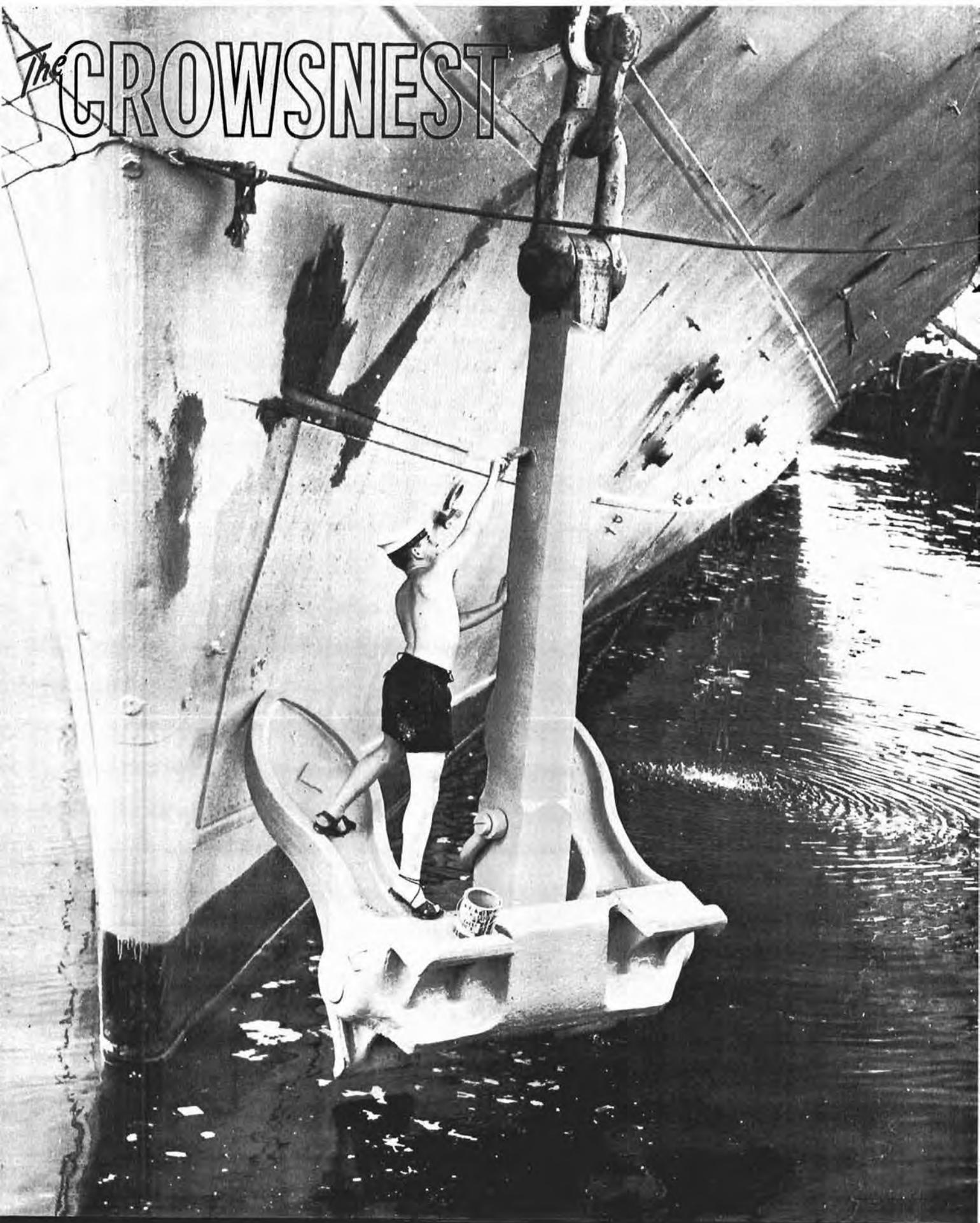
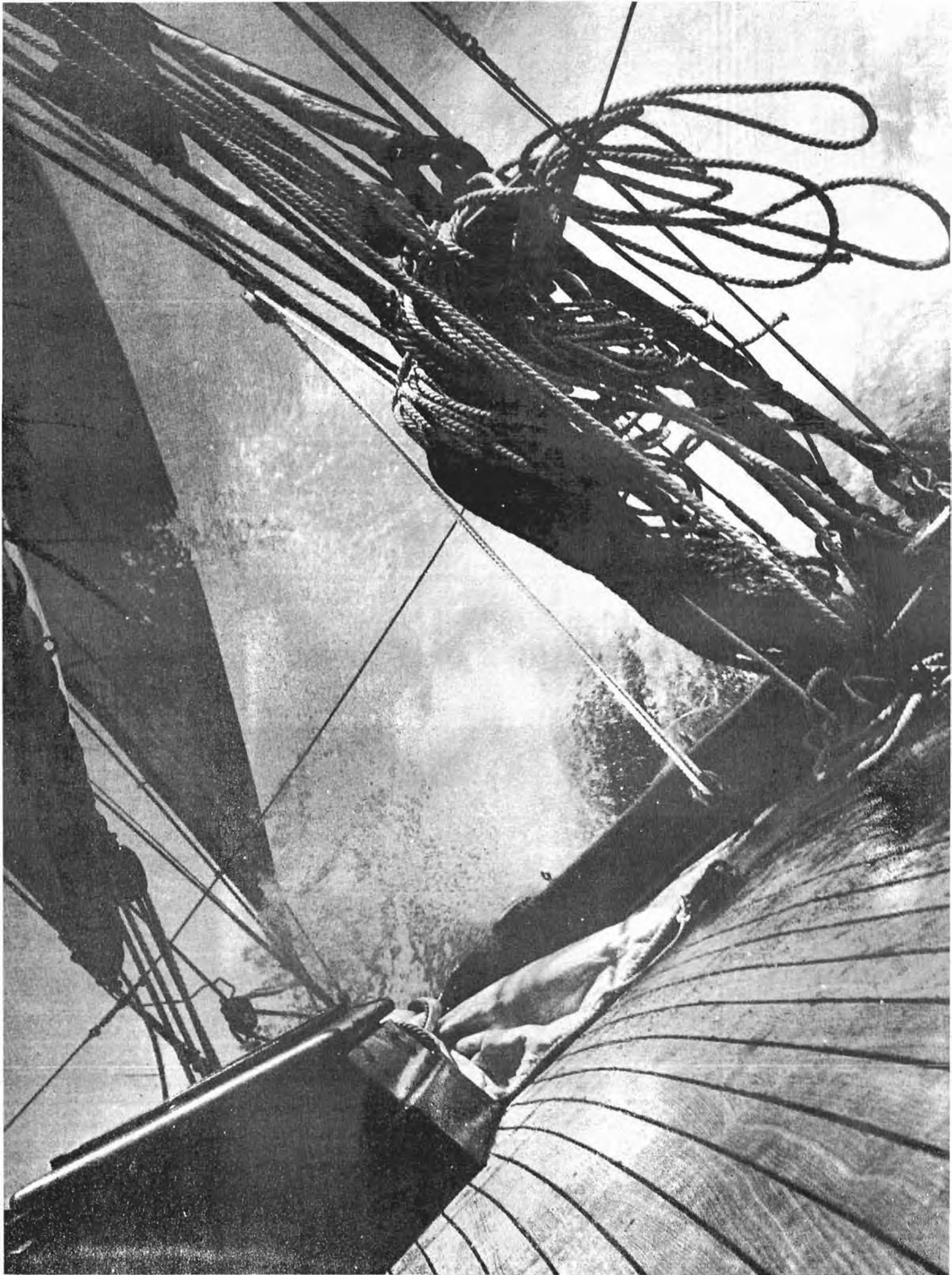


The CROWSNEST





The CROWSNEST

Vol. 8 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1956

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The Cover—This time of the year must never be allowed to pass (it says here) without drawing attention to the spring-cleaning season. And what better spot could one pick for carrying out these duties than in the shade of the flare of "Maggie's" bow in a West Indies port? AB Donald Buchanan, of Windsor, Ont., spruces up the port anchor. (MAG-7022)

LADY OF THE MONTH

"Which is up?"

This question — hardly redolent of the poetry of the sea — is one that springs immediately to mind, although the picture on the opposite page is certainly not an "abstraction". It is, in fact, a picture of HMCS *Oriole*, training yacht for *Venture* cadets, on the port tack and throwing a welter of foam and spray to starboard.

The photograph was taken on board the *Oriole* by James A. McVie, APSA, of Victoria, whose work, also depicting the *Oriole*, in gentler mood, appeared on the June 1955 cover of "The Crownsnest".

This latest photograph by Mr. McVie has been hung in 18 international photographic salons during the past nine months and was the Victoria Camera Club's "Print of the Year" for 1955.

Mr. McVie, a former Canadian Army captain, is employed with the audit staff of the Naval Supply Depot in HMC Dockyard, Esquimalt. His photographs have been displayed in many parts of the world and have won hundreds of awards.

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

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RCN NEWS REVIEW

Three official ships' badges of Second World War vintage. See story on page 13. (E-3556)

16 Ships Exercise In Caribbean

Five East Coast ships sailed from Halifax for the Caribbean toward the end of March to join 11 other surface units in the largest peacetime manoeuvres carried out by the Royal Canadian Navy outside Canadian waters.

They were the *Crusader*, with Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, embarked, the *Huron* and the 11th Escort Squadron, composed of the coastal escorts *Portage*, *Wallaceburg* and *Sault Ste. Marie*.

They joined the latter part of the fleet exercises out of St. Thomas in the Virgin Islands. The other 11 RCN ships in the Caribbean were the *Magnificent*, the *Quebec*, the destroyer escorts *Iroquois*, *Algonquin*, *Haida*, *Micmac*, *Crescent* and *Cayuga* and the frigates *Jonquiere*, *New Glasgow* and *Ste. Therese*.

Friendship and Training Mingled

Take one part hard training and one part good neighbourliness, mix well, and you have a member of the ship's company of the *Quebec*, as evidenced during the three-month Caribbean training cruise the *Quebec* began from Halifax January 24.

Daily training was provided for both junior officers and men. There were midshipmen (air) who, on completion of initial sea training in the *Quebec*,

will proceed to the United States in May for flying training. There were executive midshipmen who will receive subsequent training at the Royal Naval College, Greenwich, England. And there were men of the seamen and engineering and electrical branches who are being given basic and conversion training in their respective trades.

Good neighbourliness is provided by the ship's company for the residents of all the ports they visit. Wreath-laying, band music, ceremonies and entertainment for orphans highlighted the activities at some recent ports-of-call.

