H. Von Etzdorf, second from left, presents a letter of thanks to the Minister of National Defence, Hon. George R. Pearkes, VC, for the part played by the destroyer escort HMCS *Crusader* in the search for the German merchant training ship *Pamir*. The *Pamir* was lost in a hurricane off the Azores on September 20 and the *Crusader*, exercising in the area, led the search for the first two days. The letter of thanks came from the owners of the *Pamir* who will present a plate to the *Crusader* later. Also present at the brief ceremony were Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, left, and Col. F. C. Schlichting, German military attaché. (National Defence Photo.)

of economy she was to be transferred in 1958 to the Department of Transport.

High praise for her 1957 northern operations came from Rear-Admiral Roy Gano, USN, commander of the task force to which *Labrador* was attached for part of the past summer.

In a message to the ship he said: "I note that HMCS *Labrador* has con-

ducted beach reconnaissance on the coasts of Newfoundland and Labrador, escorted shipping, discovered and charted a new and safe channel into Frobisher Bay, served as flagship of the successful Bellot Strait operation while accomplishing the first deep draught passage of the strait, and numerous other tasks, including hydrography and

oceanographic surveys and UDT (underwater diving team) beach surveys in Foxe Basin.

"The professional skill, courage, initiative and determinations displayed by the *Labrador* in accomplishing assigned tasks reflect great credit upon the Royal Canadian Navy and have once more earned the highest admiration and respect of Task Force Six. Well done."

In a letter addressed to Captain T. C. Pullen, commanding officer of the *Labrador*, Vice-Admiral J. M. Will, USN, Commander of the Military Sea Transportation Service, wrote:

"It is with pleasure that I express to you, your officers and your men, my deep appreciation for the part HMCS *Labrador* has played in MSTS Arctic operations 1957.

"I have followed your operations with interest and admiration. Your aggressiveness and your exploitations of opportunities, despite seemingly insurmountable obstacles again have been true to the tradition of HMCS *Labrador*. Your discovery of a deep water channel in Frobisher Bay and your personal leadership in proving the feasibility of a practical deep water Northwest Passage are significant contributions to man's knowledge of the Arctic.

"As you leave us to rejoin your families and loved ones at home, you carry with you our 'Well Done'."

Air Competition Trophy Presented

Surrounded by a group of the original pilots from the first RCN fighter squadron formed, and which he commanded, L. D. Wilkinson, (Lt.-Cdr. RN (Ret'd)) of Brook, Surrey, England, recently donated a magnificent trophy to the RCN.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, accepted the gift at an informal ceremony which took place in the wardroom of *Bytown*.

Surmounting the trophy is a replica of the Vickers Supermarine Sea Fire Mark XV aircraft with which the squadron he commanded, No. 803, was equipped.

Known as the Wilkinson Trophy, it bears the inscription: "For annual competition between RCN air squadrons or ships equipped with surface to air missiles, Royal Canadian Navy."

Mr. Wilkinson, a businessman and insurance executive in England, had come over to Canada in mid-September to look up some of the pilots with whom he had once flown in the original squadron. He flew from the U.K. to Vancouver and from there visited Calgary, Winnipeg and Toronto before arriving



Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, is shown here accepting new trophy for the RCN from the donor, L. D. Wilkinson, of Brook, Surrey, England, who commanded the first RCN fighter squadron, No. 803. Mr. Wilkinson recently made a visit to Canada to present the beautiful gift, to commemorate his happy association with the squadron. (O-10044)

at Ottawa. After presenting his trophy to the RCN he left for the U.K. in mid-October.

His father, Sir George Wilkinson, was Lord Mayor of London during the blitz years of 1941 and 1942.

Of the eight original pilots present at the ceremony, six are still in the RCN. Comprising the group were: Cdr. (P) W. H. Fearon, *Bytown*; Lt.-Cdr. (P) (D) R. A. Beach, *Stadacona*; Lt.-Cdr. (P) J. C. Sloan, commanding officer VX 10, *Shearwater*; Lt.-Cdr. (P) J. W. Logan, *Bytown*; Lt.-Cdr. (P) W. P. Rikely, *Bytown*; M. M. Douglas and J. L. Anderson, both of Ottawa.

In his remarks when presenting the trophy, Mr. Wilkinson said that their

kindness in coming had made it an extremely happy day for him.

Accepting the trophy, Admiral DeWolf described it as "a very handsome and very generous gesture" which the RCN accepted with great pleasure. It was a very kind thought on the part of Mr. Wilkinson, he said.

Following the official ceremony, Cdr. Fearon presented an authorization signed by Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff, allowing him to wear the RCN officer's tie and blazer badge in recognition of his service commanding the first RCN fighter squadron.

A tie and badge were given to Mr. Wilkinson by the pilots present.



A Royal Household Guard was mounted each day at Rideau Hall, residence of the Governor-General, during the four days Queen Elizabeth and Prince Philip stayed there. The naval component, which stood guard for the first and last day, is shown at the present during the ceremony of mounting the guard. (O-10081)

The Royal Visit and the RCAF

THE SAILORS of the Queen joined the Army, the RCAF and other Canadians to welcome to Ottawa Her Majesty Queen Elizabeth II and His Royal Highness the Prince Philip from October 12 to 16.

More than 600 officers and men from *Stadacona, Cornwallis, Shearwater, Hochelaga, Donnacona, Bytown, Carleton* and *Gloucester*, took part in the busy four-day program.

The Navy mounted a Household Guard for the first time in history, and shared this duty at Government House with the Army and the Air Force. A Guard of Honour and a Colour party showed the Queen's Colour and the guard was inspected by Her Majesty just before the Royal Party boarded the RCAF C-5 aircraft for the United States' portion of the visit.

The members of the guard performed the ancient and moving Sunset Ceremony on Parliament Hill, climaxing the ceremony by firing a 21-gun salute with two 12-pounder guns during the orchestrated "Sunset Call". A 50-piece band, formed from units of the Atlantic Command, provided music for various ceremonies including the departure, the changing of the Household Guard, the

Sunset Ceremony, and also played two concerts and joined other service bands for three massed-band concerts.

Men from the Ottawa and Montreal units were part of the tri-service "street-liners" who were spotted along each route taken by Her Majesty and



Her Majesty the Queen at Government House on the occasion of her television and radio address to the nation.

Prince Philip. Wrens of the regular forces took part in the departure activities and also at the City of Ottawa ceremonies to begin the Queensway, an Ottawa express highway. HMCS *Gloucester* also provided drivers for the car transporting the Queen and Prince Philip, and for other cars assigned to the official party.

The first members of the naval contingent to arrive were those chosen for the Household Guard in mid-September. This group included Lt. Michael Barrow, CPO James Callighen, and 17 men to form the guard. From each of the other two services came a similar group, and the three units were trained at RCAF Station Rockcliffe, under the command of Squadron Leader R. S. Davis, of the RCAF.

It was the first time a tri-service guard had been mounted at Government House while the ruling Sovereign was in residence. The three units and the RCAF band paraded to the gates of Government House at 1200 on Saturday, October 12, to seek permission to mount the guard. The Navy guard was mounted during this ceremony, and remained on duty for 24 hours, being relieved Sunday noon by the Army guard,

who, in turn were relieved by the Air Force on Monday, and so on for the remainder of the visit. Each day at noon, the changing of the guard attracted a large number of spectators, particularly on the weekend and Thanksgiving day.

WHILE the Household Guard was training at Rockcliffe, the main portion of the naval participation for the Royal Visit was being prepared at *Cornwallis*. The Guard of Honour of 96 men, two chief petty officers, and two petty officers, spent six weeks training for the Visit. The members of the guard were to take part in the departure ceremony at Uplands airport and also in the Sunset Ceremony, in which 48 men formed the guard and the remainder manned the two 12-pounders.

The men in the guard were young in naval service. Very few had joined the Navy before June of this year. They had completed about eight weeks of new entry training before being selected for the Royal Visit. They were young in years—hardly one was more than 19—and they were from large cities like Toronto, Montreal, Vancouver, and Winnipeg, and from towns and villages like Chu Chua, B.C.; Montrock, Ont.; Quyon, Que.; and Alameda, Sask.

The officer of the guard was Lt.-Cdr. Geoffrey J. Brockhurst, *Cornwallis*, and second officer of the guard was Lt. Paul A. Roggeveen, also of *Cornwallis*. Lt. Frederick W. Crickard, *Stadacona*, was the Colour officer.

Spectators were heard to call it the most stirring military ceremony they had ever witnessed when sailors of the Atlantic Command of the Royal Canadian Navy performed the traditional Sunset Ceremony before thousands on Parliament Hill October 15 as part of the Royal Visit celebrations. Part of the 50-piece band is shown in an anchor pattern during one of several marching manoeuvres, while the sunset guard and field guns' crews stand fast in the rear of the photo.



Two of the Navy chauffeurs assigned to the Royal Visit were lucky enough to drive the Royal Couple. PO Murray Love drives the Queen and Prince Philip to the wreath-laying ceremony at the National War Memorial and then to church Sunday morning. (NFB Pool Photo)

Beginning training the same time as the guard were 50 bandsmen from *Cornwallis*, *Stadacona* and *Shearwater*. They formed one unit known as the Atlantic Command Band and were under the direction of Cd. Off. (SB) E. Tudor Jones, *Cornwallis*.

Because the band was to take part in massed concerts with other bands from the Army, Air Force, and RCMP, the bandsmen arrived in Ottawa on October 6 for rehearsals. Since the Air Force is responsible for ceremonial tri-service activities during 1957, the band programs were organized under the direction of Squadron Leader E. A. Kirkwood, RCAF. The band, and the guard and colour party, which arrived in Ottawa on October 12, were all quartered at the Ottawa naval division, HMCS *Carleton*, where the necessary preparations had been made to accommodate them for the Royal Visit.

Within two hours of the arrival of the guard and colour party, a unique ceremony took place at *Carleton*. The Queen's Colour, brought to Ottawa from Halifax, was transferred to the naval division for safekeeping. This marked the first time that the Queen's Colour has been held by a Canadian naval reserve unit. The Colour was returned to Halifax on completion of the Royal Visit.

THE AIRCRAFT bearing the Queen, Prince Philip and the Royal party arrived exactly on schedule at 1630 Saturday October 12 at Uplands airport where the RCAF paraded a guard of honour. A Navy man, CPO Earl Stong, of HMCS *Bytown*, had one of the first official duties to perform, as he broke the Royal Standard to signify





Her Majesty inspects the guard mounted in her honour at Uplands Airport just before departure from Ottawa for the United States. With her is Lt.-Cdr. Geoffrey Brockhurst, officer of the guard. Behind them is Prime Minister Diefenbaker. (O-10161)

Her Majesty's presence. Chief Stong had a busy four days arriving at various sites ahead of the Queen and breaking the Standard on the arrival of Her Majesty.

The first day of the Royal Visit—Saturday—was relatively light for the naval contingent. The Standing Guard had mounted at noon at Government House, and the band played a concert in Confederation Square at 1530 to entertain the many people lining the route the Royal party would take to Rideau Hall. Streetliners from *Gloucester* were along the route near the Experimental farm and just outside the gates to Government House. A party of men from the guard, stationed at HMCS *Carleton*, gave the traditional naval cheer.

On Sunday a sentry and bugler from the RCN took part in the moving ceremony at the cenotaph where Her Majesty and Prince Philip laid a wreath. A nursing sister from HMCS *Carleton*, Lt. (MN) Margaret Godin, RCN(R), was selected to represent the women in the armed forces at this ceremony.

The naval guard was relieved by the Army at Government House and the sailors did not mount the guard again until Tuesday noon. In the afternoon the RCN band joined one RCMP, two Army, and two Air Force bands for the first of three massed band concerts held during the visit. The concert was held

on Parliament Hill where a temporary bandstand had been erected.

On Monday, nearly all the 600 officers and men in the naval contingent played some part in the day's activities. By 0700 buses left Montreal with men from *Hochelaga* and *Donnacona* who were to line the streets with men from *Carleton*

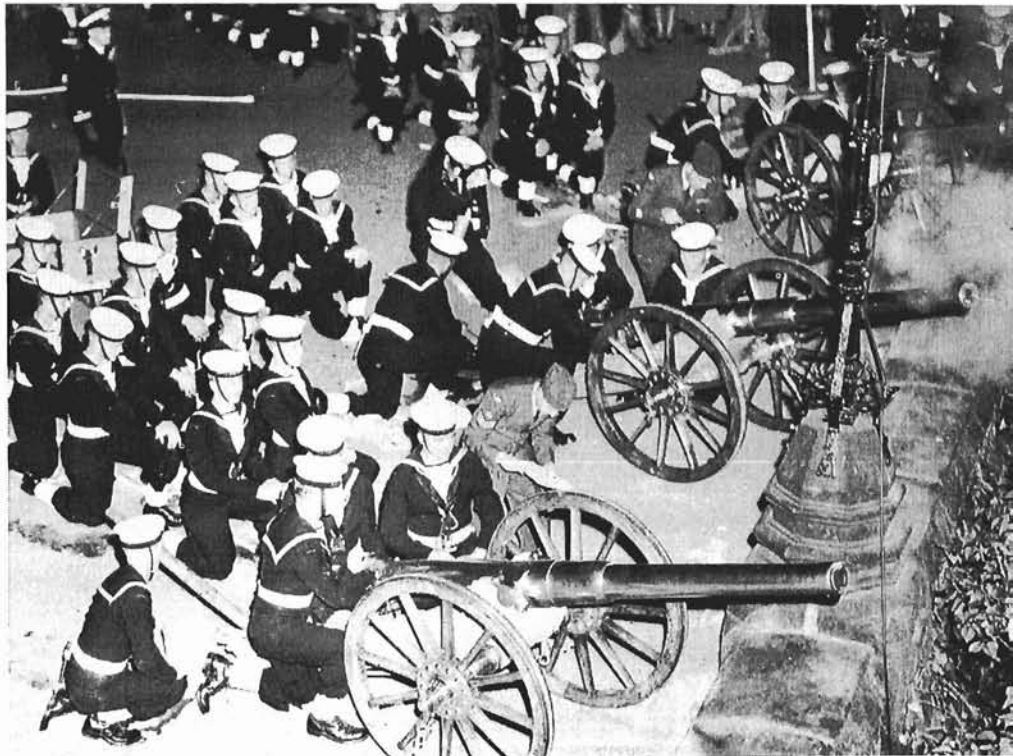
and *Gloucester* for the opening of Parliament. At 0900 the guard, band, and guns's crews were busy at a rehearsal of the Sunset Ceremony to be presented later in the day. At 1300 the band was back at Parliament Hill to take part in another concert by the massed bands.

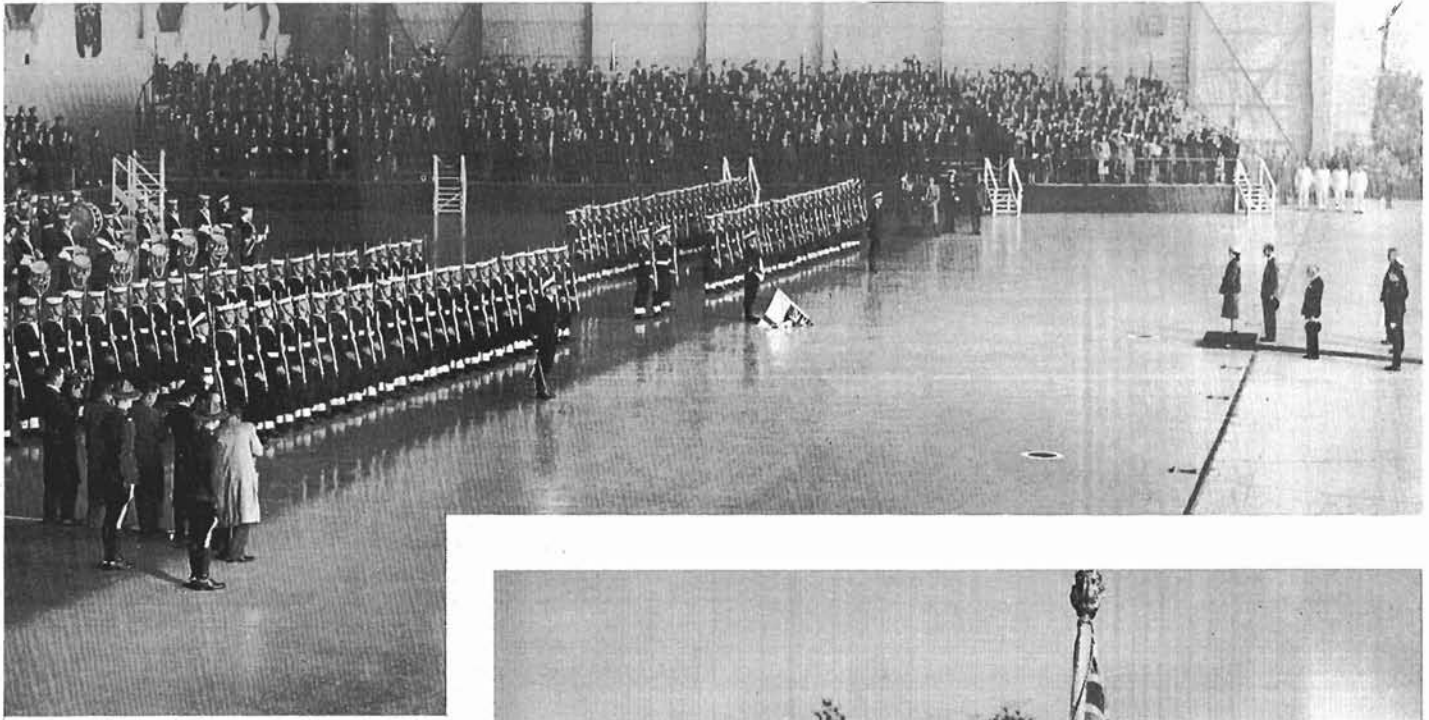
At the same time the streetliners were forming up near the Chateau Laurier hotel, along Wellington and at the corner of St. Patrick and Mackenzie streets, to outline the route taken by the horse-drawn landau taking Her Majesty and Prince Philip to officiate at the opening of Parliament. This provided one of the most memorable sights of the entire visit. Her Majesty was wearing the Coronation gown and tiara, and Prince Philip wore the uniform of the Colonel-in-Chief of the Royal Canadian Regiment.

Two footmen in black trousers and red and gold jackets and hats perched stiffly on the back of the black and gilt open landau drawn by four horses as black and polished as a blackbird's wing. At each side of the landau rode scarlet coated mounties. The streetliners, closer to the scene than most of the people along the route, were rewarded with a fine view of a scene as magnificent and rich in pageantry as they are likely to see again.

IN THE EVENING of Thanksgiving day, the naval guard, band and guns' crews provided more colour and pageantry. Shortly before 1800 the entire group, about 150 in all, marched

Sailors fire naval field guns on Parliament Hill at the stirring climax to the 1812 Overture, their blasts punctuating music from a massed band of 225 pieces and the clamour of the carillon in the Peace Tower. The event took place October 14 after the Navy performed the traditional Sunset Ceremony as part of the Royal Visit celebrations.





The Royal Guard of Honour salutes the Queen on arrival at Uplands Airport from which Her Majesty left shortly after by plane for the United States portion of the tour. The officers and men, all from the Atlantic Command, had paraded the Queen's Colour of the RCN before her Majesty arrived at Uplands. (O-10152)

along the Driveway, through Confederation Square past the war memorial, and to Parliament Hill, pulling the two 12-pounder guns by "drag ropes". As the giant clock on the Peace Tower tolled 1800, the guard and band began the ancient and colorful Sunset Ceremony, which had its roots in the Crusades of the 12th century. Highlight of the ceremony was the firing of a 21-gun salute by the field guns during the specially arranged Sunset Call, when a gun was fired every 30 seconds during a pause in the music.

The ceremony was witnessed by more than 15,000 people who applauded loudly several times during the presentation. The press of the country was equally enthusiastic. The *Winnipeg Tribune* headlined its story: "Magnificent Ceremony on Hill Brought Tears to Eyes of Many"; the *Halifax Herald* said: "The Navy from Halifax did itself proud on 'the Queen's Day' at Parliament Hill"; and the *Ottawa Citizen* said the crowd was "thrilled by the stirring exhibition of precision marching, band music and ringing gunfire which is the centuries-old Sunset Ceremony".

On completion of the Sunset Ceremony, the two 12-pounders joined a third on the pavement just below the Peace Tower for a spectacular rendition of Tchaikovsky's "1812 Overture", which is climaxed by the ringing of



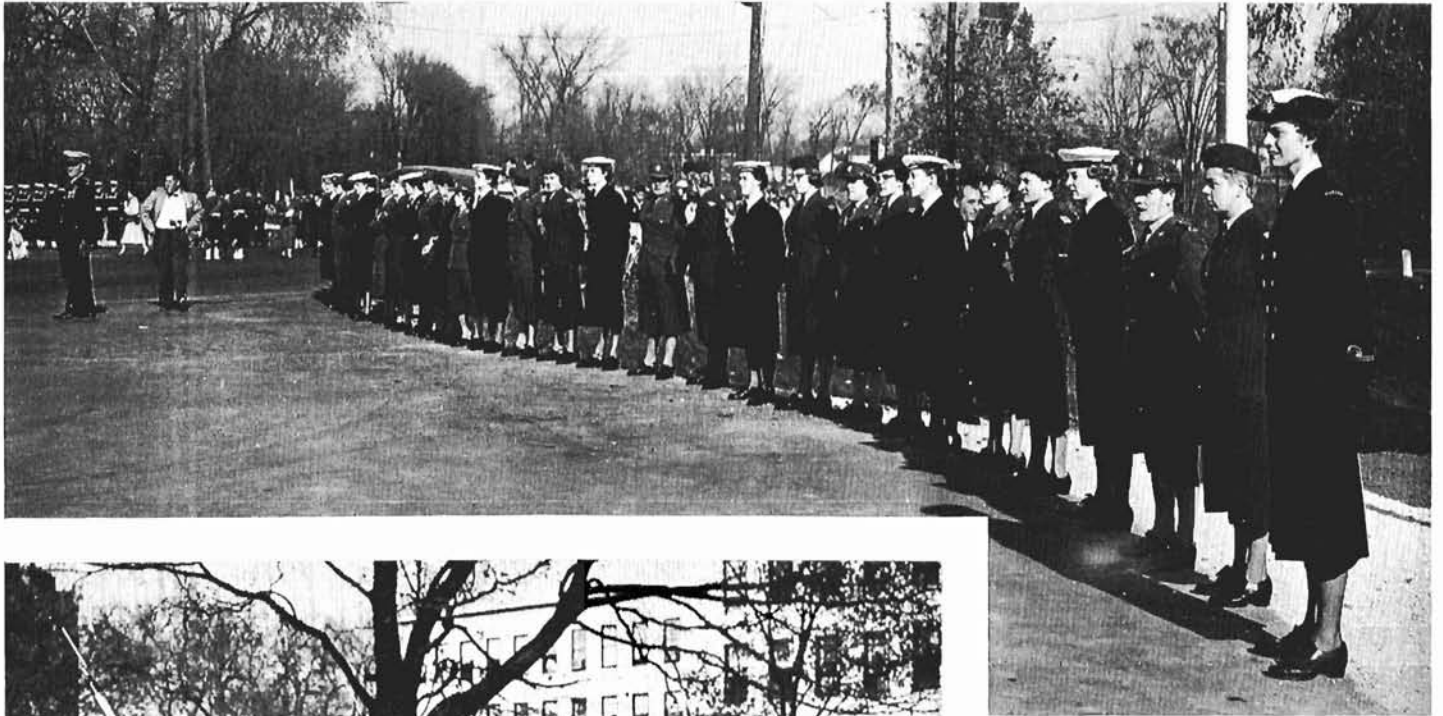
On arrival from Halifax, the Queen's Colour was transferred to HMCS Carleton, Ottawa naval division, marking the first time reserves have held the Colour. Reserves at the transfer ceremony are, left to right: PO Robert Desgagne, CPO Robert Hewens and PO Lorne Wiggin. (O-10142)

bells and by cannon shots. The Dominion Carillonneur, Robert Donnell, joined the 225-piece massed bands for the overture. As the music mounted, the guns' crews stood ready and, in a splendid demonstration of teamwork and speed, fired a round every two seconds during the crashing finale. It was one of the most unusual—and noisy—selections ever played on Parliament Hill.

The actual naval participation in the program on Tuesday October 15 was light, but a full dress rehearsal kept most of the officers and men busy. Twenty-five wrens joined women from

the other services at a ceremony held by the city of Ottawa to inaugurate the Queensway cross-city thoroughway. Streetliners from *Carleton* and *Hoche-laga* were in Hull to assist that city in its reception for the Queen. The RCN Household Guard began its second, and last, tour of duty at Government House, and the band played a concert in Confederation Square in the later afternoon.

At the rehearsal, Lt.-Cdr. (MN) Mary E. Nesbitt, was "The Queen" for the occasion. She rode to the cantilever hangar at Uplands and, after greetings by Governor General and the Chief of



When the Queen opened Ottawa's Queensway, a key thoroughway in the trans-Canada highway system, women of the Armed Forces from the Ottawa district were streetliners. (O-10131)



A parade through downtown Ottawa was held by officers and men of the Royal Guard of Honour, the Colour party and band, during their visit to the capital to take part in the Royal Visit program. Here the Colour party marches past the saluting base on Elgin street in front of the National Defence Headquarters. Taking the salute are Mayor George Nelms, with chain of office, and Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. (O-10130)

Naval Staff, played by Cdr. Bruce Carnall and Cdr. W. H. Fearon, respectively, proceeded to the dais where Lt.-Cdr. Geoffrey Brockhurst, reported the guard for inspection.

THE NAVY'S big day was Wednesday October 16, as the RCN paraded the Guard of Honour for Her Majesty and showed the naval Queen's Colour for the first time in Ottawa. The ceremony took place at RCAF Station, Uplands, and it was also the first time that the naval Colour had even been paraded on an RCAF station.

The departure of the RCAF C-5 with the Royal Party was scheduled for 1130. By 0945 the guard, Colour party, band, streetliners, and wrens had assembled at the cantilever hangar. Tickets for the temporary stands erected around the hangar area, had been distributed to naval personnel, their families and relatives and to civil servants attached to the RCN. By 1015, when the band marched out into the hazy sunshine to play music on the march, most of the seats were full.

Earlier in the day a thick fog had covered most of Ottawa and district but

the sun had burned through the disappearing curtain. It was a pleasant day for a memorable event.

The Queen's Colour was marched on shortly after 1030 and the guard, band, and Colour party entered the cantilever hangar to await the arrival of Her Majesty at 1115 by car from Government House. The deck of the giant hangar had been freshly painted and the shining surface reflected the straight ranks of white-gaitered sailors. There were temporary stands inside the hangar, too, for members of the government, senior officers of the armed forces, other guests and their families.

Lt. F. W. Crickard, the Colour officer, showed the Queen's Colour shortly before 11 o'clock. One of the most interested spectators in the stands was Lt. Crickard's father, who had flown from Vancouver to be present at the ceremony.

At 1115 buglers stationed along the route the Royal car took to reach the hangar, sounded the alert to signify that Her Majesty was approaching the departure area. Soon the convoy of cars, escorted by motorcycle policemen, entered the area in front of the hangar and drove slowly past the stands with Her Majesty and Prince Philip waving and smiling to the many people gathered there. The Royal car—a silver Cadillac

Carleton Given Custody of Colour

HMCS *Carleton* became the first naval reserve unit to hold the naval Queen's Colour when the Colour was transferred to the division during the Royal Visit to Ottawa.

The Colour was turned over to the naval division shortly after the Royal Guard and Colour Party arrived in the national capital by special train from the Atlantic Command. The Colour was paraded at RCAF Station Uplands, outside of Ottawa, before Her Majesty Queen Elizabeth II and Prince Philip left by air for the United States.

The Queen's Colour was held by *Carleton* from Saturday October 12 until October 17 when it was returned to Halifax.

with a transparent plastic stop—stopped opposite the red carpeting placed on the concrete tarmac and the Governor General stepped forward to greet the Queen and Prince Philip.

Her Majesty and Prince Philip were then greeted by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, who escorted Her Majesty to the dais within the hangar. The guard officer, Lt.-Cdr. Brockhurst, reported the guard and Her Majesty inspected it, walking slowly along each rank. The inspection was in clear view of all the spectators including those outside the hangar. The large doors, which make up one side of the hangar, were opened wide and the lighting, which was insufficient normally, was augmented by several powerful lights placed in the rafters by the CBC for television coverage.

The Naval component of the Royal Household Guard was mounted at Government House for the first and last 24-hour period of Her Majesty's residence at Rideau Hall. AB Harry Suto, Stadacona, is shown on guard at one side of the main entrance. (O-10099)



AFTER the inspection of the guard, Her Majesty began the walk of about 100 yards to the aircraft, pausing and turning to wave to those in the inside, and then the outside stands. The Queen, at one point, short-circuited the red carpet laid out in an "L" shape from the dais to the aircraft steps, and cut across the tarmac to the line of government officials waiting at the aircraft steps for the farewells. Her Majesty and Prince Philip then climbed the steps and stopped before entering the door to wave a last goodbye.

Thus did the historic events of four days come to an end. But the members of the guard and band were to see the

School Girls Prove They Saw Queen

Autographs of two naval officers helped two Ottawa school girls prove they attended the ceremony at the departure of Her Majesty Queen Elizabeth and Prince Philip from Uplands airport for the United States.

After the ceremony the two girls, about 12, asked the officers for their autographs. When asked why they wanted the autographs, the girls replied that their teacher had permitted them to attend the departure, but in return, they were required to get signatures of six members of the armed forces as proof of attendance.

They passed a pencil and a piece of paper, already containing four autographs, to one of the officers who signed his name and, above his signature, wrote "They were here". His companion counter-signed the statement.

Queen again in a few days in the United States, where Her Majesty visited as "the Queen of Canada". At Washington and New York the guard and band added a Canadian touch at the ceremonies and social activities attended by their Queen and Prince Philip.

The sailors of the Queen, who welcomed their Monarch to Canada with other Canadians, and who attended the Queen on her visit to the United States, came from eight different establishments, but they represented all the officers and men of the Royal Canadian Navy. They were proud to play a part in these events and proud to represent the fleet in which they serve and their many shipmates who were not able to attend.

In a message to the fleet the Minister of National Defence, the Hon. George R. Pearkes, VC said:

"I have been asked by the Prime Minister to thank you for everything that your service did to make the visit



The difficult task of working his way through the crowds to unfurl the Royal Standard on the arrival of Her Majesty at Queen at various ceremonial points was the lot of CPO Earl A. Stong during the Royal Visit to Ottawa. (O-10042)

of Her Majesty and His Royal Highness the Prince Philip so memorable. The excellence of the guards, bands and street liners provided by the Royal Canadian Navy left nothing to be desired. It was especially notable that small details such as the flying of Her Majesty's personal standard, which I understand was the responsibility of members of your service, were performed with much efficiency".

"I trust you will pass on to all officers and men in the Royal Canadian Navy the sentiments the Prime Minister has asked me to express to you, adding my own personal congratulations on an excellent job well done".

Wallet Presented To Royal Driver

PO M. K. Love, of HMCS *Gloucester*, the naval radio station near Ottawa, was presented with a pigskin wallet with an ER crest and a favourite photograph of the Royal Family, autographed by both Queen Elizabeth and Prince Philip.

The presentation was made by Her Majesty and Prince Philip at Government House to PO Love, Sgt. Robert Monteith, RCAF; and Staff Sgt. Rene Desjardins, RCASC—the three men who drove the cars for the Royal couple during the visit to Ottawa. PO Love drove the Queen and Prince Philip to the wreath-laying ceremony on Sunday morning and then to church services.

Another Gloucester man, CPO Sam Miller, had the honour of driving the car on the route to the departure ceremony at Uplands airport on Wednesday.

OFFICERS AND MEN

Chief 'Breaks' Royal Standard

Chief Petty Officer Earl A. Stong, serving with the Director of Naval Communications at Naval Headquarters was selected to "break" the Royal Standard at several sites in Ottawa and Hull during the visit of Her Majesty, Queen Elizabeth II.

The Royal Standard is flown whenever Her Majesty is present. It is hoisted to the masthead rolled up, and is unfurled—or "broken"—on her arrival, by a tug on the halyard. This duty is performed by a chief yeoman of signals.

CPO Stong "broke" the Royal Standard during Her Majesty's presence at Uplands airport, Government House, the Prime Minister's residence, the Chateau Laurier, and Hotel de Ville (city hall) in Hull.

The toughest part of his job was to get to each of these places ahead of

the Royal Party. Perhaps an example will best illustrate CPO Stong's plight:

On Sunday morning he had to be at the War Memorial to break the standard when Her Majesty arrived at 10:30 o'clock. He had then to get to Christ Church Cathedral and be ready with the Royal Standard for Her Majesty's arrival at 10:55 a.m.

CPO Stong had this kind of program on several occasions and a schedule was worked out to get him to each location ahead of the Royal Party. Just in case he was held up, a standby yeoman with a Royal Standard, was placed at each of the sites. Chief Stong made it every time.

CPO Stong, a chief yeoman of signals, was born on April 22, 1922, and entered the Royal Canadian Naval Volunteer Reserve in April 1940 as an ordinary signalman. He transferred to the regular force in November 1940 and served ashore on the East Coast and at

sea in HMC Ships *Ottawa* (destroyer), *Minas* (Bangor minesweeper) and *Baddeck* (corvette).

Following the war he went to York, Toronto naval division, *Cataraqui*, Kingston naval division, and *Carleton*, Ottawa naval division. In June, 1950, he was drafted to the *Magnificent* and later to the *Swansea* (frigate). He also served briefly in the *Quebec* and the *Haida*. In July 1954 he again took up visual communications duties in the *Magnificent* and came to Naval Headquarters in June 1956 for duty on the staff of the Director of Naval Communications.

CPO Stong was awarded the Coronation Medal in 1953. He is married and makes his home at 1884 Othello Rd., Elmvale Acres, Ottawa.

Rear-Admiral Lay To Retire Jan 2

Rear-Admiral Horatio Nelson Lay will begin retirement leave on January 2, 1958, after 40 years of service with the Royal Canadian Navy. He has been Vice-Chief of the Naval Staff at Naval Headquarters, Ottawa, since August, 1954.

Rear-Admiral Lay will be succeeded by Commodore Ernest Patrick Tisdall, who will be promoted to the rank of rear-admiral on taking up the appointment. Since last fall Commodore Tisdall has served at Headquarters as Assistant to the Chief of the Naval Staff and as chairman of a special committee engaged in a study of the personnel structure of the RCN.

Funds Raised for Play Therapy Room

Expansion of the play therapy room at the Children's Hospital in Halifax has been assured through the success of the annual "Kermesse", a project of the Women's Auxiliary to the hospital, strongly supported by the RCN's Atlantic Command.

Under the convenership of Mrs. F. G. MacHattie, wife of Surgeon Captain MacHattie, Atlantic Command Medical Officer, the Kermesse raised \$6,000 through the sale of homecooking, sewing, knitted work and other material. Of this total the Navy was directly responsible for \$1,800.



F. W. Crickard, Vancouver businessman and retired naval officer, travelled to Ottawa at Royal Visit time especially to see his son as Colour Officer during the parading of the Queen's Colour by the RCN at Her Majesty's departure from Uplands airport for the U.S. portion of the tour. They are shown just after the ceremony. Mr. Crickard is the only surviving member of the Vancouver Company, RCNVR, is a founder of the Vancouver NOA and served in the Second World War as a merchant service officer. His son is a gunnery specialist, now flag lieutenant to the Flag Officer Pacific Coast. (O-10174)

In addition to Mrs. MacHattie, other Navy wives who have taken an active and interested part in the Auxiliary and the Kermesse are Mrs. R. E. S. Bidwell, Mrs. Donald Dixon, Mrs. Gordon Faraday, Mrs. E. Kiley and Mrs. D. G. King.

Ships Guard Plane Route

During the recent Royal Visit to Canada and the United States of America, three ships of the RCN took stations in the Western Atlantic along the route of the Royal Flight.

The three ships, units of the Seventh Canadian Escort Squadron, were the *Fort Erie*, *Lanark* and *Lauzon*.

Similar duties during both the west-bound and eastbound flights were carried out in the eastern Atlantic by RN ships.

These were among the measures taken to ensure the safety of her Majesty Queen Elizabeth II and His Royal Highness Prince Philip during their North American tour.

Commodore Sears Returns to RN

Commodore Harold Parker Sears, of Sunderland, England, who has been on loan from the Royal Navy to the Royal Canadian Navy since June, 1955, has concluded his appointment as Assistant Chief of the Naval Staff (Air).

His successor is Commodore Antony H. G. Storrs, who will hold the appointment of Assistant Chief of the Naval Staff (Air and Warfare).

Commodore Storrs formerly was Assistant Chief of the Naval Staff (Warfare). In a reorganization of the Naval Staff, effective September 1, the air, surface and sub-surface functions of Naval Warfare have been combined.

Two of a Kind on Board St. Laurent

Life on board HMCS *St. Laurent* involves a full-time guessing game for those who have anything to do with the communication branch.

The game is provided by twin brothers Ronald Thomas Marsh and Donald James Marsh, who add to the expected confusion of identities by both being petty officers second class, Korean war veterans and communicators.

They are the sons of Mr. and Mrs. A. N. Marsh, 30 Main Street, Lambeth, Ont. They were born on September 17, 1931, in Halifax, where their father was serving in the army at the time.

They have two brothers, Ralph, 33, living in Lambeth, and Bruce, 23, who is serving as an able seaman in the *Saguenay*, a sister of the *St. Laurent*.



CPO Charles Dixon is confronted by his daily problem on board the *St. Laurent*; to assign the right duties to the right twin. PO Donald Marsh, centre, and PO Ronald Marsh are identical twins born in Halifax on September 17, 1931. To make matters more confusing, they both serve in the communications department of the *St. Laurent*, one in the visual, the other in the radio section. (SL-257)

This fall all three sea-going brothers took part in the NATO exercises and continued with their ships and other units of the Third and First Canadian Escort Squadron into the Baltic Sea for a series of visits to Norway, Sweden, Finland, Denmark and Germany. During the ships' visit to Germany, they hoped to visit their sister who is living in Antwerp, Belgium, where her husband, Staff Sergeant Harold Drake, is serving with the Royal Canadian Ordnance Corps.

The confusion as to which twin is which extends back into their younger years at school when their similarity of appearance was heightened by their mother's habit of dressing them identically. The sameness of clothing was absent during their high school years but, shortly after, the Navy took over where Mrs. Marsh had left off.

The instructors at *Cornwallis* were spared the confusion the twins might have caused, as Donald joined up six months earlier than Ronald.

The brothers' first service together came in the *Nootka*, after Donald had served one tour of duty in the Korean theatre on board the *Athabaskan*. The brothers served the next two tours of Korean duty together, first in the *Nootka* and then in the *Haida*.

Following their Korean service, they were parted again, Ronald going to Al-

bro Lake Naval Radio Station and Donald going to the *Micmac*.

From Albro Lake, Ronald was drafted to the *St. Laurent* and has served in her since her commissioning in October 1955. Meanwhile, Donald went from the *Micmac* to the signal tower in HMC Dockyard, Halifax, and then to the frigate *Lauzon*. He finally joined his brother in the *St. Laurent* on July 29 of this year.

During the times they have served together, they have found it frequently happens that their respective heads of departments have ordered the wrong twin to carry out a duty specific to the branch to which the head of department wrongly thought the twin belonged. They have, in these circumstances, advised their seniors of their errors and these bemused gentlemen have had little choice but to accept the advice.

The twins find their messmates generally can tell the difference between them after a fairly short time, as, with the years, the similarity has become less marked, although not greatly so.

Today, Donald is married, with two children. His wife, Shirley lives at 39 Mumford Road, Halifax, with their two boys Ronald Charles, age 5, and Darrell Steven, who was two months old on September 10. Ronald is still single.

EXHIBIT PORTRAYS SUBMARINE MENACE

Tri-Service Display at CNE Draws 400,000 Visitors

THE NAVY went on show once again at the Canadian National Exhibition, the largest annual exhibition in the world, in Toronto from August 23 to September 7, before large crowds from many parts of Canada and the United States.

With the army and the air force, the RCN shared the tri-service display site which attracted nearly 400,000 visitors. In addition another 320,000 attended the grandstand show which featured a demonstration by a 60-man tri-service gymnastic team. The Navy also got a good share of the crowd on Lake-fair Day, August 29, when ships of the Great Lakes training fleet anchored outside the breakwater and took part in the day-long water program. The ships' companies staged a crossing-the-line ceremony and, in the evening, gave a display of fireworks and "lit up" for the night.

Highlight of the Navy display in the tri-service area was a presentation entitled "On Guard by Sea". This was



A Tracker anti-submarine aircraft was displayed by the Royal Canadian Navy at the Canadian National Exhibition in Toronto this year and gave hundreds of thousands of Canadians an opportunity of seeing the Navy's latest weapon against the undersea menace.

Aircraft Names Suffer Sea Change

"What's in a name?" Shakespeare's Juliet asks and authorities at Naval Headquarters must derive some comfort from her rhetorical question. After much circulating of files, consultation of experts, persuasive arguments, a collection of Canadianized names was acquired to affix to the jet fighters and anti-submarine aircraft coming into service in the RCN.

After due and weighty deliberation, it was decided to retain American designations, since the aircraft in question was already in service in the U.S. Navy. The McDonnell F2H-3 Banshee designation therefore remained for the jet fighters obtained from the USN. The S2F Tracker was changed slightly to CS2F-1 Tracker, since a modified version of this aircraft was being built in Canada under licence from Grumman.

Once the aircraft were in operational use on board the *Bonaventure*, the mulled-over names went promptly over the side. The men who fly and otherwise handle and maintain them have had the last, though unofficial word: Banshees are "Banjos" and the Canadian S2Fs are simply "Stoofs".

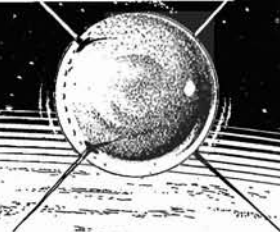
Those who served in the *Warrior* and *Magnificent*, predecessors to the "Bonnie", will recall that the Fireflies were "Fireboxes" and the Avengers quickly became "Turkeys". Headquarters just can't win.

a 12-minute demonstration employing a combination of films, lighted graphics, and manikins, showing how cities as far from the sea as Toronto, Ottawa and Hamilton could be in real danger of attack from the sea, and how the Navy with its new ships, aircraft and weapons stands on guard against such a threat. The capability of the modern submarine to fire a guided missile 500 miles to hit cities far inland, was emphasized in this program, which was conducted in a darkened theatre-like room. Officers, specially trained for the presentation, gave a descriptive talk using back-lighted plexiglass panels containing a map of the Atlantic seaboard, a drawing of a destroyer escort of the *Bonaventure* and of her aircraft. Four film inserts illustrating the torpedoing of a merchant ship in the Second World War, the *De* and the *Bonaventure* in action, and the officers and men who man the ships, completed the program. This demonstration played to capacity houses nearly every day.

Other Navy exhibits included a Tracker anti-submarine aircraft which was displayed with both wings folded, and a Tracker armament training panel

which demonstrated the wiring and workings of the aircraft's homing torpedo and sonobuoys. Another exhibit was the pictorial presentation of the junior officer training establishment HMCS *Venture*. In operation again this year, for the third time, was the Neptune quiz where visitors were awarded special certificates for answering correctly questions about the RCN.

The Navy took part in three tri-service displays. One was the chapel where chaplains from all three services were on hand to explain the role of the "church in uniform", and another was the tri-service theatre where films of the Navy, Canadian Army and Royal Canadian Air Force were shown continuously. The largest tri-service display, however, was in the grandstand show where 20 men from each service performed for eight minutes to open the giant show. The team gave a display of acrobatics, tumbling, and a running maze with the men carrying flaming sabres. The members also participated in the finale forming a striking and effective tableau in the closing scene of what is believed to be the largest stage presentation on the continent.



SATELLITES — WHAT GOOD ARE THEY?

Now Earth and Atmosphere Can be Studied from Space

EDITOR'S NOTE

The accompanying article, it will be immediately evident to readers, was written before Sputnik appeared in the sky on October 4. The launching of the Russian earth satellite, greeted by congratulations and cries of consternation, was one of the most significant scientific achievements since the discovery of sustained atomic fission, which led along the branching roads to atomic destruction and the peaceful production of nuclear power.

From the military standpoint the earth satellite is significant because it means that rocket motors powerful enough to propel inter-continental ballistic missiles have been achieved; to the man on the street, the satellite represents the first step on the road to the stars. But the question remains: What good is it? Is it simply a scientific "stunt" or can mankind derive some benefit from it?

These questions are answered in this article by Professor S. E. Singer, of the Physics Department, University of Maryland. It is reprinted here with grateful acknowledgement to Air BP, the journal of the international aviation service of the British Petroleum Company Ltd., London, England.

The diagram, which has been redrawn from one accompanying the Air BP article, shows variations from what actually happened in the case of Sputnik. The Russian satellite's nose cone was not released until Sputnik had reached its orbit and the final-stage rocket casing also continued to fly around the earth. Drawings are by the Naval Art Section.

THERE is a natural tendency, particularly among engineers, to question any new development in terms of the utility. "What good is it?"

This applies to explorations or the climbing of Mount Everest, as well as to the launching of artificial satellites; and the sceptical attitude is justified, since the engineer is generally more aware of the technical difficulties of a project than the average citizen.

Thus, some of the most persistent opposition to the "spaceship theme" has been from realistic and practical engineers who could very well visualize all the difficulties involved in the construction and launching of such vehicles.

The fact that the United States is going to launch a small satellite during the International Geophysical Year 1957-58 has, of course, received a great deal of public attention. To the man who still asks the question, "What good is it?" can now be argued that the utility of an artificial satellite has outweighed the technical difficulties and the financial investment.

The prime purpose of the satellite is to serve as an observatory above the earth's atmosphere and to investigate the space which forms the environment of the earth. A satellite can do many things. It can look up and measure the incoming radiations which are normally attenuated or absorbed by the atmosphere. It can look down on the earth and examine the atmosphere below it. It is affected by the earth's gravitational field and by the residual atmosphere; their effects on the orbit, although minute, can lead to important results.

Perhaps a good way to start examining the utility of a satellite is to ask what can be done with a body which carries no instruments. Since it moves in a satellite orbit, it is affected by the gravitational field of the earth and any slight deviation of this gravitational field from the perfect inverse square law is noticeable by the deviation of

the satellite orbit from a perfect ellipse. We may find therefore that the orbit of the satellite is not re-entrant and that the ellipse rotates slowly in its own plane with time. We may also find that the plane of the orbit itself does not stay constant in space but precesses because the earth is not a perfect sphere. For example it can be calculated that if the orbit is inclined at 83° to the equator, the equatorial bulge of the earth causes a precession which equals one complete turn per year. In other words, a satellite orbit inclined 83° to the equator will keep constant its orientation with respect to the sun-earth line.

Of great interest are the effects of the residual atmosphere even where it is quite rarefied. Each individual impact with a molecule will rob the satellite of some energy and these losses of energy will lead eventually to a perceptible change in the orbit. The satellite will seek an orbit of lower total energy, i.e., an orbit at a lower altitude. The loss of height will be small at first, but will be accelerated as the satellite enters the denser atmosphere. Finally, the orbit will decay quite rapidly and the satellite will plummet to earth, burning up as it enters the lower atmosphere at high speed.

By observing the satellite's orbit, we shall get accurate information on the density of the atmosphere at various altitudes. In fact, this seems to be about the only way in which we can measure the density of the atmosphere here at extreme altitudes of about 300 miles or higher. The conventional type of rocket does not spend enough time in this region to make a measurement possible.

For all of the measurements discussed so far it is essential to observe the satellite and to track its orbit. This can be done by visual means if the satellite is large enough or if the observing telescopes are large enough. Another method, which does not depend on atmospheric conditions, uses a transmitter in the satellite and a receiver on

the ground. Interference methods of the type which have been used to track astronomical radio stars can also be applied to the satellite and give great precision in fixing the instantaneous position of the satellite, and therefore its orbit. A chain of radio tracking stations set up along the satellite's path could intercept it during every orbit. The data would be fed into a central collecting station from which the satellite orbit and the changes of the orbit could then be computed.

Once we have a transmitter in the satellite, it becomes possible to do a large variety of measurements. Instruments can be placed in the satellite and their outputs used to modulate the transmitter. This intelligence can then be received on the ground and interpreted.

Perhaps the most important phenomenon to measure is the sun's ultraviolet and x-radiation. This radiation is normally hidden from us because it is absorbed in the atmosphere; but by being absorbed it produces a variety of complicated effects which lead to the formation of the ionized layers. These form the ionosphere which reflects radio waves and makes long-distance communications possible. Hence the importance of such measurements is too obvious to require much elaboration. The output of solar ultraviolet is extremely variable, and so the state of the ionosphere also varies from day to day, sometimes even from minute to minute. Much effort is being spent on predicting the propagation conditions of the upper atmosphere in order to make reliable communications possible. In this enterprise the satellite should be able to contribute in an outstanding

way. In addition to the purely scientific applications in the study of the sun, therefore, the satellite will certainly allow us to conduct long-distance communications on a much improved basis.

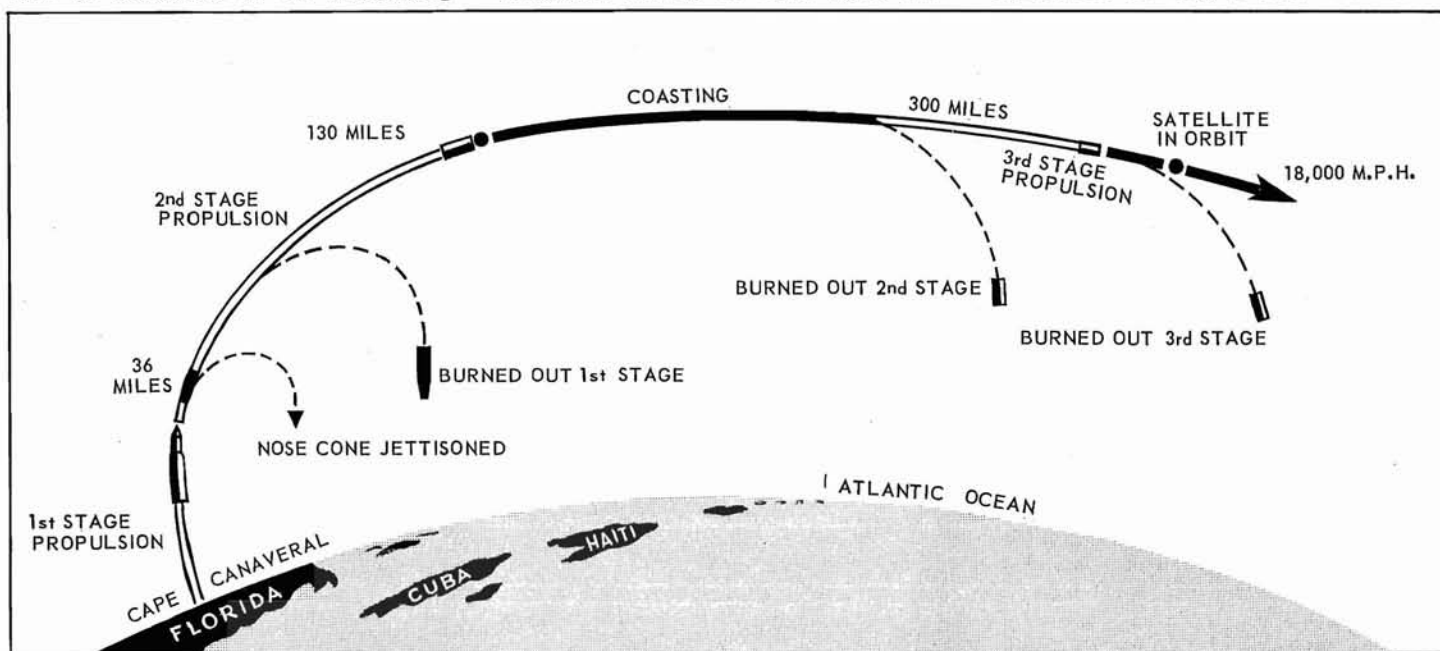
Aside from electromagnetic radiations from the sun, there are occasional outbursts of particles, generally closely following an outburst of ultraviolet (solar flare). These particles may include at the high energy end some very high-speed cosmic rays, and these are added to the normal background cosmic radiation which is probably of galactic origin. Shortly thereafter we observe the incidence on the earth of lower energy (and therefore somewhat slower) particles which arrive in sufficient number to produce the luminous aurora at high latitudes, both north and south. The earth's magnetic field deflects them to these higher latitudes and keeps them away from the equatorial zone. Later still, we observe the incidence of still slower particles which arrive in such large numbers that they produce very strong magnetic effects and lead to magnetic storms on the earth. These large magnetic disturbances can have severe effects not only on radio communication but also on wire communication. Large potentials are often set up which can burn out equipment unless properly safeguarded. Again, the satellite will not only facilitate the proper scientific study of these phenomena but allow us to gauge their effects and possibly predict their occurrence so that precautions can be taken.

Among the more interesting particle radiations coming in from space are

the meteors and their smaller cousins the micrometeors which cannot be observed directly since they do not produce a luminous trail or ionization trail. The constant bombardment by high-speed meteoric dust particles will wear away the skin of the satellite and may damage it. We do not know yet what the erosion rate of the skin will be and one of the satellite experiments is to measure this erosion rate.

The satellite can also make observations of the earth; it can measure the reflected sunlight which goes back out into space. Since clouds act as most efficient reflectors, the satellite in essence measures the cloud distribution on the earth. This has tremendous implications for meteorology. From the cloud distribution, the meteorologist can not only obtain a better view of the current weather but is in a position to predict the weather synoptically much better than is possible at present when only five per cent of the earth's surface is under meteorological observation.

Also, by studying the heat input into the earth's atmosphere from the sun, meteorologists can set up better long-range calculations of the large-scale circulation of the earth's atmosphere and make predictions over extended periods of time of regional weather and climatic changes. Weather affects our daily lives and our national economy in a profound way and even though we cannot yet produce the weather we want, its accurate prediction should save us billions in national income. It will be another dramatic demonstration of the way in which modern technology can benefit our way of life.—*Air BP.*



THE BLUE FIRE THAT SPELLED DEATH

164-Year-Old Tragedy Traced to Deadly Plankton

SOMETIMES during the summer months a strange blue-green light flickers along the crests of the waves of the North Pacific and bursts into foaming masses of pale fire in the bow wave and wake of a speeding ship.

Sailors no longer hold any superstitions concerning this phenomenon. They know that the weird light is simply another manifestation of the teeming life of the sea. What is less known is that this glow upon the surface of the ocean can spell death.

During July, the frigate *Jonquiere* was diverted from an exercise to visit Carter Bay, in Finlayson Channel, about 300 miles from Victoria on the British Columbia coast. A working party landed, searched for and found the rough cairn that marks the resting place of John Carter, an able seaman who served in Captain George Vancouver's famous ship, the *Discovery*.

On June 15, 1793, 24-year-old AB Carter died less than six hours after he had breakfasted on roasted mussels, which had been gathered at a spot later designated by Captain Vancouver as "Poison Cove".

The circumstances of Carter's death are recounted in "Vancouver's Voyage", Volume II, Book the Fourth, Chapter 1, page 284, under the date June 1793. The incident occurred on the 15th of the month when the *Chatham's* cutter and the *Discovery's* small cutter were away in company from the ships on a survey trip under the command of Mr. Johnstone, master of the *Chatham*. Captain Vancouver's account follows:

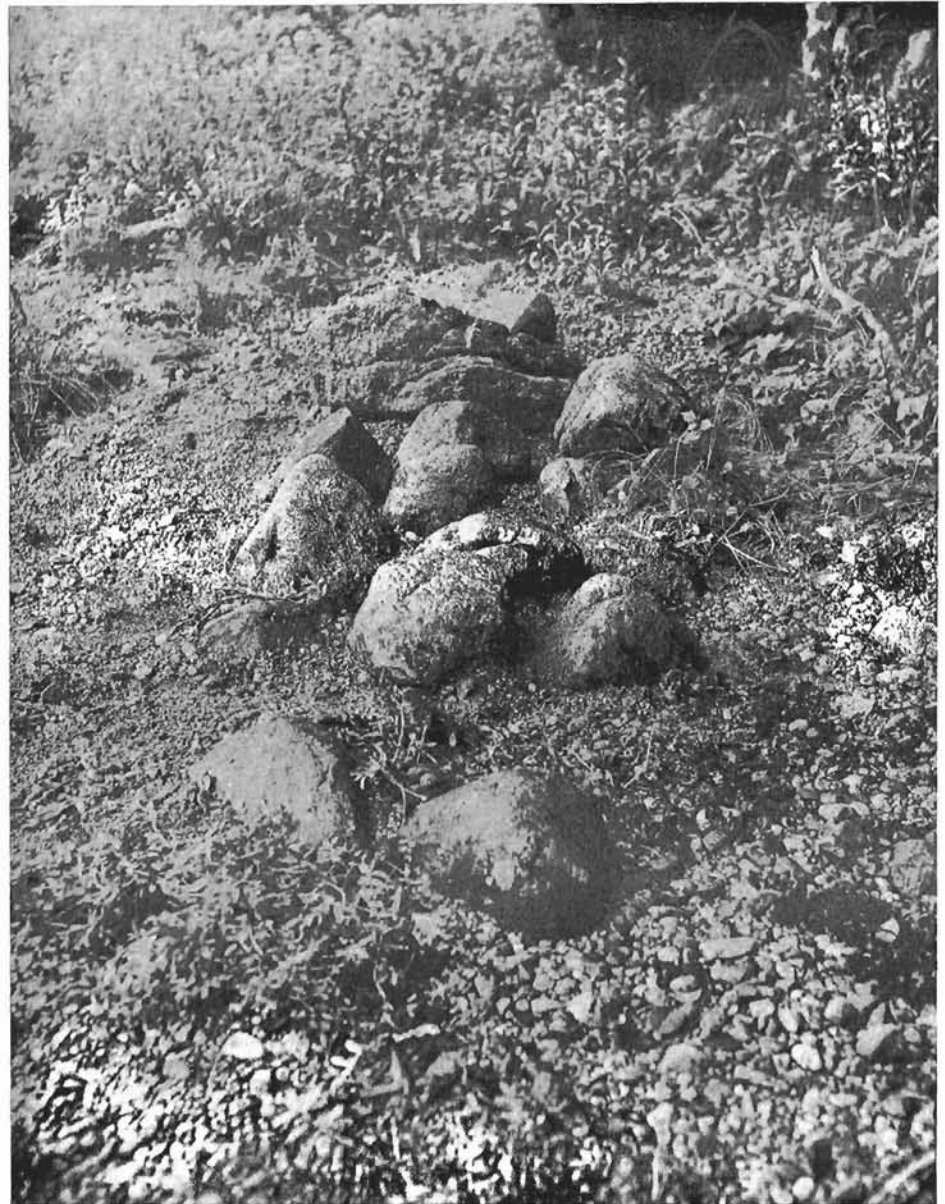
"In the morning of the 15th, the examination of the continental shore was continued, and from the above north point of this arm the channel was found to extend in a direction N24W about five miles, where the larboard or western shore formed a sharp point, from whence another branch took a direction S55W, and united with that which they had navigated for about 4½ miles north; then took a direction N70E, 4 miles further, where it terminated in latitude 52° 56½', longitude 231° 54',* forming some little bays on the southern side. In one of these they stopped to breakfast, where finding some muscles (Vancouver's spelling), a few of the people ate of them roasted; as had been their usual practice when any of these fish were met with; about nine o'clock they proceeded in very

rainy unpleasant weather down the south-westerly channel, and about one landed for the purpose of dining.

"Mr. Johnstone was now informed by Mr. Barrie, that soon after they had quitted the cove, where they had breakfasted, several of his crew who had eaten of the muscles were seized with a numbness about their faces and extremities; their whole bodies were very shortly affected in the same manner, attended with sickness and giddiness. Mr. Barrie had, when in England, experienced a similar disaster, from the

same cause, and was himself indisposed on the present occasion. Recollecting that he had received great relief by violent perspiration, he took an oar,

* Captain Vancouver calculated longitude eastward from Greenwich as he had come by way of the Cape of Good Hope. The International Date Line was not then in existence, hence longitude was, in this case, shown greater than 180°. Today this position would be given as 52° 20½' N—128° 01½' W. Similarly, it is possible that Captain Vancouver should have entered the date as June 14, rather than June 15.



This cluster of lichen-covered rocks marks the final resting place of Able Seaman John Carter, of Captain Vancouver's famed HMS *Discovery*. The 24-year-old sailor died after eating poisonous mussels during an exploration trip in the Finlayson Channel area 164 years ago. (E-42094)

and earnestly advised those who were unwell, viz. John Carter, John M'Alpin, and John Thomas, to use their utmost exertions in pulling, in order to throw themselves into a profuse perspiration; this Mr. Barrie effected in himself, and found considerable relief; but the instant the boat landed, and their exertions at the oar ceased, the three seamen were obliged to be carried on shore. One man only in the *Chatham's* boat was indisposed in a similar way.

"Mr. Johnstone entertained no doubt of the cause from which this evil had arisen, and having no medical assistance within his reach, ordered warm water to be immediately got ready, in the hope, that by copiously drinking, the offending matter might have been removed. Carter attracted nearly the whole of their attention, in devising every means to afford him relief, by rubbing his temples and body, and applying warm cloths to his stomach; but all their efforts at length proved ineffectual, and being unable to swallow the warm water, the poor fellow expired about half an hour after he was landed.

"His death was so tranquil, that it was some little time before they could be perfectly certain of his dissolution. There was no doubt that this was occasioned by a poison contained in the muscles he had eaten about eight o'clock in the morning; at nine he first found himself unwell, and died at half past one; he pulled his oar until the boat landed but when he arose to go on shore he fell down, and never more got up, but by the assistance of his companions. From his first being taken his pulse were [sic] regular, though it gradually grew fainter and weaker until he expired, when his lips turned black, and his hands, face, and neck were much swelled.

"Such was the foolish obstinacy of the others who were affected, that it was not until this poor unfortunate fellow resigned his life, that they could be prevailed upon to drink the hot water; his fate however induced them to follow the advice of their officers, and the desired effect being produced, they all obtained great relief; and though they were not immediately restored to their former state of health, yet, in all probability, it preserved their lives. From Mr. Barrie's account it appeared, that the evil had arisen not from the number of muscles eaten, but from the deleterious quality of some particular ones; and these he conceived were those gathered on the land, and not those taken from the rocks. Mr. Barrie had eaten as many



Shipwright CPO Howard Southin tightens bolts on the permanent brass plaque which will preserve the facts surrounding the death, 164 year ago, of Able Seaman John Carter. The large granite boulder on which the plaque has been placed by the Royal Canadian Navy, overlooks Carter's grave. (E-42098)

as any of the party and was the least affected by them.

"This very unexpected and unfortunate circumstance detained the boats about three hours; when, having taken the corpse on board, and refreshed the three men, who still remained incapable of assisting themselves, with some warm tea, and having covered them up warm in the boat, they continued their route, in very rainy, unpleasant weather, down the south-west channel, until they stopped in a bay for the night, where they buried the dead body. To this bay I gave the name of *Carter's Bay*, after this poor unfortunate fellow; it is situated in latitude 52° 48', longitude 231° 42': and to distinguish the fatal spot where the muscles were eaten, I have called it *Poison Cove*, and the branch leading to it *Muscle Canal*."

Captain Vancouver does not hazard a guess as to why the mussels, which ordinarily would have provided a nourishing meal, proved to be poisonous. Most people are familiar with the old belief that oysters should not be eaten during a month without an "R" in it. These months, of course, are May, June, July and August, and include the warmest months of the year. It is during this season that tiny sea creatures set the waves aglow with their phosphorescence.

The explanation for the mussels becoming poisonous lies here. There is

a reference to it in Rachel Carson's intensely interesting description of the sea and its inhabitants, "*The Sea Around Us*":

"Sometimes the meaning of the glowing water is ominous. Off the Pacific coast of North America, it may mean that the sea is filled with the dinoflagellate *Gonyaulax*, a minute plant that contains a poison of strange and terrible virulence. About four days after *Gonyaulax* comes to dominate the coastal plankton, some of the fishes and shellfish in the vicinity become toxic. This is because, in their normal feeding, they have strained the poisonous plankton out of the water. Mussels accumulate the *Gonyaulax* toxins in their livers, and the toxins react on the human nervous system with an effect similar to that of strychnine. Because of these facts, it is generally understood along the Pacific Coast that it is unwise to eat shellfish taken from coasts exposed to the open sea where *Gonyaulax* may be abundant, in summer or early fall. For generations before the white men came, the Indians knew this. As soon as the red streaks appeared in the sea and the waves began to flicker at night with the mysterious blue-green fires, the tribal leaders forbade the taking of mussels until these warning signals should have passed. They even set guards at inter-

vals along the beaches to warn inlanders who might come down for shellfish and be unable to read the language of the sea."

So now, more than a century and a half after the event, it is possible to say how AB John Carter came to his death. The mystery is why some of the other members of the party did not die.

The death of Carter and the illness of his companions was a strange, frightening experience for the explorers of a coast where the white man had been seldom if ever seen.

Today on a large granite boulder overlooking the half-sunken stones marking Carter's grave a suitably inscribed brass plaque has been placed to commemorate a young British sailor

who died "after pulling his oar to the last".

Headed by Lt.-Cdr. C. D. Gibson, commanding officer of HMCS *Jonquiere*, the working party which affixed the plaque to the rock included Lt. Don Carmichael, Lt. F. C. Allwood, Lt. R. W. Carlyle, Sub-Lt. J. Stamhius, Shipwright CPO Howard Southin and Ldg. Sea. Kenneth Buck.

Franklin's Loss Spurred Arctic Discovery

Last Search for Explorer Began 100 Years Ago

ONE HUNDRED years ago this year there began the last phase of the most extensive and intensive search ever undertaken in the Canadian Arctic. It was to add immeasurably to our knowledge of that ice-bound area. In the ten years from 1847 to 1857 no less than 50 ships participated in a search all over the Canadian Arctic to try and discover the fate of Sir John Franklin, his two ships, and men. The last expedition, under Francis Leopold McClintock, set out in July 1857 and did not return to England until September 1859.

The object of the search, Sir John Franklin, had been appointed by the Admiralty to head an expedition to follow up the discoveries of Captain Parry, who had made some headway toward finding the fabled Northwest Passage. The Northwest Passage had been a dream of Europeans from the time of John Cabot, who thought there must be a short route across the northern part of Canada to Cathay (China). This would be an important commercial route, if it could be found and navigated, as the trip to Cathay at that time took many months each way.

The Admiralty then felt after several hundred years of trying that at last the Northwest Passage was nearly in its grasp. Accordingly, it fitted out an expedition to exploit this chance and Sir John Franklin, the former Governor of Tasmania, an experienced and able man at 59, was chosen to head this expedition. He was given two ships HMS *Terror* (Captain F. R. M. Crozier, RN) and HMS *Erebus* (Captain James Fitzjames, RN) and 129 men.

Franklin saw to it that this was one of the most carefully-planned and best-equipped expeditions ever to challenge the Arctic, or Antarctic for that matter. Provisions were carried for three years and both ships were capable of proceeding under sail or steam. The hulls were specially strengthened to withstand the crushing pressure of the Arctic ice. Nothing was left to chance.

No one in the Admiralty or in England doubted that this so carefully planned undertaking would be successful. Nevertheless, Franklin, who left England on May 19, 1845, was heard from but twice again.

He stopped at Disko, Greenland, where letters were sent home. Then a party of whalers, the Canadian Arctic being the great whale fishing grounds of the world at the time, encountered Franklin during July in Baffin Bay. That was the last that was ever heard from the ill-fated Franklin Expedition.

Several years went by and, even though no word was heard from him, Admiralty was confident that as he had such a great store of provisions he would somehow pull through. However concern began to mount when John Rae, who had led another small expedition which had left England at the same time as Franklin's returned and reported having seen no traces of Franklin or his ships.

In 1848, three years later and with still no word, Lady Franklin, frantic with worry, persuaded Admiralty and several private groups to send out search parties for her husband. Three expeditions left England that year to attempt to discover the fate of Franklin. James Clark Ross, an experienced Antarctic explorer, led one expedition. He followed as closely as possible Franklin's route until he was forced out by heavy ice. No sign of that unlucky expedition was found.

At about the same time Captain Kellett, RN, with Captain Moore, RN, as his assistant, entered the Arctic from the Westward through the Bering Strait, the Chuckchee Sea and across the northern coast of Alaska to Banks Island. The southwest corner of Banks Island has been named Cape Kellett in his honour. Kellett was likewise unsuccessful and was forced out by heavy ice.

Meanwhile a third expedition led by John Rae and John Richardson went

overland on foot from the Mackenzie River to the north and east but failed to find any trace of the unfortunate Franklin expedition.

Some time later Admiralty offered a reward of one hundred thousand pounds for the rescue of Franklin and half of that amount for certain information about the missing expedition. Franklin's widow also offered a reward, though considerably smaller, and even paid for fitting out of a ship and sending it out on the search.

In the next few years Americans and British participated in the search for the lost Franklin. The largest expedition was one led by Sir Edward Belcher with five ships including HMS *North Star*, (Cdr. W. J. Pullen) which had for her sailing master one T. C. Pullen, RN. They were great uncles of Rear-Admiral H. F. Pullen and Captain T. C. Pullen of today's Royal Canadian Navy.

Two of Belcher's ships, the *Resolute* (Captain Kellett) and *Intrepid* (Captain McClintock), sailed west through Lancaster Sound to Belcher Island where the ships were frozen in and wintered near Melville Island. The two ships were eventually abandoned and the ship's companies were ordered back to the *North Star* at Beechey Island. Sir Edward Belcher was with the *Assistance* (Cdr. Richards) and *Pioneer* (Lt. Sherard Osborn), which set out through Lancaster Sound to cover the area of the Wellington Channel. There the two ships were beset by ice and again officers and men set over the ice to join the *North Star*.

At this point the story must be retraced to record the voyage of Robert McClure, who entered the Arctic in the *Investigator* by way of Bering Strait in 1850 and made the first discovery of a possible Northwest Passage in McClure Strait. He sailed east as far as Banks Island and was stranded in the ice there. McClure and his men were rescued by

a party from one of Belcher's ships, the *Resolute*. They were transported by sledge to the *Resolute* at Dealy Island (near Bellville Island). Later they travelled to the *North Star* at Beechey Island on Lancaster Sound, probably again by sledge.

The *North Star*, with the coming of summer, left for England with all the ship's companies on board for England, where Belcher and four captains were court-martialled for losing their ships. All were honorably acquitted. However, they had found no trace of the Franklin expedition and their efforts represented the last large expedition to search for the missing explorer.

In 1854, after the British government had sent out no less than 19 expeditions, it was considered that Franklin and his men were lost and that all that was possible had been done to find him. The Admiralty then considered the matter closed and their spokesman, Admiral Walcott, declared before the House of Commons on August 5, 1854: "I am of the opinion that every endeavour consistent with the honour of the country has been made and all practicable means exhausted in the search for Sir John Franklin and the enterprising men who were his companions. I can only believe that the vessels forming the ill-fated expedition have foundered and that their crews perished."

Lady Franklin was not satisfied, however, and she fitted out a ship, a small screw steamer, the *Fox*, which Francis Leopold McClintock volunteered to command. This man, a veteran of the Ross, Austin and Belcher expeditions, was also the first man to take the trouble to learn from the Eskimos how to use a dog sled and was therefore a happy choice for this dangerous and exacting job.

McClintock was, in fact, the man who finally solved the riddle of the disappearance of Franklin and his men. McClintock reasoned that, as the search generally had concentrated on the northside of Lancaster Sound and to the westward, Franklin perhaps had gone to the southward and probably through Prince Regent Inlet or, what is now known and named after him, McClintock channel. He moved south and carried out extensive searches on foot and finally found some skeletons and traces of the expedition on King William Island on the southern end of McClintock channel.

Among the effects was found a report which contained the following information: The *Erebus* and *Terror* had been abandoned on April 22, 1847, five miles to the northwest after being locked in

the ice since September 12, 1846. The officers and crew, 105 men in all, had landed under Captain F. R. M. Crozier, in Latitude 69° 47' 42" N and Latitude 98° 41' W. Franklin had died on June 11, 1847. Up to the date of writing, the expedition's casualties had amounted to nine officers and 15 men. It was the survivors' intention to make the Great Fish River the following day, April 26.

The report was signed "James Fitzjames, Captain, HMS *Erebus*, and countersigned "F. R. M. Crozier Captain, HMS *Terror*, and Senior Officer".

It follows then that Franklin died on June 11, 1847, and apparently the main body of the expedition perished some time about the end of April 1848 or shortly afterwards.

The foregoing does not completely solve the question: "Where and under what circumstances had Franklin died?"

One of the most interesting theories I know of is one attributed to Sgt Major (later Superintendent) Henry Larsen, captain of the RCMP vessel *St. Roch*. He thinks Franklin sailed south from Lancaster Sound through Regent Inlet to the Gulf of Boothia, then through

Bellot Strait and into McClintock channel. Franklin probably died on Somerset Island or Boothia Peninsula. There are many other theories but no one to my knowledge has been able to prove any of them—M.K.K.

NOTES—HMS *Resolute*, Belcher's flagship, was sighted and taken in tow in Davis Strait, 1,200 miles from where she had been frozen in, and brought back to the United States where she was refitted and presented to England as a symbol of friendship between the U.S. and England. Subsequently, when she was broken up, a desk was made from her timbers and presented to the President of the United States by Queen Victoria and this is the desk the President uses for his TV appearances. (See *The Crow'snest*, May 1956).

Superintendent Larsen mentioned above was the second man ever to take a ship through the northwest passage. He took *St. Roch* through from west to east in 1940-42 taking about 28 months to accomplish the voyage. In 1944 he returned going east to west taking about 86 days this time. The first ship through was the Norwegian vessel *Gjoa* commanded by Amundsen, accomplished the passage between 1903-1906, taking three years. The first and, up to this summer, the only large ship ever to complete the Northwest Passage was RCN's Arctic patrol ship HMCS *Labrador*, on her maiden voyage in 1954.



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS D'Iberville

The enthusiasm as well as the seamanlike conduct and performance of *D'Iberville* new entries, played a great part in the tremendous success the naval service had at the Quebec Provincial Exhibition, which was held the last two days of August and the first week of September.

Twice daily, on certain days, the Sunset Guard under the command of CPO Darveau became the centre of attraction at the Exhibition Grounds. The vital part played by the *Cornwallis* band could not be over-estimated. Under the competent direction of Cd. Off. T. J. Jones, the band presented another concert and this time for the *D'Iberville* people only.

Besides the musical and military training to which *D'Iberville* is exposed, is the athletic sportsmanship which they have displayed by accepting gracefully the defeat they received at a softball game when playing *Donnacona* and again at the hands of the *Hochelaga* team.

Days of glory were here again when they defeated the *Gloucester* and *Nootka* teams. Even the commanding offi-

cer is quite an athlete, as was evident when he pitched the first ball in the International Baseball game between the Montreal Royals and Toronto Maple Leafs. He had the full support of a Sunset Guard, present for this occasion.

Sunset guards and guards of honour are always in demand at *D'Iberville*. On September 5, when His Excellency the Governor General arrived, *D'Iberville* joined with the Royal 22nd Regiment, to form a guard. On another occasion, the commissioning of the *Chignecto*, *D'Iberville* again was accompanied by the band of the Royal 22nd to perform a sunset ceremony.

The *D'Iberville-Montcalm* wardroom honoured Rear-Admiral R. E. S. Bidwell at a party on the occasion of his last visit to the old city of Champlain.

Among the newcomers to *D'Iberville*, not counting the new entries which arrive every Monday (there are now 145 under training), the ship's company welcomed PO Lambert who took over the duties of captain's secretary. Inst. Lt.-Cdr. P. Bernatchez succeeded Lt.-Cdr. E. Boule as senior instructor officer. Lt.-Cdr. Boule, a pioneer of the new entry school, was appointed to *Venture*.

During his farewell inspection of HMCS Hochelaga, Montreal, Rear-Admiral R. E. S. Bidwell, who retired as Flag Officer Atlantic Coast on September 20, visited classrooms in the Supply School. He is shown standing behind the instructor's desk with R. Eastwood, civilian instructor in typing. (ML-5996)



HMCS Buckingham

The first ship in the Royal Canadian Navy to be fitted with a helicopter platform, the frigate *Buckingham* was paid off on September 30 before going into major refit.

Launched on April 28, 1944, she was commissioned in the RCN at Quebec on November 2 of the same year. Early in 1945 she joined a new support group, EG-28, the last of the RCN's "hunter-killer" groups.

She was paid off into reserve at Shelburne, N.S., on November 16, 1945. Taken to Canadian Vickers Ltd., Montreal, for modernization, she was recommissioned on June 25, 1954.

Before being outfitted for the helicopter tests, she was largely employed in providing training afloat for new entry sailors from *Cornwallis*.

11th Canadian Escort Squadron

Thousands of civilians, Canadian and American, had their first glimpse of the Royal Canadian Navy last summer as they visited ships of the Eleventh Canadian Escort Squadron, consisting of the *Sault Ste. Marie*, *Portage* and *Wallaceburg*.

Once again the three ships were based in Hamilton, Ontario, to train RCN(R) new entries in the rudiments of seamanship. Each class of 20 new entries had a busy two weeks' instruction in the ship. However, not all their time was spent at work. Days were spent in Canadian and American cities such as Chicago, Rochester, Bay City, Owen Sound, Sault Ste. Marie, Port Arthur, Montreal, Detroit, Toronto, and many others. Perhaps the most memorable visit was that to Chicago for the July First Week-end.

Competitions between the ships of the Squadron were held in boat pulling and baseball at various times and places during the summer. The *Cock of the Walk* and the *Squadron Buck* changed hands twice and will remain in the *Portage* as a symbol of that ship's final victory in the whaler race at the Canadian National Exhibition at Toronto.

The three ships are now at the Point Edward Naval Base in Sydney, Nova Scotia, having been paid off on September 24. They have steamed many

miles this summer and many of Canada's young men, who have volunteered to join the Reserve, in the future will look back at their first days afloat as happy and memorable ones.

The officers and men of the permanent force may reflect upon a job well done. The people of Sydney will also remember the squadron, for the ship's company of the *Sault Ste. Marie* purchased a television set from that ship's fund for the Cape Breton Hospital in Sydney.

Leadership School

Early September saw the commencement of the autumn training program at the Leadership School in *Cornwallis*. Three RCN courses opened at the beginning of the month to commence a busy six-week schedule.

They included: No. 43 Officers' Divisional Course, No. 83 Chief Petty Officers' and Petty Officers' First Class Leadership Course, and No. 82 Petty Officers' Second Class Leadership Course.

In sports, No. 82 course won the aquatic tabloid, while No. 83 course was most successful in the indoor tabloid.

The beginning of the fall program was marked by several changes in staff. Lt. P. J. A. Traves left the school in the latter part of August to attend McGill University in Montreal.

The appointment of Lt. W. R. Stebbings, to the long gunnery course in *Stadacona* took effect at the beginning of September. He was relieved as course officer for the chief petty officers and petty officers first class by Lt. P. J. Collins.

PO R. Binder was drafted to the school to replace PO R. H. Dykes, who will be leaving in November.—J.M.P.

HMCS St. Laurent

Quick thinking on the part of a chief petty officer on board the *St. Laurent* recently saved a shipmate from possible serious injury or a plunge over the ship's side.

The incident occurred while the *St. Laurent* was refuelling from a U.S. Navy aircraft carrier during the North Atlantic passage to the United Kingdom of Canadian and U.S. naval forces bound for extensive fall NATO exercises in European waters.

AB Reginald Farmer had stepped back from the side of the ship when the fuelling hose being brought in board pulled away. His foot was caught in a bight of the in-haul line and he was dragged toward the ship's side. A sharp



Patients at Cape Breton Hospital, Sydney, N.S., are enjoying the latest in television entertainment, thanks to the generosity of the ship's company of HMCS *Sault Ste. Marie*. When the Eleventh Escort Squadron paid off in Sydney after a summer's operation in the Great Lakes, the ship's company made the hospital a gift of a handsome television set. Shown accepting the set on behalf of the hospital is Miss Sadie Stirling, head nurse. Representing the ship's company are Petty Officers D. MacKay (centre) and W. Bauer.

knife in the hand of CPO Albert Hurtubise severed the line and freed AB Farmer.

The ship's daily orders that evening said:

"Chief Petty Officer Hurtubise is highly commended for his quick-thinking and coolness in cutting the in-haul fuel line from about AB Farmer's ankle this morning, when the latter stepped into a bight as the sea took charge while fuelling.

"There is no doubt that the action of CPO Hurtubise saved AB Farmer from serious injury or quite possibly being hauled over the ship's side."

PACIFIC COMMAND

One hundred and fifty delegates from among the 800 attending the Canadian Chamber of Commerce convention at Victoria were taken on a short cruise of the Juan de Fuca Strait on October 1. The sea-going businessmen were accommodated in the modernized frigates *Jonquiere* and *Ste. Therese*.

A week later 60 members of the War Amputations of Canada, attending their annual Dominion convention in Victoria, were taken on a similar cruise in the *Jonquiere*. Many of the delegates' wives took part in both cruises.

HMCS Antigonish

Following her refit and modernization at Victoria Machinery Depot, the *Antigonish* was commissioned into the RCN on October 12. She is commanded by Lt.-Cdr. R. W. J. Cocks.

Laid down on October 2, 1943, at Yarrows Ltd., Esquimalt, the *Antigonish* was commissioned on July 4, 1944.

After work-ups she was attached to Escort Group 16, based at Halifax. When not engaged in convoy work, the group carried out anti-submarine sweeps in and around the Halifax approaches. With other ships of the group she sailed for the U.K. on March 8, 1945. Two months later ships of the group set out for Gibraltar as a close escort for one of the fast troop convoys running between the U.K. and Alexandria. It was during this passage that the order was broadcast ending the U-boat war.

Returning to Halifax on June 24, 1945, EG-16 was disbanded. The *Antigonish* went into refit for duty in the Pacific but the war ended in this theatre during this period.

Sailing to Esquimalt, the *Antigonish* was paid off into the Reserve Fleet on February 5, 1946. Returning to service

a year later, she was engaged in UNTD training. For a period she was headquarters ship during the Fraser Valley floods of 1948.

She continued with training duties until being paid off on January 15, 1954 for modernization. She bears the battle honour: Atlantic 1944-45.

RADIO STATIONS

HMCS Gloucester

When all the items were totted up, it was found that HMS Gloucester had quite a bit to do with the Royal Visit October 12 to 16 besides providing three naval chauffeurs.

Daily throughout the Ottawa tour, two officers and 100 men were provided by the radio station as street liners during various downtown events. On Sunday, two teams of 100 were turned out and on Monday evening, an additional 40 were detailed for lining the route for the opening of Parliament.

On Monday night, at the Sunset Ceremony on the "Hill", Leading Seamen Howard Garrett and Leroy Demone were ushers in the section reserved for special guests. Ldg. Sea. Harry G. Wilson was the naval sentry at the cenotaph Sunday morning when Her Majesty and Prince Philip laid a wreath

there. The Royal Standard Party, which had to keep ahead of the Queen at every stop on her itinerary, was augmented by three Gloucesters, Able Seamen Lloyd Cara, Maurice Power, and Jean Allan.

Gloucester working parties helped prepare for occupancy the Carleton drill shed which quartered the Royal Guard from the Atlantic Command.

Cdr. (SB) D. S. K. Blackmore, commanding officer of Gloucester and Senior Officer Supplementary Radio Stations, and Lt. A. P. Johnson, accompanied by their wives, were presented to the Queen Tuesday evening at the Chateau Laurier.

Aside from the fact that many radio station personnel had a good look at the Royal Couple because of their duties over the historic weekend, there was a pleasant sequel. PO R. V. Harbridge and 11 other members of the Atlantic Command band performed at the ship's company dance Wednesday night in the Cartier Square drill hall.

The hall was made available by kind permission of Lt.-Col. M. H. Skelton, officer commanding, Cameron Highlanders of Ottawa. PO Ian Barron was master of ceremonies at the successful affair, attended by 100 couples. He presented two dozen roses to Mrs. Blackmore on behalf of the ship's company.



The Women's Naval Auxiliary, Toronto, has named its Man of the Year. CPO F. Hopkins RCN(R), shipwright, received the annual award of the Toronto division this year in recognition of his service to the naval division. He is shown being presented with the trophy by Mrs. Hendy, wife of Commodore R. I. Hendy, Senior Naval Officer Toronto Area. (COND-4351)

NAVAL DIVISIONS

HMCS Montcalm

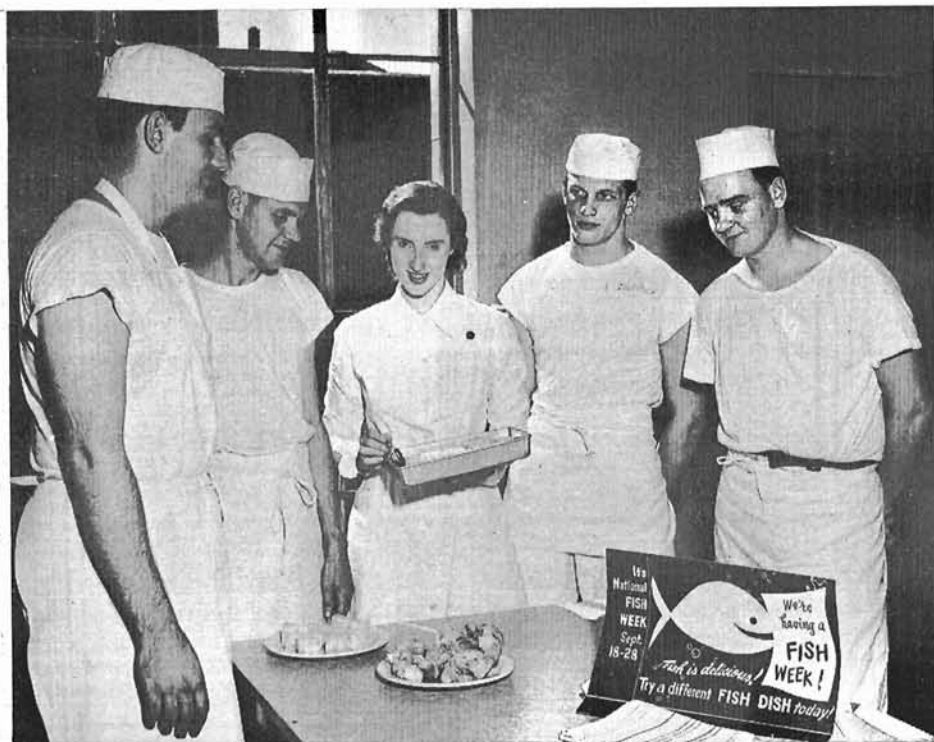
Quebec City was host to more than 30 ships throughout the summer, mostly USN and RCN, and HMCS Montcalm and HMCS D'Iberville held receptions in honour of the visitors.

Summer activities closed with the visit of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, in September 1, little more than two weeks before his retirement from the service. A farewell party was given for the distinguished visitor.

Recruiting for the Reserve showed an upswing, which, according to the experts, was due to the exhibit at "L'Exposition Provinciale". It proved interesting and popular with young men and women. On this occasion, the Cornwallis band and the D'Iberville guard performed the sunset ceremony every evening throughout the week.

Montcalm's "22 Rifle Club" has resumed its activities, and held some "shoots". Founded last year, the club has six sport rifles, and its own mess with 37 members in teams of five. Cdr. W. Mylett, Montcalm's commanding officer, presented the trophies.

Since Lt. Andre Tardif qualified as a communications officer, Montcalm has two specialists: Lt. (c) Tardif and Lt. (g) Edmund Monaghan.—J.L.



If any improvement has been noted in the quality of fish dishes served in ships and establishments of the Atlantic Command lately, it probably is the result of the efforts of Miss Johanne Zwicker, of the Federal Department of Fisheries. Miss Zwicker recently conducted a demonstration of fish cookery in "A" Block galley, at Stadacona, at which approximately 50 Navy cooks were present. Shown looking over the finished products are left to right: Ord. Sea. D. White, AB L. Lesperance, Miss Zwicker and Able Seamen L. Sneddon and G. Raine. (HS-49962)

SALON THROWS NEW LIGHT ON NAVY

Photo Display Warmly Welcomed Across Canada

“ONE PICTURE is worth one thousand words.”

The office copy of “Bartlett’s Familiar Quotations” does not give the origin of this famous saying, which has been ascribed in some quarters to one of the Chinese sages.

The expression is brought to mind by the eloquence with which the story of the Royal Canadian Navy is being told by the Naval Photo Salon in its tour of Canadian cities.

The photo salon had its beginning last year as a method of increasing the professional competence of naval photographers. Competitors were not confined to naval subjects, but were encouraged to exhibit off-duty photographs as well. The result, both this year and last, has been an outstanding collection of photographs of wide interest.

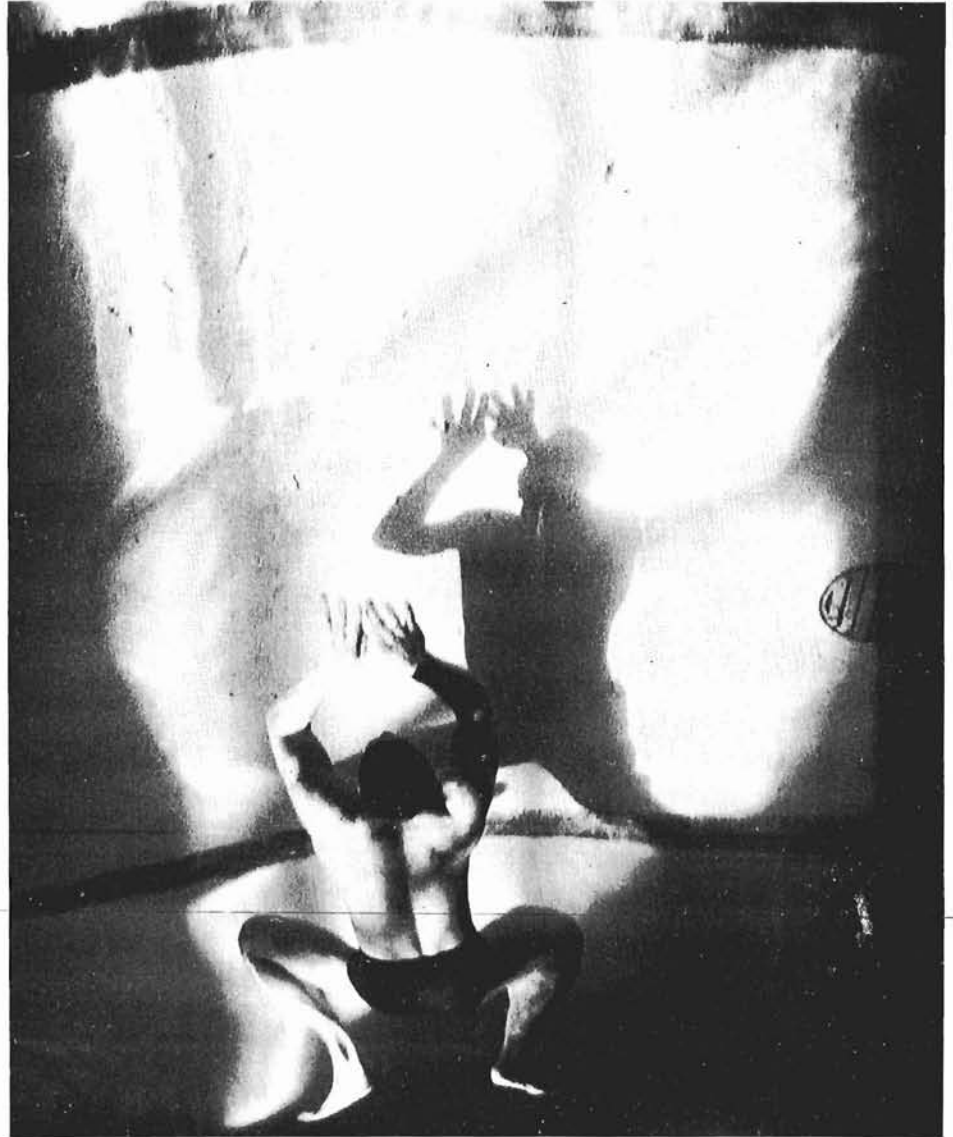
As the Saint John *Telegraph-Journal* observed in an editorial:

“Members of the armed forces, serving at home and abroad, have more opportunities than stay-at-homes to see the unusual, the striking and the beautiful. Those who have a camera and an eye for these qualities, who know natural artistic composition when they see it and appreciate the effects of light and shade, should be able to record in pictures many scenes, objects and characters with wide general appeal

“For example, the winning photograph this year is one of HMCS *Quebec* in a tropical harbour. The familiar but inspiring in an exotic setting is always effective. The photograph placed second is of a destroyer escort undergoing sea trials — grace and power, man’s inventiveness pitted against the elements. What a chance for the camera!”

Eighty photographs, selected from the 222 submitted, form this year’s salon, which had its initial showing in Ottawa and has since been seen in Halifax, Quebec City, Montreal and Toronto. The salon has been welcomed by press and public wherever it has been shown and its itinerary will take it to Trail, Victoria and Vancouver, in British Columbia, to Calgary, Edmonton, Saskatoon and Winnipeg, on the prairies, and then back to the Ontario cities, Windsor, London and Hamilton.

Perhaps the most attractive feature of the salon is its blend of the exotic



Tackling “off-beat” photographic problems can provide excellent technical training for the photographer, even when the resulting picture is rather weird, as is this one of a swimmer in the pool at Cornwallis. This was taken from above the pool, but underwater photography is also being practised in the RCN. Ldg. Sea. Gordon O. Ellis, who won fourth place and an Award of Merit for this photo in the Photo Salon, called it “Dance of the Deep”.

and familiar by which it conveys the feeling that the sailor, despite his acquaintance with strange, faraway places, has not lost his affection for his native land and the commonplace objects of every day life.

The salon is thus helping the Canadian public to keep its concept of the sailor in true perspective—not always easy for the dweller inland to whom life at sea is something remote and strange.

Interesting subjects for pictures are all around us, but it takes a trained

and discerning eye to discover this. Part of the aim of the Naval Photo Salon is to encourage in naval photographers enterprise, imagination and an eye for the significant. They have already been trained in the mechanics of the camera, its possibilities and limitations, and in the dark-room procedures required to bring out the best in what is recorded on the film. It takes extra practice, thought and effort to transform a photograph from a lifeless document into a living work of art.

Only a proportion of the naval photographer's work is concerned with taking pictures for publicity outlets . . . newspapers, magazines, television and movies. Most of the branch's output is technical, recording the progress of naval projects, defects in equipment, the utilization of space in ships or buildings and so on. A photograph of a corroded propeller or a damaged bearing can avert the necessity of experts at headquarters travelling to the commands. Even this type of photography is most successful when the

photographer has a thorough understanding of light and shadow, perspective and all the factors resulting in clarity of detail. Here again it is hoped that the high standards set by the Photo Salon will result in improved workmanship, although the work hardly falls within the category of art.

A rewarding aspect of the Photo Salon is the eagerness with which hotels, galleries and department stores have greeted the opportunity of displaying it. One store alone spent more than \$2,000 of its own money in pre-

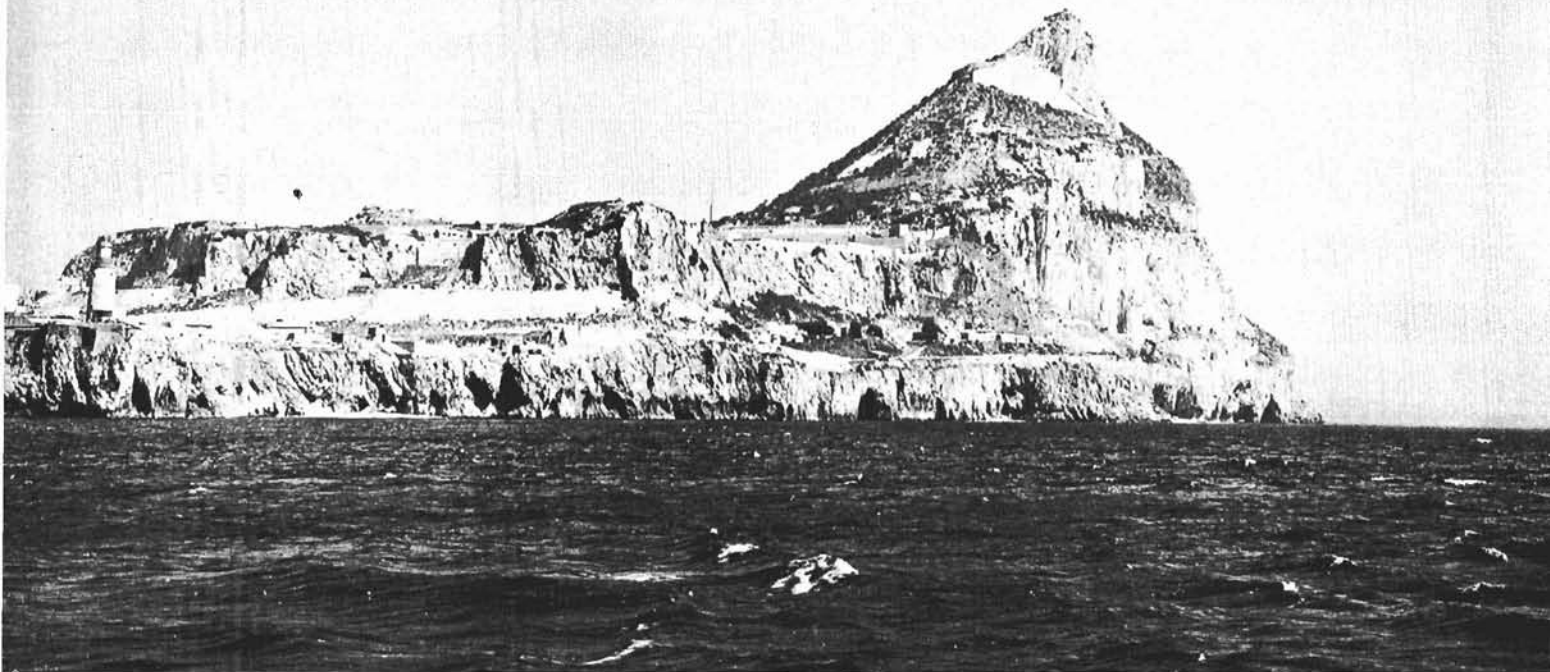
paring a setting which would display the salon to the best advantage.

As the salon progresses across Canada, viewers are learning more of what the Royal Canadian Navy is, where its ships go and what they do, and what the men are like who man the ships.

Like charity, the Naval Photo Salon is twice blessed: it spurs the naval photographer onward toward technical and artistic perfection and it presents the Canadian public with a display which is both beautiful and informative.