At Vera Cruz, Mexico, the orchestra, clowns and movies entertained 250 children at the Orphanage Hospicio Zamora. The appreciative children presented a white rose to each member of the entertainment troupe.

At the Mexican port, the commanding officer and a group of officers and

midshipmen visited the Mexican Naval Academy, which was built recently outside Vera Cruz. The Canadian officers were most impressed with the modern instructional facilities available, the precision and smartness of drill and the bearing of the naval cadets.

Highlight of this visit was the official call made on His Excellency Ruiz Cortines, president of the Republic of Mexico, by the commanding officer and two of his officers. They were flown to Mexico City at the invitation of the Canadian Ambassador, D. S. Cole, in an aircraft put at their disposal by the Mexican Navy.

While the Canadian naval officers were in the capital city, the Canadian ambassador and the captain laid a wreath at the Independence Monument. Present were units of the Mexican Navy and Marine Corps.

Queen Presents George Medal

Lieut. (P) Douglas A. Muncaster, 30, of Montreal, RCN helicopter pilot, received the George Medal from Queen Elizabeth on March 6, 1956, at Buckingham Palace in London, England.

Lieut. Muncaster was accompanied to the investiture by his wife, Patricia, and their daughter, Rosemary.

He received the award for risking his life in the March 1955 rescue of a fellow naval flyer, Sub-Lt. J. V. Searle of Woodstock, Ont., from a burning Sea

Angled Decks Cut Accidents

The introduction of the angled deck and the mirror deck landing aid in carriers of the Royal Navy has reduced the deck landing accident rate due to pilot error to less than one-fifth of the previous figure.

This information was given in the British House of Commons on February 23 by the parliamentary secretary to the Admiralty in reply to a question.

Fury aircraft only a few minutes before it exploded.

The George Medal was established in 1940 by the late King George VI for recognition of bravery and gallantry in saving life, not in the presence of the enemy.

Lieut Muncaster was appointed on an exchange basis to the Royal Navy anti-submarine helicopter squadron in July, 1955. The squadron is now based at Lee-on-the-Solent, Hants, England.

Cdr. Breen Young Dies in Esquimalt

Cdr. Breen Philip Young, MBE, CD, RCN, of Halifax, N.S., died at RCN Hospital, Esquimalt, on April 2, 1956. Cdr. Young leaves his wife, Mrs. Mary Lavinia Young, the former Mary L. Roast, of Halifax, and seven children, four girls and three boys. At the time of his death Cdr. Young held the ap-



About 100 RCN officers on duty in the United Kingdom serving in Niabe, attached to British naval establishments or standing by the *Bonaventure*, attended a "get together" dinner at the Dorchester Hotel on February 10 at which they were joint hosts to the First Sea Lord, Admiral Earl Mountbatten of Burma. Shown seated together at the dinner are Lord Mountbatten, Commodore J. V. Brock, Naval Member, Canadian Joint Staff, London, and Rear-Admiral L. W. Murray, RCN (Ret'd), wartime Commander-in-Chief, Canadian Northwest Atlantic, who is living in the U.K. (Photo courtesy of The Scotsman Publications Ltd.)

More About The 'Stonicky'

Some expanded information about the "stonicky", an instrument almost unknown in naval circles today, has come to light. (See "Man of the Month" article in the March *Crows-nest*.)

This has been produced by Lt.-Cdr. (SB) L. G. (Bill) Clayards, on the staff of the Director of Naval Intelligence, who had to search back through 35 years of naval memories for the details and at this late date he couldn't be sure whether it was spelled "stonicky" or "stoniky".

"This instrument is still in use on the Pacific Coast among salmon fishermen where, when a fish is boated and is trying to kick the bottom out of the boat, a stonicky or club is used to quieten him or her", said Lt.-Cdr. Clayards.

"This weapon, sometimes referred to as a 'priest', is made of rough material and built to the design, likes or dislikes of the owner. I have seen some made of old rope or iron and others made of wood.

"In the dim, distant past (1921) as an ordinary seaman aboard the *Aurora*, I had a seamanship instructor named 'Clubs' Reese. When, during classes, our interest waned, we were given a fast boot to wake us or we played a game called Priest of the Parish.

"Reese, invariably, was the priest whose main job was dispensing punishment to those caught napping in the game. To make a long story short, the game finished when some unfortunate matlow slipped up in his replies and was sentenced to so many strokes of the 'stonicky'.

"This instrument could take any shape or size and many times after a heavy lunch and not being very bright, I received my share of strokes across the hands with a stonicky. Usually it was made up like a bell rope and would play hob with your bare hand."

pointment of Officer-in-Charge, RCN Depot, Esquimalt.

Cdr. Young was born in West Petpeswick, Halifax County, N.S., on June 8, 1912. He joined the Royal Canadian Reserve in December 1934 on the lower deck as an able seaman.

He went on active service in September 1939 as a petty officer and was promoted to the rank of acting mate in March, 1940. His first appointment was to the minesweeper *Comox* as navigating officer, followed by service in the armed yacht *Vison* as the executive officer. His subsequent wartime service saw him in command of several ships, including the Bangor minesweeper *Lachine*, a sister ship, the *Brockville*, and the Algerine escort vessels *Portage* and *Border Cities*. While in the *Border Cities*, as a lieutenant-commander, he was the senior officer of Western Local Escort Group W2.

During this period, from August 25, 1944, to May 16, 1945, his group escorted 30 convoys totalling 1,500 ships of which none were lost through enemy action, hazards of the sea or for other reasons. His largest convoy was one of 143 ships.

At war's end he was on the staff of Captain (D) Halifax, as Senior Officer Minesweepers.

Cdr. Young transferred to the regular force in January, 1946, and since then had held a number of appointments both ashore and afloat.

Cdr. Young was awarded the MBE in June, 1945, for his wartime services. His citation read: "By his cheerfulness and whole hearted devotion to duty he has set an outstanding example to those with whom he served, in keeping with the best traditions of the service".

St. Laurent to Steam Up Potomac

The Royal Canadian Navy's new destroyer escort, the *St. Laurent*, was scheduled to pay an operational visit to Washington, D.C., from April 16 to April 18, following completion of evaluation trials out of Key West, Florida.

The *St. Laurent* was commissioned at Montreal last October 29 and completed her work-ups in the Bermuda area early this year, before sailing from Halifax for Key West and trials with the U.S. Navy.

Cdr. Garrett Again Cabot CO

Cdr. Harold Garrett, district administrator for the Department of Veterans' Affairs, has been re-appointed in command of *Cabot*. He succeeds Cdr. F. A. O'Dea as commanding officer of the *St. John's*, Nfld., naval division.

Donnacona, the Montreal naval division, also saw a change in command when Cdr. A. Ross Webster succeeded Cdr. Guy St. A. Mongenais.

PICTURE TOLD STORY OF LABRADOR TRAGEDY

LAST NOVEMBER, *The Crow'snest* published a "mystery photograph" showing a late 19th century naval ship ashore. Unlike the earlier one of the *Stadacona*, which brought many replies, the "ship-ashore" photograph is apparently recognized by few.

George E. Etheridge, of Monterey Park, California, who in 1902 served in HMS *Shearwater* on the Pacific Station, was certain that he knew the story of this picture and identified the ship as HMS *Amphion* ashore near Victoria in the 1890s, naming the ship in the background as HMS *Phaeton*.

However, in tracking down this suggestion it is thought that Mr. Etheridge

is confusing this picture with the grounding of HMS *Amphion* in Haro Strait in 1889 when the Governor General, Lord Stanley, was on board. But on that occasion the *Amphion* refloated herself and made Esquimalt without assistance. Part of the *Amphion's* crumpled bilge keel is still to be seen up by the big Chinese Bell in Beacon Hill Park, Victoria.

The answer came in a letter from Noel Mostert, New York correspondent of the *Montreal Daily Star*, who found the identical photograph in the *Illustrated London News* of November 9, 1889.

It is now known that the ship in question was HMS *Lily*; the locale, the coast of Labrador.

The *Lily* had been in St. Margaret Bay, on the northwest coast of Newfoundland and, in rough weather, had headed out across the Strait of Belle Isle for Foreatu Bay in order to meet the mail. In dense fog and also smoke from a forest fire ashore, the *Lily* drove ashore September 16, 1889, near Amour Point Light. Three of the ship's boats were put over the side but all capsized in the boiling sea. Seven lives were lost. The scene was photographed the next day.

In the same issue of the *Illustrated London News* there appeared a photograph of HMS *Canada*, the first ship to enter the new Halifax Graving Dock the day it was opened by the C-in-C, North America and West Indies, Vice-Admiral Sir George W. Watson, KCB, on September 20, 1889. At the time, the new drydock facilities were acclaimed as a great boon to both Halifax and the Royal Navy, for the nearest British dock was the 20-year-old floating drydock at Bermuda.

The happy coincidence of the appearance of both the *Lily* and graving dock pictures in the same issue of the magazine thus solved the mysteries of two captionless photographs in Naval Headquarters files. References to the graving dock appear on pages 79 and 161 of Volume I of "The Naval Service of Canada".—E.C.R.



Activities of the Royal Canadian Navy in the Arctic have expanded greatly since the Second World War, but the interest of the Royal Navy in the region extends over several centuries. It is thought that the two pictures which appear here are related and that someone may have information which will identify them. The wing collars and moustaches sported by the officers would scarcely be regarded as rig-of-the-day in this age and the distinction lace on the sleeves is notable for its lack of executive curl. (HS-6517)

Page four

Whirlybird Shatters Dream

The cryptic words "Prep Charlie Forward, Relative Wind Zero" crackled in the pilot's earphones announcing the start of another rescue mission for HU 21, the utility helicopter unit.

It was 1015 on February 23, 1956, and the *Magnificent* was proceeding out of Halifax Harbour bound for a two month's cruise to the sunny Caribbean when the Master-at-Arms discovered a surplus. In fact the surplus discovered him. It was an AB naval storeman from the RCN Air Station who came aboard at 0800 that morning in search of signatures. By the time they had been obtained the ship had sailed and he was off to the tropics in his dungarees!

Within five minutes of a radio message to *Shearwater* describing the situation the duty helicopter, piloted by Lieut. Grant Soutar and Lieut. Ron McClymont was flying to the rescue. A landing was accomplished on the forward end of the flight deck as the ship steamed outward bound past George's Island in Halifax Harbour. The Shanghai'd victim was flown back to his base.