Television coverage was so excellent it prompted many Ottawans to stay at home to watch their sets instead of turning out in the numbers they might have for the various Royal Visit events. The exception was the opening of the 23rd Parliament, which brought more than 25,000 to the "Hill". This is just a small portion of the crowd that day. (O-10067)



'PRE-WETTING' AT SIEGE OF GIBRALTAR

Another New Idea Found to Have Historic Antecedent

THE EXPRESSION "pre-wetting" has a modern ring to it, signifying as it does the washing down of the superstructure and exposed decks of warships to prevent the accumulation of radioactive fallout in the event of a nuclear attack.

There is an interesting parallel between this modern development and an ingenious idea developed during the Great Siege of Gibraltar, which lasted for nearly four years in the early 1780s. A pre-wetting system for warships was developed during the siege by the eminent French engineer d'Arçon, in anticipation of a "fall-out" of red hot shot from the British batteries on the Rock.

The besieging Spanish and French, unable to reduce the Gibraltar garrison by using their shore guns, planned an attack from the sea, but were faced with the problem of keeping their ships afloat long enough to bombard the British positions effectively.

M. d'Arçon decided to construct a number of floating fireproof batteries, which could take up position in Gibraltar Bay, and shell the British at leisure, regardless of the fire returned against them. How he brought his idea to fruition is told in an anonymous account of the sieges of Gibraltar published during the last century ("Gibraltar and Its Sieges", Thomas Nelson and Sons, London, 1884):

"In the construction of these floating castles M. d'Arçon exhausted all his ingenuity. There were ten of them, each armed with 15 heavy guns, and

their structure was as follows: On the larboard side they were six or seven feet thick, made of green timber, bolted and cased with cork, iron, and raw hides. Inside they were lined with a bed of wet sand, and in case they should nevertheless take fire, currents of water were poured through them by a system of pumps and channels, so that, should any red-hot shot pierce the vessel and open up any one of the ducts, the water would pour forth instantly and extinguish the flames. As an additional protection, each tower was covered with a slanting bomb-proof roof, capable of being raised or lowered at pleasure, by means of machinery, from which, it was calculated, the balls would glide harmlessly into the sea. In fact the devices for the protection of the besiegers seem to have been more numerous and more skilful than those for the attack of the besieged. We must add that these ponderous floating batteries were masted and rigged, so as to sail like frigates."

The floating batteries were put to the test on September 13, 1782, anchoring about 1,000 yards from the garrison. The British opened up with everything they had.

"After a few hours' cannonade," the account continues, "our soldiers found that the battering ships were fully as formidable as they had been represented. 'Our heaviest shells,' says Drinkwater, 'often rebounded from their tops, whilst the 32-pound shot seemed incapable of making any visible im-

pression upon their hulls. Frequently we flattered ourselves they were on fire; but no sooner did any smoke appear than with admirable intrepidity men were observed applying water from their engines within to those places whence the smoke issued. These circumstances, with the prodigious cannonade which they maintained, gave us reason to imagine that the attack would not be so decided as, from our success against their land batteries, we had fondly expected. Even the artillery themselves at this period had their doubts of the effect of the red-hot shot, which began to be used about twelve, but were not general till between one and two o'clock.' The ordnance portable furnaces for heating shot being too few to supply the demands of the artillery when the battle reached its culmination, huge fires of wood were kindled in the corners of the nearest buildings, in which the shot was speedily prepared for use. Our soldiers jocularly termed these supplies 'roasted potatoes'."

Harassed by cross-fire from Spanish land fortifications and subjected to increasingly accurate fire from the battering ships, the British had every right to feel dismayed. The only encouraging result of hours of shelling was the sight of the masts of several of the ships going by the board.

"The wonderful construction of the floating batteries apparently defied the heaviest ordnance that the garrison could bring to bear upon them. In the

afternoon, however, a considerable change was apparent, and the besieged observed with delight that the flagship and the admiral's second were on fire, and that on board several of the vessels an evident confusion prevailed. Their cannonade slackened rapidly towards the evening; and about seven or eight o'clock it almost ceased. Various signals were thrown up from the suffering ships, and rockets were discharged to inform their friends of their distressed condition.

"As night came on, says Botta, the flames defied the most anxious efforts of the Spaniards to extinguish them; and the disorder which reigned on board the burning batteries soon communicated itself to the whole line. To the diminished fire of the enemy the garrison returned a cannonade which seemed actually to increase in rapidity and power. It was maintained throughout the night. At one in the morning

two ships were in flames. The others speedily caught fire, either from the effects of the red-hot balls, or, as the Spaniards said, because they set them on fire when they had lost all hope of saving them. The light and glow of this tremendous conflagration illuminated the entire bay, as well as the sombre Rock, and assisted the British gunners to point their artillery with the utmost precision."

Thus came to a sad end an experiment which anticipated "pre-wetting" and armour-clad ships. The disaster to the Spanish forces spelled an early end to the siege. Less than a month later, Lord Howe, with 34 ships of the line lured a superior Spanish-French fleet out to sea, permitting relief ships to gain the shelter of the Rock without loss. That was the end of the blockade and by the next spring Spain and Britain were allies.

LETTERS TO THE EDITOR

Dear Sir:

Arrived in Knoxville a little over a month ago, and am now enrolled in the Graduate School, University of Tennessee, where I am a candidate for the MSc degree. Sent my change of address to The Queen's Printer forthwith, and was very pleased to receive the August issue a few days ago.

It was a particular pleasure to see my old ship, in cartoon form, on page six of the August issue. I thought you might be interested in the story behind some of those cartoons.

We had a Ldg. Tel., John Ritcey from down in the Bluenose country, who liked to keep up his speed by copying commercial press news on short wave whenever we weren't too busy. That was something of a feat in itself, as the transmissions were machine sent, at a terrific speed.

I was the Ldg. Coder aboard at the time, and we decided to make the news he was copying available to the ship's company. Using onion-skin bond and the finest carbon paper we could find, we managed to turn out six copies of this news on the old typewriter—one copy for each mess and one for the CO.

The idea met with such instant and spontaneous enthusiasm that *The Rosthern Rag* was born there and then, and continued in production for several crossings. With the blessings of Commander P. B. Cross, the finest "old man" in the whole "Wavy Navy", we branched out into something of a one-page production. Don Geary, and two or three others whose names escape me

at the moment, did cartoons for nearly every issue of *The Rag*. It was no light task, either, as they usually copied them by hand on each sheet.

I'm not sure that the cartoon you printed ever appeared in *The Rag*, but a lot of them did. Don Geary, incidentally, designed and drew the rather famous gun shield emblem which graced the *Rosthern's* 4-inch over so many thousands of miles of the North Atlantic. Remember? The one of the donkey kicking the U-Boat out of the Atlantic?

Just thought you might be interested in that background info for your cartoon. I enjoy every issue of *The Crow'snest*. Keep up the good work.

Sincerely,

Wm. L. EVERNDEN,
(Inst. Lt., RCN(R))
(Ret'd)

Box 8659,
University Station,
Knoxville, Tennessee,
U.S.A.

Dear Sir:

Your appreciative comments on page 15 of the August *Crowsnest* concerning the U.S. Naval Institute *Proceedings* have just come to my attention. Thank you for the kind words.

Associate membership in the Naval Institute is open to Canadian citizens. Dues are three dollars a year, plus one dollar for postage. Such membership entitles one to a subscription to the

Proceedings as well as a liberal discount (usually 40 per cent) on books published by the Naval Institute. At the present time our total membership, domestic and foreign, is approximately 50,000.

You may be interested to know that early next year, probably in April, we shall publish a pictorial section in the *Proceedings* devoted to the Royal Canadian Navy. That issue will use a painting of a World War II RCN corvette as its cover picture.

Sincerely yours,

ROBERT N. ADRIAN
Commander, U.S. Navy
Secretary-Treasurer

United States Naval Institute,
Annapolis,
Maryland, U.S.A.

NOTE: The article mentioned above left the impression that associate membership was open only to officers. Such is not the case. Messes are not entitled to membership but may subscribe for the *Proceedings* at \$5 a year, plus \$1 postage.—Editor.

Recruit-a-Day Quota Beaten



Away back in 1949 AD when Lt. (E) W. H. Lang began recruiting duties at HMCS *York* in Toronto he was told that he would be expected to produce an average of one recruit a day.

On September 12, Lt. Lang's office enrolled the 3,000th recruit to have joined during his appointment. The new member of the RCN was Ord. Sea Thomas E. Pratt.

Lt. Lang checked up to see how he had been doing throughout the years. Taking into account two leap years, his tenure of office by September 26 had amounted to 2,922 days, putting him 78 days into the black against the continuing objective of a recruit a day.

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.

AGATE, Donald R.LSEM1
 AITKEN, Charles E.LSNS2
 AITKEN, JosephLSEM1
 ALLEN, William R.LSCD1
 ANDERSON, Gary A.LSAW2
 ANDREWS, George W.P1RP3
 ANSLOW, Clifford G.C2BD4
 ASH, Eldon J.P1RP3
 ATKINSON, Bernard M.LSTD1
 ATTWOOD, GeorgeLSRP1
 AYOTTE, George E.P1TD3

BARCLAY, Donald A.P1AA3
 BARR, Paul J.P2EM2
 BAY, Norman D.P1RP2
 BECK, Oakland E.P1TD3
 BERTHIAUME, Donald J.LSAA1
 BLAKE, Kenneth W.C2BD4
 BOOK, Kenneth E.P1QM2
 BOULANGER, Gaston E.P2EM2
 BOUTILIER, Myles G.P2NS2
 BREDIN, JamesLSCV1
 BRODEUR, Paul A.P1EF4
 BROOME, GeorgeC2LR3
 BROWN, Thomas D.P1QR2
 BROWN, William T.P1ER4

BROWNE, Ronald J.LSCS2
 BUCHAN, Garry W.LSCR1
 BUCHAN, Ross M.LSCS2
 BUTLER, Charles J.LSTD1
 CAIN, John H.LSEM1
 CAMPBELL, James J.P1BD3
 CARR, JohnLSMO2
 CARROLL, Albert W.P2EM3
 CASE, StanleyC2AA3
 CHAFFEY, Albert G.P1RP3
 CHAGNON, Rene J.LSCK1
 CHALMERS, Robert B.P1TD3
 CHARRON, Jean-ClaudeLSCK2
 COLLINS, Harold D.LSCK2
 COMISH, Frank E.P1AA3
 CONNORS, John F.P1TD3
 CORBETT, Dean N.LSCR1
 CORBETT, John W.P1RC2
 COUSINEAU, Jean-PaulC2VS3
 CUDMORE, Donald B.LSVS2
 CUTHBERT, William D.LSAR2

GILLESPIE, Robert J.LSCR1
 GIROUX, William R.P1QM3
 GOLDEN, Kenneth V.P1EM4
 GOVEIA, Anthony C.P1RP3
 GREEN, Walter J.LSQM1
 GRIFFIN, Richard W.P1RC2
 GUILLE, Gerald E.C2Q14

HACKENSCHMIDT, Richard J.LSCK2
 HALL, Matthew J.C1MR4
 HAMER, Charles A.P2EM2
 HARRISON, DerekP2PR2
 HARRISON, Howard J.LSCS2
 HENDERSON, Kenneth F.C1Q14
 HENDRICKSON, Bruce E.LSEM1
 HENRY, LawrenceLSRP1
 HOVAN, Jack D.C1ET4
 HOWARD, Kenneth D.LSVS2
 HOYLE, Hugh R.LSAW1
 HRICK, JohnP1AA3
 HUNT, George F.LSSW1

JOHNSON,, Martin G.LSEM1

LADOUCEUR, Andrew J.LSCR1
 LAFRANCE, Michel E.LSRP2
 LANE, Thomas P.LSCS2
 LAURENT, John P.P1QM3
 LEBLANC, Gerard J.LSEM1
 LETHBRIDGE, William S.P2EM2
 LEWIS, Norman K.P1RP3
 LINFORD, Lorne K.P2EF3
 LISTER, James W.LSCV1
 LOCKHART, William E.P2RS3
 LUSHINGTON, Phillip W.C2AA3
 LYONS, Terrance C.LSAP2

MacKAY, Angus D.C2BD4
 MacKINNON, James E.P2QR2
 MacPHEE, Arnold J.P1QM3
 McAUSLAND, Harvey R.P1QR2
 McCONNELL, HughP2EM1
 McCUTCHEON, John R.LSCS2
 McHUGH, James L.LSEM1
 McINTOSH, Kenneth J.P2BD3
 McKINNON, Vernon E.P1TD3
 McLEOD, Cathel J.C2ER4
 McNORGAN, Kenneth L.LSEM1
 McQUESTON, Robert J.P1RP3
 MAAS, ReinholdP1BD3
 MADDEN, Joseph H.P2CS3
 MARSH, Frank A.P1TD3
 MARTINELL, Roy E.LSEF3
 MATTHEWS, Ronald J.LSEM1
 MEADWELL, John G.C2PI4
 MEIN, Louis E.LSTD1
 MELANSON, Vernon M.P1CD3



WEDDINGS

Ordnance Lieutenant Ernest C. Ball, York, to Miss Dorothy Joyce Lynch, of Calgary.

Lieutenant R. B. Bartlett, Tecumseh, to Miss Sylvia Anne Griffiths, of Calgary.

Lieutenant Harry J. Brown, Shearwater, to Miss Lorraine Doris Rosalie Todd, of Halifax.

Able Seaman Leo Charpentier, Sussexvale, to Miss Alice Genest, of Victoria.

Lieutenant-Commander (S) J. H. M. Cocks, Patriot, to Miss Virginia Goldingham, of Buckinghamshire, England.

Petty Officer T. E. Dalgleish, Stadacona, to Miss Louise Sellers, of Fort William, Ont.

Leading Seaman Douglas G. Dauphinee, Stadacona, to Miss Nellie Isabelle Giles, of Halifax.

Lieutenant W. A. B. Douglas, Outremont, to Miss Jane Anne Middleton, of London, Ont.

Lieutenant Joseph I. Gallant, Huron, to Miss Barbara Eileen Cosgrove, of Halifax.

Lieutenant Andre J. Geddes, Stadacona, to Miss Marie MacCormack, of Halifax.

Lieutenant (S) Douglas E. Gerber, York, to Miss Shirley Mildred Baker, of Dunnville, Ont.

Able Seaman G. F. B. Hearn, Chignecto, to Miss Gladys Daniels, of Winnipeg.

Lieutenant (S) Gerald E. Johnston, Shearwater, to Miss Mary Lois Jackman, of Ottawa.

Sub-Lieutenant Lawrence M. Lafontaine, Stadacona, to Miss Jean Marie Richardson, of Saint John, N.B.

Chief Petty Officer Anthony F. McGowan, Lanark, to Miss Gertrude Laina Violet Tapio, of Port Arthur, Ont.

Able Seaman Bernard O'Leary, St. Laurent, to Miss Dorothy Kennedy, of Dundee, Scotland.

Leading Seaman Wallace H. Roseveare, Mallard, to Miss Lillian Marie Webber, of Sperling, Manitoba.

Midshipman David I. Rushton, St. Laurent, to Miss Jean Marie Mitchell, of Bedford, N.S.

DAVEY, Rexford K.LSEM1
 DAVIDSON, Martin I.LSEA3
 DAVIES, Robert W.P2LR2
 DAVIS, Walter W.LSAF1
 DERRY, Eugene J.LSTD2
 DINGLE, Henry T.P2QR2
 DIONNE, Roland B.P2TA3
 DIXON, Lloyd R.P1LR2
 DOIG, Charles A.LSAA1
 DOOLEY, Ernest L.LSEM1
 DUECK, Clarence H.P1RP3
 DUKE, Howard B.LSSW1
 DUN, Thomas A.LSEM1
 DYMOTT, David A.LSQM1

EASTERBROOK, Herbert F.LSTD1
 EVANS, James T.LSCK2

FALLAHAY, Ronald J.P1RT4
 FALSHAW, Russell T.LSMA1
 FAULKNER, Ralph B.P1QR3
 FEATHERSTONE, Robert J.LSAR2
 FISHER, DavidP1BD3
 FITZMAURICE, Norman E.LSPH2
 FLYNN, Dominic J.P1AA3
 FOGARTY, John G.LSCV1
 FORBES, Barry E.P2EM2
 FRASER, Glenn A.LSCR1
 FRASER, Graham A.LSAR2
 FRIGAULT, Maurice P.LSQM1

GALLANT, Joseph E.LSCR1
 GAUMOND, Gilles J.LSCR1
 GIBSON, Murray F.LSEM1

BIRTHS

To Petty Officer Edwin Brown, D'Iberville, and Mrs. Brown, a daughter.

To Chief Petty Officer William E. John, Ontario, and Mrs. John, a daughter.

To Petty Officer Maurice Jones, D'Iberville, and Mrs. Jones, a daughter.

To Leading Seaman Roger Nault, D'Iberville, and Mrs. Nault, a son.

To Petty Officer John O'Donnell, Assiniboine, and Mrs. O'Donnell, a son.

To Lieutenant-Commander Harry Shorten, Naval Headquarters, and Mrs. Shorten, a daughter.

MELOCHE, Alvin L.P2PH3
 MILLAN, FrancisP1TD3
 MILLER, Eugene V.P2PH3
 MILLS, Robert C.P1RP2
 MOFFAT, Donald G.LSEM1
 MOORE, Charles A.P1BD3
 MORGAN, EdwardLSTD1
 MORINO, MauriceC2EM4
 MOSKI, AlixLSAW2
 MUIR, John P.LSCK2
 MUNRO, John D.P1AA2
 MURPHY, Walter J.C2QR3
 MURRAY, Edward D.LSCV1
 MYERS, Joseph F.P2CK2

NANTAU, Frederick G.LSCS2
 NASH, Joseph H.LSAF2
 NORDLINGER, Frederick K. ..C2MR4

ORR, JohnLSQM1
 OUELLET, GuyP1RP3

PAQUETTE, Ernest J.LSRP1

PARKIN, George R.P1AA3
 PECORE, Daniel R.LSEM1
 PERRY, Donald E.P1EM4
 PILGER, Charles V.P1MO3
 PLOURD, Willis J.LSVS1
 POINTER, Leslie T.P1RP3

RANDALL, Milton L.LSRC2
 REDDEN, William J.LSPR2
 RICKARD, John B.C2CI4
 RING, Donald E.P1QM3
 ROBERTSON, Alexander M. ...P2BD3
 ROBERTSON, John W.LSEM1
 ROSS, Laurier J.P1RP3

SALSMAN, Whiley D.P1RC3
 SCOTT, William L.P1BD3
 SHANKS, Raymond F.P2PR2
 SIGSWORTH, DonaldLSAO2
 SILVESTER, HenryC1Q14
 SKIBA, AlexanderLSCK2
 SMAGGUS, LeonardLSEM1
 SMART, Peter A.LSEF3

SMITH, James A.LSCK2
 SMYLIE, Charles S.C2TI4
 SPELLMAN, Gregory R.LSEM1
 STOKES, William M.P1TD3

THIBAULT, Jean-Louis J.LSCV1
 TUSON, Robert C.LSSW1

VALLEAU, Jack A.LSCK2

WAINMAN, Garry R.LSNS2
 WALDEN, Donald K.P1AA2
 WALKER, Clifford L.P1QR2
 WALTON, Bruce E.LSMA1
 WARRINER, Edward T.LSPW2
 WHITE, Francis L.P1BD3
 WHITTAKER, Patrick V.P2EM2
 WIGMORE, Robert A.C1CI4
 WILLIAMS, Warren W.LSAP2

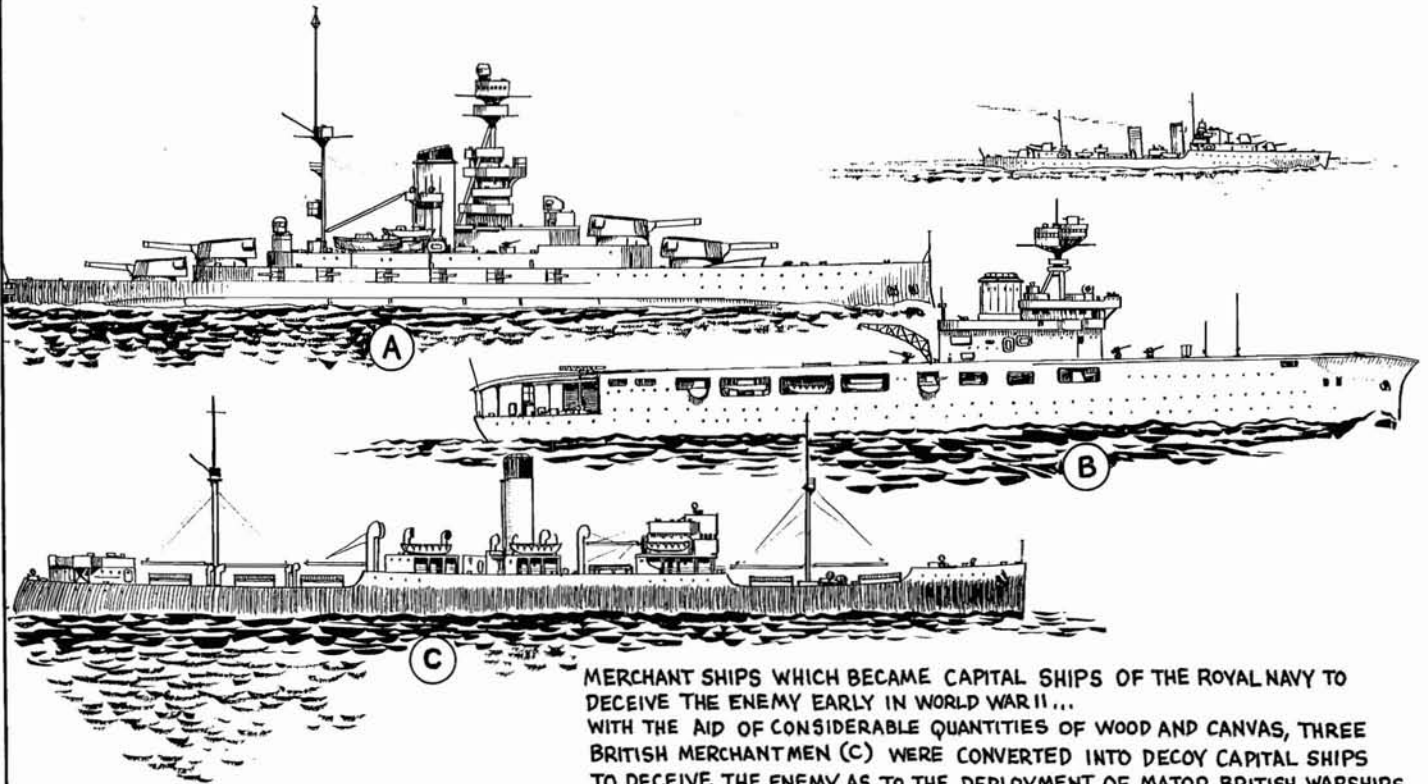
YOOL, Curtis R.P1PH4
 YOUNG, Kenneth G.LSBD2
 YUILLE, Clifford R.P1RC2



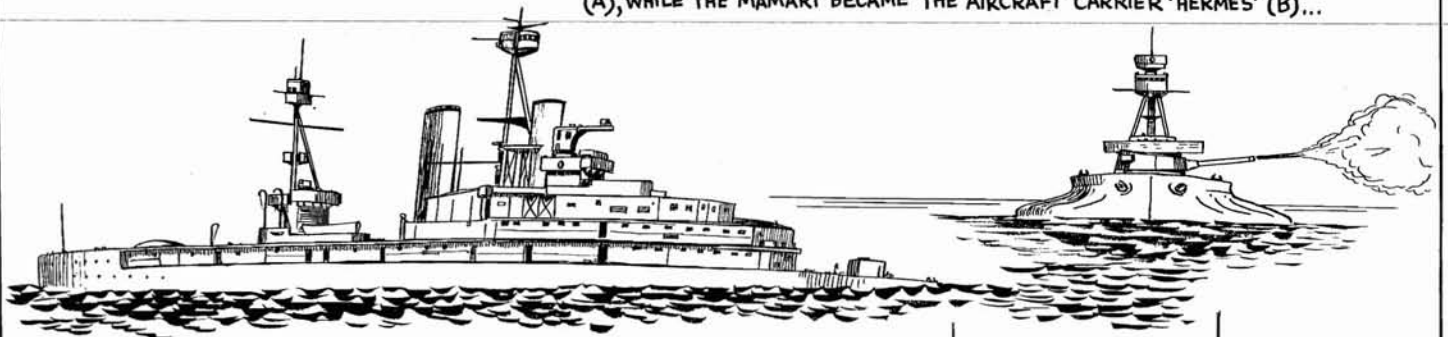
The end of the Governor General's cruise of the Lower St. Lawrence and southern Newfoundland was the occasion for the taking of this "family portrait" on board the frigate Outremont at the Point Edward base across from Sydney. Ships of the reserve fleet can be seen at the right. The commanding officer, Lt.-Cdr. M. O. Jones, is flanked by two distinguished passengers, His Excellency the French ambassador to Canada, Francis La-Coste, and His Excellency the Governor General, the Rt. Hon. Vincent Massey. (HS-50046)

Naval Lore Corner

Number 52
NAVAL DECOYS



MERCHANT SHIPS WHICH BECAME CAPITAL SHIPS OF THE ROYAL NAVY TO DECEIVE THE ENEMY EARLY IN WORLD WAR II... WITH THE AID OF CONSIDERABLE QUANTITIES OF WOOD AND CANVAS, THREE BRITISH MERCHANTMEN (C) WERE CONVERTED INTO DECOY CAPITAL SHIPS TO DECEIVE THE ENEMY AS TO THE DEPLOYMENT OF MAJOR BRITISH WARSHIPS. THE 'PAKEHA' AND 'WAIMANA' BECAME THE BATTLESHIPS 'REVENGE' AND 'RESOLUTION' (A), WHILE THE 'MAMARI' BECAME THE AIRCRAFT CARRIER 'HERMES' (B)...

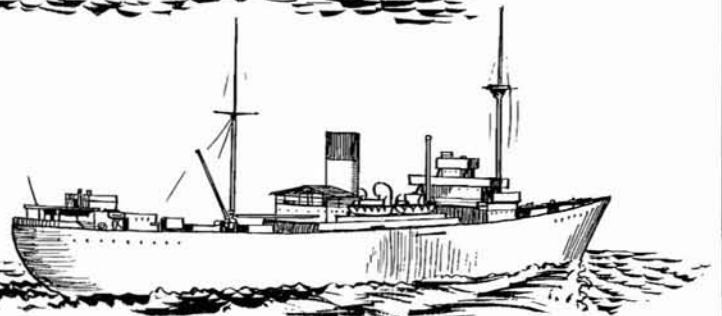


DUMMY WOODEN BATTLESHIP OF WORLD WAR I...

.. MOORED IN A HARBOUR WHERE A LANDING WAS PLANNED IT COULD ACT AS A BREAKWATER AND PROVIDE COVER FOR THE DISEMBARKATION OF TROOPS. ALSO USED AS A DECOY IN THE OPEN SEA...



FALSE PAINTED BOW WAVE ON FREIGHTER TO GIVE ILLUSION OF SPEED THUS CONFUSING THE AIM OF U-BOATS...



GERMAN AUXILIARY CRUISER 'PINQUIN' (HK33) EMPLOYED AS A RAIDER DURING WORLD WAR II. AFTER A 2-YEAR CAREER SHE WAS SUNK BY H.M.S. CORNWALL. SHE ROAMED THE HIGH SEAS FROM NEW ZEALAND TO THE INDIAN OCEAN IN MANY DISGUISES—FIRST AS A RUSSIAN TANKER AND FINALLY AS A NORWEGIAN... SHE SANK 200,000 TONS OF ALLIED SHIPPING WITH MINES, TORPEDOS, EXPLOSIVES AND GUNFIRE...

Edmond Cloutier

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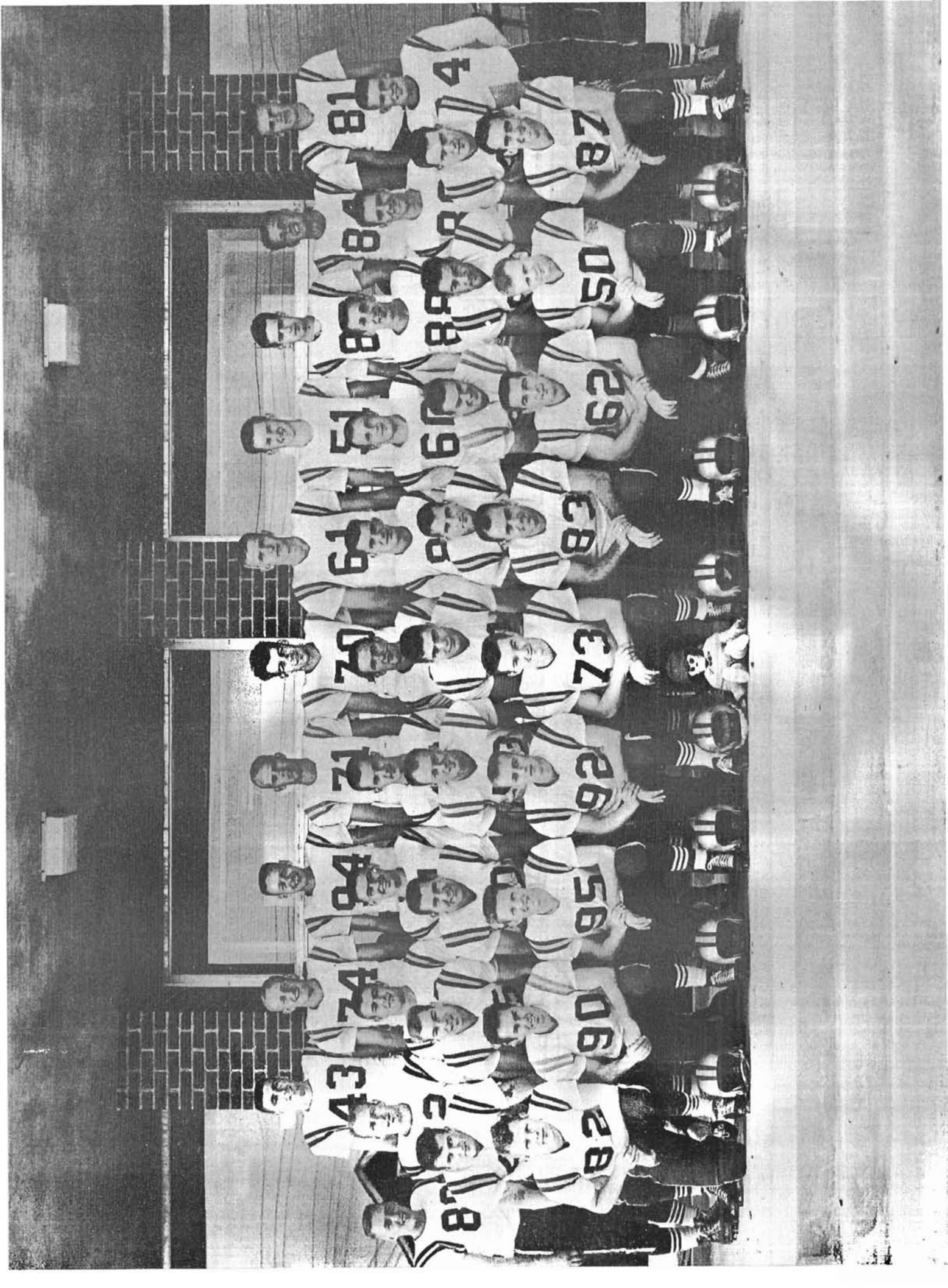
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The CROWSNEST

Vol. 10 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1957

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MEN OF THE MONTH

Meet the Canadian Intermediate Football Champions, the *Shearwater* Flyers (picture on opposite page; story inside):

Front row (left to right): Ldg. Sea. Reg. Taylor, AB Bruce Thomas, Ldg. Sea. Ron McLean, Ldg. Sea. Don Lilley, Ldg. Sea. Doug Grant, PO Bruce Walker, Ldg. Sea. Alf Caulier, AB Ken Whitney and AB Gabe Desroacher.

Second row: Ldg. Sea. Sam Brushett, AB Ron Parker, PO Danny McCowell, Ldg. Sea. Alf Nicholson, PO Bob Hayes, Ldg. Sea. Les Keyes, Ldg. Sea. John Smith, AB Roy Carrier and Ldg. Sea. Bill Key.

Third row: PO Bill Reynard, Ldg. Sea. L. M. Smith, Ldg. Sea. I. Axford, AB Pete McGregor, Ldg. Sea. Ed Reiger, AB Charles Cox, AB Paul Gowan, PO Andy Swan, AB Verne MacDonald, PO Tom Graham and Ldg. Sea. John Salmond.

Fourth row: AB Les Elworthy, AB Jack Beck, PO Joe Carver, Ldg. Sea. George Mayne, AB Bill Harper, AB Dale Klassen, Ldg. Sea. Robert Findley, Ldg. Sea. Gord McLeod, AB Jim McCombie and Ldg. Sea. Pete Davidson. (DNS-19358)

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Naval Headquarters,
Ottawa, Ont.

The Cover—Armistice Day was observed by the British community of Oslo, Norway, on Sunday, November 10, in the Oslo Cathedral. The service, attended by King Olav, saw more than 500 Canadian sailors present from six destroyer escorts calling at the Norwegian capital. A wreath was laid later at the Patriots' Memorial in old Fort Akershus. The RCN band is shown as it emerges from the main gate at the Fort, leading marching sailors back to their ships. (SL-584)



RCN NEWS REVIEW

Ships of the First Canadian Escort Squadron (Haida, Micmac, Nootka) and the Third (St. Laurent, Assiniboine and Saguenay) are berthed from left to right in Copenhagen. (SL-486)

Bangors Going To Turkish Navy

Five Bangor class (steam) coastal escorts which served in the RCN during the Second World War were scheduled to be transferred to the Turkish Navy on November 29, at Point Edward Naval Base, Sydney, N.S.

The ships, the *Kenora*, *Kentville*, *Nipigon*, *Fort William* and *Medicine Hat* were the first of 10, allocated to Turkey under the NATO Mutual Aid agreement, to be transferred. The remaining five, which are due to be turned over early in 1958, are the *Mahone*, *Sarnia*, *Swift Current*, *Westmount* and *Blairmore*.

On behalf of Turkey, His Excellency Ahmet Cavat Ustun, the Turkish Ambassador to Canada, was to accept the first five ships from the Hon. G. R. Pearkes, Minister of National Defence.

The Turkish crews arrived at Sydney on November 13 in the Turkish naval tanker *Akar*. Following the transfer, the five ships, in company with the *Akar*, were to sail to Halifax. They were due to leave the Atlantic Command port in early December to return to Turkey by way of the Azores.

Mishap Delays Commissioning

The commissioning of the new destroyer escort *Restigouche*, due to have taken place on November 30, has been postponed until the spring of 1958 following

a collision in which the *Restigouche* was involved during her final sea trials.

Returning from trials in the St. Lawrence River on Thursday night, November 21, while under the builder's command, she was in collision with the British freighter *SS Manchester Port*.

Both vessels were able to proceed under their own steam following the

accident, the *Manchester Port* to Quebec and the *Restigouche* to her berth at Canadian Vickers, Montreal.

The new destroyer escort sustained extensive structural and machinery damage, mainly in the boiler room, port side underwater, in addition to superstructure damage forward.

The *Restigouche* is the first of a new class of destroyer escorts developed from the *St. Laurent* class to incorporate improvements in armament and submarine detection capabilities.

Laid down at Canadian Vickers on July 15, 1953, she was launched on November 22, 1954.

She is the second ship in the RCN to bear the name. The first *Restigouche*, a veteran of the Battle of the Atlantic and a participant in the Normandy Invasion, assisted in the destruction of eight surface craft and one U-boat during her wartime career.

She left the following battle honours to her successor: Atlantic, 1939-45; Normandy, 1944, and Biscay, 1944.

Following the collision, Naval Headquarters announced that the commissioning would take place after the spring break-up in the St. Lawrence River.



Competition for the Naval Divisions Efficiency Trophy, a silver model of HMCS *St. Laurent*, has been so keen that HMCS *Malahat*, the Victoria naval division, thought there ought to be some recognition for the division that came close. Here is a picture of the "Runner-Up Trophy", donated by the ship's company of *Malahat* for annual competition. (COND-4581)

Current Affairs Bureau Closed

The Bureau of Current Affairs, which was organized in March 1951 with the objective of keeping service personnel

informed on matters of national and international concern, will cease to function as of December 7, according to an Ottawa announcement.

The dissolution of BCA will not affect the BCA essay contest for 1958, announced in the September issue of *The Crowsnest*. All naval entries received for the contest are to be forwarded to Naval Headquarters for the attention of the Director of Naval Training, who will ensure that entries are considered by a special selection committee.

The closing date for the essay contest remains unchanged — February 15, 1958.

Wren Reunion Planned for '58

A Dominion-wide reunion in Vancouver of former members of the Women's Royal Canadian Naval Service is being sponsored by the Vancouver WRCNS Association for the week-end of August 22-24, 1958, in conjunction with the celebration of British Columbia's centennial.

Wartime wrens held their last reunion in Toronto in August 1950. The event was an outstanding success with about 1,000 former wrens attending.

Flu Epidemic in Cruise Warships

An epidemic of influenza ran through six Royal Canadian Navy destroyer escorts during this fall's Baltic cruise. It lasted ten days and there were 665 cases.

Medical staffs in the six ships were credited with preventing the epidemic from reaching serious proportions.

The majority of attacks were mild and only three men required treatment ashore. These quickly recovered and returned to their ships. Generally, those affected were fully recovered and fit for duty within 48 hours.

Margaree Joins Pacific Fleet

The new destroyer escort *Margaree* reached Esquimalt from Halifax on November 24 to bring to three the number

of *St. Laurent* class anti-submarine vessels stationed in the Pacific Command.

The other ships of her class based at Esquimalt are the *Skeena* and *Fraser*, both built in British Columbia shipyards.

The *Margaree*, commanded by Cdr. J. E. Korning, has joined the Second Canadian Escort Squadron, which also includes the *Crescent*, *Cayuga*, *Athabaskan*, *Fraser* and *Skeena*.

The ship's company of the *Margaree* included many of the officers and men who last July took the destroyer escort *Sioux* from Esquimalt to the East Coast.

Ottawa Continues 'Copter Trials

Sailing from Halifax on October 23 in company with the *Bonaventure* for the Belfast Londonderry area, the destroyer escort *Ottawa* carried out fur-

\$175 Essay Contest

THE NAVY OF THE FUTURE

IS THERE any limit to man's ability to exploit the sea, or to the development of navies? What is the shape of things to come at sea — in 20, 30 or 100 years from today?

A "no-holds-barred" title, "The Navy of the Future", has been chosen for an essay contest open only to naval personnel, announced by Canadian Shipping and Marine Engineering News for its Royal Canadian Navy issue in March 1958, the seventh special annual naval issue of the magazine.

Because there are likely to be many different approaches to the subject, it has been decided to offer three prizes, \$100, \$50 and \$25. A plaque will also be awarded to the winner of first prize.

It is hoped the contest may provoke serious thought on new trends in naval and maritime matters in general, not excluding the merchant marine.

Here are the conditions of the contest:

1. The contest is open to all personnel, regardless of rank, serving in the Royal Canadian Navy, regular force or active reserve, as of January 1, 1958, with the exception of:

- (a) Officers and men of the RCN(R) employed in civil life by the Maclean - Hunter Publishing Co., Ltd.;
- (b) Officers and men appointed or drafted for naval information duties.

2. Articles or stories must be original, must be written personally by the contestant and must not have been previously published.

3. Articles should be clearly legible,

ther trials on the helicopter platform with which she was fitted in August.

Following initial tests made with the platform in the frigate *Buckingham* during the autumn of 1956, it was decided to continue further trials with one of the new *St. Laurent* class destroyers.

After the trials period in U.K. waters the *Bonaventure* and *Ottawa* were joined by the six ships which had carried out a cruise to Baltic ports: *St. Laurent*, *Assiniboine*, *Saguenay*, *Micmac*, *Haida* and *Nootka*.

Before their rendezvous on November 15, the ships of the First and Third Canadian Escort Squadrons had visited Oslo, Norway, their last port of call in the cruise.

They were scheduled to return to Halifax at the end of November.

written on one side of the paper only and be from 2,000 to 3,000 words in length. If typewritten, 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 attached to the manuscript by pin or stapler. Failure to observe these rules will disqualify manuscripts.

5. Entries should be addressed to Director of Naval Information, Naval Headquarters, Ottawa, and envelopes clearly marked "Contest Entry".

6. All entries must be received at Naval Headquarters by February 1, 1958.

7. Only one entry from each contestant will be considered.

8. The first prize entry will be awarded a prize of \$100 and a plaque and will be published in the March 1958 issue of *Canadian Shipping and Marine Engineering News*. The editors reserve the right to publish the second and third prize winners, for which \$50 and \$25, respectively, will be awarded, in any subsequent issue during the ensuing six months. The right to publish non-winning entries during this period is also reserved and regular space rates will be paid for those published.

9. Decision of the judges shall be final.

10. It is understood that each contestant, in submitting his entry, automatically accepts the above rules and conditions.

Royal Visit Duty To Be Recognized

A general message from the Flag Officer Atlantic Coast announced that it had been approved to enter the notation "Royal Visit Contingent 1957" in the special recommendations section on page two of service certificates.

Men who served in the Royal and Colour guard, field gun crews, band and Household Guard are eligible for this notation.

THE GOVERNOR GENERAL'S GULF TOUR

French Island of St. Pierre Visited by HMCS Outremont

THREE RESOUNDING cheers broke the Sunday morning stillness over Point Edward Naval Base as His Excellency Governor General Vincent Massey, hat in hand, stood on the jetty.

The tribute was an expression of genuine affection from the officers and men of HMCS *Outremont*, the ship which had been His Excellency's home for the previous five days.

Seconds later, Mr. Massey was driven away to the echoing of the *Outremont's* 21-gun salute.

From the moment His Excellency stepped on board at Seven Islands for his tour of North Shore and Gulf communities, his warmth, his vitality and his intense interest in all that was going on about him, drew an immediate response of affection from the entire ship's company.

He asked that as many as possible of the ship's company meet him, and during the tour he shook hands and chatted with nearly everyone on board; he twice accepted invitations to the wardroom and visited with the chief petty officers in their mess.

For the ship's company, the privilege of having His Excellency on board meant hard work and a high degree of smartness, and everyone responded willingly.

The 24-man guard, commanded by Lt. Robert Luke and trained by CPO Roy Hatlin, drew "admirable" praise from His Excellency. Composed of men from nearly every branch, the guard was paraded no less than 17 times during the six-day tour.

The cooks and stewards were faced with the problem of catering to a wardroom whose members increased threefold.

The seamen were turned to at least four times a day to handle lines, weigh or drop anchor or get the motor cutter away. And to the engineering department goes credit for a smoothly running cutter.

The *Outremont* arrived at Seven Islands September 16 in a driving rain, which happily proved to be the only unfavourable weather encountered during the tour. In fact, the weather was remarkable for September in all areas visited. Old-timers at St. Pierre, for instance, remarked that the day on which His Excellency visited the French island was one of the sunniest and warmest in years.



On the quarterdeck of the French frigate *L'Aventure*: His Excellency Francis LaCoste, French ambassador to Canada; His Excellency the Governor General, the Rt. Hon. Vincent Massey; the commanding officer of *L'Aventure*, and Governor Pierre Sicaud of St. Pierre and Miquelon. (HS-50049)

Lt.-Cdr. M. O. Jones, the *Outremont's* commanding officer, paid a call on the mayor of Seven Islands. During the afternoon the ship's officers toured the vast loading facilities there through the courtesy of the Iron Ore Company of Canada.

His Excellency embarked at 1930 and the ship sailed shortly afterward for the first port of call. Among those accompanying the Governor General were Lionel Massey, his son and secretary, Esmond Butler, assistant secretary, and two aides.

Seven members of the press, representing news agencies, radio, television and newsreel organizations also embarked at Seven Islands. They were a refreshing addition to the wardroom.

First port of call, on the following morning, was Port Menier, the lone settlement on Anticosti Island. The *Outremont* anchored in the harbour and His Excellency went ashore by motor cutter. He returned with five newly-killed deer which had been presented to him by the community. His Excellency promptly reserved the deer for the *Outremont* and three days later the ship's company dined on venison.

Returning to the North Shore, the *Outremont* went alongside at Havre Ste. Pierre, Quebec, early in the afternoon and the ship's company were able to see at first hand the welcome accorded His Excellency. Most of the town's 1,500 inhabitants were waiting on the jetty and almost all of the homes and buildings in the community were decorated with the Acadian flag — the French red, white and blue with a white star on the masthead corner. School children sang the Acadian anthem for His Excellency and a 90-girl choir at the school sang in French about youths' hopes for the future of the St. Lawrence. As the *Outremont* left the jetty, the town's young and old alike sang "O Canada".

The following morning, September 18, the *Outremont* dropped anchor outside Harrington Harbour, a fishing and sealing community on the North Shore. The community was settled 80 years ago by Newfoundlanders and boasts a population of 560. Here the fishing boats, crowded with townfolk, escorted His Excellency's cutter back to *Outremont*.

In the afternoon, the *Outremont* again anchored, this time at La Tabatière—

meaning tobacco jar—about about 30 miles further along the coast. Established only three years ago, the community numbers 360 people and is built around a huge fish processing plant which handles 1,250,000 pounds of fish each year.

On this day His Excellency was invited to the chief petty officers' mess, where he chatted with them for about an hour. CPO Leonard Girling, the *Outremont's* coxswain, the lone crew member to have previously met Mr. Massey, chatted with him about the occasion—the commissioning of the aircraft carrier *Warrior* in 1946. Mr. Massey was High Commissioner to the United Kingdom at the time.

After leaving La Tabatière, the *Outremont* headed southward for the overnight run to Port Aux Basque, Newfoundland. The ship went alongside and Mr. Massey was welcomed at the town's Canadian Legion hall.

His Excellency Francis LaCoste, the French Ambassador to Canada, embarked in the *Outremont* at Port Aux Basque and was accorded a 19-gun salute as he boarded.

Thursday evening the *Outremont* arrived off St. Pierre, where before berthing, she exchanged a 21-gun national salute and 17-gun salute to Pierre Sicaud, the Governor of St. Pierre and Miquelon, with the French frigate *L'Aventure*.



His Excellency the Governor General conducts prayers on board the frigate *Outremont* at Point Edward naval base, Sydney, Nova Scotia. The "mothballed fleet" is in the background. (HS-50042)

It was the first visit by a Canadian Governor General to the islands and Mr. Massey was accorded a rousing welcome by thousands of St. Pierre's citizens.

That evening, the *Outremont's* commanding officer was privileged to attend the state dinner for Mr. Massey at the Governor's residence and the ship's officers attended the Governor's reception later in the evening.

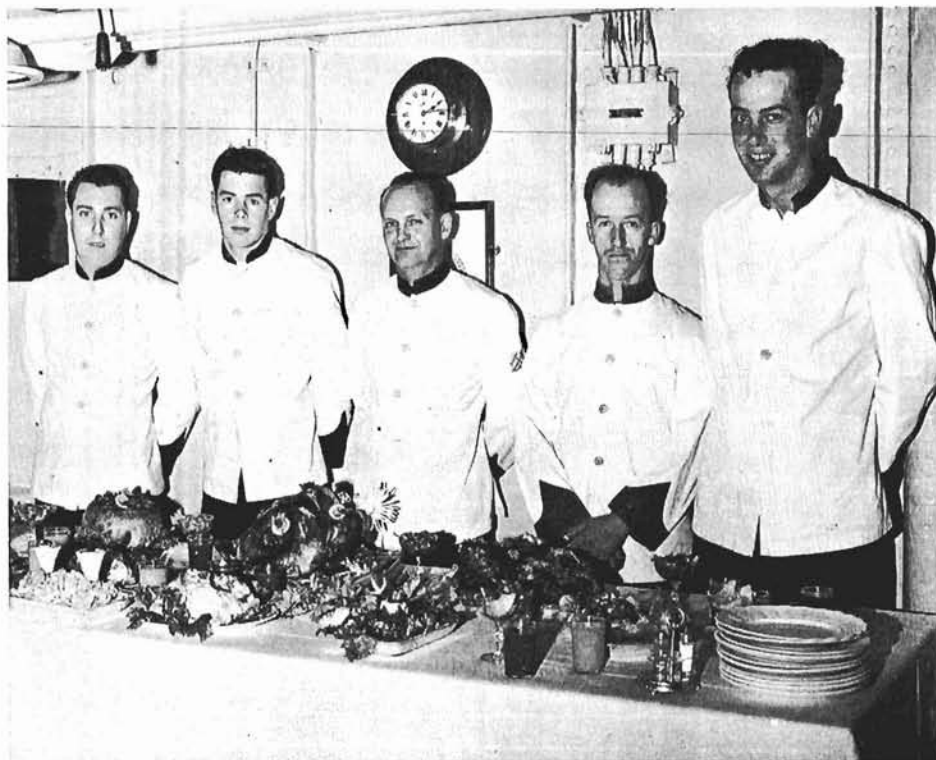
The following morning the Governor General inspected a large fish-processing plant and toured St. Pierre by car, inspected *L'Aventure* and was host on board the *Outremont* at a reception in honour of Mr. Sicaud.

In the afternoon His Excellency embarked in the *L'Aventure* and with the *Outremont* in company proceeded to Miquelon for an hour's visit. He rejoined the *Outremont*, and escorted to the three-mile limit by *L'Aventure* the Canadian frigate headed for Ramea, Newfoundland.

St. Pierre had its embarrassing moments for one of the Canadian correspondents. He attended the Governor's reception and inadvertently left behind a piece of his tape recorder. Bright and early next morning he phoned the Governor's residence, and, proficient in the French language, asked whether anyone had found a piece of tape recorder. The rather sleepy voice at the other end didn't know, but would undertake to inquire, and after a relatively short time returned to say the missing mechanism was indeed there. Before hanging up, the correspondent learned much to his horror, that he had the dubious honour of awakening the Governor of St. Pierre and Miquelon.