As "*Maggie*" sailed off to the exciting West Indies, HU 21 recorded another routine "Mission accomplished" and a wistful ABNS amid outstanding forms 156 heard again the tocsin of adventure on the Spanish Main.



“PUT HIM in the scuppers with a hose-pipe on him”; “Put him in the soup in the cook’s old galley”—these and other (sometimes unquotable) penalties for the drunken sailor are more or less drastic according to how one feels the punishment should fit the crime. However that may be, when you hear them pronounced with good rhythm and vigour, you can well believe that in days gone by they have been executed with genuine relish. What a wonderful variety is presented by the old sea-chanties! Are they forgotten by ships’ crews in these days of diesel engines and luxury liners? I hope not, although I have yet to hear any of them sung at sea. Ships still heave, but not to the strains of “Blow the man down”; men no longer hoist the mainsail to “Haul away, Joe”; mechanical winches turn without the stimulus of “Anchors aweigh”. Perhaps, however, the sailor is still reminded of his girl on shore by hearing “Shenandoah”.

Whether forgotten by the sailor or not, sea chanties still bring delight to many a landlubber. Even to one whose nautical experience is confined to splicing the main-brace they bring a certain nostalgia. They evoke a longing to “go down to the sea again”; to view “the white clouds flying”; to feel “the flung spray and the blown spume”, and to hear “the sea-gulls crying”.

In my time I have come across not a few ancient mariners trained under sail—even some who had rounded the Horn in a four-master. Nearly all of them had a repertoire of chanties, although getting them to sing sometimes took considerable pressure. Chanties have the salty tang, and it is good to know that they are remembered by many a retired sailor in our Maritime Provinces. Collections made by Helen Creighton, Kenneth Peacock, Leslie Bell and others show that they are still alive and highly popular. Most of them can

be traced back to older hands; perhaps they have “suffered a sea change” (although I would hardly call it suffering) in crossing the Atlantic, but

THE AUTHOR

Canada’s most honoured musician, Sir Ernest MacMillan, BA, MusD, LLD, Hon. RAM, FRCM, FRCO, wrote the accompanying article for the spring issue of *Imperial Oil Fleet News*, which goes out to the oil company’s tanker fleet. It appears here through the kindness of Sir Ernest and the editor of *Imperial Oil Fleet News*, Gordon R. McKean.

This year Sir Ernest steps down as conductor of the *Toronto Symphony Orchestra*, which he has led since 1931. His public musical career actually began at the age of ten years, as an organ soloist. He was Dean of the Faculty of Music, University of Toronto from 1925 to 1952 and he has led the *Mendelssohn Choir* for 14 years. He was knighted by King George V in 1935 “For services to music in Canada”.

Under his baton, the *Toronto Symphony Orchestra* has acquired an international reputation and the Friday night “Pops” concerts have instilled in an ever-widening host of Canadians an appreciation of fine music.

Incidentally, *Imperial Oil Fleet News* had as its first editor in 1949 James Redditt, who was also the founding editor of *The Crow’s Nest*, the Cornwallis newspaper, when the training establishment was still located in Halifax. The present magazine has inherited from it both a name and a tradition.

whether in old or new form they have taken their place among our musical treasures.

The landsman also contributes to the music of the sea; the imagination of many a great composer has been stirred by the mighty main. With some, imagination has been backed up by experience. Rimski-Korsakoff, for example, well knew what he was writing about when he penned his graphic picture of Sinbad’s shipwreck in “*Scheherazade*”; he had been an officer in the Russian Navy and had written a symphony—probably the first ever composed by a Russian—during his seafaring days.

Mendelssohn’s overture “*Fingal’s Cave*” was a direct outcome of a cruise on the west coast of Scotland—in fact the opening bars were sketched on the very spot. It would be hard to find anywhere a more impressive scene than *Fingal’s Cave* on the fascinating but forbidding island of Staffa; weather conditions have never allowed of my landing there, but photographs have made me familiar with the great basalt pillars that rise from the water like the pipes of a mighty organ played on by wind and sea. Mendelssohn rarely deserted the classic forms in his music, but romantic urges were also strong in him and the glamour of Staffa aroused this to the full.

It would be hard to find in all musical literature a more finely conceived and skilfully executed picture of the sea than Debussy’s “*La Mer*”. Far from robust in health, Debussy probably hated the reality of even a Channel crossing, but he loved writing about water in any form—he pictures fountains, mirrored reflections and the sound of bells under water—and the ocean stirred his imagination to one of his finest efforts. He begins by painting a calm sea at dawn and its gradual awakening to vigorous motion



SIR ERNEST MacMILLAN
(Courtesy The Canadian Press)

as noon draws near; his second movement pictures sportive waves playing rollicking games in sparkling sunlight; finally, the "Dialogue of the Wind and the Sea" depicts a great storm as the ship is tossed about and the wind whistles in the rigging. Storms at sea are a favourite subject with many composers, but rarely are they so subtly and graphically portrayed. Another French composer, Gabriel Pierné, in his "Children's Crusade", depicts, first, the sparkling Mediterranean as seen from the shore on a bright day and later, a shattering storm and shipwreck.

Wagner's opera, "The Flying Dutchman", is permeated by a feeling for the sea. The story is based on the legend—familiar to all readers of Captain Marryat's "The Phantom Ship"—of the Dutch captain who, having sworn to round Table Bay in spite of wind and weather, "though I should beat about here until the Day of Judgment," is condemned to wander the seas forever. In Wagner's version, however, he is allowed to land every few years and seek a woman whose love will lift the curse. The opera ends as the devoted heroine Senta gives her life by throwing herself into the sea; the condemned Dutch ship sinks and disappears, while against a vivid sunset the Dutchman and his beloved are seen to rise heavenward in a warm embrace. The fate of the crew does not apparently concern the composer.

To English composers the subject of the sea has, as one might expect, an especial appeal. The earliest English

opera, Purcell's "Dido and Aeneas", has a rousing sailors' chorus concluding with the words:

"Take a boozy short leave of your nymphs on the shore and silence their mourning with vows of returning,

Though never intending to visit them more."

This is followed by a hornpipe. I well remember the problem it presented, in staging a performance which I conducted many years ago—how ancient Greek sailors should be costumed when dancing a hornpipe. I forget how the problem was solved.

Strange to say, I have been able to find almost no works by that enthusiastic yachtsman, Sir Hubert Parry, that have reference to the sea. Elgar's "Sea Pictures" for contralto and orchestra are effective, but for the most part his music remains on terra firma. His Irish contemporary Standford was responsible for some stirring sea songs to words by Newbolt, and the Scottish Alexander MacKenzie's nautical overture, "Britannia", is still occasionally played, though nearly all of his other works are forgotten. It remained however for the still living Ralph Vaughan Williams to give us musical seascapes

on a large scale. His "Sea Symphony" for chorus and orchestra, though an early work, remains a classic of its kind, and his latest "Antarctic Symphony" pictures polar exploration at its grimmest. Arnold Bax, Frank Bridge, Benjamin Britten and many other composers remind us from time to time that the blood of the Englishman is mixed with salt water.

Of sea songs other than chanties a good many of the most popular date from the 18th century, when a vast empire was being brought under the British flag largely through the efforts of sturdy British seamen. "The Bay of Biscay", "Heart of Oak", and "Rule, Britannia" were a natural accompaniment to marine exploits. The 19th century, with its "Death of Nelson", "The Sailor's Grave" and the like, tended perhaps to be over-sentimental, but after all the sailor has his sentimental side. And it was the 19th century that produced the ever fresh and popular "H. M. S. Pinafore".

The sea itself is music. It has rhythm and melody and its motion never ceases. Perhaps this humble tribute may be allowed from a musician who—even as a mere passenger — has a thorough relish for "a life on the ocean wave."

The Saguenay Song

Newfoundland songs, unknown in Canada before the Second World War, were on the lips of thousands of Canadian sailors once RCN warships began operating from St. John's and other ports of the Old Colony. When the River class destroyer Saguenay acquired her own song, the words were set to the Newfoundland tune "The Ryans and the Pittmans", more often known by the first line of the chorus: "We'll rant and we'll roar like true Newfoundlanders". The Saguenay's song tells of the ship's torpedoing. Later she had her stern blown off by her own depth charges in a convoy collision and ended her service career as a training ship at Cornwallis.

OH, THE SAGUENAY sailed through the blue Caribbean
The Saguenay sailed o'er the old Spanish Main,
From Dutch Curacao to misty Balboa
Through Yucatan passage and right back again.

We'll zig and we'll zag all over the ocean,
We'll zig and we'll zag all over the sea,
Until we strike soundings in Halifax Harbour;
From Sambro to Sable in thirty-five leagues.

And then one dark night, while out on the Ocean,
A speeding torpedo crashed into our bow,
Through luck and fair weather she held us together,
And kept us all safe till we got alongside.

We'll zig and we'll zag all over the ocean,
We'll zig and we'll zag all over the sea,
Until we strike soundings in Halifax Harbour;
From Sambro to Sable in thirty-five leagues.

OFFICERS AND MEN

Navy Mothers' League Revived

After a lapse of several years, the Navy Mothers' League of Edmonton has been reorganized and will meet regularly on the third Saturday of each month in the wardroom of HMCS *Nonsuch*, the Edmonton naval division.

At its first social function on March 17, the Navy Mothers' League entertained the wives of *Nonsuch* officers.

Honorary president of the organization is Mrs. Norman Cameron. The honorary vice-president, Mrs. R. M. Shaver, was the first president of the Navy Mothers' League during the war years. Other officers are Mrs. W. Fleming, president; Mrs. R. Guy, secretary and Mrs. A. Strange, treasurer.

Reservist To Get Venezuela Post

Lt.-Cdr. (SB) R. W. A. (Bob) Dunn, RCN(R), a wartime information officer who has maintained naval connections through the reserve at Carleton, the Ottawa naval division, will be-

come First Secretary in August to the Canadian Ambassador to Venezuela.

He has been Press Officer in the Department of External Affairs, at Ottawa, and in addition has been information officer in the Ottawa naval division.

Llewelyn Prize Won by Canadian

PO Kenneth Albert Jackson, has been awarded the Llewelyn Prize for the highest average in a recent gunnery instructor course at HMS *Excellent*.

The prize was founded in 1917 in memory of the Cdr. Herbert Llewelyn, RN, who was killed in action on board HMS *Queen Mary* at the Battle of Jutland the year previous. It is made quarterly or half-yearly with money from a trust fund at Admiralty set up by his parents and sisters. It consists of £5 and a sheepskin document suitably inscribed.

PO Jackson is the sixth Canadian to have won the award. The five other Canadians include Lt. Charles L. McDerby, RCN, (Ret'd), (1939); CPO

James Kenneth Luke (1949); CPO Norman G. A. Anderson, (1951); CPO Richard W. Aldhelm-White, (1952), and PO Samuel H. Shaw, (1954).

Born on May 8, 1920, in St. Thomas, Ont., PO Jackson was living in Vancouver when he entered the Navy as an ordinary seaman in February, 1940.

He has served at sea in the corvettes *Eyebright* and *Sorel*, frigate *Kokanee*, cruiser *Uganda* (now *Quebec*), and destroyer *Haida*, in addition to training and duties ashore in Canada and the United Kingdom.

PO Jackson served a tour of duty in the Korean War theatre in the *Haida*, from June, 1952, until July, 1953.

Veteran Honoured On 80th Birthday

At first glance, it seemed a typical social gathering in Ottawa's Tiffany apartments. A second look over the 35 couples showed no less than five admirals, other naval types and key civil servants, all of whom have played a major part in the growth of the Royal Canadian Navy.

They were gathered to celebrate quietly the 80th birthday, on January 14, of an old contemporary, Cdr. Ernest Haines, OBE, MBE, RCN (Ret'd), a man with the staggering total of 54 years' combined Royal Navy and RCN service.

"Daddy" Haines, as he became affectionately known in the Second World War, was born on January 14, 1876, in Bristol, England. Sixteen years later he started his naval career, as a boy seaman in a 42-gun brig.

He spent a couple of years on the China station and, during the next two decades, saw much of Africa and the Orient. His promotion to commissioned rank, a rare occurrence in those days, took place during this time.

In 1912, Cdr. Haines volunteered to transfer to the RCN to assist in running Canada's new and struggling little Navy. He served successively in the *Niobe* and *Rainbow*, Canada's first cruisers, before being appointed for duties on the West Coast.

Cdr. Haines was promoted to lieutenant in 1918 and in the following year was appointed an MBE for his war services.

In 1926, he was placed on the retired list as a lieutenant-commander. Between



Thousands of miles from home and on a tour of the RCN's huge Naval Supply Depot at Ville La Salle, Que., Rear-Admiral Ramlau-Hansen, Royal Danish Navy, suddenly encountered a familiar address on a consignment from the RCN to Denmark. Shown with him are Captain (S) M. A. Davidson, commanding officer of HMCS *Hochelaga*, and Cdr. (S) J. W. Marshall, officer-in-charge of the Supply Depot. (ML-4259)

wars, he worked for the Navy as a civil servant.

A well-known rifle shot, he was selected by the Dominion of Canada Rifle Association to be adjutant of the Canadian Bisley team in 1937. He has been serving faithfully in recent years as camp commandant of the DCRA shoots at Connaught Rifle Ranges, outside Ottawa, where the Bisley teams are selected and annual Dominion shoots run off. His many years as a valuable member of the DCRA executive were recognized in March, 1955, by his appointment as a Life Governor. Cdr. Haines has also been active in the National Defence Headquarters Rifle Association and for better than a quarter-century has been Honorary Vice-President of that organization.

On the first day of September 1939 Cdr. Haines was recalled to active service at Naval Headquarters. He served a hitch in the armament depot on the East Coast and at the beginning of 1943 was promoted to his present rank.

That June he assumed his final appointment of the war years as naval executive assistant to the Director of Naval Ordnance. In January 1946 he was appointed an Officer of the OBE, the citation stating: "This officer has to his credit 54 years combined service in the RN and RCN. He has shown unusual keenness and energy in the performance of his duties during the present war and his experience has been of inestimable value and set a fine example, which has been an inspiration to all with whom he has come in contact."

One of his proudest memories is that he was among the hundred bluejackets chosen for the honour of drawing Queen Victoria's body from Windsor Station to St. George's Chapel. For his part in Victoria's funeral, Cdr. Haines received the medal of the Royal Victorian Order.

Medals he holds from other days include the East Africa Medal with Clasp (1902-'04), 1914 Star, British War Medal, Victory Medal, and Coronation Medal (1937).

On the day he became an octogenarian, the company that honoured him was august, from the naval standpoint. Included in the roster of admirals were Vice-Admiral H. T. W. Grant, retired Chief of Naval Staff; Rear-Admiral F. L. Houghton (Ret'd), former vice-chief; Engineer Rear-Admiral G. L. Stephens, (Ret'd), Rear-Admiral (E) J. G. Knowlton, retiring, and Vice-Admiral H. G. DeWolf, who became Chief of the Naval Staff just two days later. There was R. M. (Dicky) Pearson, a key figure in the growth of the fleet, and a representation also attended from the office of the Minister of National Defence.



These are members of the No. 37 Officers' Divisional Course held at Cornwallis between January 27 and March 9, 1956. Front row, left to right: Surgeon Cdr. J. W. Rogers, A/Lieut. (E) W. R. Hayes, Lieut. G. G. Armstrong (Course Officer), CPO G. E. Coles (Course Chief Petty Officer), Midshipman R. Cogger and Sub-Lt. (W) B. G. Wilson. Centre row: A/Cd. Gunner T. W. J. Marsden, Cd. Constructor F. Finlay, A/Cd. Gunner (TAS) G. V. Hartman, A/Cd. Boatswain (PR) Lionel Roberts and A/Cd. Electrical Officer R. P. Manley. Rear row: A/Cd. Boatswain (PR) S. L. G. Gurney, A/Cd. Boatswain (PR) R. W. Bose, A/Cd. Electrical Officer W. S. Norman, A/Lieut. F. C. Allwood, A/Cd. Engineer (AE) J. A. Turner, Chaplain II (P) G. R. Bell and Sub-Lt. M. N. Elrington. (DB-6562)

The get-together was the result of collaboration between his son, Ernest, of DVA treasury department; Ordnance Captain E. H. H. Russell, Deputy Director-General of Naval Ordnance, and Lt.-Cdr. (E) (A/E) A. C. Brown, of Headquarters, whose father, Shipwright Cdr. C. H. Brown, RCN (Ret'd), was a shipmate of Cdr. Haines in the old *Niobe* and *Rainbow*.

Diving Course For All Comers

The clearance diving section at the Torpedo Anti-Submarine School, Stadacona, has started a four-week course which is an introduction into diving with compressed air breathing apparatus and the well-known aqua-lung.

Pupils are trained to dive to depths up to 50 feet and are given instruction in underwater physics and marine life. The course is open to all comers whether they be cooks, engine room mechanics, seamen or electricians.

Montreal NOA Names Officers

The new president of the Naval Officers' Association of Canada (Montreal Branch) is C. Denys Heward,

elected at the annual meeting on January 19. The name of the organization has been changed from its former designation, the Naval Officer's Association of Montreal.

The immediate past president, John G. W. Mackenzie, remains on the board of directors. Others elected at the meeting were:

David S. Jones, vice-president; P. M. MacCallum, second vice-president; Jacques Mallet, honorary secretary, David S. Farish, honorary treasurer. Directors are J. M. Richardson, W. Charles Harrison, Phil A. Langlois and Jesse Cohen.

H. S. MacDougall Dies in Victoria

When the "Chief" roared: "Fall up that ladder!" the new entries defied gravitation and fell up the ladder; when he added: "Last man up gets two hours' extra work!" there was bound to be some youngster standing about at the end of day, rankling with the injustice of it, only to find the "Chief" didn't mean it that way at all.

The foregoing will immediately identify the "Chief" to officers and men who

served at the naval divisions at Winnipeg, Saskatoon and Edmonton before and during the early part of the war. They and others throughout the service, if they have not already heard of his passing at Victoria on January 28 in his 53rd year, will learn of it with a sense of personal loss.

Stuart MacDougall, born in Perth, Ontario, but educated at Stratford, Ontario, and Calgary, joined the Royal Canadian Navy as an ordinary seaman on his 18th birthday, April 13, 1921, at the last-named city and retired, as a lieutenant, in 1947. He continued to serve the Navy after his retirement in the civil service as administrative officer of the Colwood magazine and, more recently, the Rocky Point magazine. He maintained his naval ties, too, through active participation in the work of the Naval Officers' Associations of Canada.

Last summer he organized and directed the moving of explosive and non-explosive magazine stores from Colwood to Rocky Point without accident. The explosive stores alone amounted to more than 5,000 tons and the job was done in less than 20 working days.

"Mac" was the first Canadian-born gunnery instructor in the RCN, a role for which he received his training at Whale Island (HMS *Excellent*). The ships in which he served afloat included HMC Ships *Aurora*, *Armentieres*, *Patriotic*, *Thiepval* and *Vancouver*, but the fact that he was a highly qualified instructor meant that most of his service was ashore.

In his younger days "Mac" was a first-class sportsman, on the team of the

WEDDINGS

Sub-Lieutenant Harry Walter Beuteul, *Shearwater*, to Miss Elizabeth Joyce Watson, Victoria.

Able Seaman Glenn Bennett, *Naden*, to Miss Margaret Carol Cotter, Victoria.

Lieutenant Richard M. Bone, *Magnificent*, to Miss Janet Horwood, Amherst, N.S.

Ordinary Seaman Roy Carr, *Toronto*, to Miss Lillian Hayden, Halifax.

Able Seaman Charles R. Chudley, *Wallaceburg*, to Miss Janet A. Turpel, Pictou, N.S.

Petty Officer Arthur G. D'Amour, *Aklavik Radio Station*, to Miss Isabella Rose Reeve, Victoria.

Able Seaman Robert J. Dingwall, *Toronto*, to Miss Lorraine Jackson, Dartmouth, N.S.

Lieutenant James Hardiman, *York*, to Miss Lisl Huttig, Toronto.

Able Seaman Bernard McGeean, *Toronto*, to Miss Doris Fraser, Auberville, N.B.

Able Seaman William H. McRobie, *Wallaceburg*, to Miss Valerie T. Anderson, Pictou, N.S.

Able Seaman Harold Reilly, *Toronto*, to Miss Bette Esacc, Debert, N.S.

Sub-Lieutenant Anthony J. B. Steward, *St. Therese*, to Miss Isabel Anne McCubbin, Victoria, and Ewell, Surrey, England.

Able Seaman Donald Scobie, *Iroquois*, to Miss Alta Sims, Tufts Cove, N.S.

Lieutenant Frederick Charles Sherwood, *Magnificent*, to Miss Ruth Iris Virginia Chad-dock, Halifax.