An old friend joined the *Outremont* at St. Pierre. Captain Thomas Hounsell, of St. John's, who had been pilot for the ship during her June tour of Newfoundland outports with *Cancomnew*, joined as pilot to take the frigate into Ramea.

The people of Ramea did not wait for the *Outremont* to berth to welcome His Excellency: A half-dozen draggers



His Excellency the Governor General was a luncheon host to Pierre Sicaud, Governor of St. Pierre and Miquelon, on board the *Outremont*. Here the stewards stand by the luncheon they have prepared. From the left they are AB G. J. Vigneault, Ord. Sea. J. I. Penny, PO Cecil Briggs, AB Theodore Labrie and AB John Cosby. (HS-50052)

and fishing vessels, crowded with people, met the ship as she entered the long and narrow approaches to the town, early Saturday morning. Flag-bedecked, they escorted the *Outremont* into the picturesque harbour, where again, hundreds crowded the tiny jetty.

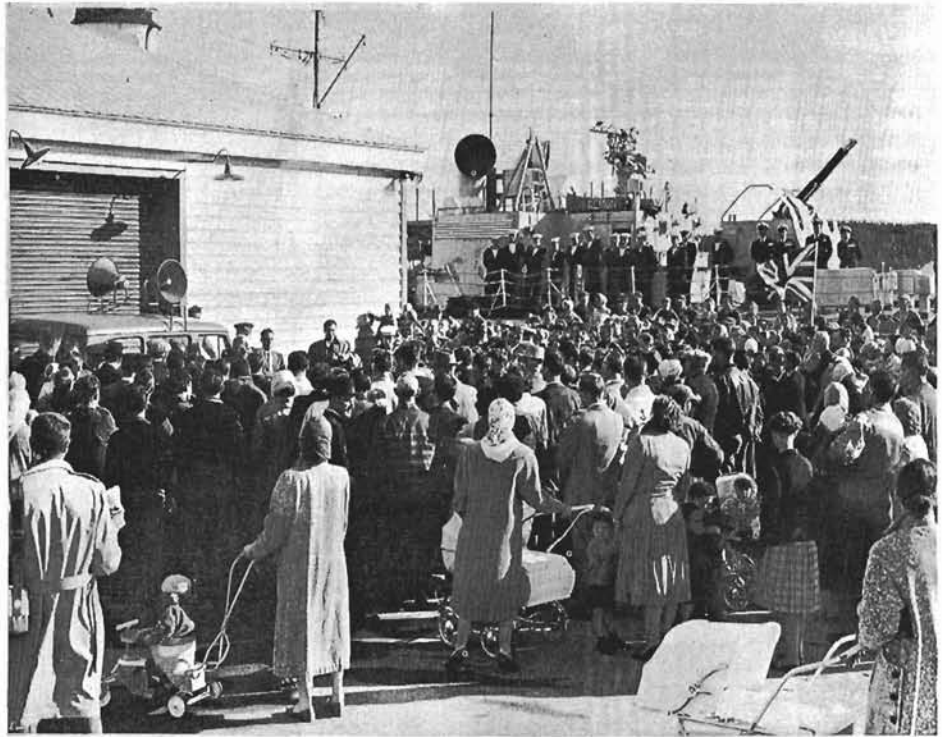
Here, His Excellency walked into the village, visited the school children in their classrooms, inspected Ramea's sea cadet corps and had coffee at the home of Mrs. Maud Penny, who is president of the community's large fish processing plant, established 100 years ago by the family of Mrs. Penny's late husband.

As the *Outremont* sailed for Sydney later in the morning the fishing fleet was again her escort and those aboard the tiny craft cheered His Excellency as he waved goodbye. Outside the harbour, *Outremont* passed the inbound coastal steamer *Baccalieu*, dressed over-all for the occasion.

The highlight of the tour for the ship's officers occurred on passage from Miquelon to Ramea, when the ward-room officers were privileged to dine with His Excellency.

Attending with His Excellency were Mr. LaCoste, the Captain, Captain Hounsell, Lionel Massey, Lt.-Cdr. Esmond Butler and the members of the press, headed by their dean, Roy Tash, of Toronto.

The dinner and its preparation were indeed a tribute to the work of both cooks and stewards.



Crowds throng the jetty to greet the Governor General on his arrival at Havre St. Pierre, on the north shore of the St. Lawrence River. (HS-50059)

The *Outremont* returned to Sydney Saturday night, September 21, and His Excellency disembarked Sunday morning. Before doing so, however, he attended prayers with the ship's company. Then he spoke briefly, thanking

"each and every one of you for your many kindnesses to me".

It was a gesture typical of His Excellency, one of the many acts of kindness which won him the affection of all those on board *Outremont*.



What may well be the world's only "international" submarine group, the Royal Navy's Sixth Submarine Squadron, based at Halifax, was visited by the Flag Officer Submarines of the RN, Rear-Admiral W. J. W. Woods. He is shown as he inspected the British and Canadian submariners who serve in the squadron. (HS-49728)



The Minister of National Defence, Hon. G. R. Pearkes is shown alighting from a naval helicopter at the Naval Air Station, Shearwater, after a flight from the aircraft carrier *Bona-venture* at sea. He is being greeted by Captain R. P. Welland, commanding officer of the station. (DNS-9274)

OFFICERS AND MEN

Former CNS Returns to Sea

A man who headed the Royal Canadian Navy through 14 of its formative years returned to sea on board an ultra-modern destroyer escort, and liked what he saw.

Rear-Admiral Walter Hose, RCN (Ret'd), of Windsor, Ontario, took passage in the *St. Laurent* when she and six other Canadian destroyer escorts sailed from Halifax to the United Kingdom in September to join the NATO manoeuvres.

The retired admiral, Chief of the Naval Staff from 1920 to 1934, celebrated his 82nd birthday on October 2. Though long-removed from active navy life, he has maintained a lively interest in the service and in organizations allied to it.

In an address to the ship's company of the *St. Laurent* at Sunday divisions, Admiral Hose said the "Nelson tradition" is not dead, despite the great changes in almost every branch of Canadian naval technique.

"It is 47 years since the Royal Canadian Navy came into being and a little over 46 since I had the honour of taking service with it," he said, "and I assure you that it is only those who took part in the first half of that period, with its trials and difficulties, who can experience the gratification I feel in witnessing the splendid development that I have been privileged to see something of in Esquimalt, in Halifax, in the RCN (reserve) Divisions I have visited, and now at sea in one of HMC Ships.

"From what I have seen of our Navy and not least from what I have seen in Her Majesty's Canadian Ship *St. Laurent*, in spite of the great changes that have taken place in almost every branch of naval technique, what was known as the 'Nelson tradition' is evidently not dead. In fact, I think the very changes have accentuated it.

"It was Admiral Nelson who realized that what was called 'discipline' in the fleet of that day, was a harsh and arbitrary exercise of authority, and he set

to work in every ship and squadron he commanded to translate that word 'discipline' into 'efficiency, consideration, understanding'—in other words 'team work' and so enable him to say he had the honour to command a 'band of brothers'.

"That is the 'Nelson tradition', that and nothing else, and I am convinced that it is that spirit, more than anything else, which has made the Royal Canadian Navy the splendidly efficient force that it is, the joy of those who are in it, and the pride of the country it serves."

Promotions from Lower Deck

A number of chief petty officers and petty officers were promoted from the lower deck recently to the rank of acting commissioned branch officers and to acting sub-lieutenant.

They are: A/Cd. Off. (SB) C. H. Walker, 35, of New Westminster, B.C., who has been appointed to HMCS *Gloucester*; A/Cd. Constr. Off. J. W. T. Burnett, 32, of Victoria, appointed to staff of Superintendent, HMC Dockyard, Esquimalt; A/Cd. Gnr. R. J. Leduc, 35, of Montreal, to the *Lanark*; A/Cd. Gnr. S. F. Brain, 31, of Victoria, to the *Assiniboine*.

A/Cd. Rad. Off. J. G. Mimmagh, 31, of Halifax, on the staff of the Electrical School, *Stadacona*; A/Cd. Rad. Off. J. A. Knight, 33, of Victoria, to the Electrical School, *Stadacona*; A/Cd. Rad. Off. R. W. Bright, 33, of Victoria, to staff of Superintendent, HMC Dockyard, Halifax.

A/Cd. Ord. Off. W. J. Renaud, 35, of Westport, Ont., and A/Cd. Ord. Off. R. P. Wight, 36, of Ottawa, both to the United Kingdom for an ordnance engineering course with the RN, and A/Sub-Lt. (S) R. A. Butler, 29, of Langstaff, Ont., and A/Sub-Lt. (S) R. R. Godden, 27, of Belleville, Ont., who have recently completed a supply officer's technical course at *Hochelaga*.

Sault Ste. Marie Donates TV Set

A recent letter to the Flag Officer Atlantic Coast brought to light a kindly deed by crew members of the *Sault Ste. Marie*, coastal escort vessel.



Rear-Admiral Walter Hose, RCN, (Ret'd), of Windsor, Ont., aged 82, who was Chief of the Naval Staff from 1920 to 1934, addresses the ship's company of HMCS *St. Laurent* at Sunday Divisions at sea, while taking passage on board the ultra-modern anti-submarine warship to the United Kingdom. (SL-280)

The letter, from the chairman of the Cape Breton (mental) Hospital Commission, said in part: "At a recent meeting of the Cape Breton Hospital Commission, the members requested that I express to the ship's company of the *Sault Ste. Marie* our sincere thanks for their donation to the hospital of a television set."

The letter added: "The gift is all the more appreciated for the reason that so far as we are aware no members of the ship's crew are residents of Cape Breton and therefore have no direct interest in the patients at our institution."

Admiral Guest Of Chief and POs

Just a few days after he had proceeded on retirement leave, Rear-Admiral R. E. S. Bidwell, former Flag Officer Atlantic Coast, was guest of honour at the annual Life Membership dinner of the Chief and Petty Officers' mess in the *Stadacona* gunroom on September 24.

The dinner is an annual get-together for all life members of the mess and the opportunity is taken to present new "pensioners" with life membership cards and lapel buttons. Sixteen of the 22 new life members were present.

Other honoured guests, in addition to Rear-Admiral Bidwell, were His Worship the Mayor of Halifax, L. A. Kitz, and Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax. They assisted the president, CPO R. R. Eade, in the presentation of membership cards and pins.

Any chief or petty officer who has completed 20 years and is in receipt of a pension may become a life member by making application to the mess president.

Paper Published At Shearwater

A weekly newspaper which should meet a real need in a thriving community, *The Navalaire*, has made its appearance at HMCS *Shearwater*.

As Captain R. P. Welland, commanding officer, points out in the first issue of the paper, *Shearwater* is more than an air station. It is also a town, with 1,700 wives and children living in married quarters there. More than 2,000 naval and 600 civilian personnel are employed there.

There is plenty of neighbourhood news to report. *Shearwater* has Scouts and Cubs, Guides and Brownies, church organizations, bowling and curling clubs, junior hockey clubs and senior football teams, a dramatic society, a Home and School Association, a well-baby clinic, and a school with more than 800 pupils.

A non-public-funds organization runs canteens, a groceteria, gasoline pumps and a hobby shop and ploughs its profits back in the community.

"Also located in *Shearwater*," Captain Welland points out, "are our brothers-in-arms, the RCAF, who fly regularly from our runways, and a small but indispensable group of soldiers, the ground liaison group and the dental services. We house the Trans-Canada Airways, and we also get assistance from several Department of Transport Officers, who are in the weather business and who live on the base."

The name of the newspaper (*Navalaire*) was suggested by 15-year-old Betty Pegden, whose parents, Flight Sergeant Bob Pegden, RCAF, and Mrs. Pegden, live at *Shearwater*.

The editor-in-chief of the newspaper is Lt. (P) George Seymour and his assistant editor is Lt. (SB) Eric Hayward, who is in charge of the *Shearwater* photographic section.

The Crow'snest wishes a long and useful career to its new comrade-in-type.

Eight from RCN At USN Station

One officer and seven men of the Royal Canadian Navy are currently serving at the U.S. Naval Radio Station at Cheltenham, Maryland, not far from the nation's capital—enough, says the station's paper *The Antenna*, to provoke thoughts of setting up an exclusively Canadian division there.

The "northerners", as they are known in Maryland, include Cd. Off. (SB) John A. MacDonald, Petty Officers Harvey Eaton, Colin Cope, Marley MacAllister and Clifford Gee, Leading Seamen Keith Zavitski and John Robitaille, and AB John Sidney.

RCN personnel began making tours of duty to the Maryland radio station in 1953, and U.S. radio personnel have similarly served in Canadian naval radio stations.

The Canadians have found the cost of living a little lower than at home, except for food costs. *The Antenna* notes, perhaps with wonder, that they prefer their own Canadian-made cigarettes to U.S. brands.

"There is not much to distinguish the Canadian navyman from the U.S. sailor," the paper observes, "but one thing is noticeable:

"That is their high interest in events of the world and especially their knowledge of United States government. Without a doubt our RCN guests are much better versed in our political goings-on than are most of us in theirs—and perhaps better than some of us in our own governmental operations.

"All in all, Cheltenham can consider itself fortunate to have the opportunity to work side by side with our Canadian allies. They're all fine people and we're happy to have them aboard."

Officer Qualifies as Nuclear Engineer

The first naval officer to qualify at a Canadian university for a degree in nuclear engineering, Lt. (E) Stanley E. Hopkins received his Master of Science diploma from the University of Ottawa on November 1.

The nuclear engineering course was the first to be offered by a Canadian university.

On completion of his course, Lt. Hopkins was seconded to the Chalk River plant of Atomic Energy of Canada Limited. Early in January he will return to Ottawa as Assistant Staff Officer Nuclear Engineering at Naval Headquarters.

Six engineers took the post-graduate nuclear engineering course at the University of Ottawa. One of Lt. Hopkins' classmates, John Tremayne Rodd, has joined the Naval Engineering Design Investigation Team at Ville LaSalle, Montreal.

Mr. Rodd, born in Sydney, Australia, 32 years ago, was awarded a Bachelor of Engineering degree by the University of Sydney in 1948. He was also awarded a Master of Science degree in nuclear engineering on November 1.

Born in Nelson, Ontario, on January 26, 1928, Lt. Hopkins entered the RCN as a naval cadet at Royal Roads in August 1945. He attended the Royal Naval Engineering College, Plymouth, as midshipman (E) and obtained his engine room watchkeeping certificate while serving in ships of the Royal Navy.

While serving in the cruiser *Quebec*, 1952-53, he was selected to attend the advance marine engineering course at Royal Naval College, Greenwich.

On completion of the two-year course Lt. Hopkins was reappointed to the *Quebec*. Before embarking on the nuclear engineering course at the University of Ottawa, Lt. Hopkins served for four and a half months in the Engineer-in-Chief's department at Naval Headquarters.

U.S. Appointment For Officer

Lt.-Cdr. (S) Albert C. Tassie has taken up a two-year exchange appointment at the United States Navy Electronics Supply Office, Great Lakes, Illinois.

He was formerly with the RCN Supply School at HMCS *Hochelega*, Montreal.

THE NAVY AND THE CONQUEST OF CANADA

Much Remained To Be Done after Fall of Quebec

THE WAY most school history books tell it, British rule in Canada was established by the famous battle on the Plains of Abraham in September 1759. The Royal Navy played an important role in this, one of the most notable combined operations of history, but if the Navy had not intervened again a few months later (and this is the point that students of naval history feel is too often overlooked), Quebec might well have returned to French rule, leaving all to do again.

When the French capitulated after the Battle of the Plains of Abraham, the main French forces withdrew, leaving a garrison under General Murray to "hold the fort" over the cold Canadian winter. Some ships went to Halifax or Louisbourg but the majority returned to England.

Only northerners can understand the full meaning of the term "winter" as applied to pioneering days in Canada—month after month of cold, snow, ice and Arctic wind, the feeling that spring will never come, the long struggle to keep alive, when giving in seems so easy. Add to the distress arising from the rigorous climate, hunger, fear, In-

dians, the still-unbeaten French, and it is possible to understand what General Murray and his men felt during that dreadful winter of 1759-60 and their anxiety when their scout reported in the spring that General Levis, with 11,000 troops, was approaching from Montreal.

In April 1760 Canada might have become French again except for one thing: British sea power. Levis was within an ace of recapturing Quebec when on April 15 "like angels' wings" the sails of a squadron from England under Commodore Swanton appeared below Cape Diamond.

One of the ships of the squadron was HMS *Diana*, a frigate of 32 guns, which had been at Louisburg and the fall of Quebec City and which had returned to England for the winter.

Now, in the spring of 1760, she and the frigate *Lowestoft* went up river to attack the small covering force of French ships. By April 17 only one sloop had escaped and the French army, being enfiladed at Sillery, began to retreat.

On May 18 Lord Colville arrived with the Halifax squadron. He appointed Captain Deane, RN, to command the

Diana and to lead a small squadron to assist the army in the reduction of Montreal. Because by this time "Britannia ruled the waves", this squadron was small and unprotected: *Diana*, 32 guns; *Penzance*, 44; *Porcupine*, 16; *Gaspée*, 8; nine row-galleys with one gun each; 26 large rowboats, and 40 transports.

By the autumn Captain Deane and the *Diana* had completed the capture of Canada. Nothing now remained except the political acceptance of a military fact, achieved mainly by sea power, and this occurred when the Treaty of Paris in 1763 confirmed Britain's possession of the "Province of Canada", Cape Breton Island and St. John's (now Prince Edward) Island.

Something more should be said of the frigate *Diana*, the second British warship to bear the name.

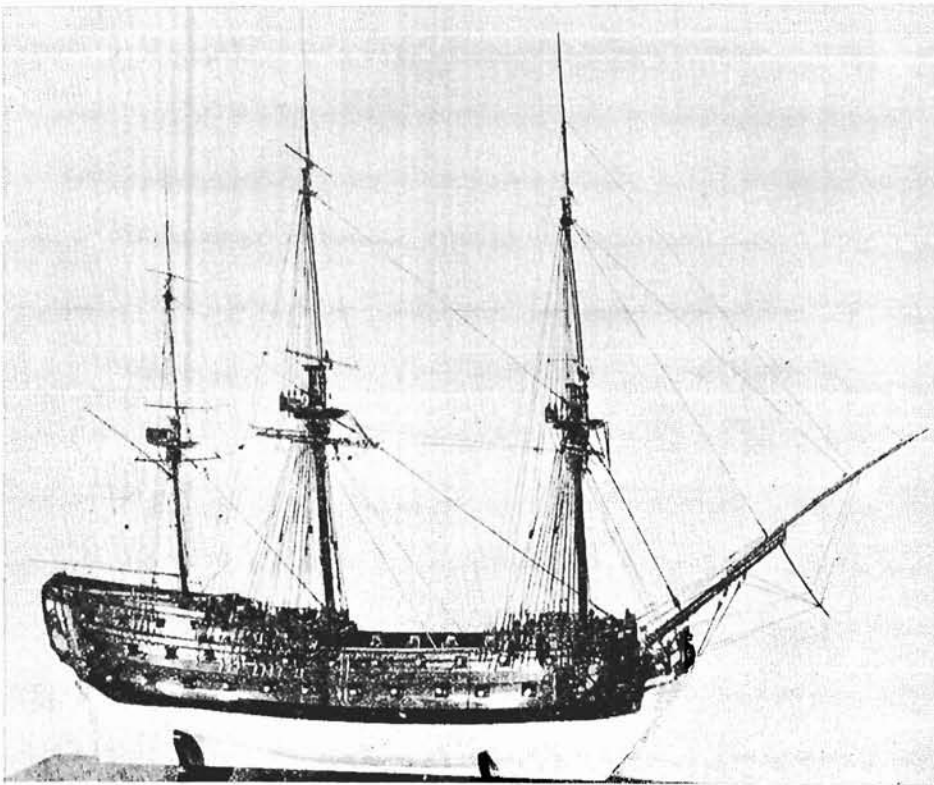
Built at Limehouse in 1757, she was of 668 tons, 124 ft. x 35 ft. x 12 ft., mounted 32 twelve-pounders and had a complement of 220.

The Greeks in their mythology gave *Diana*, the twin sister of Apollo, three separate spheres: the earth, where she was goddess of chastity and of hunting; the underworld, where she was called Hecate; the heavens, where, as goddess of the moon, she was called Phœbe. Her temple at Ephesus was one of the Seven Wonders of the World in ancient times.

The first *Diana* in the Royal Navy was a little 80-ton merchantman, with a crew of 40, hired by the City of London to take part in the Battle of the Spanish Armada.

In February, 1758 the second *Diana* (Capt. Alex. Schomberg), wearing the broad pendant of Commodore Philip Durell, sailed from England to become part of Admiral Boscawen's expedition against Louisbourg and to share in the fall of the French fortress on July 25.

In February 1759 she sailed from Spithead in Vice-Admiral Saunderson's fleet which was destined to capture Quebec. The naval force was divided into three sections: the ships-of-the-line (Rear-Admiral Durell) remained down river to prevent any interference from the Atlantic; the main body (Vice-Admiral Saunderson) covered the transports in the vicinity of Quebec itself; a small squadron (Rear-Admiral Holmes) was sent up river to guard against any attack from that quarter and to keep the defenders guessing.



One of the ships which took part in the capture of Quebec was HMS *Centurion*, fourth to bear the name. The model pictured here was made for Admiral Anson, whose flagship she was during his circumnavigation of the world. The *Centurion* began the journey in 1740.

The *Diana* was in the third group. Here she not only aided in the British victory but also gained experience which was to stand her in good stead during the following year.

Another interesting representative of the larger ships that took part in the Siege of Quebec during the summer of 1759 was HMS *Centurion*.

In the Roman army a centurion was an officer who commanded one hundred men (later one sixtieth of a legion). Chosen by the tribunes, a centurion was of first or second grade with the duties of drill and supervision of work and with the power to award punishment for minor offences.

The first *Centurion* in the Royal Navy was a 250-ton merchantman with a crew of 100, hired by the City of London to prosecute the war against Spain in 1588. She played a good part in the Battle of the Armada and in further actions against Spain, notably the capture of the Island of Lanzarote and of San Juan de Puerto Rico.

The second *Centurion*, of 531 tons, 48 guns and a crew of 230, was launched in 1650. She gained battle honours during the First and Second Dutch Wars (Dover, Portland, North Foreland, Lowestoft, St. James Bay) and went on to do valuable work against the Algerines in the Mediterranean.

The third *Centurion* was a 614-ton frigate built at Deptford in 1690. She was 126 feet long and had a crew of 240. Throughout her 36 years of service she saw action in several spheres, her principal battles being Cape Barfleu, La Hogue and Velez Malaga.

And now we come to the ship that helped to capture Canada. HMS *Centurion*, the fourth of her name, was a 60-gun ship of 1,095 tons whose principal dimensions were 144 ft. x 40 ft. x 14 ft.

In 1740-44 she wore the broad pendant of Commodore George Anson, RN, when this great sailor completed his circumnavigation of the world.

The *Centurion* was cut down to a 50-gun ship in 1746 and as such led the van the following year under Captain Denis in Vice-Admiral Anson's action against Admiral de la Jonquiere off Finisterre, May 3, when 13 warships, six merchantmen and some £300,000 in specie were taken.

In 1751, under Captain Augustus Keppel, the *Centurion* was sent to Algiers to settle some political matters with the Dey and in 1754 she and HMS *Norwich* escorted a large troop convoy to North America.

In 1759, now under Captain Mantell, she formed part of Vice-Admiral Saunders' fleet (flagship *Neptune*) of 49

warships which sailed from Spithead February 17 to commence the assault on New France. On June 26 Admiral Saunders, reinforced from Halifax and Louisbourg by squadrons under Rear-Admiral Holmes and Rear-Admiral Durell and by troops commanded by Major-General Wolfe, anchored near Quebec and commenced the long struggle which resulted in the French capitulation on September 18. The troops, which took part in the Battle of the Plains of Abraham, September 13, 1759,

were landed under the guns of the *Centurion*.

Before she was broken up in 1769, the *Centurion* (Captain Jas. Galbraith) was in Admiral Pocock's fleet when Havana was captured August 14, 1762. Numerous warships and merchantmen were taken and much money and loot came to hand. How were the shares all divided up? Read it and weep: Admiral—£123,000; captains—£1,600; petty officers—£17; seamen and marines—£4.—C.H.L.

BUZZ BEAR GOES NORTH

A NEWSPAPER with what the trade calls "hundred per cent readership" has gone to press for the last time. School was out for *Bergy Bits*, the Labrador's own paper, by the time the Arctic patrol vessel reached her home port of Halifax. Because of the announcement that the "Nifty 50" would be transferred next year to the Department of Transport, it was unlikely *Bergy Bits'* presses would ever roll again.

Through the pages of Canada's most northerly publication had cavorted a group of animal cartoon characters, for the most part shamelessly borrowed from Walt Kelly's famous "Pogo" strip. But there was one rugged individualist among the lot for whom the hauling down of the White Ensign meant the end of a career.

The last editor of *Bergy Bits*, Ldg. Sea. John L. Hebgin, has described the last days on board of old Buzz Bear, who, because of certain capers on the Baltic cruise last spring, had been dipped from a PICA (cook's assistant) to a LSQM, a change that meant the loss of both status and perquisites. This is how Editor Hebgin tells it and how the staff cartoonist, Ldg. Sea. R. McIvor, pictures it:

"For several days after the initial announcement of the ship's destiny he could not be found either with the other QMs in their bunks or in his old haunt, the galley. The off-duty communicators said they thought they caught sight of him in the starboard void space at church time Sunday, but they couldn't be sure. On the list for refit and for the Gulf cruise, his name did not appear. With that as the final blow Buzz Bear was forced to admit that the end had come. His last draft was in.

So he made his decision. Wandering into the editorial offices of *Bergy Bits* the other day he showed us his kit, neatly packed in his attaché case, how

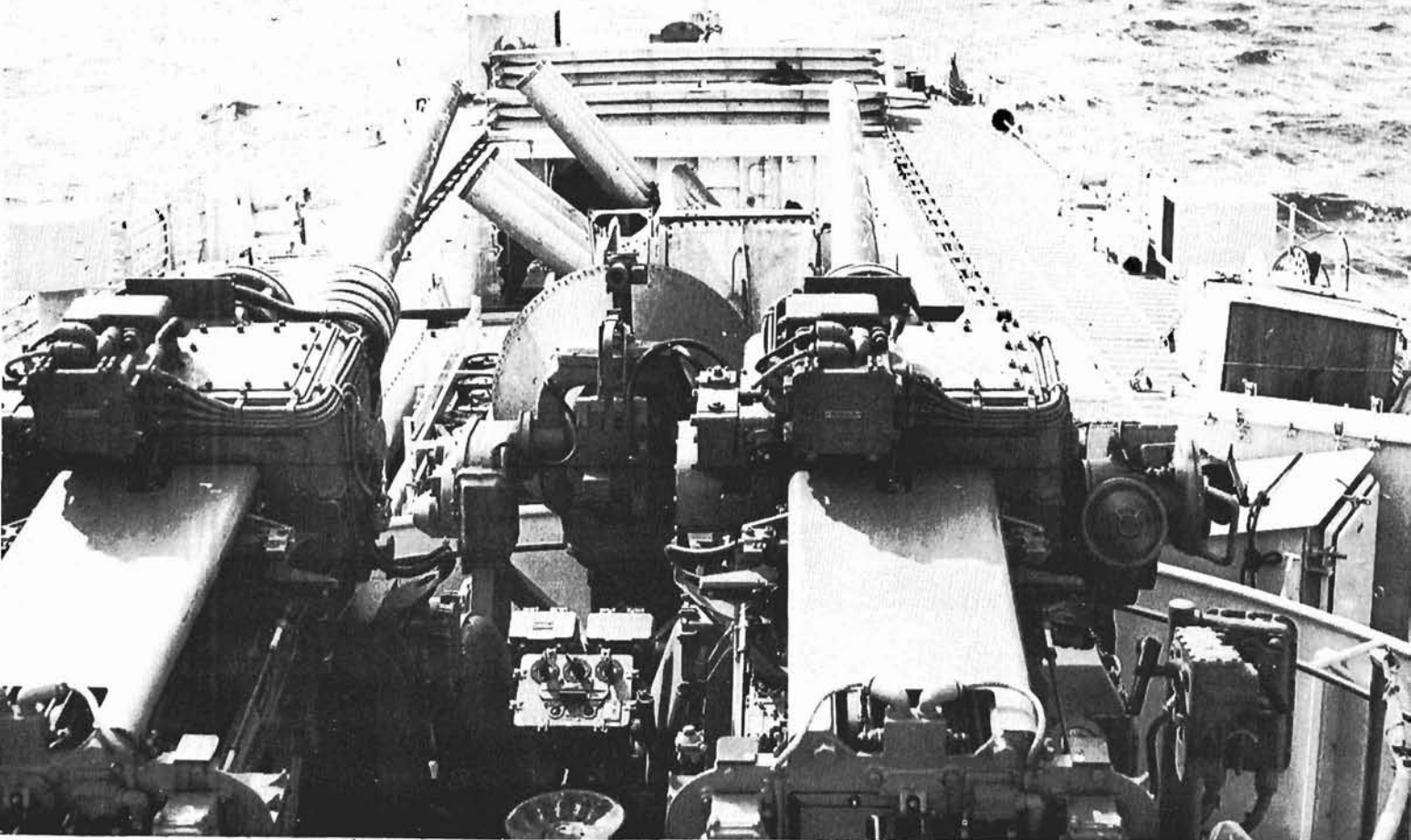


the "rabbit box" made for him by the shipwrights contained dozens of little souvenirs of Labrador — touching little mementos — a ship's crest, a set of screwdrivers, a box of chocolate bars, a pound of butter, ten cartons of cigarettes and two large Grade A turkeys.

He told us he could stay on the ship with the DOT, but pride of uniform meant too much. He'd miss the White Ensign, the extra rations, the pusser pipes, the crowd on the bridge. He figured *Stad* (RC) could dispose of him in ten days and he'd head north, a civvy, to prowling the shores of Foxe Basin in search of Mitzi and those two husky cubs he left behind.

"You know," he said, turning at the door, with a wistful smile, "if the Navy ever gets another icebreaker — well, news travels fast in the Arctic, and I'll come aboard. I may be a little too old by then but, if I am, I've got a fine son."

The door closed and Buzz Bear was gone.



Part of the reason for revising the personnel structure of the Royal Canadian Navy lies in the new and complex weapons devised for warfare at sea. In this view along the quarterdeck of HMCS Fraser can be seen electrically-operated, radar-controlled three-inch-50 guns, capable of firing proximity-fused shells, and anti-submarine mortars which received their firing instructions from the ship's sonar.

THE NEW RCN PERSONNEL STRUCTURE PLAN

Fleet Informed by Message from Chief of Naval Staff

THE FACT that a new personnel structure will be established for the Royal Canadian Navy was announced to the Fleet in a general message from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, on November 5. The text of this message follows:

"In June 1956 the Naval Board agreed to the formation of a committee known as 'The Ad Hoc Committee on RCN Personnel Structure'.

"The duties of this committee were published in General Orders. Many officers and men took advantage of the opportunity offered and have made valuable contributions to the work of the committee.

"The final report of this committee has now been reviewed by the Naval Board. Most of the changes recommended therein have been approved or accepted in principle and the detailed implementation of the report is now being studied.

"The recommendations contained in the report are far reaching in their effect. They include, for officers:

"(a) The introduction of a new officer structure which will provide opportunity for a broader and more challenging career. Existing branches will be abolished and three lists, which have been referred to in the report as the General List, the Special List and the Limited Duty List will

be formed. The majority of officers will be borne on the General List, which will include a restricted duty section for highly-specialized technical and administrative officers. The Special List will comprise doctors, chaplains, instructor officers and others with special knowledge. The Limited Duty List will contain commissioned officers or officers promoted from commissioned rank but not selected for the General or Special List.

"(b) Other changes which affect cadet training, visual standards, specialist and advanced training and promotion procedures.

"For men:

- "(c) Common entry for men with classification into a trade during new entry training.
- "(d) A new trade structure in which men will be trained to operate and maintain equipment, supplemented by skilled technicians responsible for the difficult repair work.
- "(e) Improved training methods where feasible, including training on the job for Trade Group 1.
- "(f) New promotion procedures, including an improved S507 assessment system.
- "(g) Other changes which affect recruiting, terms of engagement, visual standards and improved testing classification and personnel selection procedure, and measures designed to increase the responsibility of senior men.

"The report also covers certain fields affecting officers and men equally. These recommendations include fixed commission periods and the paying off of ships during refit.

"The personnel changes recommended for the RCN will be reflected in the overall organization and structure of the RCN(R).

"I do not believe in 'change for change's sake', but I am firmly convinced that we are living in an era of radical and rapidly accelerating changes in technical matters, particularly as they affect the fighting efficiency of our ships.

"Therefore our personnel structure must be as flexible as possible and our personnel so trained that they can meet these developments. Extensive changes as outlined above cannot be brought into effect overnight. While we must not lag in our efforts, I do not consider undue haste desirable. The full effect of these changes will not be felt for some years. The principle is one of evolution and not revolution.

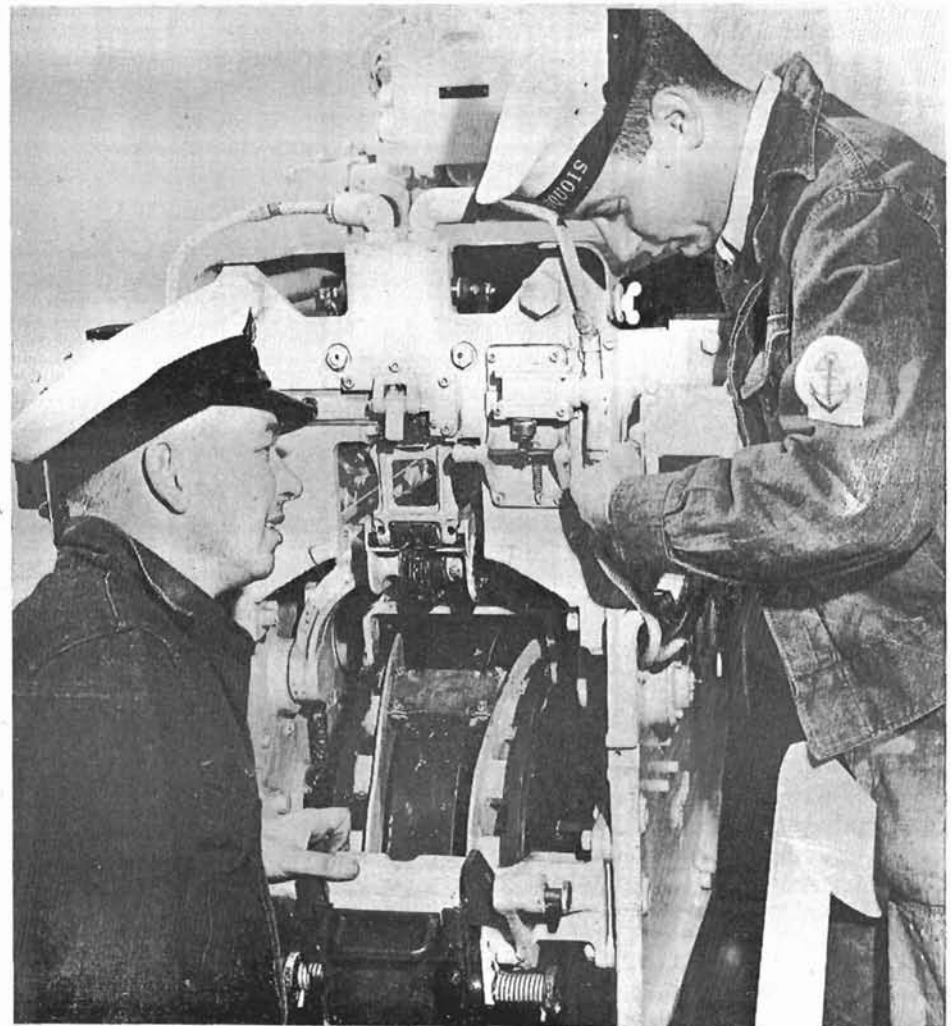
"During the implementation of the report, I consider it to be of paramount importance that the rights and interests of the individual officer and men be carefully guarded. I, therefore, intend that each of the major changes shall, after the views of the Flag Officers have been obtained, be carefully re-considered by the Naval Board before implementation.

"By the same token, however, if implementation is to be successful, I shall expect the full support of every officer and man once the final decision has been taken.

"The Fleet will be kept fully informed at regular intervals of the progress of implementation."



Technology has come a long way since Second World War days when the corvette was the backbone of the Fleet.



The rapid development of new weapons and electronic equipment during and since the Second World War meant that specially trained technicians had to be carried on board ship in addition to the men who operated the equipment. The new personnel structure plan proposes to slow down this trend by training men both as operators and maintainers. Here CPO Erland Grant, gunnery instructor, and Ldg. Sec. Raymond Lalonde, armourer's mate, check electrical contacts on one of the Ottawa's three-inch-50 guns.

30 QUESTIONS

- - - and answers in explanation of the new RCN Personnel Structure and its likely effect on careers.

THE ROYAL Canadian Navy in November adopted a revised personnel structure which will be introduced progressively over the next few years. As the Chief of the Naval Staff said in a message to the Fleet, its implementation will be evolutionary rather than revolutionary.

Revision of the personnel structure has been made advisable by the increasingly technical nature of naval weapons and equipment. It is the outcome of a study begun in 1956 by a special committee established "to examine the present personnel structure of the RCN, and to make recommendations as to the most suitable officer and man structure which would be in the best interest of the service and the nation, with emphasis on economy, efficiency and simplicity".

Views were contributed by personnel ranging in rank from able seamen to admirals. The committee also extended its studies to the other armed services, and to the Royal Navy, the U.S. Navy and the U.S. Coast Guard. Valuable information was obtained from all these sources.

Some of the proposals are:

1. Common entry for seamen.
2. Increased emphasis on on-the-job training.
3. Wider adoption of the user-maintainer principle.
4. A greatly revised officer structure.

The personnel changes recommended for the RCN will be reflected in the overall organization and structure of the RCN(R).

The effects of these and other recommendations are discussed in the series of thirty questions and answers that follow:

I

Do the recommendations which have been approved for implementation actually produce a clear-cut and immediate plan for radical changes which will affect all officers and men now serving?

No. They provide a basis for a continuing and flexible program of gradual change, and as a whole will take a matter of years to implement.

II

How soon will the effects be felt?

The effects will not be immediate, though the first changes will become noticeable during 1958. The full effect

is unlikely to be felt for about five years in the case of men, and possibly not for ten years or more in the case of officers. There will be no changes made without considerable advance notice. All the appropriate regulations, manuals, etc., will have been amended or produced well in advance of the implementation of any particular change.

How the Program Will Be Implemented

A planning group has been established within the Naval Personnel Branch at Naval Headquarters for the implementation of the report of the ad hoc committee on RCN personnel structure. This group will be responsible for planning and co-ordinating the procedures, preparation of regulations, training manuals and publications required for the implementation of the recommendations approved by the Naval Board.

Many of the recommendations approved by the Naval Board are interrelated or dependent upon each other. In addition, these changes will require the introduction of new administrative systems and methods. This means that the implementation of the various changes, and the administrative systems necessary, must be co-ordinated in an overall program so that the changes can be effectively introduced and subsequently controlled.

The implementation group will first prepare an overall plan which will indicate the target dates for commencement and completion of each of the changes. Subsequently, the group will work with all departments in the Navy in order to prepare the necessary regulations and manuals, etc.

The implementation group will not be responsible for the introduction of any change in the Navy. They will, however, ensure that all the detailed work, including the draft regulations which are necessary is completed and then passed to the Chief of Naval Personnel for review by the Naval Board and subsequent implementation.

III

Has it yet been determined how the changes will affect individual officers and men who are now serving?

All the existing rights and privileges of serving personnel will be carefully guarded. Much detail work has yet to be done before a specific answer to this question could be given to any individual. No changes will be retroactive, and thus all officers and men will retain their present rank and trade qualifications. However, there may be alterations in the qualifications for future promotion and these will, of course, have to be met. Once again, notice will be given well in advance so that every officer and man in the fleet will have full and accurate knowledge of the requirements that he may have to meet in the future, and of the further opportunities which they present to him.

IV

How is it intended that these changes be introduced?

Each change will be considered carefully and in detail by the Naval Board following consultation with the Flag Officers. Officers and men will then be informed in detail by means of lectures, and other effective means, of their place in the new structure. Where there are alternatives available they will be given the opportunity to express their preferences.

V

This is an age of specialization. Will this program tend to produce officers who are "Jacks-of-all-trades", or does it recognize the need for a high degree of specialist capability?

First, it is specifically designed to meet the requirements of the age of specialization. One of these is that all permanent regular force officers on the general list should have a broad foundation of knowledge of the various specialties essential to the continuing progress and effective operation of the fleet. (General list — General Duty officers). A second requirement is that the vast majority of officers should have a more advanced knowledge of at least one specialty (General list—General Duty officers—Sub-Specialist). The third requirement is that some officers should have specialist capability

developed to the very highest possible degree (General list—Restricted Duty officers). A fourth requirement is that some officers should have a fully developed practical specialist capability, but do not need to proceed beyond this point into the higher reaches of advanced theoretical knowledge (Limited Duty List).

VI

How will these four requirements be met?

The first will be met by ensuring that all permanent regular force officers on the general list are so trained as to give them a broad general knowledge of all departments in a ship. It is expected that this will be provided during the young officer's first four years of service in the fleet, subsequent to his initial four years' training as a naval cadet. Following this, a limited number of these officers who display particular aptitude and serious interest will proceed to highly specialized training, and their knowledge will be advanced to what may be described broadly as the standard of a Master's degree at a university. At this point they will be transferred to the restricted section of the General List.

VII

What provision is made for officers in naval aviation on the General List?

There will be, as at present, two basic plans for entry. The first will apply to permanent regular force officers entered through the Regular Officer Training Plan. The second will apply to short service officers who will enter as at present through HMCS *Venture*. Both, following cadet training, will proceed immediately to flying training, as at present, for a period of about 18 months. They will then join squadrons for their first flying tour of a duration of about two years. The former (ROTP) will then be required to qualify at sea as watchkeeping officers, both on the bridge and in the engine room. This will be followed by a second flying tour of about two years, and following this their further training is comparable to that of the other general list officers with flying tours interspersed. The latter (ex-*Venture*), unless selected for transfer to permanent status, will remain in naval aviation throughout the period of the short service appointment. If selected for transfer, however, they will receive advanced training, including academic

training, and thereafter will take their place in the normal fashion on the general list following precisely the same path as those who entered through the ROTP.

VIII

What is the purpose of the Limited Duty List?

The principal purpose is to take advantage of the mature experience of specialized practical knowledge possessed by the present Branch Officer. The establishment of this list makes possible the further promotion of such officers, without placing them in competition with those on the general list who will naturally be possessed of higher academic education, and of broader professional training and experience. Promotion from the ranks to this list is of course open to all. Furthermore there will be provision for the exceptional Limited Duty List officer to be transferred to the General List and thereafter compete for promotion in this list. The Limited Duty List will replace the present Branch Officer system of promotion and is designed to recognize the value of this type of officer.

IX

What about other avenues of promotion to commissioned rank from the lower deck?

It is intended that the opportunities for promotion from the lower deck be improved, as this is an obvious and excellent source of good officers. Additional selection methods will be introduced, and every effort made to ensure selection at an early stage in the man's career for entry into Canadian Services College, University or HMCS *Venture*. Educational facilities will be available to those who show serious promise of being able to take advantage of them. The present system of providing additional education where it is needed will be reinforced.

This should increase the numbers of successful candidates from the lower deck for entry to the Canadian Services Colleges, to HMCS *Venture* or to a university.

X

Is it intended to retain the upper yardman system of promotion?

No. The two methods described above will render this unnecessary.

XI

What will be the qualifications and career opportunities for officers of the Special List?

The special list will contain medical officers, chaplains, instructor officers and other officers who are now contained in the Special Branch whose special skills are required.

The qualifications for entry into each category will vary and opportunities for promotion will be limited to each category.

XII

What are the main advantages of the new officer structure?

There are six main advantages as follows:

1. The vast majority of officers will have a common background of training.
2. The structure will provide a larger field from which to select the senior officers of the future.
3. It will open the positions of higher command to a much larger group of officers by eliminating the relatively rigid branch divisions that now exist.
4. Specialization will be maintained at the full degree necessary to maintain the fighting efficiency of ships, while waste of advanced specialist knowledge will, so far as humanly possible, be eliminated.
5. It will provide an increased flexibility in the employment and capabilities of personnel, and thus make it easier to meet unforeseen changes in the future.
6. It will result in a greater economy in the use of manpower.

XIII

What is the principal basic change in the structure as it affects men now serving?

At present there is a sharp distinction between operators and maintainers of the weapons and equipment of the fleet.

Experience has shown this to be much less necessary than was anticipated, and it is therefore intended to combine the two functions in many instances. For example, under the new structure the guns will be both maintained and fired by men belonging to the gunnery trade. Similarly, the communicators (radio) will both operate and maintain. In short, there will be a merging of many of the functions now carried out under the existing branch system, resulting in a reallocation of duties.

XIV

Does this mean the elimination of the skilled technician?

Certainly not. His time, however, will not be spent on work which does not require the degree of technical skill which he possesses, and which can be carried out by others perfectly well. The skilled technician will be employed in the more difficult repair, manufacture and diagnostic work. In other words, the fullest possible advantage will be taken of his capability.

XV

Does this mean that there will be fewer trades in the navy than there are at the present time?

Yes. In general terms the new trade structure will provide for less than 30 trades at the Trade Group I level. This will increase through Trade Group II to over 40 at the Trade Group III level, and decrease again to under 35 at Trade Group IV.

At present there are overall about 70 trades.

XVI

Will this reduce the opportunities on the lower deck to qualify for trade group status and pay?

No. It will, if anything, give a better opportunity for this form of advancement to those with the drive and ability to take advantage of it.

XVII

How is it that there will be different numbers of trades at different trade group levels?

This is made possible by the increased flexibility of the structure. Since there will be no branches operating, as it were, in "watertight compartments", it will be possible for those with the proper aptitude to transfer from one trade to another, providing the transfer is in the best interest of the service and the man.

The increase at the Trade Group II level is caused by the introduction of some trades which do not exist at the Trade Group I level. A further increase at the Trade Group III level results from the introduction of a "technician" category. The reduction at the Trade Group IV level is caused by the amalgamation of some trades into one at this point.

XVIII

How does this trade transfer system apply to the skilled technician?

There is no reason why in future, for example, an electronic technician whose

trade is introduced at the Trade Group III level should not come from any one of the allied trades, provided the man has the aptitude and background necessary to pass the course. He might, for instance, previously have operated and maintained either sonar equipment, radio equipment, radar sets, electronic equipment or fire control systems. It is equally possible, however, for most men in any one of the weapon or control categories referred to above, and in most other trades, to progress right through in their trade up to the Trade Group IV level.

XIX

How will selection be made for advancement in trade group status?

This selection will be made on the basis of practical experience and the passing of a qualifying examination.

XX

How will this affect the trade group standing of personnel now serving?

They will retain the trade level and pay which they already possess, and will be gradually channelled into the new trade structure as it evolves. The qualifications for advancement will undergo some change, but the opportunities for advancement will remain about the same as if the existing trade structure had remained.

XXI

Will there be changes in requirements for promotion to a higher rank, as well as the changes affecting advancement in trade group?

Yes. A trade group qualification will still be required, but it will also be necessary for an examination to be passed before the man can be promoted to higher rank. This examination will be necessary, regardless of trade, and will cover such matters as administration, disciplinary regulations and procedures, personnel regulations, divisional work, damage control and general ship knowledge. The standard required will be set according to the rank to which the man may be promoted.

XXII

Does this mean that new courses will be introduced leading to the examination?

No. Candidates for promotion will be expected to acquire the necessary knowledge by experience and self-study. Guides and manuals will be provided for the latter, and every encouragement will be given to self-study. In

the final analysis, however, success will depend upon the man's own capability and application. This will be true of all ranks up to and including Chief Petty Officer, First Class.

XXIII

How will the responsibilities of senior men be increased?

This certainly cannot be done overnight. However, there is good reason to expect that, as the new structure becomes effective, it will be possible to reduce the number of officers in ships, and this will automatically provide scope for the exercise of higher responsibility by CPOs and POs. In addition there are other duties in the recruiting and divisional fields in which additional responsibility can be provided.

XXIV

Will these changes immediately affect the new entry and the recruiting function?

Not immediately, as the specifications for the trades have yet to be worked out in detail, and the system necessary for channelling the new entry into the new structure must be established. This will take some time to work out and bring into effect.

However, the new entry will find himself being channelled into the new structure at a fairly early stage of his career. At present he is entered into a branch and trade at the recruiting centre. This is subject to revision at Cornwallis, and transfers do from time to time take place even after he has joined the fleet.

XXV

This means, then, the introduction of Common Entry?

Yes. Eventually the system of common entry will be introduced, and the new entry will not be channelled into a trade until his aptitudes (including such matters as education, eyesight, etc.) have been determined and his preferences stated. This will take place relatively late in his new entry training period, which will be about 18 weeks, including two weeks' sea time. As indicated above, the possibility of further transfers is kept open. Such transfers will naturally only be effected if they are in the combined interest of the service and the man himself.

XXVI

Will this alter the present system whereby he goes back to school again immediately after leaving Cornwallis?

It will alter it materially. In the majority of instances he will join a

ship, and his Trade Group I training will be given him on the job at sea. He will learn his trade, under close supervision, in the school of experience, reinforced by a limited amount of classroom training as necessary.

XXVII

Does this mean the abolition of the present schools?