Leading Seaman John Vair, *Iroquois*, to Miss Margaret Rose McLean, Glace Bay, N.S.

United Services Rigger Club and also playing for the Victoria and United Commercial Travellers Canadian rugby teams.

He is survived by his wife and two small sons, Ian, aged nine, and Richard, aged six.

Admiral Porteous Named Director

The appointment of Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, to the board of directors of Canadian Arsenals Limited has been announced by the Rt. Hon. C. D. Howe, Minister of Defence Production.

Rear-Admiral Porteous replaces on the board of the Crown company Rear-Admiral (E) J. G. Knowlton, (Ret'd), whom he succeeded as CNTS.

Awards Made to Unicorn Personnel

Four lower deck personnel of *Unicorn*, the Saskatoon naval division, received awards at the annual inspection March 12.

Ldg. Sea. G. W. Moore got the Rooney trophy for high aggregate in small bore rifle competition, Ldg. Sea. R. J. Ferguson, a communications radio man, won the proficiency trophy, Ord. Sea. E. Gillette was best new entry, male, and Wren Phyllis Cameron, the best female entry.

Bingo Provides Family with Car

A bingo night was a happy night for Mrs. Della Morris, wife of CPO R. W. Morris, of 30 Armstrong Street, Ottawa.

Mother of eight, Mrs. Morris won a new car at a Kinsmen Monster Bingo Night. The Morrises had no car but plan to sell the new one and buy a house, because as Mrs. Morris puts it, "Eight children, including twins, need a lot of room."

Communication Centre Occupied

In January of this year construction of the new Communication Centre at *Shearwater* was completed and the communication staff, with the station communications officer Lt.-Cdr. G. A. Hoyte in charge, commenced operations from the new location.

The compact, one-storey building of brick construction was built expressly to contain the Communications Centre and telephone exchange. With a view to maximum physical security, the only windows in the building are in the

washrooms. Ventilation to other parts of the building is provided by an air circulating unit located in the basement.

To provide a constant electric power supply in the event of local power failures, a diesel-operated generator was installed which switches on automatically should a power failure occur. Another convenience is the incinerator in the basement where the staff may destroy classified matter as necessary.

A new automatic telephone exchange has been installed and went into use last September. It is a vast improvement over the old manually operated switchboard and some 400 telephones are listed. It is, however, no longer possible to phone one's wife or girl friend any old time unless one is lucky enough to have access to an "unrestricted" phone, of which there are only 60. These are connected directly to the outside exchange. This should result in a considerable saving as formerly an average of 22,000 phone calls to outside stations were made each month.

All in all, the communications staff at *Shearwater* is quite pleased with its new COMCEN and hopes that if other establishments are contemplating similar constructions in the future, they will imitate the plan of this building, which, it is felt, is easily the most modern Communication Centre in Canada.

Gregory Heads Brunswicker NOA

Alexander P. Gregory was elected president of the Naval Officers' Association of Canada (Brunswicker branch) at the annual meeting in HMCS *Brunswicker*, Reed's Point, Saint John.

The retiring president, Donald H. Newton, in presenting his annual report, referred particularly to the co-operation received by the association from officers of the Saint John naval division.

BIRTHS

To Commissioned Officer (SB) William Bowes, *York*, and Mrs. Bowes, a son.

To Able Seaman William Big Canoe, *Naden*, and Mrs. Big Canoe, a son.

To Able Seaman Thomas I. Burry, *Stadacona*, and Mrs. Burry, a daughter.

To Lieutenant-Commander John M. Calver, *York*, and Mrs. Calver, a daughter.

To Petty Officer Donald Cameron, *Coverdale*, and Mrs. Cameron, a daughter.

To Chief Petty Officer George Dyson, *Naden*, and Mrs. Dyson, a son.

To Leading Seaman Howard Janes, *Gaspé*, and Mrs. Janes, a daughter.

To Ordinary Seaman George Lambert, *York*, and Mrs. Lambert, a daughter.

To Petty Officer Donald McCoy, *Stadacona*, and Mrs. McCoy, a daughter.

To Lieutenant R. P. Morris, *Gaspé*, and Mrs. Morris, a daughter.

To Lieutenant (SB) Howard C. Wallace, *Naval Headquarters*, and Mrs. Wallace, a son.

To Petty Officer Kenneth Harry White, *Hochelega*, and Mrs. White, twin sons.

To Leading Seaman, I. R. Wilson, *Stadacona*, and Mrs. Wilson, a son.

Other officers elected for the year are: Douglas Martin, vice-president; John Davidson, secretary-treasurer, and members of the executive committee Philip Emmerson, J. J. Donahue, Ralph Marr, Douglas Kirby, John A. MacKinnon, Fred D. Laphin and Mr. Newton.

Mr. Gregory and Mr. Davidson were chosen to represent the branch at the three-day convention of the Dominion Council of the NOAC in Montreal in early June.

Classmates

Hold Reunion

Six men who were buddies in a new-entry training class in 1940 got together with their first instructor for their third reunion at the chief and petty officers' mess at *Stadacona*.

The instructor of 1940 days was Lieut. George Grivel and the class members who attended the reunion were CPO Thomas Elston, *Algonquin*, Cd. Communications Officer A. E. Young, *Magnificent*, CPO Melville Davis, *Algonquin*, CPO Charles Scott, of the TAS School, *Stadacona*, who organized the reunions, CPO William Currie, *Micmac*, and CPO Valentine Ramsdale, *Cape Breton*.

Cadets Sponsor

Ball at York

The annual Cadet Ball of the University of Toronto Naval Training Division was held at *York* on Friday, February 24, and lived up to its reputation of being one of the social season's gala events.

The ball was preceded by a reception in *York's* wardroom at which the commanding officer and officers of the UNTD entertained the patrons and guests of honour.

OLDTIMER SEES WHAT'S COOKING AT NADEN NOW

MY YEARS as member of the MRCNVR Supply Department were in a large measure responsible for considerable apprehension on visiting Nelles Block in HMCS *Naden*. My memory of galley wood and coal stoves, unattractive eating spaces and long periods of waiting for a meal is very vivid, even now—ten years after the end of the Second World War.

On entering the cafeteria I was amazed at the difference the years had made. The cafeteria, where all men of the rank of leading seaman and below are victualled, contains 160 tables which seat 640 men. The men line up to be served cafeteria style, and the

Defence Scientist

Visits Esquimalt

Sir Frederick Brundrett, scientific adviser to the United Kingdom's Ministry of Defence and chairman of the Defence Research Policy Committee, was a visitor to the Pacific Naval Laboratory at Esquimalt in February.

During his visit to Esquimalt he went on board the research vessel *Cedarwood* to hold discussions with scientists of the Marine Physics Group attached to the PNL.

NOA at Windsor

Names Officers

Officers elected at the annual meeting of the Windsor Branch of the Naval Officers' Association were:

President John H. Charlton; first vice-president Patrick J. Ryall; second vice-president William Baker; directors Dalton Charters, William A. Wilkinson, Robert Daniels, Charles W. Donaldson, Roy Aytoun and R. M. Pearson.

Junior Sea Cadets

In Need of Officers

The Naval Officers' Association, Vancouver, has issued an appeal for more officers for the Junior Sea Cadet Corps for boys between the ages of 12 and 14. The chief reason for the appeal is the resounding success of the new corps, which has attained an enrolment of nearly 200 boys.

The Junior Sea Cadets parade each Saturday morning at *Discovery*, the Vancouver naval division, and the prospects are that a large proportion of them will graduate into the Royal Canadian Sea Cadets when they reach the age of 14.

first persons to be served often finish their meal by the time the last of the 640 capacity have passed through. Thus there are tables continuously available, and approximately two thousand men may be fed during a meal hour.

On entering the galley proper, I noticed the electric ranges and grills—a far-cry from those coal and wood stoves. And the refrigeration! There is even a refrigerator used for sullage stowage until the sullage can be picked up by disposal units (no flies in this galley).

Another feature that impressed me was the way the galley was sectioned off into units. The vegetable prepara-

tion room contains a large work table, potato peelers and a refrigerator solely for the purpose of keeping vegetables cool and crisp. A smaller room is used for preparing bread and butter trays. Another refrigerator contains all the dairy products. Juices, citrus fruits, etc., are kept in still another refrigerator.

At one end of the galley is the butchery section equipped with all the modern conveniences available for butchery. Again, there is a separate refrigerator; this time used for meat stowage exclusively. Manhandling of the meat is kept to a minimum by the use of overhead trolleys to convey the meat from loading platform to refrigerator.

Another section contains the bakery which is equipped with a battery of electric ovens, huge mixing machines and steam kettles. The large banana-cream pies that were stacked on a nearby rack of shelves had my mouth watering. Just outside the bakery door there are king-size electric deep fryers with which the galley staff could cook fish and chips, etc., for 800 men in a very short time.

On my way to the servery I passed a battery of steam kettles that range in size from 80 gallons down to 20 gallons, and on the opposite side of the galley there are three large steel boxes which, I was informed, are steam pressure cookers used for steaming vegetables.

In the servery I was shown a set of toasters, and was told these toasters work so efficiently that they require two men to place the bread in and take the toast out. Another feature is a long chill cabinet used to stow cold plates and other foods that require cooling during the serving period.

Despite the size and complexity of equipment, the cafeteria and galley are immaculate at all times. Modern equipment is paying off in nourishing balanced and enjoyable meals in healthful surroundings.—L.E.B.

SPECIAL COACH RATES OFFERED

Most member companies of the Canadian Motor Coach Association now offer special reduced rates for servicemen travelling on transport warrants, according to a Naval Headquarters message.

Issuers of travel warrants have been advised to take advantage of such rates when coach travel is the most economical method of transportation, taking into consideration convenience and the length and nature of the journey.

TRAINING THAT STICKS

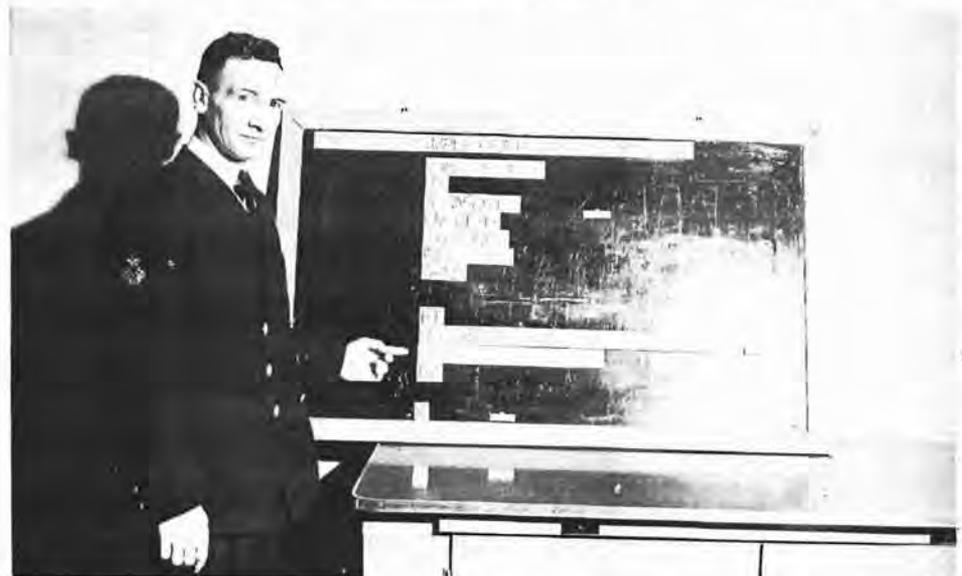
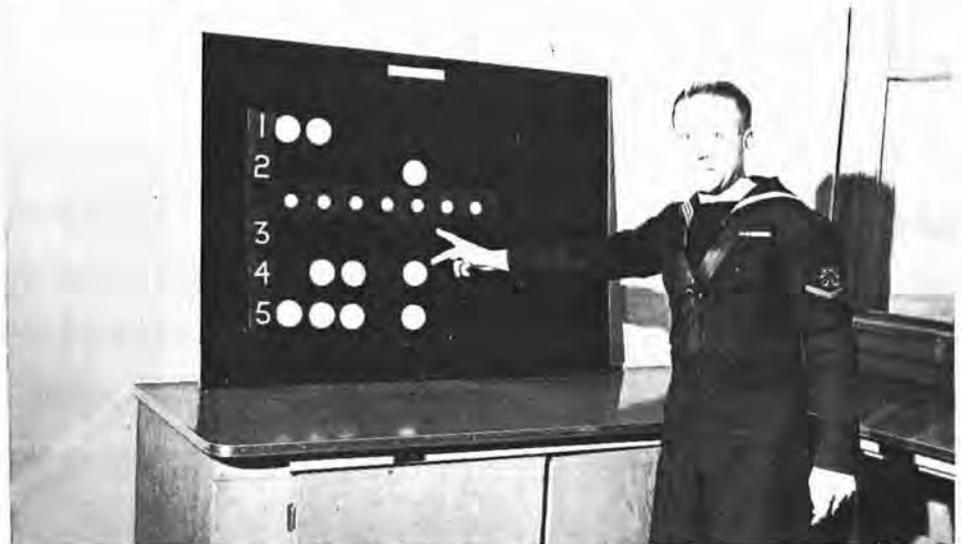
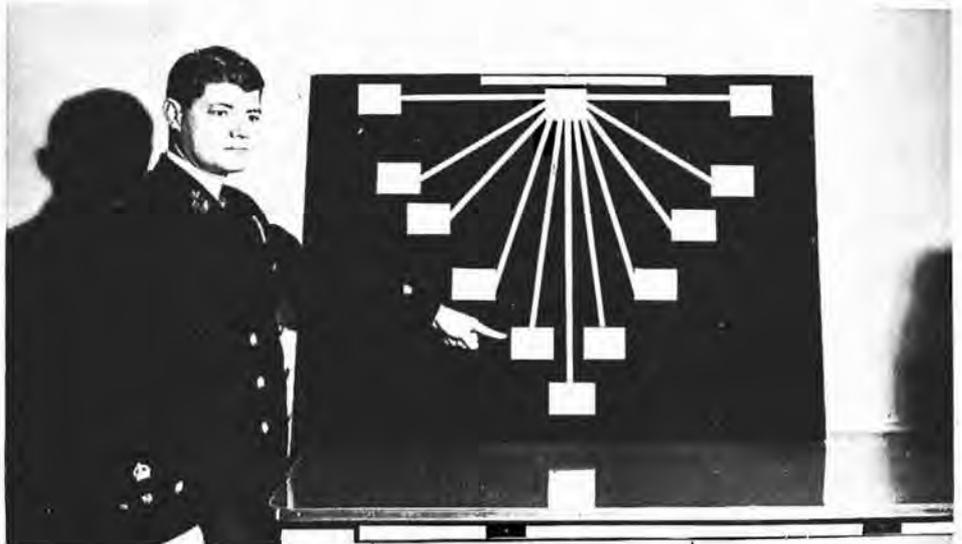
YEARS AGO, before movies and television had almost supplanted other forms of entertainment, the old chalk-talk artist used to tour the land and hold audiences spellbound with his chatter and the lively pictures that flowed from the chalk and charcoal he held in his fingers.

The trick he relied on to hold the attention of his audience was to start with a simple idea and build it up, both verbally and visually, to a complex one. The instructor of today, in the Navy or elsewhere, has to try to accomplish much the same thing. He has to begin with a few basic ideas and gradually build them into an intricate structure, all the time hoping that his pupils have not lost their way.

In the olden times (as too many proud fathers have heard their youth referred to by their progeny), the road to learning was almost entirely through hearing—the auditory channel. With the discovery that the eyes also provided a means of learning, the emphasis for a time swung the other way and the moving picture film appeared to be the final solution of the problem acquiring knowledge.

Lantern slides have been used for generations, with the obscured lecturer snapping his fingers or flashing a light to say when the next picture should appear on the screen and, with due apologies for the picture being upside down, backward or out of sequence, plunging doggedly on his way. Film strip got away from some of these technical difficulties and talking film made it look as if the lecturer could go job-hunting. But there was this difficulty—every development seemed to represent a progressive loss of contact between the lecturer and the student.

There were other developments, with some of the virtues of the older devices and some new merits of their own, such as the overhead projector and the opaque projector. The overhead projector was particularly valuable in its adaptability to visual training aids. Its main feature is that it can be used to produce a large image at a short screen distance while the projector is in front of the class. This enables the instructor to face the class and maintain a person-to-person relationship with his students.



The flannel and magnetic boards described in the accompanying article are shown in use. In the top picture CPO W. R. Harkness is beside a flannel board chart explaining the RCN's East Coast communications system. The middle picture shows the flannel board being used by PO Eugene Carey to instruct a class in teletype code. The bottom picture has a "plaindress" message displayed on a magnetic board, with PO L.C. Laurie doing the instructing.

Everyone of these systems has its advantages and faults. The old chalk-talker would find himself hard put to give a visual demonstration of the atomic bomb; the talking film would get the idea across effectively. Each of the new devices fits into various phases of training.

Experiments with the various training aids were conducted at HMCS *Gloucester* by Lt.-Cdr. G. B. Tamburello, USN, during his period as training officer there and he found there were certain cheap, simple and effective visual training methods which had been bypassed by instructors who had perhaps been oversold on mechanical gadgets.

Lt.-Cdr. Tamburello found it was possible to put over ideas effectively and firmly by means of two simple devices, the flannel board and the magnetic board, both of which are identical in principle, except for the means of cohesion. In one case the visual aids stick to the board by means of flannel coming in contact with other clinging material; in the other, magnets do the job. Either can be purchased or home-made.

One reason for their unpopularity, even with those who have investigated their use, is that preparation of the cards and graphic presentations used on the boards, has to be done by the instructor on his own time, whereas film strips, movies and other aids come ready-made. Too often an instructor's work schedule is laid out so that his time is fully consumed by classes, without allowance for lesson preparation, marking examinations and carrying out service duties.

Lt.-Cdr. Tamburello suggests that schools should allow extra time for instructors with an artistic bent to produce training aids for themselves and other members of the staff. The eventual saving in time and improvement of the quality of the instruction would more than compensate for the hours lost from classes by the designated instructors.

The advantage of the flannel and magnetic boards is that they allow for a step by step presentation of a subject, with the instructor at all times in communication with his class. He can dwell upon key points and, aware of the difficulties of his students, he can adjust his presentation as he goes along. In other words, he is not tied down by a stereotyped presentation of a subject.

The flannel board is simply a wooden board covered with flannel. The training aids used with it are pieces of cardboard backed with sandpaper or flock material.

The magnetic board is a sheet of galvanized metal, in a wooden frame and painted black. Clip magnets hold the cardboard aids to the board.

Gloucester is concerned with communications instruction and some of the subjects which have been effectively taught by means of the boards are: the administrative and communications chain of command; the composition, construction and analysis of the standard message format, the rapid and skillful reading of the teletype tape, and shipboard organization.

The extension of the method to other fields of learning can be readily appreciated. Thus, in medicine, it can be used to portray the location and inter-relationship of body organs. In naval tactics, the fundamentals of manoeuvres can be graphically portrayed by having students assist in manipulating pieces representing ships; in mathematics, a problem can be worked through step by step at a speed adjusted to the comprehension of the class.

The progressive build-up of facts is the great merit of the flannel or magnetic board training. The development of an idea is continuously presented and the earlier phases of the instruction can be retraced and emphasized.

Never let it be said that the boards do not have their difficulties. By the end of a class, the board may resemble a game of Scrabble after someone has joggled the table, and the thought and labour involved in preparing the pieces are matters not to be taken too lightly.

However, the problems are not insurmountable and the experience at *Gloucester* has been encouraging enough to indicate the use of flannel or magnetic boards is worth attempting in many types of naval instruction.

Norway Grateful For Frigate Loan

The arrival of the frigate KNM *Draug*, the former HMCS *Penetang*, at the Norwegian naval base at Bergen was well covered by the press and radio of Norway.

In a press conference Rear-Admiral E. Hostvedt of the Norwegian Navy said:

"The agreement between Canada and Norway for the loan of three frigates illustrates Canada's friendly attitude towards Norway and characterizes her outstanding effort towards the common interest of the North Atlantic Treaty Organization."

The *Penetang* is the first of three frigates to be transferred on loan. The other two are the *Toronto* and *Prestonian* which were to be commissioned Norwegian ships in late April.

CROWSNEST Correspondents

Following is a list of *Crowsnest* representatives in ships and establishments of the Royal Canadian Navy. It is hoped that all changes, deletions and additions will be submitted to the editor promptly in order that the list may be accurate and up-to-date.