Certainly not. The requirement for the schools will be in no way reduced as they will be needed to provide courses for the higher trade groups. They will also provide short courses to reinforce the on-the-job training which is being given in the ships wherever this may be necessary.

XXVIII

How will this on-the-job training be carried out?

First, it will become the direct responsibility of each divisional officer, chief petty officer and petty officer in the division, and will be a constant process in which all concerned will be required to take an active part. This practice is, in fact, followed now in some branches; but it is perfectly possible to extend it very considerably. Not only will it increase the interest of the man who is learning because he sees immediately the results and purpose of his work, but it will also strongly fortify the divisional system itself, as it is envisaged that the man's divisional officer will be the officer for whom he works and who is responsible

for his training, advancement, living spaces and general well-being. Furthermore, it will establish more firmly the responsibility of CPOs and POs, and result in a much closer mutual understanding and sense of purpose throughout the personnel of the division, from ordinary seaman to divisional officer.

XXIX

What are the main reasons and advantages of introduction of this type of structure on the lower deck?

1. The overwhelming reason is the increasing amount of electrical and electronic equipment in ships, which has resulted in a steady increase in the numbers required to maintain, and a decrease in the numbers required to operate. It is expected that this increase in the amount and complexity of equipment will continue, perhaps with increasing rapidity. The required skill must therefore be spread through a larger number of personnel, or there simply will not be room in the mess-deck for the growing numbers.

2. A second reason is that it is a waste of effort and capability to employ men skilled to the repair manufacture level, where the level of technical skill does not go beyond that required to maintain.

3. A sure advantage is that the interest and capability of the man concerned will be considerably increased if he combines roles of operation and maintenance. Inevitably he becomes better at both functions, to his own advantage as well as that of the service.

4. It will provide opportunity for a greater variety of experience, and more rapid advancement to the man who combines ability with effort. In short it will produce sailors better equipped for the challenges of both the present and the future.

XXX

What arrangements have been made to implement the report?

A group has been formed within Naval Personnel to be responsible for planning and co-ordinating the procedures, preparation and writing of regulations, training manuals, publications and systems which will be necessary to implement any changes.

As many of the changes are interdependent and are further dependent upon other administrative changes, the Implementation Group will first be required to break down each change into all its component parts, relate them to administrative changes, and finally to prepare a time-phased plan.

The group will work through the normal service channels in preparation of the regulations and manuals required to implement any change. They will not be responsible for the final implementation of any recommendation but will ensure that all the information necessary, including the amended regulations and draft manuals, is passed to the Chief of Naval Personnel who will obtain the comments of the Flag Officers and the approval of Naval Board as requisite.

The above questionnaire deals in many instances with proposals which will not be put into effect for some time. . . . It is suggested, therefore, that it be preserved for future reference. To facilitate this the questionnaire has been printed on the four centre pages of "The Crow'snest" for easy removal.

AFLOAT AND ASHORE

PACIFIC COMMAND

Communication Training Centre

During graduation ceremonies recently held in *Naden's* Communication Training Centre for classes of visual and radio communicators, Trade Group I, Commodore P. D. Budge, commanding officer, brought to the attention of those in attendance the historical implications of the occasion.

Before the commencement of hostilities in September 1939, the training of signalmen and telegraphists for the RCN was accomplished by sending the men to the Royal Naval Signal School in Portsmouth, England. With the outbreak of the war, this practice ceased and the RCN was faced with the problem of training its own communication personnel. In September 1939 the first course for signalmen and telegraphists was commenced in signal training centres on both coasts. These courses were of nine months' duration.

Available records show that a total of eight classes passed through *Naden*

during the next two years. In October 1941 an RCN Signal School was commissioned as HMCS *St. Hyacinthe*, in *St. Hyacinthe*, Quebec. This establishment was responsible for all communication training in the RCN throughout its commission which ended in 1945.

After the war the Communication School was moved to *Stadacona* and remained there until the present Communication School at *Cornwallis* was established in 1952.

In March 1957, the Communication Training Centre in HMCS *Naden*, commenced training of CVs and CRs of the Esquimalt Port Division at the Trade Group I level. On October 28, V1 and R1 classes were the first RCN signalmen and telegraphists to qualify on the West Coast since March 27, 1942.

Commodore Budge congratulated Ord. Sea. Allan Pihowich, who topped his class with an average of 95.6 per cent and Ord. Sea. James Waldron who had an average of 93.9 per cent to place him first in V1 Class.

In bidding farewell to the classes before they left for various billets in the

Fleet, Lt. Frank Fenn, officer in charge, offered this Confucianism as good advice:

"The essence of knowledge is, having it, apply it; not having it, to confess your ignorance."

Belmont Park

A profit of \$25 was made on hot dogs and soft drinks at a Fire Prevention Week program sponsored by the Pacific Command fire department in early November at Belmont Park, married quarters near Esquimalt. The money has been presented to the Cerebral Palsy Clinic at the Royal Jubilee Hospital, Victoria.

The cash donation was presented to Mrs. Margaret McClung, managing secretary of the clinic, by Lt.-Cdr. (SB) Neil Duval, base fire chief.

Navigation and Direction Training School

A busy summer in the Navigation Direction Training Centre at *Naden* came to an end with the return to college of UNTD cadets.

During the summer eight classes of UNTD cadets, totalling approximately 120, completed courses in action information organization. Twelve RCN(R) wrens from inland divisions across Canada successfully completed RP 2 and RP 3 courses. One class of RCN(R) officers completed courses in meteorology and navigation, parts I and II.

RP 213 and RP 353 classes qualified early in the summer, with RP 214 and RP 354 and 355 qualifying late in August and the middle of September respectively.

Two new classes RP 215 and RP 356 commenced on August 19 to complete late in the fall.

With work-ups of the AIO teams from two new DEs, HMCS *Skeena* and HMCS *Fraser*, it was a busy time.

ATLANTIC COMMAND

HMCS Ottawa

The "Eager Beaver" has enjoyed full employment in the fall cruise program, having crossed the Atlantic four times, engaged in two major NATO exercises, assisted HMCS *Bonaventure* in her work-up program off Northern Ireland,



Commodore P. D. Budge, Commodore RCN Barracks, Esquimalt, delivers the principal address during the commissioning of HMCS *Miramichi*, minesweeper, on October 29. Also shown are Harold Husband, president of the Victoria Machinery Depot Company, Limited, builders of the ship; Captain (E) Erik Revfem, Principal Naval Overseer, West Coast, and Lt.-Cdr. M. A. Considine, commanding officer of the *Miramichi*. (E-4380)

and, during the latter, carried out special trials with a large RCAF helicopter embarked.

At the beginning of October, with Commodore J. V. Brock, Senior Canadian Naval Officer Afloat (Atlantic), embarked, and the *Iroquois* in company, the *Ottawa* returned to Halifax, leaving the remainder of the First and Third Escort Squadrons to the rigours and hardships of a Baltic cruise. On this return trip 109 cases of influenza were contended with, including one which had to be rushed into Ponta Delgada in the Azores. On departure from there, the ship witnessed a newly-born volcanic island in full eruption.

On October 18, a helicopter and an air group were embarked to carry out various trials in North Atlantic conditions. The air groups consisted of: Flight Lt. Lloyd Cummings and six airmen from 108 Helicopter Flight, RCAF Rockcliffe, Lt.-Cdr. (P) W. Frayn, Lt. (P) G. Clarke and seven men from HS 50 Squadron, *Shearwater*, and J. Graham from Canadian Pratt & Whitney Company.

With an energetic spring cruise just around the corner, the ship is looking forward to fulfilling her, to date unofficial, motto "Revæb Regæ".—J.M.R.

Shannon Park

On the night of November 1 witches, hobgoblins and all of their unearthly ilk were turned loose in the gymnasium of the Shannon Park School where a Hallowe'en dance was held.

This was the first dance for quite some time and was well attended both by people in and out of costume.

Ron Crawford, a dance committee member, acted as master of ceremonies and was aided by Mrs. Kenneth McDonald, also a member of the committee.

The highlight of the evening was the parade of the guests who came in costume. One of the highlights was trying to figure out who the man was that came dressed as a mummy. He entered the dance led by someone wearing a Frankenstein monster face mask and took a seat and did not move except to be led around from place to place by his partner.

The mummy was awarded the prize for best original male costume and it was then learned that he was Thomas Cowan from HMCS *Granby* and that it had taken him and his helper approximately three hours to get him into the costume.

Other prizes were awarded to Mr. and Mrs. Bert Godding for funniest couple and Mrs. Hazel Tracy, original female.



Newly-organized teen-age activities at Shannon Park got underway late in October with a highly successful Hallowe'en Dance at the school auditorium. The event, one of several such activities planned for the younger set during the coming months, was attended by approximately 75 youngsters. Ron Roberts, of Radio Station CJCH in Halifax, was master of ceremonies. Above, a group of hungry dancers dig into the refreshments. (HS-50465)

A booth was set up by the women's organization of the Church of the Redeemer for the sale of coffee and hot dogs during the dance and the profits will be used toward the purchase of a stained glass window for the church.

Eleventh Escort Squadron

Completing duties which began when the Squadron was formed on April 15, 1955 the Algerine class coastal escorts *Sault Ste. Marie*, *Portage* and *Wallaceburg* were paid off at Sydney, N.S., during September.

Familiar sights on the Great Lakes, they were mainly engaged in the training of reserve personnel there during the summer months.

When the squadron was originally formed it was composed of the *Wallaceburg*, *Minas* and *Portage*. However, on November 7, 1955, the *Minas* was paid off into reserve at Esquimalt. The same day, the *Sault Ste. Marie*, which had been taken out of the reserve fleet on the West coast, was commissioned and took the place of the *Minas* in the Squadron.

NAVAL DIVISIONS

HMCS Tecumseh

A plaque bearing the names of 49 men from the Calgary naval division who lost their lives during the Second

World War was unveiled at HMCS *Tecumseh* on November 10.

The ceremony was attended by relatives of those who had died, with J. T. Shelly who lost two sons at sea, and Mrs. G. M. Evans who lost a son, performing the unveiling. A guard of petty officers was in attendance.

The service was conducted by Chaplain W. J. Collett. Tribute to the dead was paid by Cdr. G. K. Whyton, commanding officer of *Tecumseh*, and Captain Reginald Jackson, representing the Naval Officers' Association of Calgary.

Funds for the plaque were raised by the ship's company, with the help of several Calgary businesses. It will have a permanent place of honour on the quarterdeck of the divisional headquarters.

HMCS Carleton

Lt. (MN) Margaret Godin, a nursing sister from HMCS *Carleton*, was selected to represent the women's services during the ceremony at the national war memorial where Her Majesty laid a wreath on Sunday October 13.

Lt. Godin joined the RCN(R) in April 1955 and has spent annual periods of training at *Cornwallis*, *Stadacona* and *Naden*. She is employed with the department of health of the city of Ottawa.

RCN BIDS FAREWELL TO WHALE ISLAND

Lieutenants (G), Instructors to Train at Stadacona

ON SEPTEMBER 9, 1957, a significant break with an established custom was made, when HMC Gunnery School, in Halifax, commenced courses to qualify lieutenants (G) and gunnery instructors. Before this date, all specialist (G) officers, and a high percentage of gunnery instructors, qualified in HMS *Excellent*, the RN Gunnery School, better known as "Whale Island", "Whaley", or "The Island", in Portsmouth, England.

This parting of the ways has resulted from the increasing differences in gunnery equipment and personnel structure between the Royal Navy and Royal Canadian Navy.

The two courses will be conducted on much the same lines as the RN counterparts have been. The lieutenants (G) qualifying course is of 53 weeks' duration, and consists of four months' technical instruction in mathematics, physics, mechanics and aerodynamics, six months' instruction in professional subjects, with two months allotted for tours of industry, and defence establishments. With leave included the course should complete October 31, 1958.

The gunnery instructors are qualified in 42 weeks, and their instruction follows the same pattern. They spend the first four months on technical subjects, with the remainder of the time spent in professional instruction. They do not have a program of visits and thus complete the course July 18, 1958.

In both courses, greater emphasis has been placed on the practical aspects of gunnery. This is in line with the policy of the user assisting in the maintenance of his equipment. Over a month is spent in teaching testing, alignment and maintenance of equipment. For this reason some subjects must have less time allocated and in these courses such items as parade training and gun drill have been cut to the bare minimum considered necessary.

Professional and technical instruction is given in HMC Gunnery School, Osborne Head Gunnery Range, HMC Electrical School, the Naval Research Establishment, The Naval Aircraft Maintenance School, the Canadian Joint Air Training Centre, and in other specialist schools in the Halifax area.

Lt. V. G. Brodeur, now on the retired list as a Rear-Admiral, was the first RCN officer to qualify as lieutenant (G) when he completed the course in 1921.



Stadacona has taken over from Whale Island and has launched the first RCN lieutenant (G) qualifying course. Aspirants for the "big G" gunnery qualifications are: Front row, left to right, Lt. J. S. Hiltz, Lt.-Cdr. I. A. Macpherson (conducting officer) and Lt. W. R. Stebbings; back row, Lt. G. R. Ferguson, Inst. Lt. S. L. Morse, Lt. R. A. G. Coombes, Lt. J. C. Lamontagne and Lt. A. Dzioba. (HS-49836)



Members of the gunnery instructor qualifying course at Stadacona: Front row, left to right, PO W. R. Steele, PO R. A. Robertson, Lt. C. H. Humble, (conducting officer) PO P. Melanson and PO J. D. Bell; back row, Petty Officers R. E. Campbell, J. Morgetroyd, W. G. Warner, H. R. Baron, S. H. Bell, R. J. Waldwin and N. W. Chater.

Since then 56 officers have qualified, including 13 of the RCNVR. Of serving officers, Rear-Admiral H. F. Pullen, and Commodore E. P. Tisdall have been gunnery officers the longest, having qualified in 1932.

RCN gunnery instructors qualified on the island from the late 1920s, although a few men transferred from the RN had qualified there in earlier years. During the Second World War, the RCN qualified its own gunnery instructors either in *Stadacona* or *Cornwallis*, and only two took their course in *Excellent*.

A prize is awarded in the RN to the man who comes first in the Gunnery Instructors' course. This is the Llewellyn Prize, and it is hoped that a similar Canadian award may be instituted. RCN winners of the Llewellyn Prize are as follows: 1938, Acting PO C. McDerby (Lieutenant RCN (retired)); 1940 acting PO J. M. Paul (Lieutenant-Commander RCN); 1949, PO James Luke, (Commissioned Gunner, RCN); 1951, PO Norman Anderson, (Commissioned Gunner, RCN); 1952, CPO R.

Aldhelm-White; 1954, PO S. H. Shaw; 1955, CPO Peter Lecuyer and, 1955, PO Kenneth Jackson. PO Richard A. Baxter, who died in the *Fraser* in June 1940 and PO Harry H. MacDonald (Lieutenant-Commander, RCN) tied with RN ratings for the prize, gunnery officers recall.

Since 1951, the "Captains J. E. W. and R. H. Oland Memorial Award" has been presented to the officer who has placed highest among Canadians on the long gunnery course in *Excellent*. This award may be made whether the course is held in Canada or elsewhere.

It has been won by the following officers: 1951, Lt. D. F. Tutte; 1952, Lt. J. H. Wilkes; 1953, Lt. J. A. Fulton; 1954, Lt. A. P. Campbell; 1955, Lt. F. J. Copas, and, 1956, Lt. F. W. Crickard.

Seven officers are on the course for lieutenant (G), and eleven petty officers are qualifying for gunnery instructor. Lt.-Cdr. I. A. Macpherson, and Lt. C. H. Humble are the conducting officers for the two courses.

DEPTH CHARGES USED IN SURVEY

DEPTH CHARGES deep in Georgia Strait preparatory to the earthquake-like blast that is expected to knock treacherous Ripple Rock out of Seymour Narrows will be part of the over-all International Geophysical Year program to learn more about the earth.

An RCN warship will explode depth charges at intervals of ten kilometres (5.4 nautical miles), beginning 40 kilometres (21.5 nautical miles) north of the Dominion Astrophysical Observatory.

"These are joint experiments of the observatory, the Royal Canadian Navy and the Pacific Naval Laboratory and are a forerunner to Ripple Rock," said W. G. Milne, chief seismologist.

"The depth charging is being carried out in co-operation with the fisheries department. That is why they are being held at this time when fish are scarcest.

"Also we are sending the charges to a depth greater than 300 feet and detonating small-force charges before the main blast to scare the fish away."

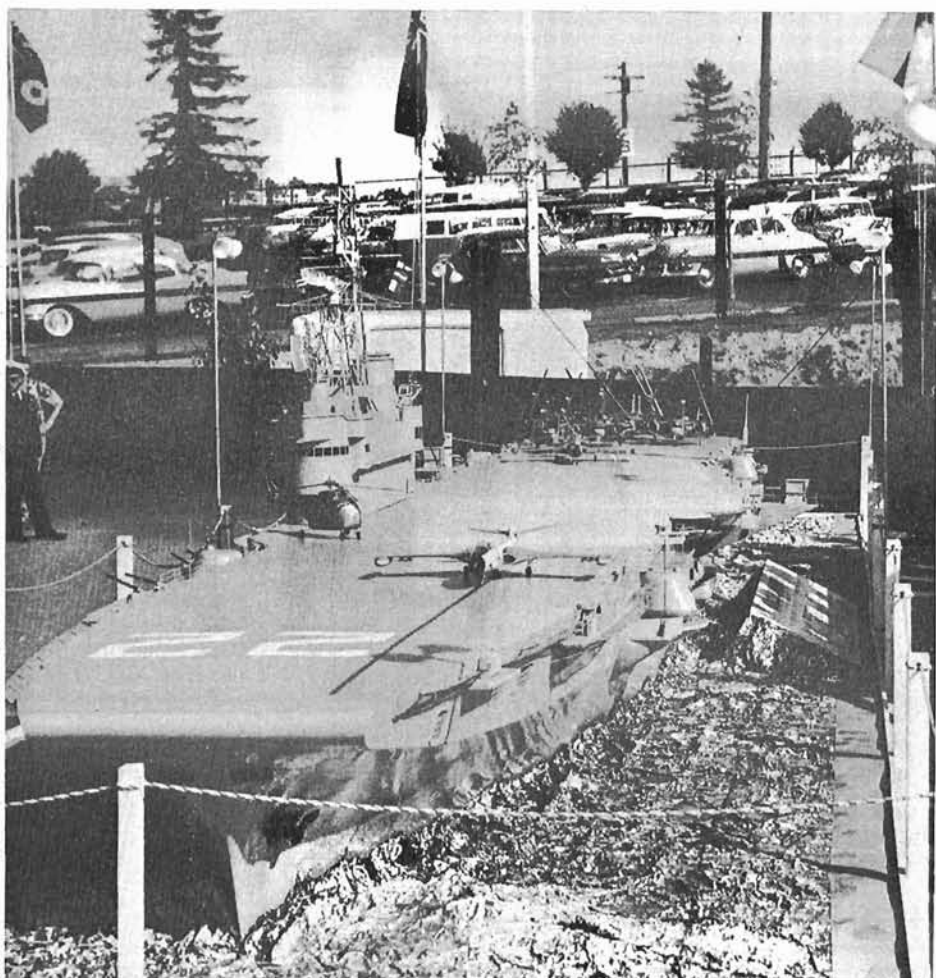
On the day for the big Ripple Rock blast, sometime between February and April, scientists expect demolition of the shipping hazard will provide an opportunity to study structure of the earth's crust in the area.

The preliminary charges, dropped at prescribed times, will measure on seismographs the time taken for waves to travel through the earth's crusts to the machines and this information will be valuable when time comes for the Ripple Rock explosion.

An article in the March 1956 issue of *The Crowsnest* outlined the plans for blasting Ripple Rock. These involved driving a half-mile tunnel from Maud Island, tunnelling upward into the rock and cutting out shafts and chambers to be packed with about 750 tons of high explosives.

Since 1875 about 14 large ships have been sunk or damaged by Ripple Rock and more than 100 small vessels have been sunk with a loss of at least 114 lives.

Seymour Narrows, at the northern end of Vancouver Island, with its tidal currents of from ten to 15 knots during much of the year, is guarded at its southern end by the twin peaks of Ripple Rock, just nine and 20 feet respectively below low water. Ships wait for slack tide before attempting the passage.



A 42-foot model of Canada's new aircraft carrier, HMCS Bonaventure, located by the RCN display at the Armed Forces Exhibit, was among the main features of the Navy's presentation at the 1957 Pacific National Exhibition. Thousands of people came to see the interesting model, complete with models of the Banshee and Tracker aircraft the ship carries. There was also a model of a plane-guard helicopter on the flight deck. (E-42646)

CANADIAN CHAMPIONSHIP TO FLYERS

Shearwater Brings Maritimes First Football Title

CLIMAXING ten years of Canadian football buildup in the Maritimes the *Shearwater* Flyers brought the Canadian intermediate title to a league with only two years affiliation with the Canadian Rugby Union playoff schedules, when they defeated the Western champions, the Fort William Redskins, 27-21 at the Wanderers Grounds in Halifax.

As reported by George Hanson, of *The Halifax Herald*, the Flyers "didn't flop in the clutches" and the game went like this:

Flyers, who had given and taken a brutal physical mauling in the previous week's scrap with defending champions Brantford, found it difficult to get "up" to the peak they had reached for that game. For three quarters they slugged it out with the talented and clean playing Redskins. Each side staggered the other, each spun reeling back and then dug into a hidden source of energy to power back.

The new champions eased ahead in the first quarter, 6-1. They fell behind 8-6 in the second but barged ahead again by half time, 13-8. In the third quarter they were buffaloed by a couple of Redskin quickies and trailed 21-14. It was then the pride of the RCN showed their true colours. Smashing, crashing, bulling, gambling and slashing about on sheer determination, they soared to the heights they are capable of. In that last 15 minutes they crammed 13 unanswered points and suddenly were champions of a nation.

Who were the stars? Every man who dug his cleats into the Wanderers' turf Saturday had a spot in the galaxy. They all played their hearts out, they all gave everything they had. In the final summary, neither club lost anything. Redskins came out on the short end of the score, but that's all. They had nothing but praise for their conquerors and the plaudits were returned with interest by the victors.

All-time Nova Scotia Football League scoring champion Bob Hayes was the high point man of the day and the busiest of *Shearwater's* "Busy B's" combination. He had two touchdowns — one on a pass from Don Lilley — and rocketed 182 yards in an amazing total of 30 carries. Veteran Bruce Walker, an eight-year man in Flyers' colours, went over twice. One was good for six points but a fumble turned the other into a rouge when Redskins recovered.



Reposing at HMCS Shearwater is this handsome piece of silverware, the Perry E. Robinson Memorial Trophy for the Intermediate East-West Canadian Championship. CPO Harvey "Moose" Mills, coach of the Shearwater Flyers, receives the trophy from Don Clarke, president of the Lake-head Football Union. (DNS-19595)

The third member of the B-line, Buck Taylor, adopted a Walker pass for a six-pointer. Jim McCombie hoisted a couple of singles in the winning cause.

Three Redskins split as many touchdowns on the losing side. Ray Malo was hit by Al Davey for a 34-yard pass touchdown. Brian Hadeth, running like a startled deer through a big gap off tackle, sizzled 73 yards for the game's longest major. Larry Lychowyd took

a pitchout around left from four out to score while Murray McKenzie booted two points and Mike McMahon one.

Flyers added their fifth acquisition of the season to their already sagging trophy case. They added win number 11 to their season's skein and No. 21 to a string which goes all the way back to last year. On the club you could name George Mayne, Gabe Desroacher, Dale Klassen, Ron Parker, Ed Reiger,

Roy Carrier, Paul Gowan, Pete Davidson, Bill Harper, Bruce Thomas, Les Keyes, Gord MacLeod, Charlie Cox, Alf Nicholson, Torchy Smith, Joe Carver, Andy Swan, Al Caulier, Danny McCowell, Foxy Reynard, Fuzz Grant, Tommy Graham and Ivor Axford as your stars. For a little extra effort, single out Parker for recovering a fumble and intercepting a pass; Davidson for finding a bobble; Gowan for deflecting a late-game pass out of hands of speed merchant Murray McKenzie.

For Redskins, Hadeth whizzed 144 yards in 12 carries; McKenzie 48 in eight and Lychowyd 28 in three. Wishart and Coffey were defensive standouts. Sabourin and Stevenson were right on their heels. Wishart blocked a kick and Sabourin scooped it up to set up a major. Al Davey, the slickest ball handler ever seen in these parts, called a strong game at quarter and with his eye-popping ball handling was the most dangerous man for the visitors.

Don Lilley, the little field general of Flyers, gave nothing away to Davey. He made the gambles and they worked. He called a great game and pitched three completions. He had the entire backfield — Hayes, Walker, Taylor and Thomas — passing to give Flyers a potent weapon in pass-run options.

The game had hardly opened when Flyers were in the lead to give the fans a short-lasting idea of a runaway. Parker jumped on a Redskin fumble.



An unconventional tackle by Fort William player Larry Lychowyd, stops Shearwater Flyers' offensive halfback AB Bruce Thomas during the intermediate championship game at Halifax. (DNS-19586)

It was first down on the 'Skin six when the visitors lost the ball. Taylor went for a loss but Hayes crashed over on second down. 'Skins marced 89 yards on 14 plays to the Flyer 16 before losing the ball on downs as they started to flash their power. They picked up their first point when McKenzie kicked

deep and Mayne was caught by Durica before he could get out.

On the third play of the second act, Davey had the Flyers all jumping on an off-tackle fake before unloading a 34-yarder to Malo in the end zone. McKenzie's conversion made it 8-6. *Shearwater* came back from the kickoff.

TOAST OF THE RCN AND MARITIMES

THE TOAST of the Royal Canadian Navy today, and no less of the Maritimes, is the *Shearwater* Flyers, the football team from the RCN air station that climaxed ten years of hopes for Maritime football and in two short years of affiliation with the Canadian Rugby Union captured the national crown.

In one month, November, the Flyers stretched their unbeaten streak to 21 games and bulldozed their way to virtually all the silverware it is possible for one team to win.

On November 2, with an eight-game season's winning streak behind them, the naval airmen went into the Nova Scotia Football League finals and toppled the Dalhousie University Tigers 67-0 to advance to the Maritime Football Union struggle against Mount Allison University Mounties, holders of the New Brunswick Football League title.

Defeating the Mounties on November 9 gave the Flyers the right to fight

for the Eastern Canadian Championship against the Brantford Tiger-Cats, on November 16 they downed the Ti-Cats 12-7 in a hard-fought game at Halifax.

The long march was nearly ended, and on November 23, while most Canadian eyes were on the "big games" in Hamilton and Edmonton, Maritimers watched Halifax as the sailors battled their way to a 27-21 victory over the Western Intermediate champions, Fort William Redskins for the Canadian Intermediate title.

On their way to the top the Flyers shattered some records.

In NSFL play it was the first year since 1949 that three men from the same club had taken the top honours. Bob Hayes, Flyers' captain and fullback, shares with team-mate fullback Bruce Walker, the scoring record of 114 points, and the Mike Milovich Memorial Trophy.

In scoring these points they broke existing records for yardage rushing;

Hayes piled up 1,265 yards and Walker 1,129. In third place is Buck Taylor with 78 points. Taylor rushed 515 yards in 49 carries to average 10.5 yards. Hayes carried 133 times to average 9.5 yards and Walker 131 to average 8.6 yards.

In team-scoring *Shearwater* was far and away ahead with 59 touchdowns, 30 converts, three rouges and one single for 389 points. Their nearest rival, St. Francis Xavier University, scored only 17 touchdowns, 11 converts, two rouges, for 115 points. During the season *Shearwater* had only 46 points scored against them.

Football in the Maritimes flourished during the war, but following demobilization of the stars who had entered the services it began to disintegrate until 1946 when the NSFL was formed. Later they affiliated with the NBFL as the Maritime Football Union, and two years ago they joined up with the Canadian Rugby Union.

HOW TEAMS LINED UP FOR GAME

Walker made a 23-yard runback. Eight plays later, including Taylor to Thomas and Lilley to Walker passes along with an eye-bulging fake field goal, they were camped on the three. Walker went over, fumbled but got a single as 'Skins recovered. They held Fort William on downs, took the punt on their own 45 and rolled. From the five, Lilley pitched to Walker who faded to his right and threw to an uncovered Taylor in the end zone.

The visitors still had a few tricks up their sleeves. They took the kick-off on their own 32 and on first down Hadeth cut off tackle and found a clear 73-yard path to a touchdown. Then came the blocked kick and Lychowyd dashed over from four yards out. Late in the frame, with a comfortable 21-13 lead, Lychowyd conceded the point on McCombie's kick.

With the crowd in a frenzy, Flyers set to work in the fourth frame. With Walker carrying most of the mail they battered from their 45 to the other side's 12. In the middle of the march, Lilley gambled for eight yards on third down with Hayes picking it up by inches. From the 12, Hayes cracked to the 10 and then took a loss. On third down Lilley passed to Hayes who took the pass off balance, tumbled over and was smothered by Redskins. When the pile was untangled, he had scored and Flyers led 21-20. A 32-yard Thomas to Harper play highlighted a drive to the six. Thomas was jarred loose from Lilley's pass in the end zone. Walker

chewed up turf on the three. On third down, Lilley again called his play and this time he found room over tackle. McCombie scored the last point in intermediate football for 1957 when he lofted a single from 25 yards out.

Shearwater	6	7	1	13-27
Fort William	1	7	13	0-21
			Sh.	F.W.
First downs			24	17
Yds. rushing			330	305
Yds. lost rush			28	36
Yds. penalties			35	60
Pen. waived by			0	3
Avg. yd. kicks			36-2	35-2
Yd. kick runbacks			36	12
Fwds. tried			15	12
Fwds. complete			8	5
Fwds. inter. by			1	0
Yards forwards			118	71
(air)			97	61
(ground)			21	10
Kicks blocked by			0	1
Fumbles lost by			1	2

FIRST QUARTER

Shear. (td) Hayes
Ft. William (rouge) McKenzie

SECOND QUARTER

Ft. William (td) Malo
Ft. William (con) McKenzie
Shear. (rouge) Walker
Shear. (td) Taylor

THIRD QUARTER

Ft. William (td) Hadeth
Ft. William (td) Lychowyd
Ft. William (con) McMahon
Shear. (rouge) McCombie

FOURTH QUARTER

Shear. (td) Hayes
Shear. (td) Walker
Shear. (rouge) McCombie

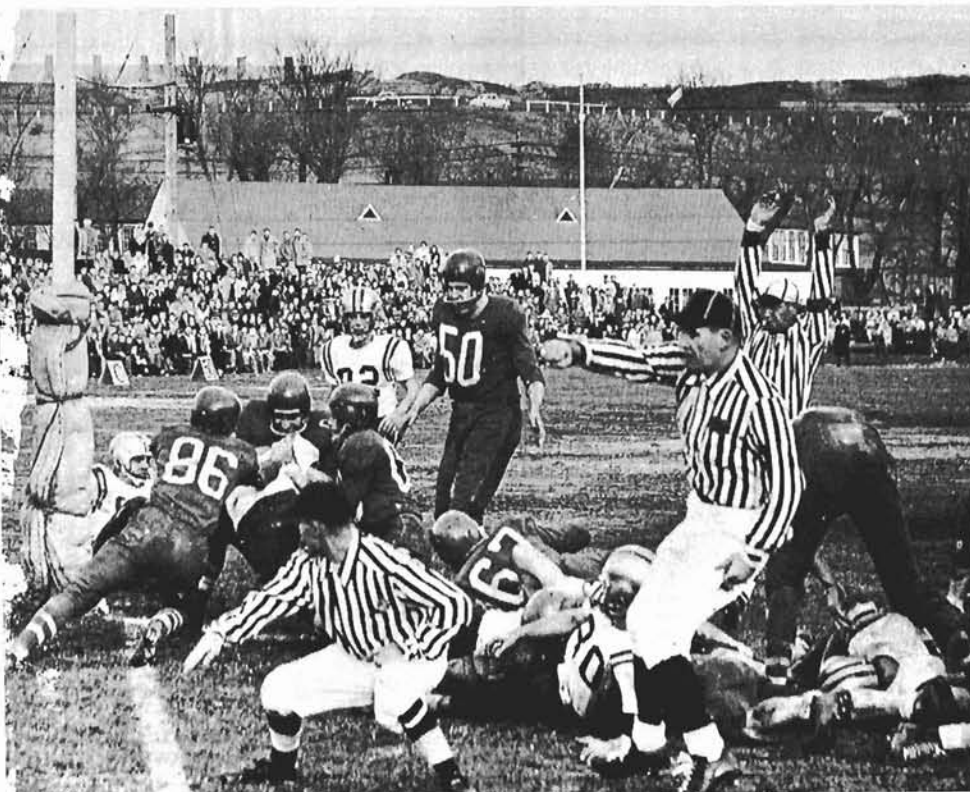
Fort William

40—Jack Burnett (C)
48—Jack Prout (G)
50—Bruce Cameron (G)
54—Bob Cameron (G)
52—Bob Mitchellson (G)
55—Sherry Wishart (C)
56—George Zanutto (G)
57—Bob Loney (G)
60—George Durica (T)
64—Joe Baratta (T)
66—Al Smith (T)
67—Ray Antoniak (T)
68—Brian Hadath (FB)
69—Mike McMahon (T)
70—Ray Malo (E)
72—Paul Sabourin (E)
75—Ed Whatley (E)
76—Harry Coffey (B)
77—Pete Commisso (E)
79—Bill Stevenson (T)
80—Larry Lychowyd (HB)
81—Roy Kadolph (HB)
73—Bruno Grobelny (FB)
83—Archie Langston (B)
84—Murray McKenzie (HB)
88—Bob Armstrong (HB)
86—Ron Fitzmaurice (HB)
87—Ed Kruppa (FB)
85—Jim Johnston (HB)
89—Dick Siegrist (QB)
92—Al Davey (QB)
99—Al Filipovic (QB)
62—Wayne Docking (HB)

Shearwater

71—George Mayne (QB)
92—Don Lilley (QB)
91—Bob Hayes (FB)
82—Buck Taylor (FB)
83—Bruce Walker (FB)
85—Ron Parker (FB)
87—Gabe Desroacher (HB)
81—Paul Gowan (HB)
84—Jim McCombie (HB)
90—Bruce Thomas (HB)
51—Les Keyes (HB)
86—Gord MacLeod (HB)
88—Pete Davidson (HB)
42—Ed Reiger (C)
40—Charlie Cox (C)
53—Alf Nicholson (G)
50—Len Smith (G)
41—Joe Carver (G)
61—Dale Klassen (T)
60—Andy Swan (T)
62—Al Caulier (T)
74—Dan McCowell (T)
52—Foxy Reynard (T)
63—Roy Carrier (T)
70—Bill Harper (E)
73—Fuzz Grant (E)
80—Tom Graham (E)
72—Ivor Axford (E)

The winning touchdown that brought Shearwater Flyers the Intermediate Canadian Football Championship by a score of 27 to 21. PO Bruce Walker is pinned down — too late to save the game — by three Fort William Redskins. (DNS-19592)





Hon. George C. Nowlan, Minister of National Revenue, speaks to guests and the ship's company during the commissioning ceremony of HMCS Margaree in the Halifax Shipyards, October 5. (HS-50219)



Mrs. R. E. S. Bidwell, sponsor of the ship, presents Cdr. J. C. Korning, commanding officer of the Margaree, with a trophy upon the commissioning of the ship in the Halifax Shipyards. (HS-50221)

EARLY in October two ships joined the Atlantic Command of Her Majesty's Royal Canadian Navy.

They were the new destroyer escort HMCS *Margaree*, commissioned October 15 at Halifax Shipyards, and the modernized frigate, HMCS *La Hullose*, commissioned in HMC Dockyard, Halifax, on October 9.

Ideal weather conditions prevailed for the commissioning of the *Margaree*. Not so much could be said for the weather which greeted the return of the *La Hullose* to the Fleet. It poured.

Hon. George C. Nowlan, Minister of National Revenue, was guest of honour at the *Margaree* ceremony. He noted that the ship was named after a river in Cape Breton famous for its salmon.

NATO Chaplains Hold Conference

Thirty-eight naval chaplains, representing 14 NATO countries and five major religious faiths, arrived in Norfolk, Virginia, October 18 for a three-day visit to naval installations in the area. The group was in the United States to attend a NATO Naval Chaplains' Conference in Quantico, Va.

Representing the RCN were the Protestant and Roman Catholic Chaplains of the Fleet, Rev. Dr. E. G. B. Foote and Rev. Ronald Maclean.

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He said: "I am certain this ship is lithe, beautiful and powerful like the famous fish."

Vice-president and general manager of Halifax Shipyards, R. J. R. Nelson paid tribute to the skill of the workmen who, he said, "share the satisfaction of an achievement which marks another milestone in the company's history". This achievement was visible evidence of "the determination of the Canadian people to safeguard through preparedness the freedom which marks our Canadian way of life".

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, comparing the

While in Norfolk the chaplains visited the dual headquarters of Admiral Jerould Wright, USN, NATO Supreme Allied Commander, Atlantic, and Commander in Chief, U.S. Atlantic Fleet. They also toured the naval operating base, Armed Forces Staff College, destroyer-submarine piers and the naval air station. The veteran battleship USS *Iowa* was one of the ships visited.

On Saturday, October 19, the chaplains attended the Oyster Bowl Game between Navy and Georgia at Foreman Field. That evening a luncheon-

TWO WARSHIPS

ship to a "shining sword" said: "The arm draws it only when necessary—and when it is drawn uses it effectively".

Commanding officer of the ship, Cdr. J. E. Korning, told his ship's company that it was the duty of the officers and men of the *Margaree* to match the high standard which went into the making of the ship.

Mrs. R. E. S. Bidwell, sponsor of the *Margaree*, presented a sports trophy to Cdr. Korning, and in turn was presented with a replica of the ship's crest and a bouquet of red roses on behalf of the officers and men of the ship.

reception was given for the group at SACLANT Staff Mess, with the Supreme Allied Commander, Atlantic, Admiral Wright, as host.

The chaplains' visit was designed to give them a chance to study first-hand the Navy's program for religious-character training. The group also had opportunities to meet with community religious leaders and to participate in religious services at naval installations, as well as in civilian churches.

On Sunday, October 20, many of the chaplains conducted religious services



Lt.-Cdr. Robert Greene, right, commanding officer of the *La Hulloise*, presented a replica of the ship's crest to John Brock, Rothesay, N.B., ex-Lt.-Cdr. RCNVR, who was the ship's first commanding officer during the Second World War.



The White Ensign is once again—slowly hoisted over the quarterdeck of HMCS *La Hulloise* as the ship was commissioned for the fourth time in HMC Dockyard, Halifax, N.S., October 9, 1957.

JOIN THE FLEET

Services were conducted by Chaplain B. A. Pegler, Command Protestant Chaplain, and Chaplain J. E. Whelly, Command Roman Catholic Chaplain.

At the reception held later Hon. R. L. Stanfield, Premier of Nova Scotia, presented the flag of the province to Cdr. Korning. As the ship upon completion of trials would join the Pacific Command, Premier Stanfield hoped that the flag would be "proudly displayed" to the people of British Columbia.

Not quite as lucky as the *Margaree*, from the standpoint of weather, the *La Hulloise* was commissioned in a downpour of rain.

Guest of honour at the commissioning was John Brock, of Rothesay, N.B., ex-Lt.-Cdr., RCNVR, and the first commanding officer of the *La Hulloise*. Mr. Brock was commanding officer of the ship when she participated in the sinking of an enemy U-boat during the latter part of the Second World War.

Mr. Brock was introduced by Commodore Howard Quinn, Chief of Staff to the Flag Officer Atlantic Coast, who recalled the part the *La Hulloise* played in the sinking of the submarine.

Representing Rear - Admiral Pullen, Commodore E. W. Finch-Noyes, Commodore RCN Barracks, observed that

on board ships at the naval base piers and in chapels at Norfolk naval installations. Others participated in local civilian services.

Before the Norfolk visit the group spent several days in working sessions at the Marine Corps Schools, Quantico. During their seminar the religious leaders, who are of the Roman Catholic, Orthodox, Protestant, Jewish and Moslem faiths, discussed professional subjects of interest to all chaplains in an effort to strengthen the moral and spiritual foundations in the navies of the NATO nations. The theme of their con-

ference was "There can be no freedom without religion".

The first NATO Chaplains' Conference was held in the Hague, Netherlands, in August 1956.

On October 20 the chaplains left Norfolk by air for San Francisco, Calif., where they spent three days before returning to New York and their departure for Europe later this month. In New York, on October 26, the chaplains were honoured guests at a dinner given by the New York City Committee at the Plaza Hotel. Principal speaker for

the *La Hulloise* was one of the few ships in commission during the years between 1947 and 1950 and said that benefits from the training received on board the frigate during that period are still being felt.

Lt.-Cdr. Robert Greene, commanding officer of the *La Hulloise*, told the officers and men "he looked to them to maintain maximum efficiency and uphold the highest traditions of the Royal Canadian Navy".

The name "*La Hulloise*" which means "Lady from Hull" holds particular interest for Lt.-Cdr. Greene as he lived very close to the city of Hull, Quebec, for many years.

The frigate will be attached to the Seventh Escort Squadron in the Atlantic Command.

the event was Admiral Jerauld Wright. Also in attendance were ambassadors to the United Nations Assembly, representatives from NATO countries and the mayor of New York City, Robert Wagner.

Countries represented among the NATO chaplains included: Belgium, Canada, Denmark, France, Germany, Greece, Italy, Holland, Norway, Portugal, Spain, Turkey, the United Kingdom and the United States. The co-ordinating officer for the group's visit was Captain J. F. Dreith, CHC, USN, U.S. Atlantic Fleet Chaplain.

THE NAVY PLAYS

Northern Sailors 3-Time Champions

Navy's entry in the Fort Churchill Inter-Service Softball League retained the league trophy for the third straight year, finishing first in league standings with an 11-4 record in the six-team league. In 1956 HMCS Churchill finished with a 12-3 record.

In the semi-finals they defeated U.S. Army 2-1 in games. In the finals, Navy hurlers, Mike Reddy and Joe Green, backed by terrific hitting power from the team, turned in two of the finest performances of the year, downing Camp Civilians 2-0 in games.

The final game saw the first shut-out in league history as Joe Green chucked a seven-hitter and the remainder of the team helped with a real outburst of hitting. Final score 15-0.—R.B.

Hochelaga Takes Softball Honours

HMCS Hochelaga, actively engaged in summer sports, entered a representative softball team in both Tri-Service and Ville LaSalle Industrial Leagues.

It also played home-and-home series with Gloucester and D'Iberville, and held a softball tournament, which included Bytown, Gloucester, D'Iberville and Donnacona. Hochelaga took top honours.

Naval Curlers Start Early

The "Roarin' Game" started "roarin'" in November in most navy curling circles, but out west in Victoria, where (it is said) little snow falls, they have been going at it "wi' stane and besom" since mid-October.

Headed by new president PO Bob Gray, the Navy Curling League (West Coast) commenced play with 56 rinks registered, and played at the Victoria Curling Club. They will have draws at 1930 and 2130 Sunday evenings and at 1630 Tuesday and Thursday afternoons. Others in the new executive are: CPO W. G. Clarke, vice-president; CPO Stan North, secretary, and CPO Les Noon, treasurer.

On the opposite side of the continent, the Royal Canadian Navy Curling Club (Stadacona) opened the season in late November at the Mayflower Curling rink with a two-day single knock-out



For the third year in a row HMCS Churchill's softball team has won the "North of 58" inter-service softball championship. The champs are shown here with their trophy: Left to right, front row, AB "Chuck" Bruce, AB Jim Chase, PO Dick Barwis (coach), PO Sid Fowler, AB Mike Reddy, AB Frank Short, AB Joe Green, and bat boy Dick Barwis, Jr.; back row, CPO "Tug" Wilson, AB Vaughan Pogue, AB Dave Warmington, PO "Rocky" Gilson, AB Bob Barker and AB Ron White. (U.S. Army Photo.)



The RCN Curling Club of Ottawa opened its 1957-58 season with 96 members at the RCMP rink in Rockcliffe, Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, throwing the first rock. Above, twin pipers Glen and Garry Matthews lead members and important guests onto the ice, brooms correctly at the "slope". Left to right are Admiral DeWolf, Commissioner L. H. Nicholson, RCMP, Inspector G. H. Prime, president of the RCMP Curling Club, and G. M. Luther, vice-president of the Navy curlers. They curl thrice-weekly at the Mountie rink. (O-10221)

bonspiel. Boasting an increase of 30 new members, up now to 94, the club has acquired the use of the Mayflower rink for a full day (Thursday) each

week and will curl from 0900 to 1700.

The new executive of the Stadacona club includes: Surg. Captain F. G. MacHattie, president; Cdr. (S) A. B. Rivers,

vice-president; Lt. (S) B. W. Swan, treasurer, and L. E. Grisdale, chairman curling committee.

The RCN Curling Club (Ottawa) got the season underway in mid-November when Vice-Admiral H. G. DeWolf curled the first stone after the parade behind the traditional piper. The Ottawa club this year has been granted two rinks for four hours on Tuesday nights, four rinks for two hours Saturday mornings and one Sunday afternoons, at the palatial new RCMP Curling Association rink near the RCMP Rockcliffe Training barracks.

The Ottawa club has also increased its membership to 96 members in 24 rinks and is planning for the second

annual RCN Curling Association Bonspiel, which will be held in Ottawa this year. The first annual bonspiel, last year, was held in Hamilton.

The new executive for the Ottawa club includes: Ordnance Commodore W. G. Ross, president; Gordon Luther, vice-president; Cdr. (S) J. D. Forbes, secretary, and Cdr. (S) W. J. Floyd, treasurer.

Intermediates Open Hockey Season

In Halifax, the Intermediate Tri-Service Hockey League opened its schedule in mid-November to become the first hockey league in the area on the ice.

The league this year is expanded from four to six teams, the new teams being from *Stadacona* and *Shearwater*. The other teams are 405 Squadron, RCAF, winners of the '56-'57 championship; Maritime Air Command; Army, and the *Cape Breton*.

The schedule, which will run for three months, includes two games played each league night, Tuesdays at the Forum and Saturdays at the Dalhousie University rink.

At the annual meeting, held in October, Major Tony Condy was returned as president, F/L J. W. MacAleese, MAC, was elected vice-president, and Lt.-Cdr. K. W. Salmon, Cape Breton, was re-elected as secretary-treasurer.

SOUVENIR FROM FRIGATE PRESENTED

A SEAT made of teak from the frigate ex-HMCS *Ribble*, was presented to HMCS *Niobe* at a ceremony held at the Canadian Joint Staff Headquarters in Ennismore Gardens on October 17. The *Ribble's* entire operational career during the Second World War was with the Royal Canadian Navy.

Sir Charles Westlake, chairman of Metal Industries Limited, which controls the Hughes Bolckow Shipbreaking Company of Blyth, Northumberland, handed over the seat to Commodore P. D. Taylor, Naval Member of the Canadian Joint Staff, who received it on behalf of *Niobe*.

The *Ribble* was manned by a Canadian crew during the war and served with the 26th Escort Group of the Western Approaches Command.

The shipbreaking company had an added interest in the vessel they recently broke up, for during the war they turned from breaking to building and HMCS *Ribble* was one of a number of escort craft they fitted out.

The *Ribble* was one of seven River class frigates built in the United Kingdom and transferred to the RCN. She was commissioned on July 24, 1944, and left Blyth in August to join the 26th Escort Group of the Western Approaches Command.

After working up at Tobermory she arrived at Londonderry in September, and immediately took over her duties on anti-submarine patrols and providing protection to convoys.

On an anti-submarine sweep with the Group in December, the *Ribble* received orders to proceed to Wolf Rock to search for survivors from a U-boat. On arriving at the position, the frigate sighted survivors in the water and picked up eleven, while the *Montreal*, another frigate in company, picked up thirteen.

The U-boat was U1209 which had run aground and sunk off Wolf Rock that day. The ships proceeded to Plymouth to land survivors and then resumed their patrol.

From January 9 to 21, 1945, the *Ribble* was again out with the Escort Group patrolling the waters off Lizard Head, and then proceeding to the Cherbourg area to give protection to convoys. She continued with these operational duties until the end of the war, her last operational patrol taking place during the period April 24 to May 21.

The frigate proceeded to Shearness on

SAILORS DONATE BLOOD IN HALIFAX

Personnel from HMC ships and HM submarines in port at Halifax responded to the urgent demand for blood brought about by the cancellation of two scheduled clinics. A total of 250 bottles were donated.

Participating in this hurried appeal were personnel from the *Sioux*, *Crusader*, *Algonquin*, *Amphion*, *Alcide*, *Labrador*, *Lanark*, *Lauzon* and *Granby*.

"Since the start of the free blood transfusion service in Nova Scotia in 1948, the Royal Canadian Navy has been an excellent supporter of the service. Regular clinics have been held at the various naval establishments every year," said Robert A. Whyte, Director of Donor Panels for the Red Cross.

In 1956 a total of 2,920 bottles of blood were donated by the naval personnel in the greater Halifax area. This is 27 per cent of the total 10,879 bottles contributed by the people in the metropolitan area of Halifax in 1956.

May 22 and the Canadian crew was paid off.

The vessel had two commanding officers in her brief career: Lt.-Cdr. A. B. Taylor, RCNR, who was in command from the date of commissioning until November 1944, and Lt.-Cdr. A. A. Dykes, RCNR, who took over until July 1945.

What happens to a warship such as the *Ribble* when she is sent to the breakers is described in a background note prepared by the Hughes Bolckow company.

A vessel arriving at the yard for breaking up is first of all cut down to the level of the upper deck by removing her "top-hammer", the masts and superstructure. The boilers and machinery are then taken out.