ATLANTIC COMMAND	
<i>Hochelaga</i>	CPO Quentin Harold Dibnah
<i>Portage</i>	Lt.-Cdr. Harold Ernest Thomas Lawrence
<i>Lauzon</i>	Lieut. John T. Holland
<i>P & RT School, Stadacona</i>	Lieut. Walter William Robinson
<i>CANCOMIN- RON One</i>	Lieut. Jean Joseph Gautier
<i>St. Laurent</i>	Lt.-Cdr. (D) A. N. Turner
<i>VS 880 NAF, Summerside</i>	Lieut. (O) Frederick C. Sherwood
<i>Outremont</i>	Lieut. William Alexander Douglas
<i>Avalon</i>	Lt.-Cdr. (S) Robert Hollins
<i>Sault Ste. Marie</i>	Lieut. Jean Dennis Vincent
<i>Prestonian</i>	A/Sub-Lt. William Douglas McGrath
<i>Haida</i>	Lieut. Donald C. Radford
<i>Ungava</i>	Lieut. Jean Joseph Gauthier
<i>Iroquois</i>	Cd. Comm. Off. Jerome L. Kay
<i>Nootka</i>	Sub-Lt. Desmond F. Nugent
<i>Labrador</i>	Lieut. T. A. Irvine
<i>Micmac</i>	Lieut. J. R. D. Middleton
<i>New Liskeard</i>	Lieut. J. P. Guyon
<i>TAS School, Stadacona</i>	Lieut. John Goudy
<i>Crusader</i>	Lieut. (S) Donald Mulroney
<i>Toronto</i>	Cd. Gnr. (TAS) B. J. Brown
<i>BASESUPT, Sydney</i>	Lt.-Cdr. (S) Evan Sidney Lloyd
<i>Algonquin</i>	Lieut. (L) George Allan Kastner
<i>Magnificent</i>	Lieut. Donald F. Slocomb

PACIFIC COMMAND	
<i>P & RT Centre, Naden</i>	CPO C. A. Bryan
<i>Gunnery Training Centre, Naden</i>	Lieut. (G) A. E. MacFayden
<i>Navigation Direction Trg. Centre</i>	PO Ronald Speed
<i>TAS School, Naden</i>	Lieut. (TAS) F. G. Henshaw
<i>Ordinance School, Naden</i>	PO T. H. Foster
<i>Mechanical Training Establishment</i>	
<i>Brockville</i>	Ldg. Sea. N. R. Hogan
<i>Stettler</i>	Lieut. L. J. Parry
<i>Ontario</i>	Lieut. (S) L. A. Jackson
<i>Porte Quebec</i>	Ldg. Sea. Nord Bennett
<i>Venture</i>	Inst. Lieut. D. J. Williams
<i>Athabaskan</i>	Lieut. W. F. Thomas
<i>Cordova</i>	PO H. W. Flock



The lowly pun is often employed in the creation of ship's badges. The principle is the same as that used in the rebus, a children's puzzle in which pictures represent words or portions of words. The three examples shown here are Discovery (disc over "Y"), Comox (an ox wearing a rooster's comb) and Granby (grand bee, with the idea of grandeur conveyed by a crown).

HERALDRY ON THE HIGH SEAS

Decorum is the Rule in Designing Badges for HMC Ships, but Humour has Still a Place

THE SLIM grey shape of the destroyer slips past the breakwater, a gentle ripple from her bows veering across the surface of the harbour. On her upper deck a bosun's call shrills and the hands break from their "entering harbour" stations to man the heaving lines and springs. As she eases alongside her berth at the jetty a small medallion on her after canopy comes into view; a little splash of colour in bronze frame. You'd never notice it unless you knew it was there.

That little badge is one of the last links that binds her to the history and tradition of fighting ships of centuries past. Some of the badges worn by aircraft carriers today, from whose decks naval jet fighters roar, are the same as those that waved over the heads of mailed knights on the decks of mediaeval galleys. The jet fighter has replaced the jousting fighter but the heraldic badge lives on.

Ships of the Royal Canadian Navy, in common with ships of the Royal Navy and other navies of the British Commonwealth, all have badges and are proud of them. Their story goes back a long way—more than 500 years.

In mediaeval England there was no navy as we know it today, so if the King

wanted to wage war he couldn't call out his navy—he didn't have one. All he could do was to hire a number of tough little merchant ships, complete with their crews, and turn them into fighting men-of-war. A small catapult mounted amidships, some stout timber structures in the bow and stern, known as fore and after castles, and the transformation is about complete.

"Now," says the King to his trusty henchmen Lord Feernot and Baron Neverdye, "sweep me these scurvy knaves from the seas"! These two hearties bow low and clang shut their visors—but "Gadzooks!" they're now as alike as two peas in a pod! Feernot, a florid fellow, looks exactly the same as Neverdye who is a sallow soul. How will they recognize one another in the thick of the fight? Luckily this problem had arisen years before, so over their suits of armour they wear loose fitting coats that bear the heraldic marks of their noble houses. These family "trademarks" were also painted on their shields and on the standards they carried in battle. Now, in spite of the monotonous steel faces they all wear, all gentlemen in a coat of armour know each other as friend or foe—let varlets fall where they may!

When they sallied forth afloat they took all this colourful personal identification with them. The dowdy little merchantman was now a gaily decorated fighting ship and heraldry had come to sea. There it has remained in one form or another right up to the present day.

WHEN THE KING came into a navy of his own the style in heraldic decoration of ships changed. Instead of the personal devices of the individual captains and their men, it became customary to display the arms and badges of the King. Henry VIII was as fond of heraldry as he was of wives. He reversed the usual procedure of fitting the badge to the ship and called a number of his ships after badges he had inherited from a long line of ancestors. The best known of these ships are the *Greyhound*, *Antelope*, *Unicorn*, and *Dragon*. Oddly enough these names have survived the centuries and still appear today in the pages of *Jane's Fighting Ships*. One of them—*Unicorn*—is the name of the naval division in Saskatoon.

Changes in ship design naturally brought about changes in decoration. The high-piled quarterdecks and sterns of seventeenth and eighteenth century



The corvette *Mayflower* was popularly known as the "Daisy Mae" and Al Capp's comely hillbilly was a natural choice to adorn the gun shield. (HN-1209)

ships were perfect places for the flowery gilt carved work that was a sign of the times. The bold and simple heraldic designs were cluttered with cupids and flowers; fauns chased scantily-clad maidens around the gunwales under the eyes of heavily-bearded patriarchs.

When wood and sail gave way to steel and steam even the prancing satyrs disappeared and little decoration of any kind, heraldic or otherwise survived except the ship's figurehead. Within the memory of living men the last figurehead in the navy was worn by HMS *Swiftsure*. When she was hauled off to the breaker's yard only the significant little badges on the quarterdeck remained. Enter the modern age—exit romance!

Before the First World War there was little or no official control over the kind of badge a ship might wear. If her captain or any other officer or man could suggest a design, it was accepted and worn. In some of His Majesty's Ships there was much head scratching and probably a little recourse to inspirational tonics when badges were to be designed. From one such session HMS *Sportive's* officers came up with a picture of a butting goat to decorate their ship. HMS *Tormentor's* designers adopted a flea magnified a thousand times and HMS *Noble* hit the jack-pot in bad puns with the picture of a cow (no bull). The poor naval officer trying to find designs to fit names like *Obdurate*, *Attentive* or *Hasty* really needed the comfort of a good stiff drink!

Inquisitive people who asked the Captain of HMS *Onslaught* why his ship wore a single bulrush as a badge always

got the stock reply: "Well, damme, if a 'bull-rush' isn't an 'onslaught', what is?" When you look at it that way the game of thinking up badges was just like playing "handles" on paper.

When the flurry of the war had died down My Lords Commissioners of the Admiralty put their collective foot down and decided to put badge design on an official basis. They recoiled in well-bred horror at what some nautical wit might do for ships with names like *Bacchus*, *Bustler* or *Pincher*. Their object was to restore the true principles of heraldic art among ships of the fleet rather than let ships' badges decline into ridiculous ribaldry—and they succeeded 100 per cent.

UNTIL the Second World War Canada's Navy consisted of only a few ships big enough to have badges designed for them. There wasn't much



A ferocious moose pursuing a terrified Hitler was the gun shield adornment of the corvette *Moose Jaw*. (NF-903)

point in hiring a professional artist to do the job, so it was left up to the captains of the ships to make their own arrangements. The badges produced were quite good but just to make sure they were fully recognized as Canadian ships, they plastered their designs with maple leaves. This was really gilding the lily, as though names like *Ottawa*, *Saguenay* and *Skeena* weren't Canadian enough.

The war put a very different complexion on things. Instead of a few ships there were hundreds. All of them were manned by enthusiastic young men who wanted the world to know that their ship had a badge as good as any afloat. They knew the principles of the game but they certainly weren't going to stick to the rules! It didn't matter if they were right or wrong, artistic or otherwise. They weren't going to do any social cruising or issue engraved invita-

tions on which the badge might appear, so "force on—regardless" was the cry. Some of the results were amusing and very clever.

There wasn't a ship in the service that didn't have a "mess-deck Michaelangelo" tucked away somewhere. Out came the paint pots and brushes and in no time at all Mickey Mouse, Pluto, Donald Duck and a lot of characters that Disney never heard of were plastered over the gun shields and bridges of almost every ship in the fleet. Donald Duck's pals were popular with some, but other ships had other ideas. HMCS *St. Clair* had a picture of that saint blasting a U-boat with lightning flashing from her fingertips, the *Lockeport* showed her skipper turning the key on a prison full of Nazis and the *St. Laurent*, known to all matelots as "Sally Rand", had a picture of that lovely in "working rig" knocking down Jap and German dive bombers with her fan. Who said the principles of heraldry were dead? They were very much alive, even if the execution was a bit rough.

One sturdy little corvette displayed a badge that was the pride of her ship's company but rather difficult to explain to the ladies. On her gun shield was drawn a large playing card, the Queen of Hearts to be exact. She wasn't the conventional Queen of Hearts but a fair young thing in short skirts falling stern first into a puddle of water. The ship's name?—*Wetaskiwin*.

In 1945, when plans were being made for the post-war Canadian fleet, the Naval Staff decided that those ships remaining in service should have badges reasonable enough to display in foreign waters and inoffensive on a Christmas



There are puns and there are puns, and none of those embodied in post-war ship's badges is quite as frivolous as the one implied in the design which appeared on the gun shield of HMCS *Wetaskiwin* (corvette) during the Second World War. (NF-899)

card sent to the local bishop. The decision wasn't easy to make and it was more difficult to enforce. A very definite group of young officers maintained that some of the ships had carried their cartoon pictures through some tough encounters in the North Atlantic shipping lanes and wanted to keep them for sentimental reasons. Those Bugs Bunny characters, they maintained, were well-known wherever sailors gathered. The opposite camp said that Mickey Mouse and Co. were fine in wartime but that the piping days of peace demanded a little more grace and dignity. Grace and dignity won, but not without a struggle.