When it is no longer possible to remove any more material while the vessel is afloat, she enters a tidal dock. This has a sloping bottom so that at high water vessels can be floated into it but at low water the ship remains aground. The forward end is then broken up section by section; as each section is cut away the remains of the ship are gradually floated towards the top of the dock until the last section can be dealt with.

Little or nothing is wasted in the breaking-up of a ship: the steel is railed to the steel mills (perhaps to find its way back to a shipyard to be used in the building of a new vessel); other metals—copper, brass, lead, zinc—are carefully sorted and sent to the smelters.

The timber is made into garden furniture and Hughes Bolckow have supplied seats made from the teak of old ships to the Houses of Parliament, to the Royal Parks and to a number of American universities; each seat carries a small plaque giving the name of the ship from which the timber came.

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, Edward M.LSEM1
ANDERSON, Francis A.LSNS2

BAGNELL, William T.LSRP1
BALDWIN, Conrad W.P2AO2
BEAULIEU, Eugene A.LSEM1
BELL, John H.C2AO3
BELLEVILLE, Roland J.P2CS3
BOHNERT, Gordon A.P1TD3
BONDERUD, Harvey A.LSQR1
BOUTILIER, Louis G.P1QM3
BRUNET, Albert H.P2RN3
BRUSH, Thomas F.P2TA3
BUDGE, Daniel G.LSQR1

CARR, Daniel R.LSEM1
CLARKE, DavidLSSE1
CLARKE, WilliamP2OM3
CONNOLLY, Kenneth D.LSAP2
COTE, Edwin J.LSAF2
CRAWSHAW, James R.LSAM2

DEL FABRO, George J.LSAF2
DILLON, Daniel J.LSRP1
DOWNER, Thelbert L.LSRP2
DUGAL, Norman E.PIRT4
DWYER, Laird G.LSQM1
DZEOBA, StephenLSRC1

FINDLAY, Alexander R.C1AT4
FINDLAY, Robert J.LSAP2
FISH, Charles G.C2ET4
FISHER, Donald J.LSQM2
FOHR, Joseph A.LSAF1
FORSTER, Donald W.LSOM2
FORSYTH, Lenley B.P2AF2
FOSTER, Maurice R.LSEM1
FREEMAN, Roy A.LSQM1
FRY, George F.C2ET4

GINLEY, Edward W.P1AA3
GRAY, Lawrence A.LSEM1
GRIFFEY, William E.LSPW1
GUILLEMIN, William B.LSEM1

HALLORAN, Lawrence R.LSAM2
HAMILTON, Harvey V.P2RN3
HARRIS, Joseph F.P1EM4

WEDDINGS

Commissioned Boatswain Gerald Halikowski, Ontario, to Miss Ellen Adeline Lang, of Esquimalt, B.C.

Leading Seaman Ronald B. Laye, Bonaventure, to Miss Ruth Scott, of Sutton West, Ont.

Lieutenant-Commander Ian MacPherson, Stadacona, to Miss Jill Hope Davidson, of Toronto.

Able Seaman Earle Rose, Ottawa, to Miss Beryl Bryant, of Plymouth, England.

Able Seaman John G. Watson, Stadacona, to Miss Derrell Annette DeMone, of Lunenburg, N.S.

Able Seaman Lorne R. Wood, Shearwater, to Miss Sandra Ellen Sigston, Dartmouth, N.S.

HARTLEY, Howard B.LSCS2
HASSALL, Ralph A.P2EF3
HATT, Ronald F.LSEA3
HAY, Stanley W.C2SE3
HICKES, Robert D.LSAM2
HOCKLEY, Frederick C.LSEA2
HOLDSTOCK, Oliver G.LSEA2
HUDSON, William G.P1PC4
HUNT, Brian L.P1TD3

JACOBSON, Verne H.LSCK2
JANES, Thomas R.LSQM1
JONES, GordonPIER4
JONES, Gordon G.P2RW3
JOUDRY, Guy N.P2EG3

KARLICK, John E.P1ER4
KUNTZ, WilliamLSAF1



LAKE, Keith J.C2RT4
LAMPERD, ArthurLSAC2
LAURENT, John P.P1QM3
LAVAL, Henry A.LSRP2
LEE, Kenneth E.P2RW3
LEGARE, Dominique J.P2EM2
LIGHTFOOT, Ronald J.LSOM2
LITTLE, Thomas M.C2RT4
LOVERING, Arnold R.P2AN3
LYNCH, Douglas A.P2EF3

MacDONALD, Earl A.LSEM1
MacDONALD, Robert L.C1RT4
MacINTYRE, Ian A.LSRA3
MacKINNON, Colin N.LSAF2
MacKINTOSH, Russell M.P2EM2
MacRAE, Donald B.P2EA3
McCUE, Walter E.LSTD2
McDONALD, Daniel J.P2EM2
McGUIRE, John F.C1BD4
McINNIS, Lloyd H.P1PC3
McIVER, Kenneth C.LSRC1
McLEAN, Lloyd J.LSAM2

MARSHALL, David A.LSCR1
MOONEY, Kenneth J.LSAA1
MORGAN, Robert P.LSTD2
MORRISON, Harold S.PIRP3
MULHALL, Gordon L.LSAA1
MURRAY, Wayne H.LSRT2

NEIL, Wilson M.LSEA2

O'SULLIVAN, Raymond L.LSTD2
OWENS, Donald G.LSRP1

PETTIGREW, Kenneth A.P2NS2
PILON, Jean-Guy J.LSQM1
PIRIE, Edward D.PIER4

RANDLE, Ronald G.P2AF2
RICE, Douglas D.C1RA4
RITCHIE, William B.PIER4
ROSE, Percy G.P1TD3
ROSKI, William J.P2RN3

SALMOND, John A.LSAP2
SHAW, Samuel H.C2GI4
SHELDRIK, William R.LSTD2
SHEPHERD, Robert W.P1SE3
SIMARD, Gabriel J.LSAF1
SMITH, Frank W.P1AT4
SMITH, Ivan C.P2EM2
SMITH, John B.LSAR2
SNOW, Douglas S.PIRT4
SPENCER, Bruce S.LSTD2
SPIERS, Ernest L.C2BD4
SPRINGER, Robert A.LSCR1
STEAD, Arthur V.LSRP1
STEEL, John C.P2EA3
STEVENS, Roy E.P2AR2
STEVENSON, William B.LSEM1
ST. JOHN, Ross G.LSRA3
STOREY, Francis G.C2RA4
STRACHAN, Jack H.C2ET4
SUTHERN, Reginald G.P2RD3

THOMPSON, Charles N.LSEM1
TUCKER, Delson R.LSQM1

UPCOTT, Edward J.P2EM2

VOSBURGH, Ernest E.LSRT3
VOSS, Hans W.P2EA3

WANNAMAKER, Donald G.LSAF2
WATKINS, Percy D.P2EF3
WAY, Gordon W.LSEM1
WEBSTER, Frederick C.LSAA1
WEIR, Neil J.C2RA4
WILLIAMSON, James W.C2GI4
WILSON, Allen L.LSCK2
WRIGHT, Frederick E.LSTD1

BIRTHS

To Leading Seaman Robert Bragg, Ottawa, and Mrs. Bragg, a son.

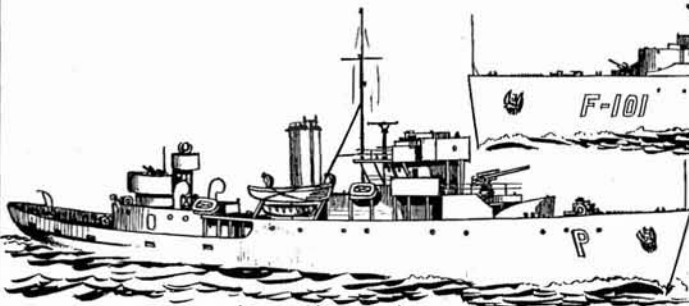
To Petty Officer Brian Cox, Ottawa, and Mrs. Cox, a son.

To Leading Seaman Robert Huggins, Ottawa, and Mrs. Huggins, a daughter.

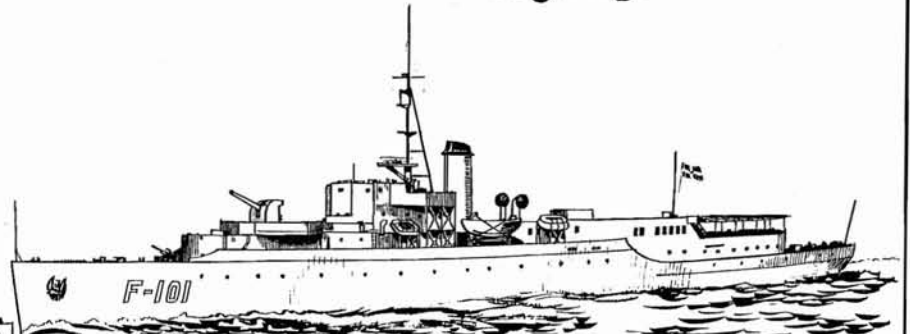
To Leading Seaman Ward Jackson, Ottawa, and Mrs. Jackson, a daughter.

Naval Lore Corner

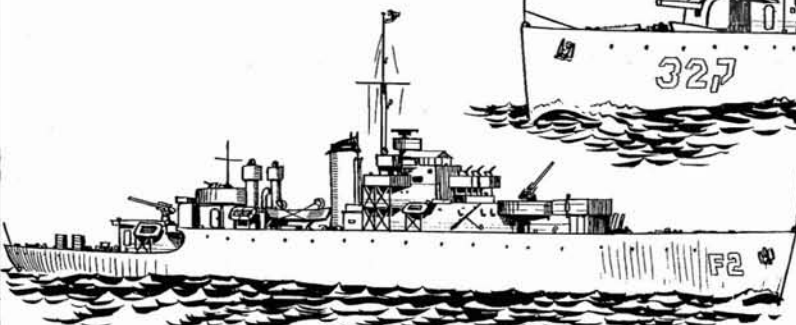
Number 53
"Ex-R.C.N." vessels
under foreign flags



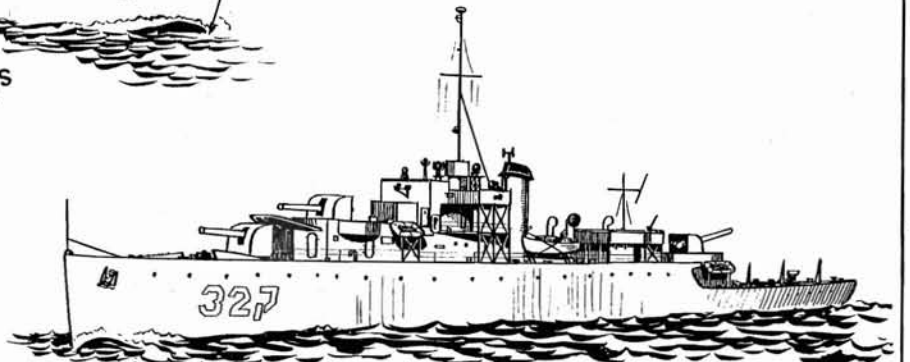
CHILEAN CORVETTES 'CASMA', 'CHIPANA' AND 'PAPUDO' ARE THE EX-R.C.N. CORVETTES 'STELLARTON', 'STRATHROY' AND 'THORLOCK'.



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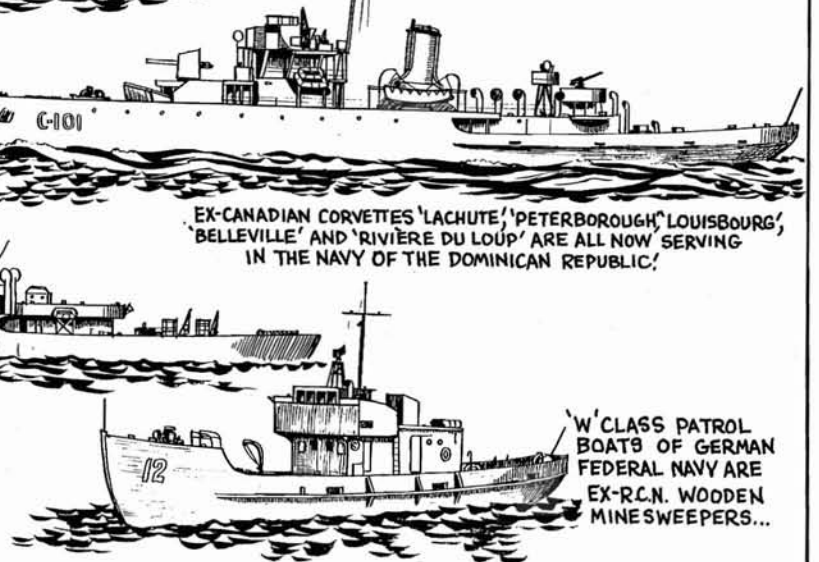


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CHILEAN FRIGATES 'BAQUEDANO', 'COVADONGA' AND 'IQUIQUE' WERE THE CANADIAN WAR-TIME FRIGATES HMCS GLACE BAY, SEACLIFF AND JOLIETTE...



'W' CLASS PATROL BOATS OF GERMAN FEDERAL NAVY ARE EX-R.C.N. WOODEN MINESWEEPERS...

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DECEMBER, 1957

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LADY OF THE MONTH

It doesn't hurt to remind our readers, who are so frequently confronted with portraits of the new destroyer escorts, that there are other smart-looking ships in the Navy. Presented here is the new coastal minesweeper, HMCS *Miramichi*, which joined the Fleet on October 29, 1957; at Victoria, B.C., under the command of Lt.-Cdr. M. A. Conside.

There have been three *Miramichis* in the Royal Canadian Navy. The first was a Bangor minesweeper and coastal escort, built like the present one on the West Coast, and commissioned on November 26, 1941. Her entire Second World War service was on the Pacific coast.

The second of the name was a wood-and-aluminum Bay class minesweeper, similar in design to the present one. She was commissioned on the East Coast, at Saint John, N.B., on July 30, 1954, and, after serving briefly with the First Canadian Minesweeping Squadron, was transferred to the French Navy under the Mutual Aid Agreement on October 1.

The third and present *Miramichi* is attached to the Second Canadian Minesweeping Squadron, based at Esquimalt. (E-43508)

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The Cover—Canada has been a pace-setter for the world in tri-service training of officers. This fine picture of "The Castle" at Royal Roads, one of Canada's three services colleges, was entered in the 1957 RCN Photo Salon by Ldg. Sea. K. F. Buck.



Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, looks over the cockpit of a Banshee jet fighter during his inspection of Shearwater naval air base. With him is Lt.-Cdr. J. J. Harvie, commanding officer of 871 fighter squadron. (DNS-19254)

Ontario on Five-Week Cruise

The Pacific Command's training cruiser *Ontario* was to leave January 6 on a five-week cruise which will take the 9,000-ton warship to Balboa, Acapulco and San Diego.

The cruise has been designed to provide practical sea training for 68 first-year cadets from *Venture*, the naval officer training establishment at Esquimalt.

The *Ontario*, commanded by Captain J. C. Littler, was to reach Balboa on January 17 for a four-day visit, then proceed to Acapulco, arriving there January 25. After a five-day stay at Acapulco the cruiser was to sail for San Diego for a three-day visit. The *Ontario* will return to Esquimalt February 10.

Before leaving San Diego, the *Ontario* will be joined by the frigates *St. Therese* and the *Sussexvale* for exercises on the return to Esquimalt.

Swansea Back In Service Again

A veteran ship with a new look joined the Royal Canadian Navy's Atlantic fleet November 14. The frigate *Swansea*, which recently completed extensive modernization, was commissioned at ceremonies at HMC Dockyard at 2 p.m.

Guest of honour was Captain W. E. S. Briggs, RCN(R) (Ret'd) of Halifax, who was senior officer of Escort Group Nine with which *Swansea* was associated for a period during the war.

Commodore E. W. Finch-Noyes, Commodore RCN Barracks, represented the Flag Officer Atlantic Coast at the commissioning.

Lt.-Cdr. John A. Farquhar commands the *Swansea*. The ship has joined the Seventh Canadian Escort Squadron.

The frigate was the second of her class to be built in Canadian shipyards and was commissioned in 1943. She served almost continuously in North

Atlantic convoy escort duties. She took part in two U-boat kills in the spring of 1944, picking up survivors in both cases.

Following the war, the *Swansea* was active in training cruises ranging from the Bahama to Greenland, Baffin Island and the United Kingdom. She was paid off in 1952 and taken in hand for extensive modernization at Lauzon, Que.

PO Commands UNEF 'Fleet'

Petty Officer David A. Kurts, 30, of Kenora, Ont., and Toronto, commands what may well be the only one-ship navy in existence.

PO Kurts, the only member of the Royal Canadian Navy attached to the United Nations Emergency Force, is in charge of a landing craft for the Logistic Section headquarters. His craft, LCM-100, will ply the Eastern Mediterranean carrying cargoes for the UNEF.

PO Kurts' international crew members are all from the UNEF and include two troopers of the 56th RECCE Squadron of the Canadian Army, a soldier from the Indian Army, two privates from the Finnish Army, and a sergeant from the Brazilian Army. The Canadians are Troopers Ed Moss and Ed Wood, both of Calgary.

The landing craft's first trip was from Beirut to the Port of Gaza, where use is being made of the concrete slipway constructed on Gaza Beach by the Royal Canadian Engineers last summer.

With PO Kurts joining the UNEF, all three Canadian services are represented, and his unique position of skipper of



The Very Rev. J. O. Anderson, dean of Christ Church Cathedral, (an Army type), volunteers advice to Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff, on—of all things—how to carve a fish. The picture was taken by Donald M. Stitt, former naval photographer, during a buffet supper in the cathedral hall. (Dominion Wide Photo.)

the UNEF Fleet is rating him special attention wherever he visits.

Although PO Kurts is the only member of the RCN now with the UNEF, it has had previous association with the force. In January 1957, the aircraft carrier *Magnificent* transported the bulk of Canada's UNEF contribution—men, equipment, transport and stores—from Halifax to Port Said.

PO Kurts was born in Osaquan, Ont., on April 28, 1927, and attended Central Public and Kenora High Schools in Kenora. He served with the Merchant Service in the Second World War and entered the RCN in July 1946 at *Carleton*, Ottawa naval division.

He has served ashore on both coasts and at sea in an aircraft carrier, cruiser, frigates, destroyers and minesweepers. He spent 14 months in the Korean theatre in the destroyer *Huron*.

His mother lives at 26 Hayleybury Drive, Scarborough, Ont.

Cowichan Hoists White Ensign

HMCS *Cowichan*, a Bay class coastal minesweeper and third ship of her name in the Royal Canadian Navy, was commissioned December 12 under the command of Lt.-Cdr. G. Waite Brooks.

The *Cowichan* was the 14th of the modern wood and aluminum minesweepers to be built for the Navy. She has a displacement of 400 tons, is 152 feet in length and 28 feet in the beam. Diesel-powered, she is equipped with the latest minesweeping equipment and navigational radar.

After trials, she was to join the Second Canadian Minesweeping Squadron (Lt.-Cdr. S. G. Moore, in HMCS *Fortune*, is Commander of the squadron) operating out of Esquimalt.

Guest of honour at the *Cowichan's* commissioning at Yarrows Ltd., in Esquimalt, was Commodore (E) John B. Caldwell, Commodore Superintendent Pacific Coast. Commodore Caldwell officially accepted the ship into the RCN on behalf of the Naval Board of Canada. Captain (E) Erik Revfem, RCN, the Principal Naval Overseer West Coast, was the officer in charge of overseeing the ship's construction. H. A. Wallace of Yarrows Ltd., turned the ship over to the navy.

The first *Cowichan* was a Bangor class minesweeper which was commissioned in July 1941. She joined the 31st Canadian Minesweeping Flotilla, one of ten British and Canadian flotillas assigned to the prodigious task of clearing the English Channel. The *Cowichan* later played an active role in the sweeping operations before the invasion of Normandy.

The second *Cowichan* was built at Lauzon, Que., and, with five of her sister ships, was turned over to France in 1954. Today she serves in the navy of France under the name of *La Malouine*.

Funnel Maple Leaf Origin Uncertain

The question of who first painted a maple leaf on the funnel of a ship of the Royal Canadian Navy remains just about as enigmatic as the one asked in the Gay Nineties song: "Who threw the overalls in Mrs. Murphy's chowder?"

The maple leaf mystery is not quite as troublesome as Mrs. Murphy's, for two claimants have come forward as the originators of the idea of placing the Canadian symbol on warship's funnels.

Both claimants are veterans of the First World War who served overseas



This is a picture of Petty Officer A. J. A. Bell, RNCVR, taken in England shortly after the First World War. The wavy collar stripes are clearly visible. These were retained for a time after the formation of the RCNVR. PO Bell's cap tally reads: "RNCVR—Pacific"—and popular souvenirs the tallies were. Mr. Bell now resides near White Rock, B.C. (CN-3326)

in Canadian drifters. Both have supplied accurate historical background leading up to their claims, but in neither case are specific dates available.

The first to come forward was Joseph Stephenson, 11 Heddon Street, Headingley, Leeds 6, England, who painted the maple leaf on the funnels of four Canadian drifters based at Sierra Leone, Africa, with the permission of his captain. He asked to be recognized as the originator of the funnel maple leaf.

So did A. J. A. Bell, of 1782 Bergstrom Road, RR 1, White Rock, B.C., who served in drifters based at Gibraltar, and who tells of painting the maple leaf on the funnel of his ship without official sanction. It was gone the next day.

A letter has been sent from Naval Headquarters to Mr. Stephenson telling him that, on the basis of information at present available he was certainly one of the first to display the maple leaf on the funnel of a ship and that an exchange of correspondence between him and Mr. Bell might clarify the matter of precedence.

Beacon Hill Commissioned

The modernized frigate HMCS *Beacon Hill* was commissioned on Saturday, December 21 at Burrard Drydock Co., Ltd., North Vancouver, under the command of Lt.-Cdr. Paul F. Wilson. After post commissioning trials she was to join the Fourth Canadian Escort Squadron at Esquimalt.

Guest of honour at the ceremony was His Worship Mayor P. B. Scurrah, of Victoria. The ship's name was chosen in 1944 by the then mayor and city council of Victoria. The Naval Board wished to name the ship after the City of Victoria, but as the Royal Navy then had the fleet aircraft carrier HMCS *Victorious* in commission, the name *Victoria* was considered impracticable. In 1952, with the permission of the mayor and city council of Victoria, the ship adopted as her motto that of the city—"Semper Liber".

The Resident Naval Overseer, Vancouver, Cdr. (L) J. R. Allen, spoke at the ceremony on behalf of the naval staff assigned to oversee the extensive modernization and rebuilding at the shipyard. Capt. (E) Erik Revfem, Principal Naval Overseer for the West Coast, accepted the ship from the Burrard Drydock Company, on behalf of Naval Headquarters.

Hon. Clarence Wallace, president of Burrard, spoke for the company.

NAUTILUS VENTURES UNDER ARCTIC ICE

Route Across Roof of World Feasible for A-Subs

A NEW KIND of voyage of exploration, made possible only by the advent of the Atomic Age, was undertaken during the autumn by the atomic submarine USS *Nautilus* when she steamed to within three degrees of the North Pole under the Arctic ice pack.

Exploration of the polar regions in this manner is a century-old dream, now becomes a reality. The fictional *Nautilus* of Jules Verne's "Twenty Thousand Leagues Under the Sea" tackled the Antarctic ice packs was trapped and almost crushed by icebergs ("Not an incident—this time an accident," said the imperturbable Captain Nemo to his captive passenger, the professor), journeyed under the ice and emerged at the South Pole, just to make history.

Of course, any schoolboy knows today that the Antarctic continent is a pretty solid mass of rock and ice. Unless a submarine had a set of yet-to-be-invented powerful augers in her bows, she would find her progress toward the South Pole more than just impeded.

The Arctic is another kettle of frozen fish. It has been known for years that ancient ice islands slowly circulate about the polar regions. Scientific bases have been established on several of them. It was therefore with considerable confidence that the real-life *Nautilus* of today set out on her voyage of exploration under the Arctic ice.

The atomic-powered *Nautilus* is eminently suited for such an undertaking. She can cruise along submerged at a speed of over 20 knots. Her longest underwater run so far has been 3,032 miles, from Panama to San Diego, at 19.1 knots. She can operate for more than two years without refuelling. Her first uranium core took her more than 62,500 miles during 26 months of operations.

Some of the findings of the *Nautilus'* Arctic cruise were reported by Dr. Waldo Lyon, of the Electronics Laboratory, San Diego, California, at a Pentagon press conference on November 7. Dr. Lyon was senior scientist on board the *Nautilus*.

He said (as reported in the *Army Navy Air Force Journal*) the trip provided much data which will be of value in making weather predictions. At the same time, the voyage under the ice-pack confirmed beliefs as to the thickness and strength of the polar ice cap.

In the past, almost the only information available to scientists concerning the polar regions was that which could be gathered by aerial photographs.

The *Nautilus*, commanded by Cdr. William R. Anderson, travelled about 1,000 miles under the cap at a depth of from 200 to 250 feet. Dr. Lyon said the problem of navigation was no more difficult than if the submarine had been operating off the east coast of the United States. It was simply a matter of pointing the sonar gear to "look up", he said.

The only difficulty experienced was that as the submarine approached the North Pole—the *Nautilus* came within 180 miles of the top of the world—the gyro-compass became unreliable.

The trip proved that the maximum thickness of the ice cap beneath the surface of the water was 45 feet. The depth of the water beneath the ice cap is from 1,000 to 2,000 feet and the floor of the Arctic basin is strewn with underwater mountain ranges.

The longest period of time the *Nautilus* remained under the ice was 74 hours — more than three days. She came to the surface at other times in openings in the ice cap to study the surface of the ice formations.

FIRST ATTEMPT HARDLY SUCCESS

In 1931, preceded by loud fanfare, an ancient and decrepit submarine named for the occasion "the *Nautilus*" set out to accomplish the Northwest Passage under the pack ice, via the North Pole. This was the expedition headed by Sir Hubert Wilkins and Lincoln Ellsworth, who won enough fame elsewhere never to have to refer again to the "Wilkins-Ellsworth Trans-Arctic Submarine Expedition".

This unworthy bearer of the name *Nautilus*, after numerous mechanical breakdowns, reached Spitsbergen toward the end of August 1931. The explorers steamed toward the ice pack, but did not dare venture beneath it. The sole fruits of the voyage were three weeks of oceanographic studies along the edge of the pack.

The expedition then made its way to Norway where the tired old submarine was quietly sunk on November 20, 1931.

One thing they did not find within the region of the polar ice cap was sea life, according to Dr. Lyon.

He concluded, on the basis of the findings of the *Nautilus*, that it would be possible for a submarine to make a submerged journey completely under the polar ice cap. During the summer the distance to be traversed would be from 1,600 to 1,700 miles. The distances would be greater during the winter because the fringe of the ice pack would be extended.

Taking leave of Dr. Lyon at his press briefing in the Pentagon, it is possible to speculate on a future, undreamed of before the advent of nuclear power, for Arctic navigation. Already British shipbuilders are discussing proposals to build a nuclear-powered submarine oil tanker of immense tonnage. Merchant ships, built to travel underwater on atomic power could cut thousands of miles from the voyage between ports on the coast of North America and eastern Europe by voyaging beneath the Arctic ice. The distance between Point Barrow, Alaska, and Murmansk, nearest European port across the North Pole is approximately 2,400 miles. Only about a thousand miles separates Canada's most northerly possession Ellesmere Island and the nearest islands off the north coast of Siberia.

The practicality of large nuclear submarines may soon be known. The U.S. Navy has authorized the construction of a 5,450-ton radar picket submarine, USS *Triton*, powered by two nuclear reactors — an underwater vessel outranking in tonnage any built by France or Japan. The *Surcouf*, of 4,300 tons and largest of her day, is well-remembered by Canadian naval personnel who served in Halifax during the early part of the Second World War.

There is food for fantasy here—of sneak attacks by underwater atomic fleets and of battles fought beneath the age-old ice of the Arctic seas, or of rich new trade routes beneath the roof of the world.

Whether for good or ill, the Arctic has shown itself during the past few years to be not impregnable. Airliners make regular trans-polar flights; under the White Ensign the *Labrador* steams through the Northwest Passage at will, and now the *Nautilus* finds a navigable ocean beneath the polar ice. Jules Verne's false dream of the Antarctic has become truth in the Arctic of today.

BANGORS AND 'SWEEPERS FOR TURKEY

First Five Coastal Escorts Transferred at Sydney

UNDER the Mutual Aid Program of NATO, Canada turned over to Turkey on November 29 the first five of ten modernized Bangor class coastal escorts which have been in reserve at Sydney since 1952. Four modern wood-and-aluminum Bay class minesweepers will also be transferred to the Turkish navy.

Each of the five Bangors was equipped and stored before departure for Turkey. They were to sail from Halifax early in the new year for their new base in the Middle East.

The ships were built in Canada in the early 1940s and were modernized during 1951-52. Since then they have been in reserve at Sydney.

The ships, together with the names they received on transfer, are:

<i>Kentville</i>	—	<i>Bartın;</i>
<i>Kenora</i>	—	<i>Bandırma;</i>
<i>Nipigon</i>	—	<i>Bafra;</i>
<i>Fort William</i>	—	<i>Bodrum, and</i>
<i>Medicine Hat</i>	—	<i>Biga.</i>

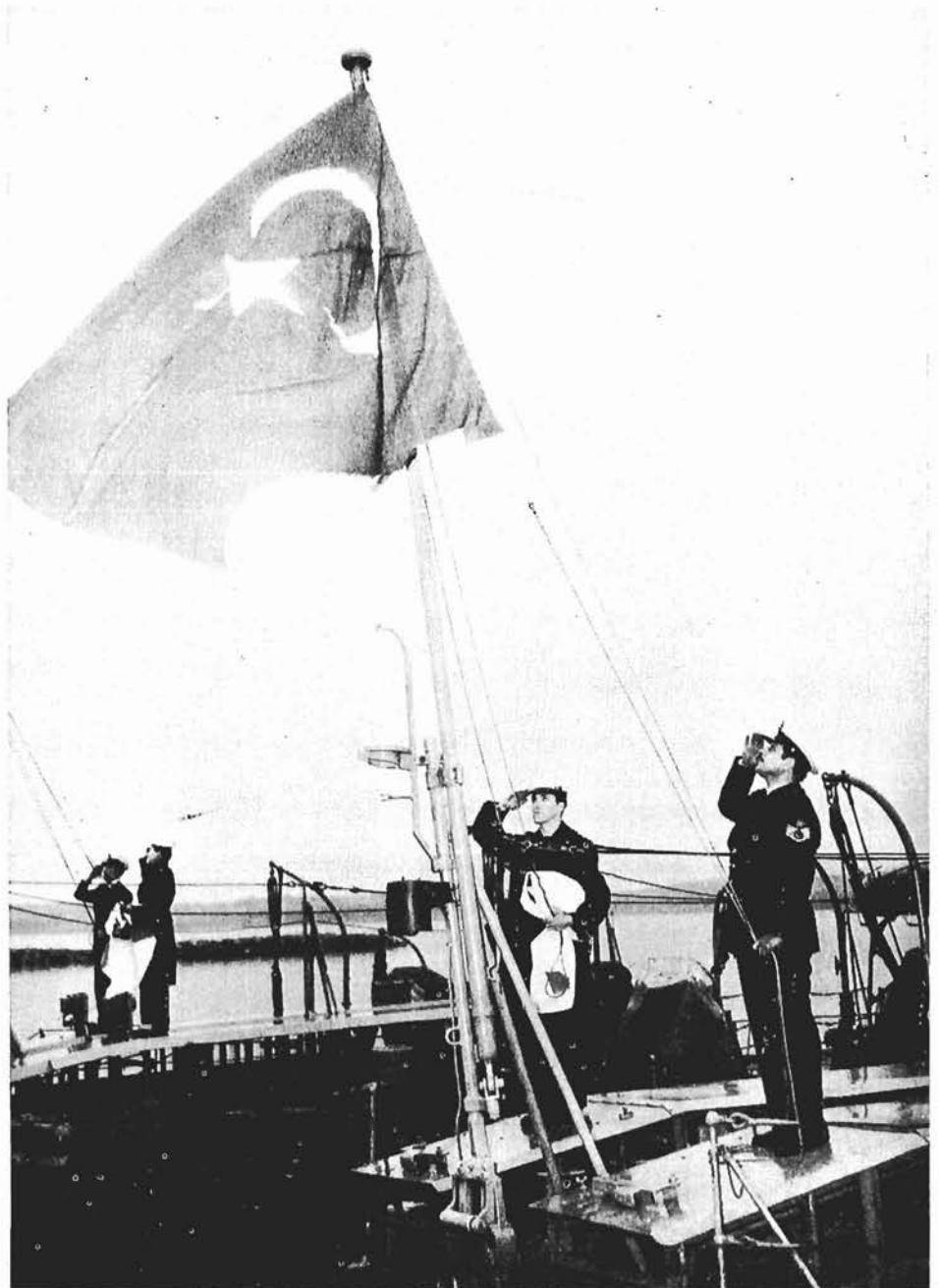
The remaining five Bangors will be transferred this coming spring. They are the *Westmount, Blairmore, Swift Current, Mahone* and *Sarnia*.

Turkish officers and men for the first five ships had arrived at Sydney by November 13 and spent their time after arrival familiarizing themselves with the vessels. They arrived in Canada aboard the tanker *Akar*, which was to return to Turkey with the escort ships. The officers and men who manned the escorts numbered about 280.

At the transfer ceremony the Canadian Government was represented by Hon. George R. Pearkes, Minister of National Defence, and the Turkish Government by His Excellency Ahmet Cavat Ustun, Turkish Ambassador to Canada.

The Royal Canadian Navy was represented by Vice Admiral H. G. De-Wolf, Chief of the Naval Staff; Rear-Admiral H. N. Lay, Ottawa, Vice-Chief of the Naval Staff; Rear-Admiral H. F. Pullen, Halifax, Flag Officer Atlantic Coast, and Rear-Admiral W. W. Porteous, Ottawa, Chief of Naval Technical Services.

"You and I represent on this occasion the two countries of the North Atlantic alliance which, in terms of distance, are as close together as a handclasp." Mr. Pearkes told the Turkish ambassador, during his address.



Turkish ensign is hoisted in a Bangor class escort as the White Ensign is lowered on the transfer of five of the ships from the Royal Canadian Navy. (HS-50841)

"Ours is a young country with a short history: yours a great deal older, and with a rich and fascinating history behind it. Yet we share today all the hope, drive and determination of youth.

"We share a belief in the dignity and freedom of the individual, in the rights of nations to determine their own destinies without interference, and above all we both believe implicitly in the preservation of peace.

"These beliefs have drawn us together, in partnership with thirteen other nations, in an international organization which has no precedent in history.

"When the North Atlantic Treaty was signed in April, 1949, no one really knew how or whether it would work, for there had not been anything like it before. Not only were more countries involved, but the objectives and

principles to which they pledged themselves went far beyond any collective commitments that had ever been made in the past.

"The agreement among the member nations that an attack on one would be regarded as an attack on all was not particularly new, for history is full of military alliances. What was new was the real and primary purpose of the treaty—the creation of a community whose combined military, economic and moral strength would be so great as to discourage aggression and by so doing to maintain peace.

"To suggest that the objectives of NATO have been attained would be going a great deal too far. The world situation is still most difficult and uneasy, and a great and continuing effort is obviously needed. Yet, I feel sure that we are all agreed that, had it not been for NATO, the situation today would have been far worse, and perhaps indeed disastrous to the cause of freedom for which we stand.

"Twelve countries signed the North Atlantic Treaty in 1949, and three others subsequently joined. One of these three was Turkey, and I can assure you that when your country entered the alliance, in 1952, it was an

A parade of costumes and decorated bikes by youngsters of the Belmont Park naval housing area was among activities marking the conclusion of the Pacific Command's annual Fire Prevention Week. Riding in the leading fire engine was Fay Reeves, (daughter of PO and Mrs. A. R. Reeves) who had been elected "Miss Firefighter" for the ceremonies of the special week. Her "princesses" were Catherine George, daughter of PO and Mrs. Herbert George, (left), and Marilyn Russell, daughter of PO and Mrs. Jim Russell. With the young ladies is Lt.-Cdr. (SB) Neil Duval, base fire chief at HMC Dockyard, Esquimalt. (E-43192)



"Stop" apparently means the same thing to both Turkish and Canadian engineers, although the meaning of the other markings on the engine room telegraph of one of the Bangors turned over at Sydney to the Turkish Navy might not be entirely clear to RCN personnel. (HS-50828)

occasion for very great satisfaction among many nations, and certainly not least in Canada.

"We thereby gained a most valuable and welcome addition to the partnership, for not only does Turkey occupy a strategic location and possess a considerable force of arms, but Turkish achievements command the highest respect and admiration.

"This alliance to which our two countries belong is not a mere scrap of paper. If it were, it would have perished by now. Its effectiveness has been achieved through effort and action, good-will and co-operation, careful planning and organization, and a common dedication to a common purpose.

"In the military area, as its individual contribution to our collective strength, each partner has undertaken to build the kind of forces it is best able to produce and equip. This avoids waste and duplication, and it enables us to have, in being, strong and efficient forces.

"Another measure that has the virtue of being sensible, economical, and effective, is the Mutual Aid Agreement, which provides that available weapons, equipment and materials are pooled, and are distributed to those countries which can best make use of them.

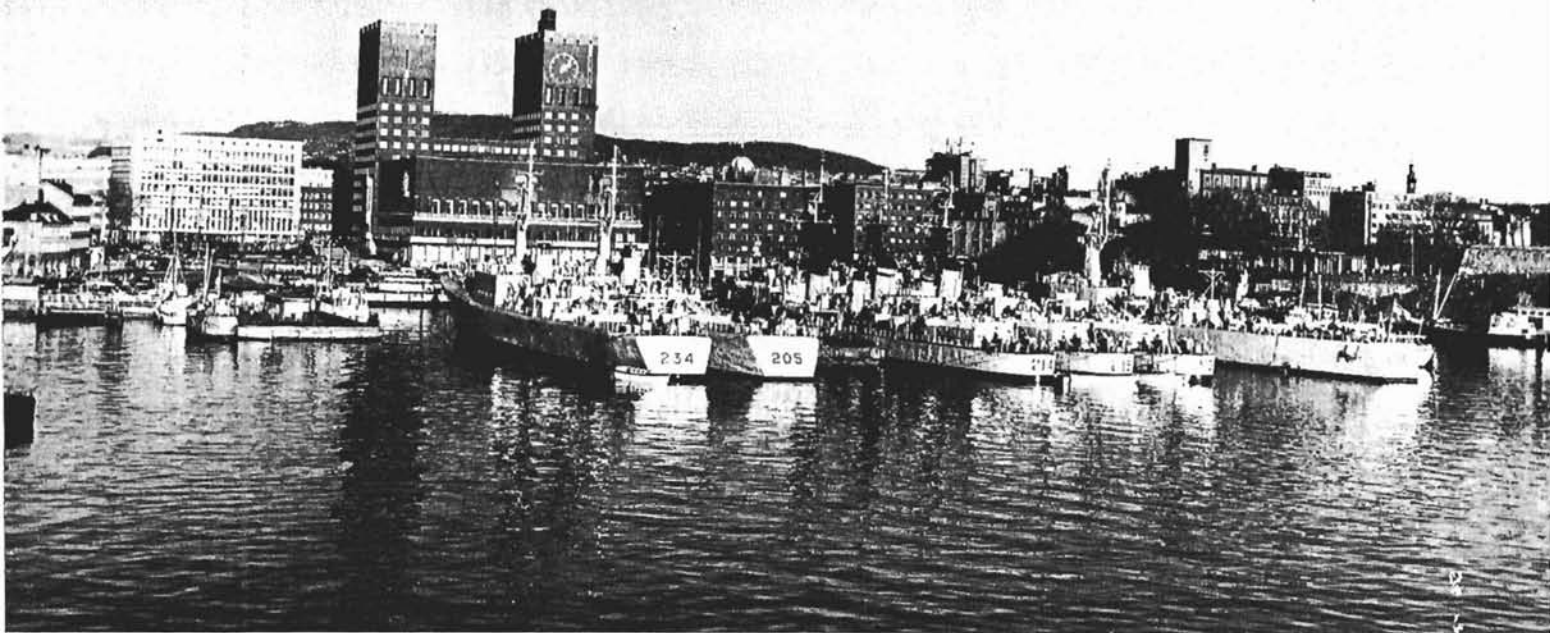
"It is the Mutual Aid Agreement that has made possible this historic event taking place here today.

"That word (historic) is sometimes over-worked, and often misapplied, but I have not hesitated to use it here. This is the first occasion on which we have been privileged to welcome a ship of the Turkish fleet to Canadian waters. It is also the first occasion on which Canadian warships, built in Canadian shipyards, have become units of your navy.

"These five ships, until today a part of the Royal Canadian Navy, will shortly be flying the Turkish naval ensign. They will constitute a valuable contribution to the NATO forces in being, with a useful role to perform, both as ships of the Turkish fleet and in the pattern of the NATO shield of defence.

"These five, and the five more of this class that are to follow, are good and versatile ships. They have served us well, not only as minesweepers, but also on convoy escort duty and on patrol; and I have no doubt that in the hands of their new officers and men, that good service will continue.

"Your Excellency, I now have the pleasure and the honour, on behalf of the Royal Canadian Navy and indeed the people of Canada, of transferring to you, as representative of Turkey, these five ships. May they bring good fortune to those who sail in them, and may they long be remembered as symbols of a sincere friendship, and a great united purpose."



Six Canadian warships in harbour at Oslo, Norway. The twin-towered building is the Oslo city hall. (SL-552)

WARSHIPS WIN FRIENDS IN BALTIC

Seven Ports Visited by RCN in Month-Long Cruise

"No better ambassadors of Canadian good-will could have been found."

"If the object was to strengthen friendly relations, then the job was well done."

"The visit put Canada at its best and its fightingest in Scandinavian eyes."

"The visits had the effect of establishing a bond and an understanding between our navy and the German navy that has never been possible in the past."

"Both in Stockholm and Helsinki, the ships, their men and their officers will have left a beautiful memory."

"Come again."

"We have every reason to echo the words at these missions as we bask in the good-will for Canada created by the visit of HMC Ships."

THESE WERE among the sentiments expressed by Canadian officials abroad on the subject of the Baltic cruise of six of the Royal Canadian Navy's destroyer escorts. In a period of a little over a month, units of the First and Third Canadian Escort Squadrons visited seven Baltic ports—Stockholm, Helsinki, Copenhagen, Aabenraa, Hamburg, Kiel and Oslo.

Hospitality was outstanding and the Canadian responded.

Official activities came first, and at each port, official calls were made and received. In the majority of ports these were carried out by Captain A. G. Boulton, commander of the Third Squadron

and Senior Officer of the Task Group, and Captain Dudley King, Commander of the First Squadron.

The ships were three St. Laurent class destroyer escorts, the *St. Laurent*, *Assiniboine* and *Saguenay*, and three Tribal class warships, the *Haida*, *Micmac* and *Nootka*.

The calls took the squadron commanding officers to palaces, city halls,

fortresses, embassies and consulates.

Then came receptions, both ashore and on board the Canadian ships. Here were established the next stages to the friendships formed in the various countries.

After that came the many exchanges of visits. Personnel of the host armed forces extended invitations to the Canadians to visit their establishments



Smart guards were the rule on the quarterdeck of HMCS St. Laurent, senior ship of the six RCN destroyer escorts which paid goodwill visits to Baltic ports last autumn. (SL-372)

ashore, and, in turn, Canadians were hosts to many interested service personnel in the RCN ships.

More informal were the open house days, held in every port, where thousands of the local citizens called on the Canadian ships and were taken on tours carrying them below decks and on decks of the warships.

Friendships formed through these contacts were followed up with pleasant days and evenings ashore in which the Canadians had a chance to see the many things of interest in the countries they were visiting.

But perhaps the most touching incidents were those enjoyed by all during the children's parties on board the Canadian ships in each port. Volunteers from ships' companies played host to hundreds of children in the Baltic. The dress of the Red Indian predominated on the part of the RCN hosts, but the weapons were candies, cookies, cake, ice cream and sandwiches, plus tours of the ships, cartoon movies and games.

By the time the Baltic tour was finished, the sailors had made friends for Canada in ages ranging from the youngest to the oldest.

But it should not pass, without mention, that the Canadians were equally impressed with the hospitality and friendliness of the countries they visited. In this lay a good portion of the success of the cruise, for it ended up with an unspoken admiration which could have been voiced in the words "The feeling is mutual".

To round out the visit, the Canadian warships used their time at sea to fulfil their other role . . . that of fighting ships. Prior to the Baltic cruise, they played an extensive part in NATO fall exercises, the largest carried out since the inception of the Atlantic organization. En route to European waters they exercised with a huge United States fleet also bound overseas. On reaching the United Kingdom, the Canadian units were assigned to various operations with other NATO navies. Two went to the north European waters and the Baltic approaches, while the remainder operated in other areas, including the English Channel and Bay of Biscay areas.

At the end of the cruise, the Canadian task group joined other Canadian ships off Northern Ireland for the cruise home. These included the destroyer escorts *Ottawa* and *Iroquois* which also had taken part in the NATO fall exercises, and the new Canadian aircraft carrier *Bonaventure*. Unfortunately, bad weather hampered planned operations, but, at least, everyone had a chance to renew their sea-legs before they reached Halifax.



Sailors from the squadron of six Canadian warships which visited the Baltic last fall pause before the submariners' memorial at Kiel. (SL-525)



"And if it hadn't been for this gadget we never would have found our way here." AB P. I. Van Landuyt explains the gyro compass to pretty Miss Katrina Valanne during the Assiniboine's visit to Helsinki, Finland. (SL-433)

OFFICERS AND MEN

Sea Cadet Wins Seamanship Prize

Petty Officer R. J. Wreford, a member of the Royal Canadian Sea Cadet Corp *Lion*, Hamilton, has been awarded the Navy League of Canada's highest sea cadet honour, The President's Trophy.

The award, for good seamanship, was presented to PO Wreford at the Navy League's annual meeting when he was named "Cadet of the Year".

Other awards included Senior Division Attendance Trophy to RCSCC *Crusader*, Winnipeg; Junior Division Attendance Trophy to RCSCC *Churchill*, Ramea, Nfld.; Senior General Proficiency Trophy to RCSCC *J. T. Cornwell*, VC, Winnipeg and the Junior General Proficiency Trophy to RCSCC *Husky*, Flin Flon, Man.

Officers' swords were won by Lt.-Cdr. W. A. Doyle, RCSCC *J. T. Cornwell*, and Lt. G. B. Kramer, RCSCC *Husky*.

Naval Finance Director Dead

Edgar J. Neville, the Director of Naval Finance, died in hospital in Ottawa on Wednesday, November 27, after a short illness. He was 62.

"Nick", as he was known to his many friends and associates throughout the service, came to the Royal Canadian Navy in 1941 after some 30 years in private business and industry. He held the position of Director of Civil Accounts from 1941 until 1956 when he became the first Director of Naval Finance in the Naval Comptroller's Organization.

Mr. Neville travelled a good deal for the Navy, visiting the Canadian Joint Staffs in London and Washington and

WEDDINGS

Able Seaman Douglas B. Greenway, *Stadacona*, to Miss Barbara Lorraine Browne, of Halifax.

Petty Officer George H. Mallett, *Algonquin*, to Miss Jacqueline Gladys Marshall, of Dartmouth.

Able Seaman Allan G. Russell, *Stadacona*, to Miss Dorothy Frances Stockall, of Halifax.

Petty Officer Clifford T. Shillington, *Stadacona*, to Miss Linda Partington, of Quebec City.

Sub-Lieutenant Kenneth Sinclair, *Cayuga*, to Miss Doreen Frances Luney, of Victoria.

Able Seaman Marven L. Syrja, *Naden*, to Miss Shirley Mae Simpson, of Victoria.

Sub-Lieutenant Richard T. Wilson, *Skeena*, to Miss Barbara Rennie, of Victoria.



THE LATE EDGAR J. NEVILLE

the Dockyards annually. Commanding Officers and Supply Officers who came into close contact with him will well remember his eagerness to be of help—in explaining to them, expediting for them, and, if necessary, extricating them from, perplexing financial problems.

Although he never had the opportunity to serve outside Naval Headquarters, Mr. Neville managed a spell of sea time in HMCS *Magnificent*, travelling from Halifax to Liverpool with the late Commodore Miles, and from Esquimalt to Halifax in the *Quebec* with Commodore Budge in 1953.

He was awarded the Coronation Medal on the recommendation of the Department.

Burial took place in Notre Dame Cemetery in Ottawa, Saturday, November 30 following a Requiem High Mass at Blessed Sacrament Church, which was attended by the Chief of Naval Staff, members of Naval Board and senior officers and civilians serving in Naval Headquarters.

Appointments for Senior Officers

Appointments for six senior officers of the Royal Canadian Navy were announced

in December to become effective early in the new year.

Captain William M. Landymore has been appointed in command of the *Bonaventure*, effective January 17, 1958.

Captain Harold V. W. Groos, in command of the *Bonaventure* since the ship was commissioned, will come ashore to be Commodore of the RCN Barracks and commanding officer of *Naden*, Esquimalt, B.C., effective February 10. He will hold the acting rank of commodore in the appointment.

Captain Groos succeeds Commodore Patrick D. Budge, who on March 14, becomes Chief of Staff to the Flag Officer Atlantic Coast.

Captain Howard L. Quinn, Chief of Staff to the Flag Officer Atlantic Coast since November, 1955, will take up the appointment, on March 17, of commanding officer *St. Laurent* and as Captain Third Canadian Escort Squadron.

He succeeds Captain Angus G. Boulton, who, on March 31, will become Assistant Chief of the Naval Staff (Plans) and a member of the Naval Board, at Headquarters, with the acting rank of commodore while holding the appointment.

Commodore Duncan L. Raymond, Assistant Chief of the Naval Staff (Plans) and a member of the Naval Board since September, 1954, has been appointed in command of *Stadacona* and as Commodore of the RCN Barracks, Halifax, effective April 7.

A new appointment for Commodore Edward W. Finch-Noyes, present commanding officer of *Stadacona* and Commodore of the RCN Barracks, Halifax, was to be announced later.

Wren Officers Given Promotion

Two wren sub-lieutenants serving on the staff of the Flag Officer Atlantic Coast, in Halifax, have been promoted to the rank of lieutenant (W) in the Royal Canadian Navy.

BIRTHS

To Petty Officer G. J. Babin, *Assiniboine*, and Mrs. Babin, a daughter.

To Able Seaman C. C. Campbell, *Assiniboine*, and Mrs. Campbell, a daughter.

To Able Seaman J. F. Durfy, *Assiniboine*, and Mrs. Durfy, a daughter.

To Leading Seaman R. A. Freeman, *Assiniboine*, and Mrs. Freeman, a daughter.

To Able Seaman C. C. Roach, PNO Staff, Sorel, and Mrs. Roach, a son.

They are Lt. (W) Barbara Jane Gurney, of Armdale, N.S., and Peterborough, Ont., and Lt. (W) O. L. Elizabeth Scott, of St. John's, Nfld.

Lt. Gurney, a daughter of Mrs. N. C. Lawrie, of Peterborough, obtained a BA degree from the University of Western Ontario and was working as a secretary when she entered the RCN (Reserve) at York, in December 1954. She served on fulltime duty at Cornwallis as assistant to the executive officer, transferring to the RCN on a three-year short service appointment in October 1955. She assumed her present appointment as operations room watchkeeping officer on the staff of the Flag Officer Atlantic Coast in March 1957.

Lt. Scott, a daughter of Mrs. C. B. Scott, of St. John's was formerly a research technician with the Fisheries Board of Canada and entered the RCN (Reserve) in 1953 to be divisional officer to wrens at Cabot. She began a three-year short service appointment in the regular force in December 1956. She has been serving as an operating room watchkeeping officer on the staff of the Flag Officer Atlantic Coast since March 1957.

Canadians Hosts At Norfolk Parties

The past autumn saw Canadians on the staff of the Supreme Allied Commander Atlantic at Norfolk, Virginia, and more particularly their wives in the thick of two interesting social occasions.



A group of Canadian wives at the SACLANT autumn bazaar in Norfolk, Virginia. From left to right they are: Mrs. K. Birtwhistle, Mrs. C. P. Nixon, Mrs. J. C. Creeper, Mrs. E. J. Semmens and Mrs. H. O. Arnsdorf. (Official SACLANT Photo.)

The first of these was a bazaar, which is held annually both to bring SACLANT families together and to raise money for local charities.

Each country represented on the staff stocks a booth with articles typical of its products. In the case of Canada, these ranged from Nova Scotia tartans to Eskimo ivories, from French-Canadian hand-carved figurines to homespun

weaving from the West Coast. Canadian edibles, such as maple sugar, lobster and cheddar cheese, were sold in a general food booth.

This year the Canadian booth was managed by Mrs. C. P. Nixon, whose husband, Captain Nixon, is Assistant Chief of Staff (Personnel and Administration). Mrs. E. J. Semmens, wife of Cdr. Semmens, was treasurer for the whole bazaar.

This was followed by a Hallowe'en fancy dress party on October 29 at which all nine of the Canadians on Admiral Jerauld Wright's staff (eight RCN and one RCAF — W/C Jack Creeper) and their wives acted as hosts to most of the other members of the eight-nation staff. Afterwards, Admiral Wright called the event—a buffet supper and dance—one of the best parties ever given at his base.

For the occasion, hosts and hostesses were dressed up as Indians, the guests dressing according to their individual whims, from the ghoulish to the exotic. A "tunnel of horrors" was an authentic Canadian Hallowe'en party touch.

The idea of having one bigger and better party instead of numerous smaller ones appealed to the guests and the Canadians plan a repeat performance next year.

'Peter Pan' on Shearwater Stage

A play to delight the young at heart, of all ages, "Peter Pan" was presented at



Recognition of over 12 years' service as Naval Area Fire Chief of the Atlantic Command was given recently to Lt.-Cdr. (SB) Joseph W. Harber on his retirement. He was presented with a plaque and a television set on behalf of the men of the Naval Fire Service, Atlantic Command. On the left is Lt.-Cdr. (SB) Gordon Lay, newly appointed Area Naval Fire Chief.



December 6 marked the end of a 22-week course in general nursing and hospital administration of nine young ladies in navy blue who have completed that phase of their training in the naval hospital at Naden. Among them, and pictured here on duty at the hospital reception desk, were, from left: Wrens Pat McCallister, Regina; Joan Raycroft, Saskatoon; and Donna Werner, Edmonton. (E-43749)

HMCS *Shearwater* gymnasium by the Shearwater Players.

Capably directed by Sybil Cooke the play, a special pre-Christmas treat for children, attracted quite a number of young people and a scattering of adults.

"Peter Pan" itself was a typical Shearwater Players Production. Good casting, forceful acting and brilliant costumes, coupled with artistically handled stage decorations and superb lighting combined to make it an evening to remember.

A cast of 60, of whom 40 were children was headed by Mary Fink in the title role. (*Halifax Herald*)

Communicators Graduate

The fourth Communicator Visual Trade Group II class graduated on November 29 from HMC Communication School, *Cornwallis*. The class consisted of the following men:

Petty Officer Donald Williams, Leading Seamen John Anderson, Peter Chubb, Edward Davies, Lawrence Lees, Joseph Legree, Darwyn Mathison, Edward McComb, Ronald Moore, Charles Parrish, Joseph Reeves, William Rigby, Robert Taylor, and AB Harlan Morehouse.

The Communicator Radio Trade Group I class CR 112 also graduated

on November 29, the class consisting of:

AB David Stewart, Ord. Seamen Merlin Baker, Douglas Bowers, James Burns, Leonard Cotton, Gary Denham, Paul Frenette, David Lickman, George Petchiny and Ord. Wren Esme Campbell.

Lt. William K. Weidman, USN, joined the staff from USS *Maloy* on November 27. He relieves Lt. Rex Corbin, USN, who has been on the staff since January 5, 1957, and now goes to Philadelphia as Staff Communications Officer for the Naval District.—A.E.Y.

Four Promoted From Lower Deck

Four former members of the "lower deck" of the Royal Canadian Navy have been promoted to the rank of cadet and are attending Canadian universities, under the provisions of the Regular Officer Training Plan, to qualify for permanent commissions in the RCN.

They are Cadets Kenneth George Harrison, 22, of Victoria; David G. Shaw, 22, of Moncton, N.B.; Gordon Wilfred Porter, 24, of Swift Current, Sask., and Robin Cleveland Freeman, 22, of Stratford, Ont.

Cadet Harrison was born in Burnaby, B.C., on March 29, 1935, and entered the Royal Canadian Navy as an ordinary seaman on July 31, 1952, at Victoria.

He attended the first RCN Technical apprenticeship course in HMCS *Cape Breton* and graduated as an engineering artificer on April 18, 1956. He subsequently served in shore establishments on both coasts and at sea in the cruisers *Ontario* and *Quebec* before being promoted to cadet. He is attending the University of British Columbia.

Cadet Porter was born in Oxbow, Sask., on January 19, 1933, and entered the RCN as an ordinary seaman on November 17, 1952, at Regina. His service has included a tour of duty in the Korean war theatre in the destroyer *Cayuga*. He is attending the University of Saskatchewan.

Cadet Shaw was born in Moncton, N.B., on February 10, 1935, and entered the RCN as an ordinary seaman on October 18, 1955. He has served in shore establishments on both coasts and at sea in the destroyer escort *Algonquin*. He is at the University of New Brunswick.

Cadet Freeman was born in Stratford, Ont., on August 26, 1936, and entered the RCN as an ordinary seaman on September 29, 1955. He has served in shore establishments on the East Coast and at sea in the destroyer escort *St. Laurent*. He is also attending the University of New Brunswick.



Lt.-Cdr. (SB) J. W. Scott, RCN, former Deputy Judge Advocate in the Pacific Command, is shown above, right, with Col. G. M. C. Sprung, Canadian Army, near the remains of the Temple of Zeus, Athens, during a visit in November of the NATO Defence College to Greece. Lt.-Cdr. Scott was the only officer of the first Athabaskan to be rescued by the Haida. Details of how he was reported buried in a cemetery at Plouescat, France, through a mistaken identity occasioned by a shipmate wearing his jacket were contained in an article published in *The Crow'snest* of June 1949 under the heading "A Strange Story".

UNIVERSITY CONFERS DEGREE ON ADMIRAL

THE DEPARTURE from active service in the Royal Canadian Navy of Rear-Admiral R. E. S. Bidwell, former Flag Officer Atlantic Coast, who began retirement leave last September, did not pass unnoticed by his civilian compatriots.

On November 28 Admiral Bidwell was honoured by the University of Kings College, Halifax, by the bestowal of the honorary degree of Doctor of Civil Laws (DCL), at a special convocation. On the same occasion the new chancellor of the university, Dr. H. Ray Milner, was installed.

"In honoring Admiral Bidwell," Rev. Canon H. L. Puxley, president and vice-chancellor of the university, said, "we pay tribute to him first as a well-known and beloved citizen of Canada who has served his country faithfully and well for over 40 years. Son of a man who became bishop of Ontario, he is the scion of an old Anglican family and has always been a strong churchman.

"The record of his service to the Royal Canadian Navy and to his country must indeed be unique: Can any other officer claim to have had so many important staff positions in such a period of service?

"We at this University have had a close connection with the Royal Canadian Navy. During World War II the buildings of this institution became commissioned as HMCS *Kings* and our operation as a university ceased until the end of the war. We cherish our connection with the senior service, and it gives us great pleasure to recognize and honour the accomplishments of such a distinguished naval officer and Canadian, Admiral Bidwell."

The honorary degree was conferred by Dr. Milner, as one of his first acts on becoming chancellor. Admiral Bidwell's father received the same degree half a century ago.

"I find it in my heart to wish my father could be present for this ceremony. It was 50 years ago that he received the same degree," Admiral Bidwell said in opening his special convocation address.

He spoke briefly on the history of the university during the war years when it was commissioned as HMCS *Kings*.

He detailed the training methods of the Navy today as compared with those of years ago when the main concern

of the service was to make good fighting men.

He said that the Navy today is concerned with making good citizens of its men as well as fighters. He spoke of the work of the navy at HMCS *Cornwallis* in educating newly-entered personnel.

Rear-Admiral Bidwell, at the time of his departure on retirement leave was Flag Officer Atlantic Coast, Maritime Commander East Coast, and NATO Commander Canadian Atlantic Sub-Area, with headquarters in Halifax, Nova Scotia.

Born September 14, 1899, in Peterborough England, he came to Canada in 1902 when a child and attended Bishop's College at Lennoxville, Quebec, where his father, Rev. E. J. Bidwell, later Anglican Bishop of Ontario from 1913 to 1926, was headmaster. He also attended St. Alban's School, Brockville, Ontario.

Rear-Admiral Bidwell entered the Royal Naval College of Canada at Halifax in 1915. He was posted to sea after the Halifax explosion of 1917 wrecked the college, and saw active service in the First World War in HMS *Canada*, now the battleship *Almirante Latorre* of the Chilean Navy.

After the war he served alternately with the Royal Navy and the Royal Canadian Navy. Promoted sub-lieutenant in 1919, lieutenant in 1921 and lieutenant-commander in 1929, he commanded the minesweeper *Armentieres* and the destroyers *Champlain* (1936) and *St. Laurent* (1937).

He graduated from the Royal Naval Staff College at Greenwich, England, in 1938 and was posted as Staff Officer Operations to Vice-Admiral Sir James Fownes Somerville, then Commander-in-Chief of the Royal Navy's East Indies Division.

Promoted commander in 1939, he became Director of Operations Division at Ottawa in June 1940 and in 1941 went to Newfoundland as Staff Officer and subsequently Chief of Staff to the Flag Officer Newfoundland Force. He was granted the acting rank of captain in December 1941 and confirmed in the rank January 1, 1943. In April 1943 he was appointed Chief of Staff (Operations and Intelligence) to the Commander-in-Chief, Canadian Northwest Atlantic.



REAR-ADMIRAL R. E. S. BIDWELL

The following April, Admiral Bidwell commissioned HMS *Puncher*, Canadian-manned escort carrier, and served in her as commanding officer for the rest of the war and afterwards, when she transported 4,000 Canadian service men and women home from overseas. The *Puncher* was a lease-lend ship and Admiral Bidwell delivered her to United States authorities at Norfolk, Virginia, in January 1946. One month later he was appointed to Naval Headquarters at Ottawa as Director of the Naval Air Division.

Early in 1947 he attended the Imperial Defence College in the United Kingdom and on September 1 of that year was appointed naval member of the directing staff of the National Defence College, Kingston, Ontario, the first RCN officer to hold this appointment. In July 1949 he was appointed Assistant Chief of Naval Staff (Plans) and a member of the Naval Board.

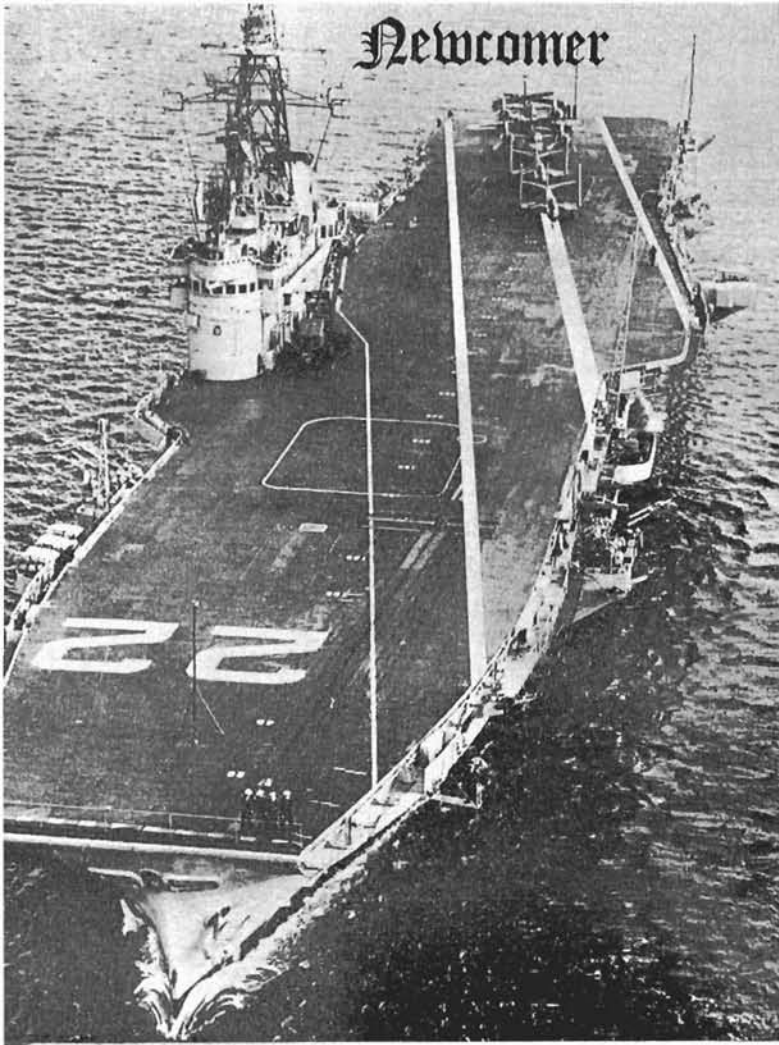
Admiral Bidwell was awarded the United States Legion of Merit, Degree of Officer, in May 1946. One month later he was awarded the CBE "for continued initiative, zeal, accuracy and understanding". On November 21, 1951, he was promoted to his present rank of rear-admiral and appointed Flag Officer Atlantic Coast. In April 1952 he received the NATO appointment of Commander Canadian Atlantic Sub-Area, under the Supreme Allied Commander Atlantic.

In June 1953 Admiral Bidwell was flag officer in command of the six-ship Canadian Coronation Squadron which participated in the Coronation Naval Review at Spithead, England. He made the first of his many visits to the West Indies and the Caribbean 30 years ago as a sub-lieutenant.

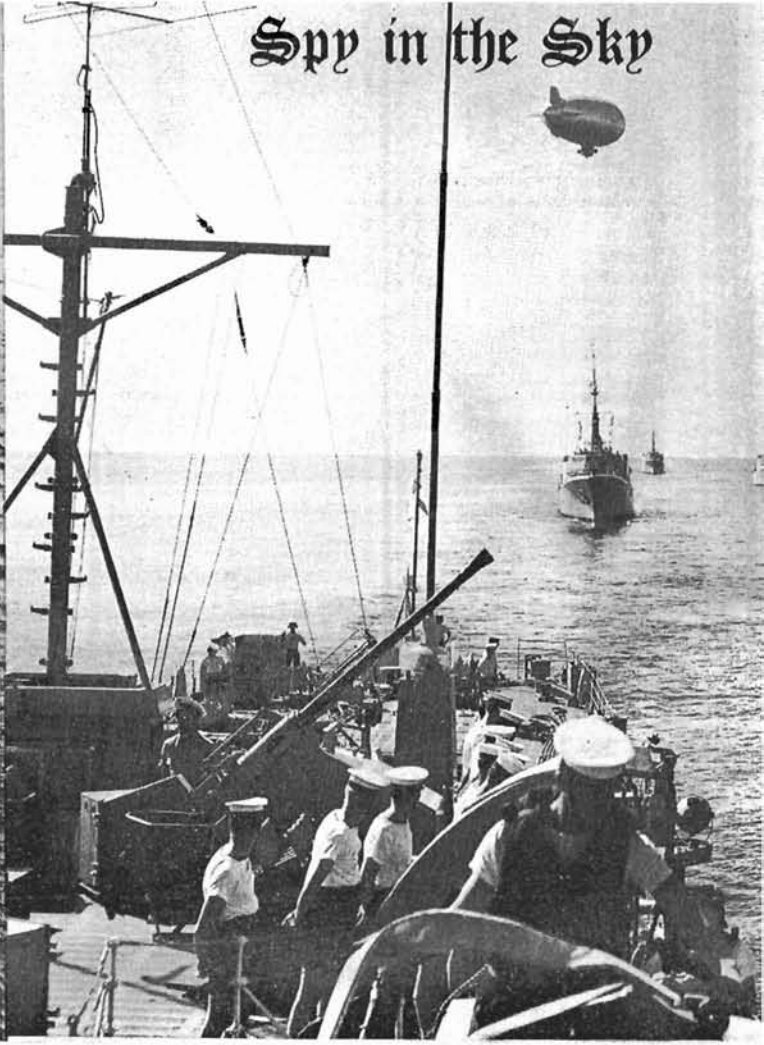


The Royal Canadian Navy = = 1957

Newcomer



Spy in the Sky



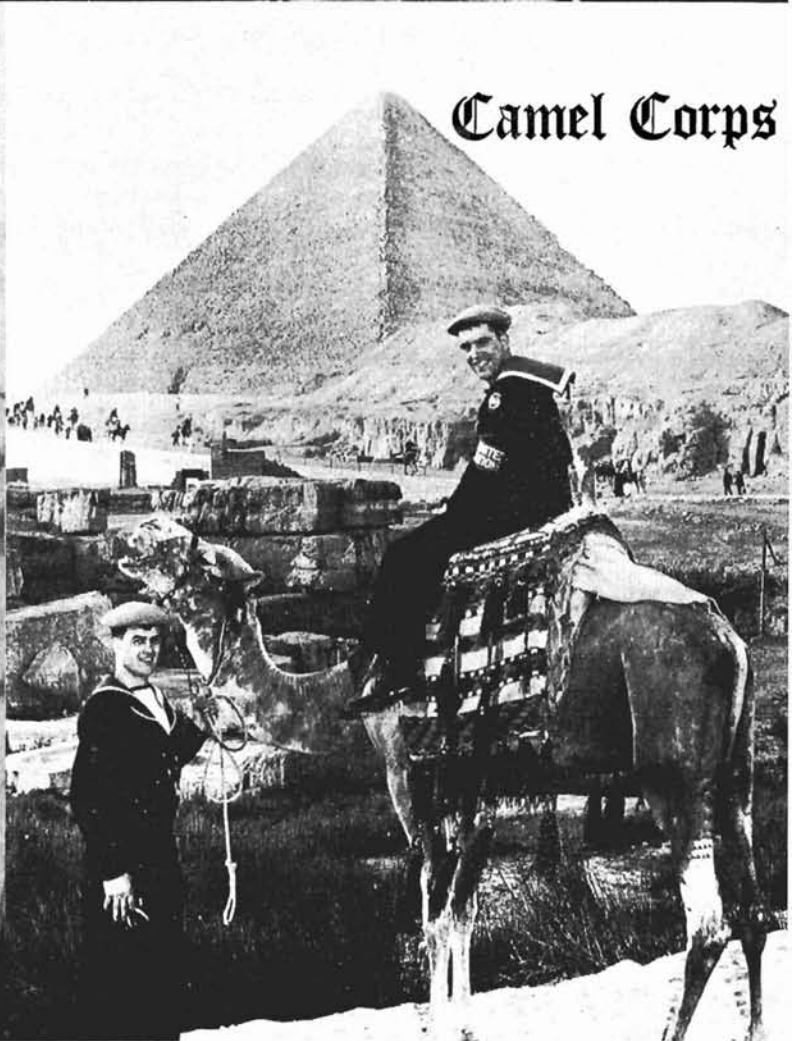
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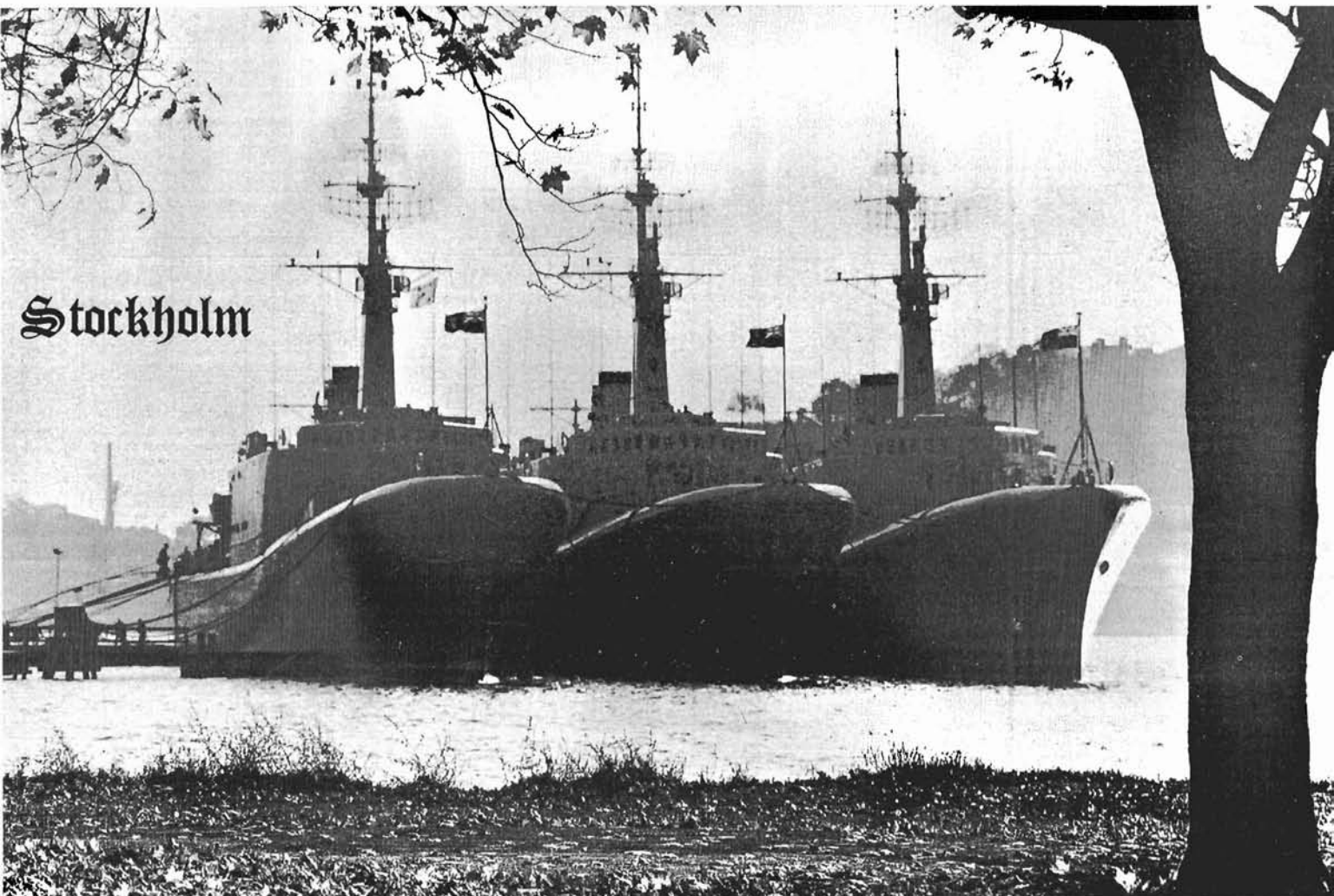
UNCF



Camel Corps



Miami



Stockholm

Haliburton

— A short story by Cd. Engineer H. R. Percy —

TO SPEAK of dead ships, argues a certain shameful romanticism; for it implies a possibility, at least, of their having been alive. From there it is but a step to the suggestion that ships have souls—and who would dream of such a thing?

Yet there *are* dead ships. In most dockyards in time of peace there is a corner reserved for them. They lie, singly or in groups, in remote and stagnant backwaters; or in slimy reaches where it revolts the flesh to go, and await their ignominious end. The water in their vicinity is quilted with un-savoury scum and burdened with every conceivable kind of refuse, from which arise un-subtle odours of corruption. Every assassinated dog, every floating lifeless thing within miles is drawn into the lee of these hulks by some strange, potent affinity between dead and dead.

The ships themselves are pathetic in the extreme. They lie silent and forbidding as sepulchres, giving back no ray of response to the merriest sunlight; for there is no peep of bright-work anywhere. Their paint is lustreless and unwholesome, with the grey pallor of dead flesh, and bleeds rust from a thousand wounds that have long since proved mortal.

Officially these ships are in a state of reserve, at some fantastically attenuated notice for sea; but one glance is sufficient to reveal their soulless condition. Nothing is so completely and irrevocably dead as one of these. One can sense it as surely as if a heart-beat had been stilled and respiration imperceptibly had ceased. Not all the skill of the shipbuilder, nor all the stir and bustle of the merriest crew could restore the vital essence to a ship thus doomed. At the thought of going to sea in one of them, chilly tremors soften the spine.

Such, in the most distressing degree, was the *Gillieflower*. She lay in a veritable back-water of the Styx; her masts, embalmed in better days by the incessant smoke of a dockside boiler, rising cadaverous and black against the sky. A rotting cover bestrode her funnel like a great malignant fungus. Her superstructure was streaked and smeared like the face of a tearful child, as if she had departed this life in an anguish of weeping; as well, to judge from the extremity of her condition, she might. For all companionship of her kind she had but the decaying



skeleton of a wooden schooner lying unremembered in the mud, its stark ribs revealed by the ebb like those of some poor traveller uncovered by desert winds: emerging twice daily to offer, inexorably and with a certain spectral gusto, frightful intimations of mortality. And the *Gillieflower*, tugging forlornly at her moorings on those days when the wind made ghost-noises over the marshland and the gulls battled white against the swooping dark of clouds, seemed somehow in spite of her deadness to heed and to understand.

THE UTTER deadness of the *Gillieflower* was in no way alleviated by the presence of old Haliburton. His being there tended, indeed, to enhance the impression: as if the skinny form that could sometimes be seen moving insect-like about the decks was that of some unprolific parasite that thrived upon the carcass of the ship. God knows what he did with himself in the unsavoury hulk for days and weeks and months on end. Sometimes he would vanish utterly, only the sickly smoke from a rusty stove pipe, planted awry upon the deck as if a burial had been conducted there with more haste than piety, testifying to his continued existence. Then one morning he would reappear at his favourite post by the break of the foc'sle, leaning on the treacherous guard-rail and staring seaward in a fervour of wistfulness; with, one would swear, the same hand-furled

cigarette dangling extinct and brownly moist between his toothless lips.

His dress was always the same, without regard for sun or season: a heavy woollen undershirt buttoned to the neck and bursting out at the elbows, sallow and aged as if from long and intimate contact with the flesh beneath; a pair of seaman's trousers preserved long beyond the limits of sartorial probability, but always, in contrast with the rest of his appearance, falling precisely into the regulation creases; and a pair of shapeless rope-soled sandals, probably of his own inexpert manufacture. He always wore a sailor's cap, minus its tally and so incredibly ancient as to be barely recognizable, at the same half-quizzical, half-defiant angle.

No one seemed to know why the *Gillieflower* rated a ship-keeper when so many other ships (and better ships at that, too) went untended. Old Haliburton was there, and it was no more logical to question his right or to justify his existence than to query the title of a sparrow nesting under the eaves, or the great pensive gulls that blinked down from the cross-trees.

Haliburton could never be drawn into conversation. Few people passed that way. Fewer still merited a nod of his head or a reluctant grunt that bore some resemblance to a curt "good-day". But if anyone approached the ship, day or night, Haliburton was infallibly and aggressively there. Only the most authentic and impressive credentials could gain access to his stronghold.

I, on my occasional routine inspections of the ship's moribund machinery, was probably his only regular visitor. After a time my entry went more or less unchallenged, but that was the extent of his trust. Always the flop and scuff of his sandals pursued me down the echoing passages and through the derelict flats. He was tenacious as the devil. Once in a fit of annoyance I tried to outdistance him, striding through the mess-decks and glissading down ladders as if I had not a second to lose. But when at last I stopped and turned it was to meet the disquieting eye of his accusation.

WHENEVER I stopped to make a routine inspection he stood by motionless and silently judicial, his head tilted bird-like to one side. During the most lengthy examination he

never volunteered a word, and if spoken to would usually content himself with a nod or a shake of the head, whether I happened to be looking his way or not. Very often, engrossed in my work, I would forget his presence. Then suddenly I would glance up and see him there, arms folded across his sunken chest, watching me out of the gloom with stark unblinking fixity, and I would give a great start. His eyes had always a moist, oily look, as if about to shed large glutinous tears; and in the darkness they had an odd suggestion of luminosity, or rather of incandescence, for they appeared to be burning themselves up in a gluttony of concentrated vision.

To the prevailing squalor and neglect there was one notable exception. In the cold, dispiriting gloom of the ship, the lower steering position was the sole abode of warmth and light and life. The brass of the engine telegraphs, the curving copper of the long-mute voice pipes, the smooth varnished wood of the great wheel, all were polished to the last degree of lustre. At first I

thought it was just that the old man had chosen the place at random for his headquarters, and that with an old sailor's passion for cleanliness and order he had set about scrubbing and polishing it to perfection; but it was not long before I realized there was more to it than that. The place was not just clean, it was ready. There was an atmosphere of expectancy, of alertness, as for an order that would never come.

Here in his habitat old Haliburton became inspired and to some extent articulate; elevated, it seemed, to another plane of existence. Articulate is not perhaps the true word, for he was neither coherent nor willingly communicative, but in response to some mysterious influence in the place he seemed to generate within him a fervid intensity; throwing off, involuntarily as it were as his hands strayed over the helm with wistful virtuosity, an occasional random spark of revelation. And these sparks would lie smouldering in some dim responsive depth of my imagination, and then perhaps days later, when nothing was more remote from

my thoughts, would flare upon my mind in sudden comprehension. As when, apropos of some remark of mine about the cleanliness of the compartment, he said:

"Ah, you ain't the tiger."

It was the magnificent irrelevance of this, perhaps, that impressed it upon my memory and ensured that when, ten days later, I saw Captain Macdonald prowling purposefully and not untigerishly through the submissive jungle of his garden, the echo of it would bring me up short. I came up against the significance of it as abruptly as if I had collided with the Captain's peach-wall. Which is exactly, as I stepped off again in my preoccupation, what I proceeded to do. But not before I had discerned, in the prosaic and slightly paunchy figure of the Chief of Staff, a mythical, near-forgotten wartime character known as The Hogtown Tiger. Quite a stickler, by all accounts, he had been; as ruthlessly insistent in matters of routine as he was fearlessly unconventional in action. His last ship of the war had been the *Gillieflower*.



BY SUCH flights of deduction, in the course of a year or more, I built up from Haliburton's cryptic utterances a picture of his past and a theory concerning his present. About what was to happen in the future I cannot, in this blurred and sober retrospect, form even the beginnings of a hypothesis. Haliburton had served in the *Gillieflower* as quartermaster. By one of those mysterious lapses of the drafting organization he had remained in her undisturbed all through the war, outlasting three commanding officers and a long succession of shipmates; becoming, one would suppose, quite an institution. He was, I gathered, pretty much of a lone wolf: no relatives, no shoreside friends, no amours. As often happens to men in his situation, he found himself imperceptibly trapped in the toils of his own loneliness. He went ashore less and less. His horizon became more and more circumscribed until the ship became his whole life. The world receded until it had lost, for him, all claim to reality. He was approaching that state of extreme introspection, that rarified atmosphere of awareness called, by the unimaginative, madness.

Haliburton and his ship reached together the term of their combatant usefulness. The *Gillieflower* was paid off into reserve and Haliburton, discharged from the service, remained with her as ship-keeper. I had always assumed that his position was regular and officially recognized; but my later inquiries could discover no authority by whom he had been engaged, no provision under which he might receive payment and, when it came to the inevitable issue, no established procedure for his dismissal. He was, as I said before, simply and indisputably there. His isolation was now extreme. He began to lose touch not only with the world, but with the flight of time. The clock had stopped, so far as he was concerned, some time during the final phase of the war in the Atlantic. He seemed vaguely aware that the ship had been alongside rather longer than was needful for a boiler clean, even a little puzzled, perhaps, that both watches should have gone on leave at the same time; but

these things were no more to him than trifling deviations from routine. Time after all is but a device for reconciling the mind to the staggering concept of eternity: against that concept, by all the principles of mathematics, an error of a few years is negligible; by the still more potent logic of Haliburton's isolation from events, such error could not conceivably exist. And by now he was so conditioned to solitude that the emptiness of the ship no longer disturbed the order of his world of fantasy; it had become the basis rather than the object of his speculation.

AND SO, limited only by the laws of chemical reversion and the ship's ability to withstand erosion of tide and weather, or by Haliburton's ability to withstand the erosion of time, it might have gone on indefinitely. The *Gillieflower* had become part of the landscape. Anyone who saw her moored there year after year would no more have dreamed of suggesting her removal, than he would have suggested the removal of the water in which she lay. It had to come, like the stroke of a mysterious and impersonal Fate, from afar. In an office a thousand miles away someone one day, in a moment of escape from more important things, made a long overdue acknowledgment of her death and wrote her obituary. This took the form of an invitation to tender, sent to the country's shipbreakers, for her dilapidated but still valuable remains.

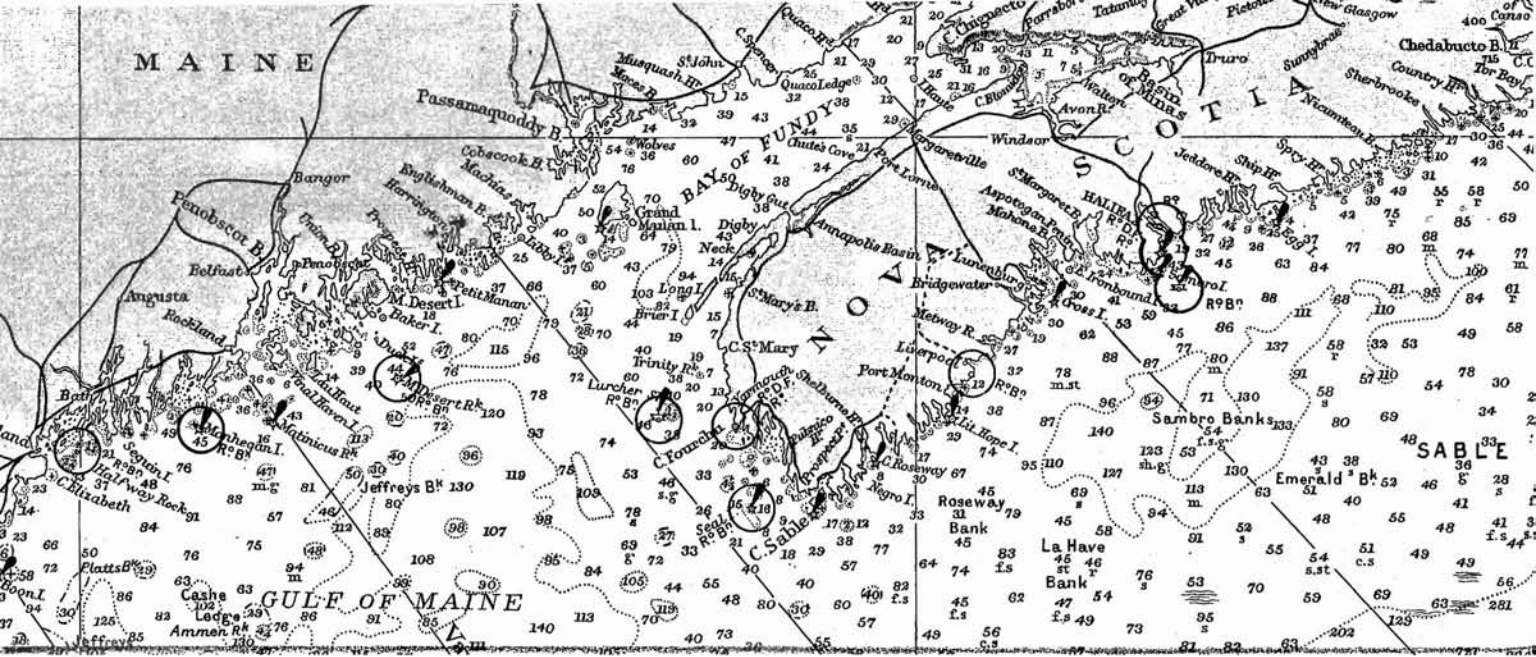
As is so often the case, Fate worked swiftly and by stealth, so that the first we knew of it all was when, one morning in late November, a tug pushed its white-bearded way down harbour with the *Gillieflower* following, visibly reluctant, in its wake. The sky pressed grey and heavy upon the steeples of the town. Over the doomed ship the sea-birds wheeled and keened, their breasts somehow mournful as they arced in perpetual whiteness across the sky. The water was black and turgid, with here and there tiny wave-crests flitting like fore-runners of the snow that threatened overhead. The decks of the *Gillieflower* were utterly deserted. She

looked, despite her motion, more completely dead than ever. Of Haliburton, no sign. But I saw, or, if you will press me to the point, perhaps fancied, a smudge of smoke above the drunken stove-pipe as, with ghostly finality, the sea mist moved in to take her.

I have stayed thus far well within the bounds of truth and certainty, and it may seem unwise to launch into the realm of speculation. But when the truth is unknown, what might have happened is as valid in the telling as what, according to the Inscrutable Record, actually did. The imagination that dictates the narrative is no more prone to extravagance than the Imagination that directed the events. All that is known with certainty is that late that afternoon the *Gillieflower's* tow-line parted, and that the ship was never seen again. But the master of the tug, if he can be induced to commit himself to more than a shrug of the shoulders and a rather shame-faced grin, will tell you that, after she had broken free, the derelict behaved in a most unexpected manner. Contrary to all the promptings of an onshore wind and a making tide, *Gillieflower* turned her bow to seaward and began to gather way. Incredulous, the skipper put about and pursued her with the object of putting another line aboard. But she was making an improbable speed, and despite all the tug's exertions seemed to remain always a hundred yards or so ahead of her. And then (the skipper always colours up and tries to change the subject when he comes to this) the outline of the fugitive ship began to soften and blur. Before his eyes she faded to a mere shadow, flew before him on the water like a phantom, and, as he stood there grinding the stem of his pipe and cursing impotently, vanished.

PERHAPS it was some wilful current that took her. Perhaps in the gathering mist, with the coming on of night, his eyes deceived him. Perhaps he is an extraordinarily good liar. But I like to think of the belligerent ghost of the *Gillieflower*, with Haliburton at the wheel, carrying on the war.





This portion of an Admiralty chart shows, at the left, the Penobscot area in Maine where American naval forces received a sharp setback from combined sea and land forces of the British during the American Revolution.

THE PENOBSCOT EXPEDITION

A Little Known Story of the American Revolution

DURING the American Revolution there were several clashes between American and Canadian forces, the most notable of which was the attempt by Arnold and Montgomery to capture Quebec.

It was not always the American, however, who attacked—a little known but worthy success was achieved by British arms in the Penobscot expedition of 1779, which was mounted from Halifax and involved a number of Nova Scotians in both land and sea forces. The details of events on land are contained in a letter, dated August 26, 1779, written on the Penobscot River by the Army Commander to the War Office, London.

In the spring of that year the Governor of Nova Scotia, Sir Henry Clinton, directed Colonel Francis McLean to establish a post on the Penobscot River, using such troops as he felt could be spared from the defence of Halifax, and to undertake any other desirable expedition in the Casco Bay area.

On the 16th of June 650 troops, drawn from the 74th and 82nd regiments, were landed at a spot on the river which rejoined in the jaw-breaking name of Camp Majebigwaduce, now known as Castine, about 25 miles south of Bangor, Maine. The virgin forest had to be cut and the land cleared before a fort could be commenced and the various bastions, curtains, fleches and other mysteries of the soldier's eighteenth century art created. It is not surprising, therefore, that

five weeks later the fort was only partially completed although the army received manful aid and protection from the sloops *Albany* (Capt. Mowatt, 14 guns), *Nautilus* (Capt. Selby, 18 guns) and *North* (Capt. Farnham, 14 guns).

Colonel McLean had a good intelligence system: on July 21 he was informed "of the sailing of a considerable armament from Boston for the purpose of reducing us".

Four days later 37 ships arrived and laid siege to the British position. Fire was exchanged between the American

ships on one hand and the British ships and land batteries on the other and several unsuccessful attempts were made to land before they finally succeeded on the 28th under cover of heavy fire from sea. This enabled the Americans to establish a shore battery and to bring the fort under stronger attacks but all efforts to capture it were repulsed by the joint fire of the defenders ashore and afloat. Finally during the dark hours of August 13 and 14 the attackers withdrew to their ships (much to Col. McLean's surprise) and the siege was lifted.

Not for the first time in our history a land engagement was to be decided by our ability to move men and material by sea and to prevent the enemy from doing the same. The cause of the American flight was the appearance of a fleet of His Majesty's ships under Commodore Sir George Collier, whose despatch to the Admiralty from his flagship *HMS Reasonable* is dated August 20, 1779.

Having learned "that His Majesty's Garrison at Penobscot was besieged by a considerable Rebel Armament of troops and ships from Boston", Sir George sailed from Sandy Hook 3rd August with his squadron: HM Ships *Reasonable*—(flag) 64-gun ship; the 32-gun frigates *Greyhound* (Capt. Dickson); *Blonde* (Capt. Barclay), and *Virginia* (Capt. Orde); the 20-gun ships *Galatea* (Capt. Biggs) and *Camilla* (Capt. Collins), and the *Otter* (Capt. Creyke) 14-gun sloop.



Vice-Admiral Sir George Collier was commander of the British forces at Penobscot, Maine.

On the way the *Greyhound* and *Galatea* captured two privateers and the *Otter* lost touch with the squadron.

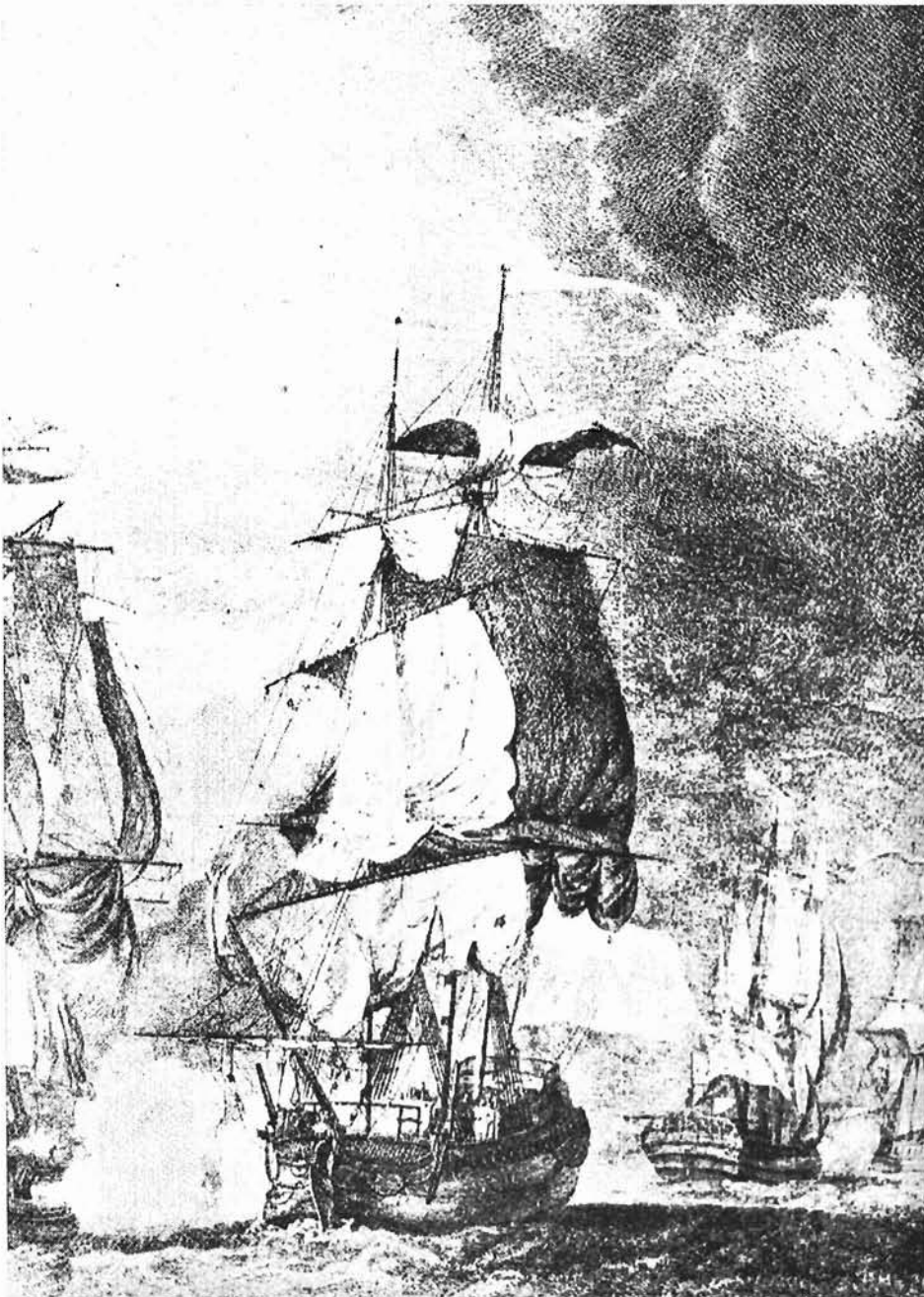
This *Greyhound* was the fifteenth of her name in the Royal Navy. She was launched at Buckler's Hard in 1773. She was of 617 tons, 124 feet by 33 feet by 11 feet and had a complement of 200. On the other hand the *Blonde* was the first of her name, having been captured from the French in 1760 by the *Aeolus* (Capt. John Elliot) and purchased into the RN. She provides an interesting comparison with the *Greyhound* because, although carrying the same number of guns, she was of 704 tons, 133 feet by 35 feet by 12 feet and had a crew of 220. The *Camilla* and *Galatea* were also the first of their name to wear the white ensign.

Rendezvousing off Monhagen Island on August 13, the British ships proceeded up Penobscot Bay and on the following day found the rebel fleet drawn up in a crescent across the river. The signals "Battle" and "General Chase" were hoisted in the flagship. The *Blonde*, *Virginia* and *Galatea*, some three miles in the van commenced the engagement and the remainder joined in as they came within range.

The result was the complete destruction or capture of the American force. The new brig *Defence* of 16 six-pounders went ashore with all sails standing and blew herself up at midnight. The 18-gun *Hunter*, reputed the fastest vessel in the American fleet, hid in a small inlet with the hope of escaping under cover of darkness but was boarded and taken by Lt. Mackey of the *Raisnable* and 50 men. The 20-gun *Hampden* was prevented from beaching herself and forced to surrender. The fine frigate *Warren*, of 32 twelve- and eighteen-pounders, was blown up.

The chase took the antagonists up the narrowing river but there was no escape; every rebel warship and all 24 transports were accounted for. To Collier's squadron were added the three sloops *Nautilus*, *Albany* and *North*. Thus they had the satisfaction of turning on their tormentors and helping to take or dispose an army estimated at 2,500-3,000 and a fleet of 41 varied vessels at a cost of four killed, two missing and nine wounded.

In his official report Col. McLean had "great pleasure in acknowledging the readiness with which Capt. Mowatt, and under him Captains Selby and Farnham of the Navy, assisted us on every occasion". Commodore Collier, too, had nothing but praise and felt it was "incumbent on me to express to their Lordships my particular Approbation of the Behaviour of the Cap-



A ship with an alluring name, HMS *Blonde* was a 36-gun frigate captured from the French in 1760. She was one of a squadron of seven ships which sailed from New York on August 3, 1779, for Penobscot, Maine, where she arrived ten days later and proceeded up the river to attack the American fleet of 41 vessels.

tains and Officers of the Squadron who shewed the most spirited Exertions in the Attack and Destruction of the Enemy's Fleet".

A list of the rebel fleet, under the command of Commodore D. Saltonstall, which was destroyed at Penobscot is as follows:

Captured: Sloop *Hampden* (20 guns) and Sloop *Hunter* (18 guns).

Blown up or burnt: The frigates *Warren* (32 18- and 12-pounders), *Monmouth* (24 guns) and *Vengeance* (24 guns); the sloops *Putnam* (22 guns),

Sally (22 guns), *Hector* (20 guns), *Black Prince* (18 guns), *Sky Rocket* (16 guns) and *Providence* (14 guns); the brigs *Active* (16 guns), *Defence* (16 guns), *Hazard* (16 guns), *Diligence* (14 guns) and *Tyrannicide* (14 guns); the armed schooner *Spring Bird* (12 guns) and 24 transports and stores ships.

Also captured were the brig *Nancy* (16 guns), privateer, by the *Greyhound* and the brig *Rover* (10 guns), privateer, by the *Galatea*, en route to Penobscot.—C.H.L.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Lauzon

The *Lauzon* returned to Halifax on December 14, after completing a one-week new-entry training cruise to Boston, Massachusetts.

This was the fourth of a series of new-entry trips since the completion of the summer UNTD training cruises.

In October, the ship had the privilege of transporting Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, from Halifax to Bay of Islands, Newfoundland, where he boarded the *Labrador* for the return trip to Halifax. During his short stay in the *Lauzon*, he spoke to the ship's company on the importance of the Newfoundland Patrol.

From Bay of Islands, the ship proceeded to her search and rescue station for return Royal Flight of Her Majesty the Queen and His Royal Highness, the Duke of Edinburgh.

Since re-commissioning at Lauzon, Quebec, in December 1953, the *Lauzon* has visited Norfolk, Bermuda, Charlotte Amalie, St. Vincent, Bridgetown, Willemstad, Devonport, Piræus, Istanbul, Palma, Mallorca, Algiers, Trondheim, Greenock, Saint John, Sydney, Boston, Digby, Portland, Greenwich, Pentland Firth, Antwerp, Plymouth, Milford Haven, Arachon, Lauzon, Savannah,



Two sailors from the destroyer escort *Nootka*, AB Ronald Cloutier and PO Alexander Muise, do some Christmas shopping in Kiel, Germany, during the Baltic cruise.

Guard, Band Draw Royal Admiration

The appearance of the RCN guard and band at New York ceremonies has brought an appreciative message from Her Majesty Queen Elizabeth and His Royal Highness the Prince Philip by way of the Canadian ambassador to the United States of America, Norman A. Robertson.

In a letter to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, Ambassador Robertson said:

"I have been commanded by Her Majesty Queen Elizabeth II to express to you her admiration and that of His Royal Highness the Prince Philip for the Royal Canadian Navy guard and band which were present at the Commonwealth Ball in New York, arranged in connection with her state visit to the United States. Her Majesty was particularly impressed by their bearing and music and has asked that I inform you accordingly."



Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax, presents a \$3,000 cheque for community chest appeal to A. John Ellis, general campaign chairman of the United Appeal at a brief ceremony at Stadacona as H. P. Connor, president of the Halifax-Dartmouth Community Chest, looks on. The contribution was made from donations by officers and men of Stadacona. (HS-50603)

Leith, Rothesay, Amsterdam and Portsmouth.

She has participated in several Junior Officers' Technical Leadership Courses and TAS training exercises. The *Lauzon* has covered more than 100,000 miles in visiting her various ports of call.—D.C.B.

PACIFIC COMMAND

HMCS Ontario

A good glimpse into the life of an RCN warship can be had through the figures on 365 days of operations in HMCS *Ontario*.

In a report from the training cruiser, it was shown that during a one-year period she had steamed 34,462 miles in 142 days at sea. Ten frigates or destroyers were fuelled at sea in trans-Pacific crossings and in addition on 48 other occasions ships were alongside underway.

There were 349 men drafted into the ship and 381 out. In gunnery, 1,119 rounds of six-inch were fired and 429 rounds of four-inch.

In the entertainment field, just about 20,000 persons, mostly Asiatics, visited on board; 2,110 ladies and gentlemen were entertained at receptions on the quarter deck, and the commanding officer held official luncheons for 142 official guests.

In education, 213 men passed BETs, 18 passed CIETs, 16 passed CHETs and 94 men and cadets qualified ABCD "A".

NAVAL DIVISIONS

HMCS Malahat

New entries, some of whom have been in the naval reserve for only a few months, made up the smartly precise guard for Rear-Admiral H. S. Rayner, on Monday, December 2, on the occasion of his first visit to the Victoria naval division since assuming his duties as Flag Officer Pacific Coast.

At evening quarters, Rear-Admiral Rayner complimented the guard on its smartness and the officers and ship's company on the general appearance of the establishment. He pointed out that being in the downtown waterfront area, *Malahat*, by her well-kept appearance, was a good advertisement for the Navy.

Four new entries from *Malahat*, Ordinary Seamen J. M. Lowe, D. H. Greene, F. A. Grivel, and R. Pedersen, received bos'ns' calls at the Great Lakes Training Centre. These are awarded the seaman in each class judged to be outstanding in conduct, appearance, bearing, and all-round efficiency.

Engineer Hitches Ride in Labrador

The timely presence of HMCS *Labrador* in the area saved an engineer engaged in work for the Department of Transport from the prospect of an unduly long stay in the Arctic.

During the past summer John Craig, of Russel-Hipwell Engines Limited, installed diesel electric plants at the meteorological station at Clyde River on the north coast of Baffin Island (70° 27' N, 68° 33' W).

Before he could complete his work, the Department of Transport vessels had completed their duties in the Far North and headed home. An appeal was made for passage in the *Labrador* and this was granted.

Now, A. de Niverville, director general of air services for the DoT, has written to the Naval Secretary:

"The fulfilment of our request by the icebreaker HMCS *Labrador* was indeed very helpful and it would be appreciated if you would extend my thanks to the appropriate officials of the Royal Canadian Navy for their assistance and co-operation."

In the annual competition last year among the 22 naval divisions, *Malahat* was designated as the runner-up to *Chippawa*, the Winnipeg naval division, which won the Efficiency Trophy.

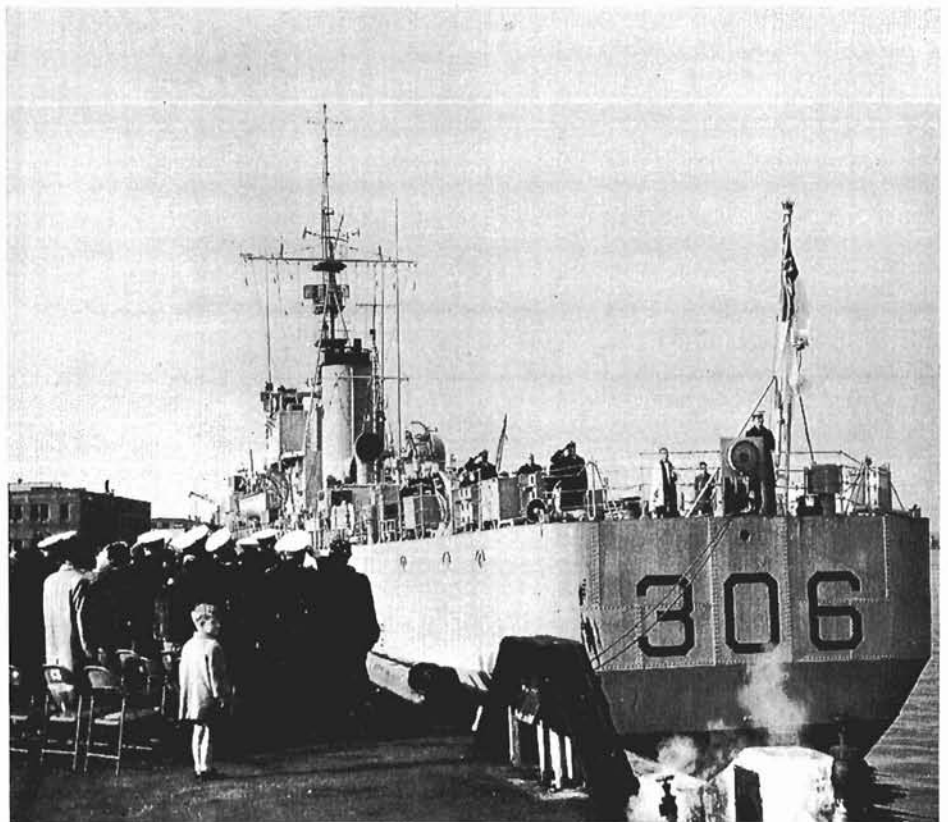
HMCS Tecumseh

The guest of honour at the annual Chief and Petty Officers' Mess dinner-dance, on November 29, was ex-CPO W. Mitchell, who originated the first chief and POS' mess in the old *Tecumseh*, on 7th Avenue West, Calgary, and also chose the site where *Tecumseh* is now situated.

The event was under the direction of CPO W. Hibbert, mess president. Among the invited guests were the commanding officer, A/Cdr. K. G. Whynot, the executive officer and staff officers of the RCN(R). The RCN was represented by the area recruiting officer, the staff officer, supply officer, officer in charge of the reserve air squadron and their wives. Two representatives from HMCS *Nonsuch*, Edmonton, also attended.

Grace was said by Padre W. J. Collett, and the toast to Her Majesty the Queen was proposed by Vice-President R. Hutchings. A speech of welcome was then given by the president, followed by a presentation to PO W. Stunzi, for his long service as Mess Secretary and Treasurer.

The latter part of the evening was spent in dancing.—W.H.



The White Ensign is hoisted in HMCS Swansea at the Naval Dockyard in Halifax November 14. The veteran frigate, modernized at Lauzon, Que., has joined the Seventh Canadian Escort Squadron. (HS-50608)

NEW HEADQUARTERS FOR PREVOST

Minister Opens Building on Banks of Thames River

FIRMLY ANCHORED on dry land overlooking the Thames River, London, Ontario, a new reinforced concrete and masonry building was officially opened November 23 by the Honourable George R. Pearkes, VC, Minister of National Defence, as the modern quarters for London's naval division, HMCS *Prevost*.

Accompanying the minister for the opening ceremonies were Commodore Antony H. G. Storrs, Assistant Chief of Naval Staff (Air and Warfare), who represented the Chief of the Naval Staff, and Rear-Admiral K. F. Adams, Flag Officer Naval Divisions.

The opening ceremony and dedication of the new building were done in traditional naval style. Formed up outside the building was a guard of UNTD cadets from the University of Western Ontario and the band from HMCS *Hunter*, Windsor naval division. The arrival of the Minister of National Defence and official party at 2 p.m. was heralded by a bugle call, and after inspecting the guard, the Minister cut a ribbon officially marking the opening of the establishment.

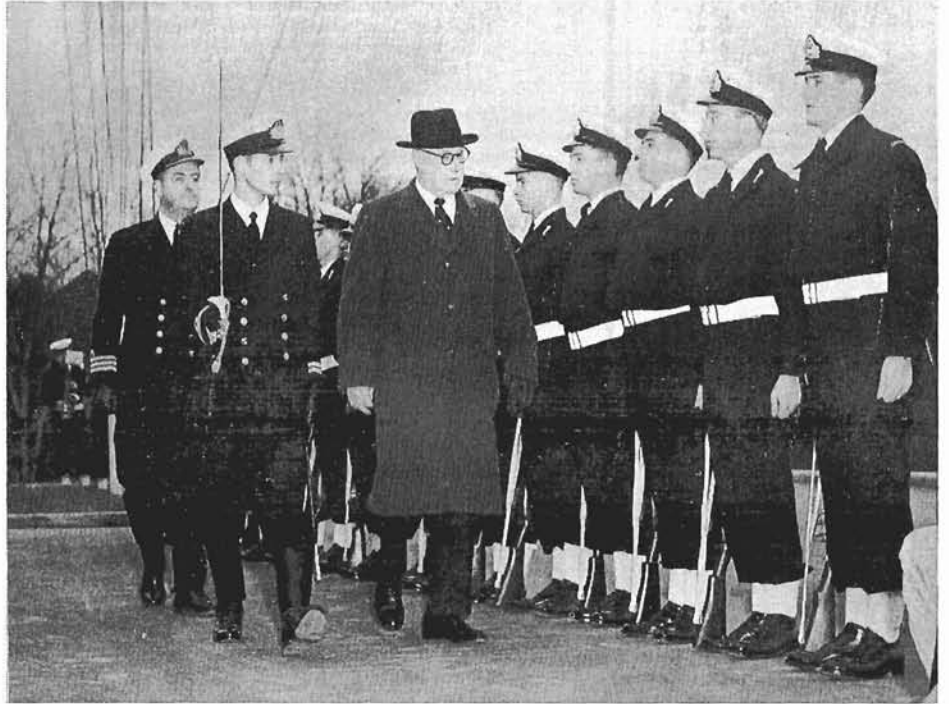
Further ceremony then took place inside on the spacious drill deck, where the guard and band took station along with the divisional ship's company and invited guests and spectators.

On the dais were Mr. Pearkes, Commodore Storrs, Mayor Ray Dennis (then mayor of London) and Rev. R. H. McColl, Protestant chaplain. Cdr. E. G. Gilbride, *Prevost's* commanding officer, introduced the speakers.

Following the dedication of the new building by Chaplain McColl, the minister gave the principal address. He was followed by Commodore Storrs and Mayor Dennis.

The ceremony on the drill deck was followed by a tour of the establishment and a reception in the wardroom. The other messes in *Prevost* also held open house to relatives and visitors.

As a climax to the day's activities, a naval ball was held that evening in the division with over 700 guests attending.



UNTD cadets from the University of Western Ontario formed the guard which greeted Hon. G. R. Pearkes, Minister of National Defence, when he arrived at HMCS *Prevost* to officially open the new quarters for the London naval division. The minister inspects the guard, accompanied by the officer of the guard and Commander E. G. Gilbride, *Prevost's* commanding officer. (COND-4618)

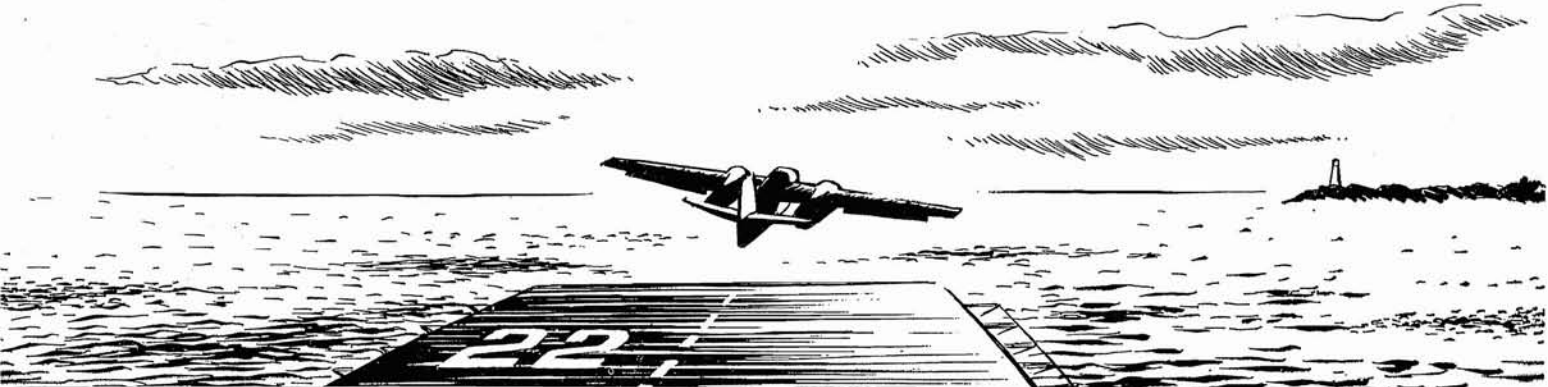
One of the most modern naval reserve establishments in Canada—and "sister ship" in design to HMCS *Queen* in Regina—the new *Prevost* has much to offer the reserve sailors from the London area in contrast with their former quarters in an old building in the centre of the city.

The two-storey building is 244 feet long and 152 feet wide. Inside, the drill deck, overlooked by a balcony running on all four sides, measures 131 feet by 70 feet. There are 15 class rooms and the training spaces include a gun battery, rifle range, communications centre, ordnance workshop, engineering workshop, radar room, surface plotting room and torpedo anti-submarine room, each containing associated equipment. There is a well-equipped sick bay and storerooms.

Along with the operational spaces there are amenities for officers and men. They include the officers' wardroom, wrens' mess, chief and petty officers' mess and seamen's mess, all attractively decorated through the personal efforts of the members.

As well as being home to the RCN(R) and UNTD, *Prevost* provides quarters and training facilities for the Royal Canadian Sea Cadet Corps *Courageous*, in London, in keeping with the divisions long traditions of close association with the sea cadets.

The executive officer of *Prevost* is Lt. R. J. Ball, probably one of the youngest first lieutenants of a naval division in Canada. Supervising the day-to-day administration of the establishment are Lt. R. J. Paul, Lt. (S) A. P. Stewart and a small staff of permanent force men and civilians.



THE NAVY PLAYS

Sailing Group Names Officers

The new executive of the Ottawa Squadron of the Royal Canadian Navy Sailing Association was elected recently for the 1958 season.

Superintendent K. W. N. Hall, RCMP, was elected commodore; Lt.-Cdr. T. E. Appleton, RCN(R), is the vice-commodore, and Cdr. S. W. Howell has been named rear-commodore.

Other squadron officers are Lt.-Cdr. W. A. Manfield, fleet captain Lt.-Cdr. J. E. Wolfenden, assistant fleet captain; Lt.-Cdr. (L) W. D. Hutchinson, secretary, and Lt. (S) M. C. MacKay, treasurer.

Trophy Winner In First Tourney

A comparative newcomer to the Royal Canadian Navy Golf Association (West Coast), Ldg. Sea. Boyd Brooks, captured the Corby-Wiser Golf Trophy with a low net score of 200 in the 54-hole competition. It was the first Navy tournament he had ever entered.

In the same tourney, Ldg. Sea. Don Sweeney, with a low gross of 255, took the Ontario Trophy. It was the second time the Ontario Trophy had been up for competition and the second time an Ontario crew member won it.

Admiral's Rink Wins Turkey Bonspiel

Rear-Admiral H. N. Lay defeated Cd. Stores Officer Reg Skinner and Gordon M. Luther defeated Lt. (MAD) "Vic" Skinner in the finals of the RCN Curling Club (Ottawa) turkey bonspiel. Both were close, hard fought games with final scores of 9-8. Three points were scored by each victor in the last end.

The large number of entries required four play-offs with four rinks fighting for the two winning positions on the final day. Grade A 11-pound turkeys were awarded to each member of the winning rinks and 50 cigarettes to each of the runners-up.

Canadian Coaches SACLANT Team

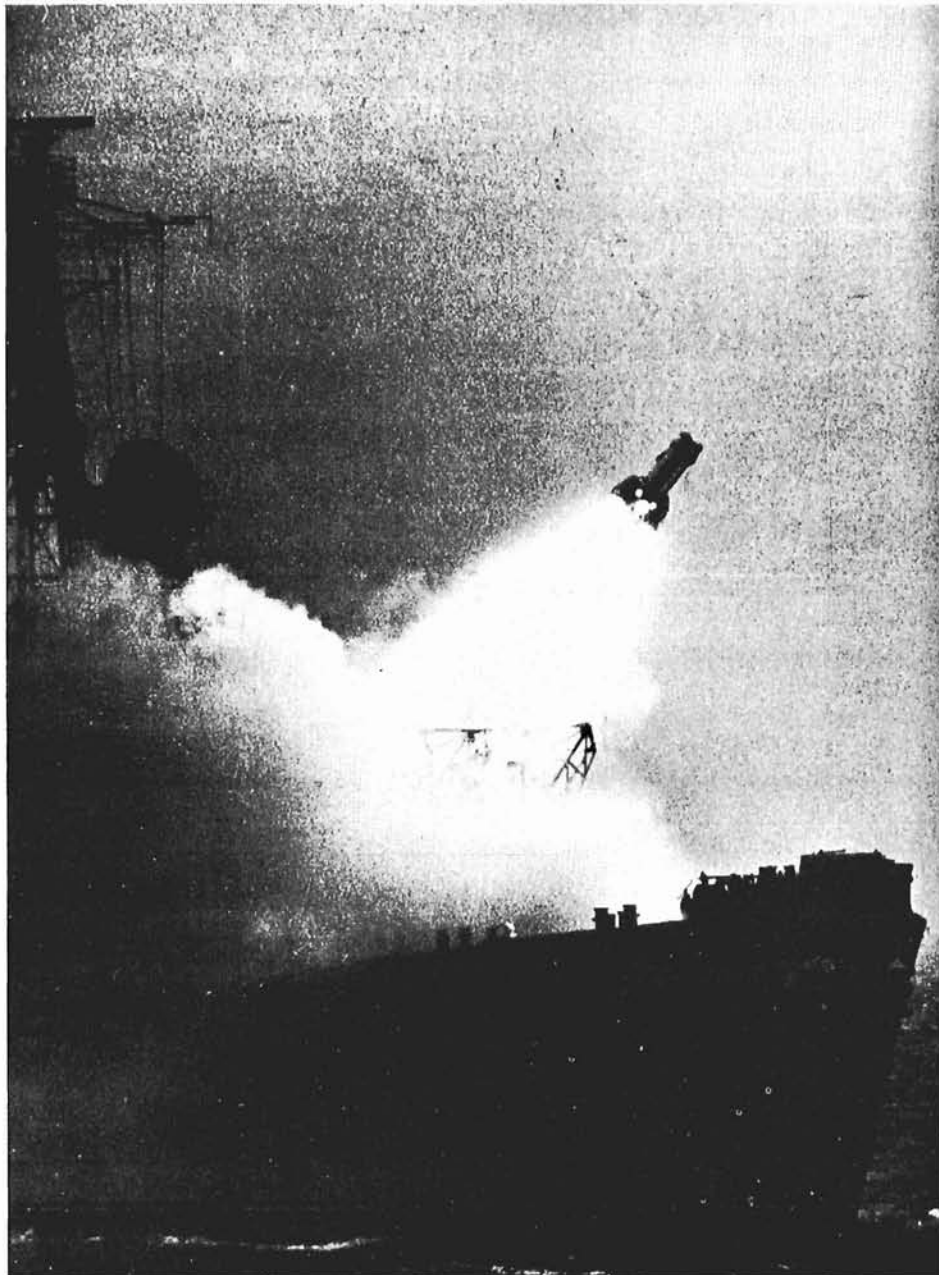
A Canadian-coached juvenile team from the SACLANT base at Norfolk, Virginia, had an undefeated season in

the Norfolk Community Football League and walked away with the city championship in the minor division of the Midget League.

The team has been coached for the past two seasons by Cdr. E. J. Semmens, of SACLANT's communication

division. A fine team effort in 1956 was crowned by the 1957 title.

The league plays six-man American football and the players are in the 10-13 age group with a limit of 110 pounds. Cdr. Semmens' son Ted was one of the star ends of the team.



The Royal Navy's ship-to-air guided missile, Sea Slug, is shown taking off from the launcher on board the trials cruise HMS Girdle Ness. It is designed to engage enemy bombers which break through the fighter cover of the fleet. (Admiralty Photo.)

THE STORY OF THE MALTA SUBMARINES

Tiny Undersea Force Slashed at Axis Supply Line

IN THE VAST panorama presented by historians of the Second World War, there are certain scenes whose brilliance and quality not only project them above the rest but assure them of a place in history long after others have faded.

For the most part these scenes portray valiant struggles against great odds, by men whose deeds vividly remind us that there is no real limit to human courage and endurance. Although inevitably they involve death and destruction, they possess a purity, and capacity to inspire, that can only be bought with the highest endeavour and sacrifice.

Setting for such a scene was the central Mediterranean, between January 1941 and May 1942.

In North Africa, the Allied and Axis armies were trading punches, with neither able to force a decision. It was evident that more muscles—in the form of men, weapons, material and fuel—would be needed for either to score a knockout.

The main Axis supply line was from Italy to Tripoli. Somehow, despite the Axis' control of the central Mediterranean, this artery had to be bled. The task fell mainly upon a handful of British submarines, based on beleaguered Malta.

The story of how these submarines accomplished their mission, despite enormous difficulties and handicaps, is well told in "Periscope Patrol", by John Frayn Turner. That they were successful is attested to by the statistics—75 enemy vessels, totalling nearly 400,000 tons, sunk by 15 submarines in 16 months.

But those figures tell only a part of the story, for not only did the Malta submarines have to operate in waters whose surface, and the air above, were dominated by the enemy, but the base to which they returned, ostensibly to refuel, repair and rest, was taking the worst bombardment the world had known up to that time.

The Malta submarine force had more than its quota of heroes. Conspicuous among these was Lt.-Cdr. David Wanklyn, VC, DSO, whose *Upholder* was tragically lost on his 25th patrol — a patrol that was to have been his last before returning to the United Kingdom. Wanklyn was a brilliant submarine commander and inspiring leader

whose example extended far beyond his own ship's company.

Commanding the Malta submarines was an officer who was to become well-known to many Canadians. He was Commodore G. W. G. (Shrimp) Simpson, who later, as Commodore Londonderry, turned his knowledge of submarine warfare to the anti-submarine offensive.

BOOKS for the SAILOR

Like any other tale of achievement by "our side", "Periscope Patrol" gives cause for mental applause.

Then, with the realization of what an apparently insignificant force of submarines could do, and still can do, there comes more sober reflection.—R.C.H.

PERISCOPE PATROL, by John Frayn Turner, published in Canada by Clarke, Irwin and Company Limited, Toronto; 218 pages, illustrated; price \$3.15.

THE STORY OF SHIPS IN PICTURES

"A PICTURE History of Ships" is the last in the Hulton picture stories covering the history of transport. Other volumes have featured road, rail and the air. The history of ships has been compiled by C. Hamilton Ellis.

The book measures 11 by 8 inches, has 406 illustrations in black and white covering the development of commercial liners, warships and other craft. It also includes drawings and photos of famous sailors of the world including Magellan, Nelson, Cunard, Farragut, Von Spee and Jellicoe.

The author reaches as far back as Noah's Ark to begin his story and then follows with all manner of vessels—whaling ships, sailing ships, submarines, dreadnoughts, ironclads, ocean-liners, channel steamers, Norse ships and ending with the nuclear-powered *Nautilus*. There is an excellent index and it is easy to locate illustrations of particular ships and events. It appears the book

would be a useful reference book for the reader wishing quick and easy identification of ships prominent in the history of the sea.

The book has a good selection of ships from ancient times to the First World War but seems a little weak on ships now sailing the seas. For instance, the new liner *SS United States* shares a single small photo with a staysail schooner. There is no photo of the new USN aircraft carrier *Forrestal*. However, there is a good deal of history to cover in the book and it appears "something had to give".

There should be some mention made of particular illustrations in the book. The earliest photo the reviewer found was one of the sailing vessels *HMS Galatea* and *HMS Racoon*, dressed over-all, firing a Royal Salute in Simon's Bay in 1867. There is an outstanding photo of the German battleship *Goeben*, probably made through a porthole of an accompanying ship. There is another of a Sopwith plane with skid undercarriage taking off from a railed runway in *HMS Furious* about 1918.

Included in the book is one of the truly remarkable news pictures of the century showing the German cruiser *Blucher* capsized in 1915 with her side covered with men scrambling to jump into the sea. This photo was first published in the London *Daily Mail* and could well have been enlarged to a full page in the book rather than the five-by-three-inch size used.

The author has employed black and white reproductions of paintings to illustrate many of the great sea actions of the Second World War such as the sinkings of the *Bismarck* and *Scharnhorst*, Dunkirk and the capture of the prison ship *Altmark*. There are only a few illustrations, paintings or photographs, of anti-submarine battles.

The author has written a lucid and interesting foreword which runs about 12 pages and the captions used in his photos and illustrations are informative and appropriate. They are light when a light touch is required, and they are brief and to the point when the illustration speaks for itself.—A.J.P.

A PICTURE HISTORY OF SHIPS, by C. Hamilton Ellis, published by Hulton Press and distributed in Canada by Clarke, Irwin and Co., Ltd., Toronto. Over 400 illustrations. \$6.75.

LOWER DECK PROMOTIONS

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

ABBOTT, Harry D.P1ED4
ALEKNA, Gerald R.LSEM1
ALLEN, William R.LSCD1
ARTHUR, Clifford W.LSEM1

BARRIE, Robert N.LSAC2
BATCHELOR, Bartley T.LSRA3
BECHARD, Robert B.LSEA2
BERGERON, Claude J.LSQM1
BLAKE, Robin W.LSRA3
BODLEY, Charles L.LSRP1
BOLDUC, Jacques J.LSQM1
BOUCHARD, Arthur L.LSAR2
BOYCE, Kenneth G.P1RA4
BROOKS, Robert E.LSAA1
BROWN, BruceP2AR2
BULLEY, William C.LSCS2
BURFORD, Alfred R.P2EA3
BURGESS, Garfield H.P2EG3

CAISSIE, Edouard H.LSPR2
CARTWRIGHT, William L.LSRC1
CARVER, Robert J.LSEF3
CHAMBERS, Bernard W.LSAO1
CHILIBECK, William B.LSMA1
CLARKE, Herbert S.LSAO1
CLIFFORD, Roy A.LSAF2
COE, Alvin E.C1PT4
COLLINS, Robert D.LSAA1
CORRIGAN, Arthur G.P2AF3
COTTRELL, Charles D.LSEA2
COVLICK, John P.LSSW1
COX, William J.P2AC3
CROSS, Edward C.LSSW1

DANCE, George P.P2EA3
DOUGLAS, John S.LSEM1
DUBE, William J.LSAC2
DUBUC, Maurice T.LSRA3

ENGLISH, Kenneth T.P2AF2

FEELEY, Malcom R.P1CS3
FORBES, Cyril W.LSEM1
FORWARD, Michael B.C2ET4
FULLER, Grenville C.LSAW1

GAGNON, Phillippe T.LSAF1
GIROUX, Roger J.LSAA1
GOURDEAU, Claude J.LSEM1
GRANT, JamesLSRT2
GRAY, Norman S.LSEG3
GREENBURY, Ronald B.P2OM2
GRUBEL, Herbert W.LSAA1
GWILLIM, Lawrence A.LSCK1

HAGERTY, Bernard L.P2EM2
HALLIDAY, Richard G.LSVS1
HARDING, Stanley L.LSAM2
HARDY, Patrick W.LSAM2
HARVEY, Edward W.LSSE1
HEEREBOUT, Robert E.P2RS3
HUFF, Elizabeth M.WLWP1
HIREEN, Bernard R.LSEM1
HOWLES, BarryP2TD2
HUGHES, Kenneth E.P2RS3

IRVINE, Donald T.LSAA1

JACKSON, Harold N.LSCV2
JACOBSON, James R.LSTD1
JOHNSON, Ivan T.LSEA3
JOYCEY, Gordon R.P2AF2

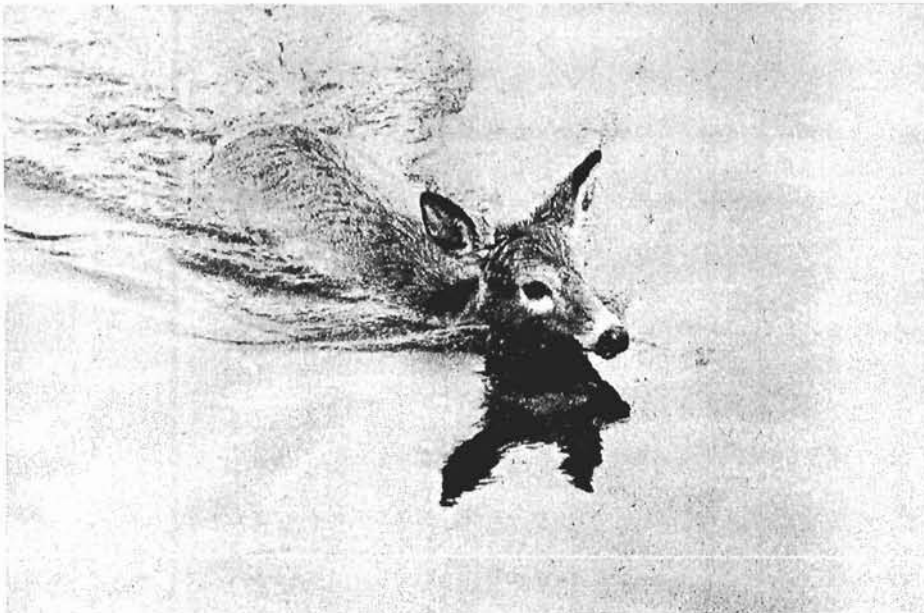
KAVANAGH, PatrickLSAA1

KEELER, Anthony P.P1RA4
KELLY, Ted G.LSRP1
KIRBY, Joseph J.C2RT4
KOCH, George H.P2EA3
KUNKEL, Ralph A.LSCS2
KUSHNER, Robert H.LSTD1

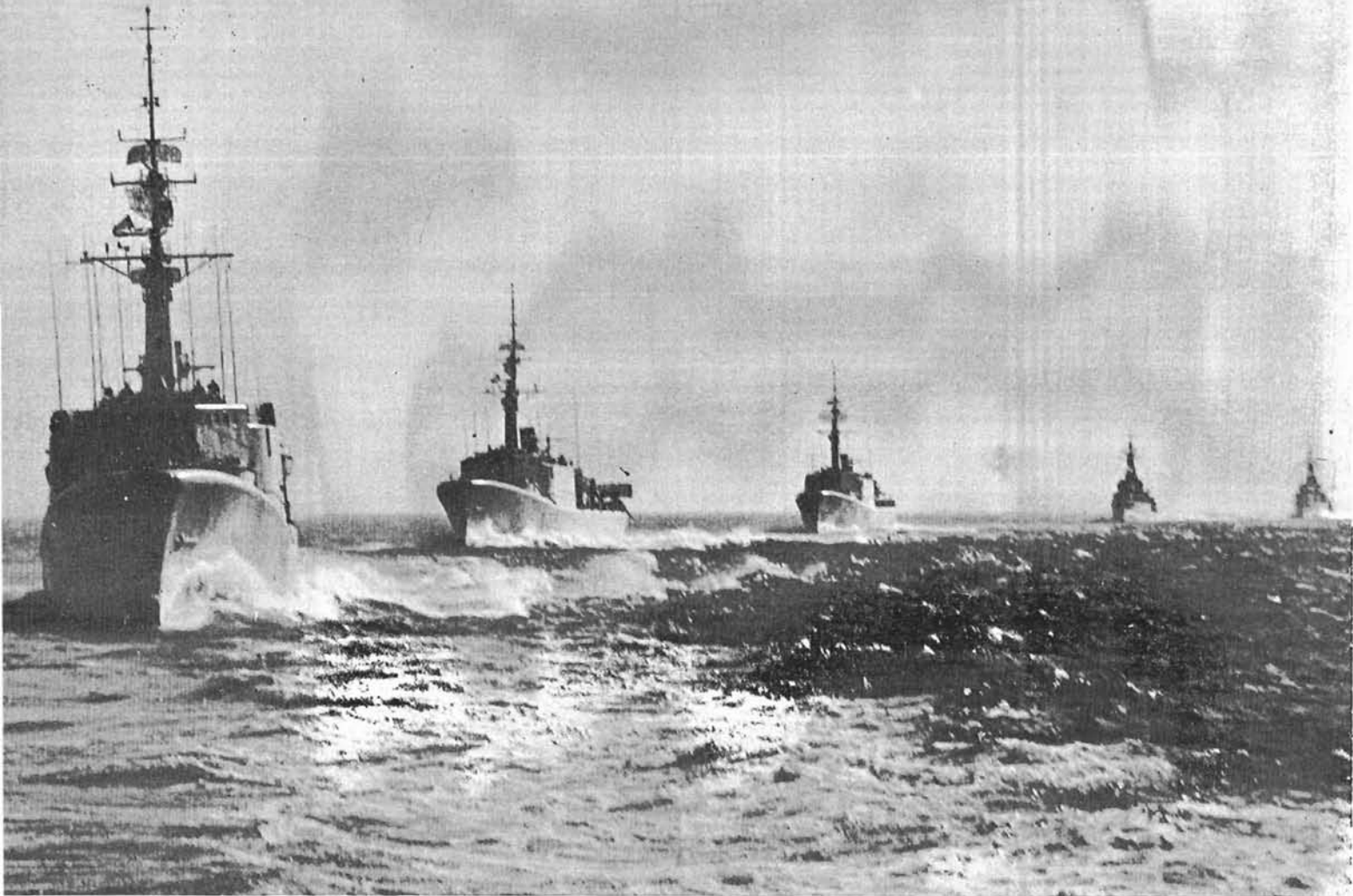
LALANDE, Jean J.LSRP1
LaROSE, Edward F.P2AO2
LASCELLE, James E.LSQM1
LAWTON, RobertLSAF1
LECLERC, Gaston J.LSSW2
LENNER, Leo H.LSVS1
LITCHFIELD, James W.LSQR1
LOVEKIN, Trevor F.C1Q14
LUCAS, Thomas A.LSRA2
LYNN, Gordon P.LSRT2

MacDONALD, Earl L.LSAF2
MacDONALD, Murray H.P2OM3
MacDONALD, Stephen W.P2RS3
MacRAE, George D.LSCS2
McCAULEY, JamesP2RS3
McKAY, Richard W.LSRP1
McKENNA, Eugene N.LSAF2
McPHEE, Daniel J.LSQM1
MANDY, Gerald B.LSAM2
MARGETTS, Victor J.LSRA2
MARSHALL, Alexander D.LSEM1
MARTIN, Robert A.LSAM2
MARTIN, Walter C.LSEF3
MATTON, Marcel H.P2RD3
MELANSON, Joseph-Vital W.LSAR2
MENARD, Lionel J.P2AR3
MOONEY, Jack P.C1RI4
MURPHY, Patrick J.P2AC2
MUSGRAVE, David W.LSAF2
MUSTARD, Robert G.P2AF2

PALY, William C.C2CS4



Naval personnel from Patriot and Star combined with Hamilton's Marine Police Patrol to rescue a panic stricken deer from the frigid waters of Hamilton harbour. The deer was seen swimming frantically off the jetty in front of Star. A line was passed around the exhausted animal and, with the arrival of the Marine Police rescue boat, the deer was brought struggling into the boat. The animal was taken by the harbour police to La Salle Park where it was released. In the large picture the deer is shown swimming off the jetty in front of Star and, in the other, the deer lies on the deck of the Marine Police Patrol rescue craft. Attending it is Patrolman Roy Shaw who assisted in the rescue. (COND-4625-4626)



United Kingdom bound after autumn NATO exercises in north European waters are, successively, HMC Ships Saguenay, Ottawa and Assiniboine, and the Tribals Nootka and Iroquois. The photo was taken from the senior ship, the St. Laurent. (SL-340)

PARADIS, Otis J.LSAR2
 PARKER, Donald L.LSAR2
 PENNY, Andrew F.LSAC2
 PORTER, Edgar J.LSEM1
 PRESTON, Victor L.P2RS3
 PRESTON, Margaret A.WLCO2

 REJAN, Charles M.P2RS3
 RICHARDSON, Henry J.P2EG3
 RICHARDSON, William J.LSSW1
 RIMBAULT, Sidney V.LSQM1
 RING, Gordon R.PIEM4
 RIOUX, ErnestPIRT4
 ROBERT, Paul E.P2AW2
 RODWAY, Tanner E.LSAA1
 ROY, Delphis J.P1RA4

 SANDULIAK, MauriceLSRA3
 SARKANY, FrankP2AF2
 SIEMENS, Raymond D.LSEA2
 SPENCE, Ross R.PIEM4

TAYLOR, James E.LSAF2
 TAYLOR-MUNRO, Heath A.LSAM2

TETLOCK, Donald B.C2EA4
 THOMAS, Willis G.LSAR1
 THOMSON, DavidPIEM3
 TODD, Merrill E.LSRP1
 TRUDEAU, Arthur J.LSAC2
 TRUDEL, Rene A.PIEM4
 TURNER, John E.LSRA2
 TURNER, Maurice W.LSAW2

VANDERBERG, Allan R.P1AC3
 VERRIER, Ernest J.LSQM1
 VEYSEY, James F.LSAF2
 VOGEL, James W.LSRA3

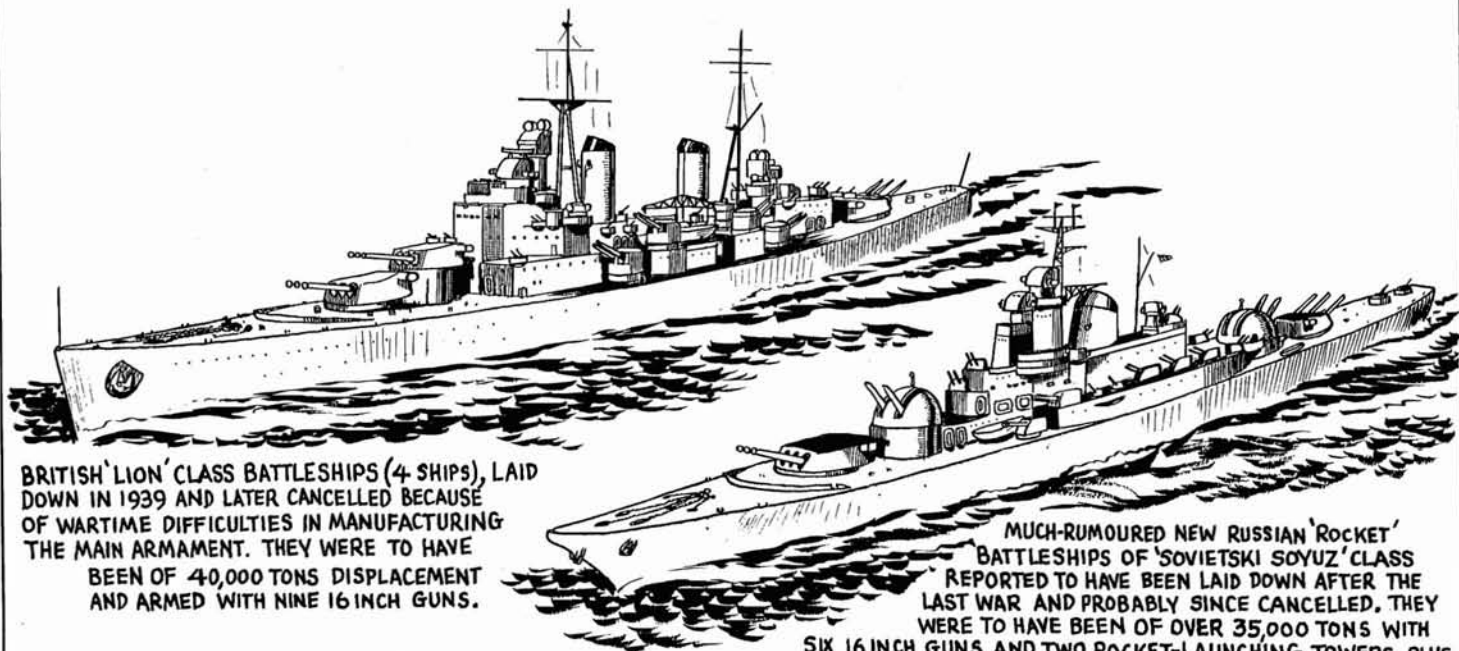
WEST, John E.LSTD2

WHARTON, Frederick R.LSEA2
 WILCOX, Earl R.PIEM4
 WILSON, Rodmond C.LSEM1
 WRIGHT, William S.P2CS3
 WULOWKA, Olie E.LSCR1



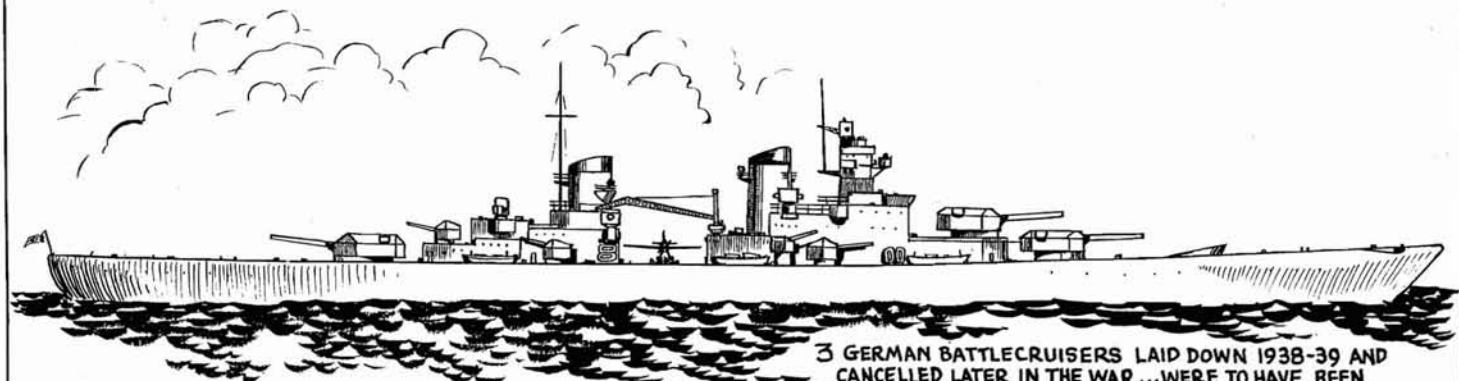
Naval Lore Corner

Number 54
CANCELLED CAPITAL SHIPS

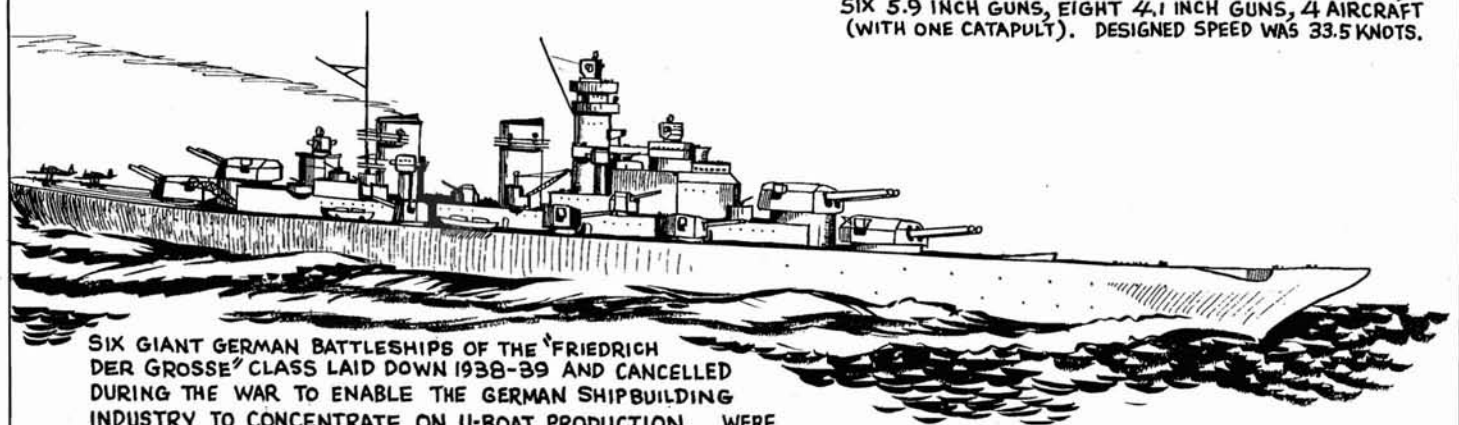


BRITISH 'LION' CLASS BATTLESHIPS (4 SHIPS), LAID DOWN IN 1939 AND LATER CANCELLED BECAUSE OF WARTIME DIFFICULTIES IN MANUFACTURING THE MAIN ARMAMENT. THEY WERE TO HAVE BEEN OF 40,000 TONS DISPLACEMENT AND ARMED WITH NINE 16 INCH GUNS.

MUCH-RUMOURED NEW RUSSIAN 'ROCKET' BATTLESHIPS OF 'SOVIETSKI SOYUZ' CLASS REPORTED TO HAVE BEEN LAID DOWN AFTER THE LAST WAR AND PROBABLY SINCE CANCELLED. THEY WERE TO HAVE BEEN OF OVER 35,000 TONS WITH SIX 16 INCH GUNS AND TWO ROCKET-LAUNCHING TOWERS PLUS TWELVE SUBMERGED TORPEDO TUBES IN THE BOWS!



3 GERMAN BATTLECRUISERS LAID DOWN 1938-39 AND CANCELLED LATER IN THE WAR... WERE TO HAVE BEEN OF 38,000 TONS AND ARMED WITH SIX 15 INCH GUNS, SIX 5.9 INCH GUNS, EIGHT 4.1 INCH GUNS, 4 AIRCRAFT (WITH ONE CATAPULT). DESIGNED SPEED WAS 33.5 KNOTS.



SIX GIANT GERMAN BATTLESHIPS OF THE 'FRIEDRICH DER GROSSE' CLASS LAID DOWN 1938-39 AND CANCELLED DURING THE WAR TO ENABLE THE GERMAN SHIPBUILDING INDUSTRY TO CONCENTRATE ON U-BOAT PRODUCTION. WERE TO HAVE BEEN 56,200 TONS (68,000 FULL LOAD) WITH A SPEED OF 29 KNOTS. ARMAMENT WAS TO HAVE BEEN EIGHT 16 INCH GUNS, TWELVE 5.9 INCH GUNS, SIXTEEN 4.1 INCH GUNS AND SIX TORPEDO TUBES (PLUS SIX AIRCRAFT AND TWO CATAPULTS).

Edmond Cloutier

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