THE TASK of producing the initial designs was placed in the very capable hands of Lt.-Cdr. (SB) Alan B. Beddoe, OBE, now retired, an expert in the field of heraldic design and an accomplished artist. That magnificent illuminated manuscript known as the "Book of Remembrance" that rests in the Peace Tower on Parliament Hill in Ottawa is one of his best-known works.

There was more to the job than met the eye. First the history behind the name of the ship had to be traced. This involved considerable research into Canadian Indian lore, English, French and Scots history and biography and some deep delving into early Canadian writings. Before he started a design, Lt.-Cdr. Beddoe, spent weeks in tireless research just to make sure that his facts were absolutely right.



During the Second World War, HMCS Niagara was a four-stacker destroyer. Today the name is borne by the RCN establishment in Washington, D.C. The ship's badge has an international motif, with a star for the U.S. and maple leaf for Canada on either side of the vertical wavy lines representing Niagara Falls.

Among some of our native Indian place names he encountered trouble. One authority would state a word meant "the place of fishing", another that it stood for "where the river forks". When he had sorted out the muddle and finally discovered what the name really did mean, he produced a design incorporating the outstanding features of the name or of the story behind it.

While many of the badges have their theme in English or French history, the native Canadian touch has never been lost sight of and some of the designs now used are striking examples of how Indian motifs can be adapted to the conventional requirements of heraldry. To date Alan Beddoe has produced dozens of badges for ships and establishments of the RCN. They were masterpieces in miniature and a credit to him and the Service.



A lovely spring flower, whose existence imperilled by hordes of city-dwellers who descend on the woods and gather it by the armful, forms the design of the cruiser Ontario's badge. The trillium is Ontario's provincial flower.

From the final drawings patterns are made in aluminum (formerly in wood) from which copies of the badge are cast in bronze for the ship and her boats. Enamelled in bright colours they make a very pretty touch in an otherwise drab setting of battleship grey. Each one coming from the foundry marks another step in the "new look" in Canadian ships' badges. With each badge goes a motto, a list of battle honours and a history of former ships of the same name. Four of the Naval Divisions in Canada, *York* in Toronto, *Hunter* in Windsor, *Queen* in Regina and *Unicorn* in Saskatoon, bear names of



Martyrology sometimes provides interesting details for ship's badges, as in the designs for the St. Laurent and St. Stephen. In the St. Laurent badge, imposed on the white whale symbolic of the St. Lawrence River where these creatures abound, is a grid. The third century St. Lawrence was roasted alive on a grid and is said to have taunted his persecutors with the words: "I am roasted on this side; turn me over and eat."

ships whose histories go back to the 16th Century.

The choice of mottoes is left up to the captains of the individual ships. Latin has long been a favourite because of its brevity but they range from Latin through English, French, Gaelic, Greek and Indian to amplify the pictures they match. The most effective mottoes usually bear some very close reference to either the badge or name of the ship—or both.

Several mottoes of ships of the Royal Navy will give an idea of what might be forthcoming. The badge of HMS *Eclipse* is the sun being eclipsed by the moon, her motto is "Numquam" (Never); HMS *Tactician* whose badge is a chessboard carries the motto "Checkmate" and HMS *Sterling* which bears the monetary sign of the Pound Sterling as a badge has "Good as Gold", a motto obviously chosen long before the advent of hard currency areas!

As much as they were enjoyed in days gone by, it is hardly likely that Pluto and his cartoon pals will ever again decorate the ships of the Royal Canadian Navy. The style has now definitely been set for the graceful little badges that will adorn the quarterdecks of Canadian ships through the years to come. Artistically they are smart, heraldically they are correct and they have a meaning, background and tradition of which every man in the Service can well be proud.—P.C.

AFLOAT AND ASHORE

ATLANTIC COMMAND

VU 32 Squadron

Bowing to the inevitable in November 1952, all squadrons of the Royal Canadian Navy assumed the cloak of uniformity with its neighbours to the south and adopted American-style pseudonyms. Thus 743 Squadron, which up to that time had been the Fleet Requirements Unit, and a part of No. 1 Training Air Group, became known as VU 32.

Stationed and labelled for all the world to see as a "Naval Utility" squadron, VU 32 is kept constantly busy making itself useful to the Navy. Equipped with Avenger aircraft, its primary role is providing air training for observers and observer's mates on course at the Observer School. This accounts for about 250 pilot hours each month, of which most are spent making radar runs on the long-suffering Sambro lightship.

VU 32's secondary role appears, to the casual spectator, to be in direct competition with TCA. Flights to Montreal, Ottawa, and all stations west are of

common occurrence, and although the amenities and the comfort of an Avenger may compare unfavourably with those of a North Star, there are sufficient advantages to overcome any qualms that the passenger may feel.

Other roles in which VU 32 confirms its versatile and utilitarian reputation are providing formation fly-pasts for Navy Days or civic functions, working with the Army through No. 1 Ground Liaison Group and in providing aircraft for the Ground Observer Corps to spot on their sporadic spotting week end.

Last, but by no means least of VU 32's accomplishments, is that of providing the cleanest hangar on the station for divisions (on damp or cold days) and for the children's Christmas party, and that of providing, on more than one occasion, a higher percentage of blood donors and bond buyers than any other squadron—J. R. de B. W.

HMCS Wallaceburg

The *Wallaceburg* had her refit at Pictou, N.S., and the rust and verdigris that covered the ship were mute evi-

dence of her inactivity. However, the ship, with other members of coastal escort squadron eleven, has now begun a busy spring and summer of training cruises.

Many members of the ship's company went on leave but those remaining took part in various sports in the area with hockey and basketball being most popular. The hockey team fared well and went undefeated in its games up to the time of writing.

The people of Pictou were very hospitable and provided opportunities for the ship's company to take part in local activities. This is the third year that the *Wallaceburg* has been in refit in Pictou and the ship, and her officers and men found themselves among old friends.

ABCD School

The ABCD School at *Stadacona* got figure-conscious and reported that 1,475 officers, cadets and men had successfully passed courses during 1955. Also during that period 3,300 respirators were issued and the recipients underwent instruction in their use and care, and had an opportunity to test them in the gas chamber.

A new addition to the school has brought nearly 200 officers and men on course during recent months as well as a large number of "goofers". The addition is a stability model of the *St. Laurent* class destroyer escort. The model demonstrates the unusual stability of the new DEs.

The year 1956 started well and to date more than 300 officers and men have taken courses.

HMCS Cornwallis

The dreariness of winter was forgotten for one evening at least when *Cornwallis* was entertained by a group of talented amateurs in the "Blue Sky Review". The troupe comes from Montreal and have been giving top-drawer shows to servicemen and hospitals across Canada for seven years.

These young people give their talents free of charge in order to get stage experience and at the same time assist in raising funds for worthy causes. In *Cornwallis* the proceeds of a silver collection went to the RCN Benevolent Fund.

The Communication School reports that during the month the influx of



Pictou Islanders, 30 miles off the northern Nova Scotia coast from New Glasgow, snow-bound and ice-bound at one stage of the long, hard East Coast winter, found themselves running short of medical supplies and for a three-week period were without mail. A helicopter of the Royal Canadian Navy from Halifax remedied the situation at the request of the Post Office Department and above, Mr. Howard McLean, of the Postal Department, Pictou, is shown with a helper unloading mail and medical supplies from the Sikorsky. (DNS-15302).

OSCRs from New Entry Training reached an all-time high. On the other hand, those lovers of fresh air and sunshine, the CVs, are in critical shortage. The school is offering free sun-glasses to all supply and engineering personnel who transfer to the sunny side of the bridge.

Conestoga Block welcomed back 32 of its former CND Wrens to take a three-week conversion course. The highlight of their stay was the defeat their basketball team handed the all-male team representing the 37th Officer's Divisional Course. Can a moral be drawn?—R.M.

Observer School

The Observer School recently welcomed its new officer-in-charge, Lt.-Cdr. F. G. Townsend from VS 880, the Naval Air Facility at Summerside, P.E.I. The previous officer-in-charge, Lt.-Cdr. P. C. Berry, has been appointed to the staff course at Greenwich and then to the *Bonaventure* as operations officer.

There have been a few changes in the school staff lately: CPO Harvey Mills and Ldg. Sea. Carl Laming joined from VS 881; Ldg. Sea. Ray Doucette from the *Magnificent* operations staff.

CPO Ted Churlish, after being pensioned by the Royal Navy, joined the RCN, making him at 40, the most ancient observer's mate flying. Finishing his RN time here, and the only RN rate on loan to Naval Aviation, is CPO T. L. "Sharky" Ward, still flying and adding to his 2100 hours in the air. Also on the staff are CPO Robert Hogg, PO Joe Bonneau and Ldg. Sea. George Merkle. PO Kenneth Bullock replaced CPO Mills in charge of the observer's mates in VS 881, then preparing to embark in the *Magnificent*.

In the process of qualifying is No. 10 Observer Course and No. 9 Observer's Mate Trade Group II; the latter were due to get their wings at the end of March.

No. 10 Observer's Mate Trade Group II Course has recently commenced, with the first seaman candidate to transfer to observer's mate, Ord. Sea. James Grant from the *Magnificent*.—R.W.T.H.

HMCS Iroquois

Following a prolonged winter refit the *Iroquois* girded herself for a busy operational year.

During the lengthy home port stay the crew managed to retain a keen edge of interest not only in sports but in other activities as well. Many men took advantage of the period to qualify themselves for promotion and advancement and to this end seamanship and ABCD qualifying classes were held.



Rear-Admiral H. F. Pullen, Flag Officer, Pacific Coast, meets Rear-Admiral Leon J. Huffman, USN, Pacific Fleet Submarine Force Commander, at Rear-Admiral Huffman's Pearl Harbor headquarters. Rear-Admiral Pullen and 31 other officers from a seven-ship RCN task group, which visited Pearl Harbour February 9-13, were guests of the U.S. Pacific Fleet Submarine Force Commander for a presentation and tour of U.S. submarines. (Official U.S. Navy Photo)

Major personnel changes took place over the past few months with many going ashore for advanced courses and others to the beach for a short respite from continuous sea duty.

The *Iroquois* ran roughshod over most of her competitors in sports and ended the season with an overtime tie with the "Maggie" in hockey for the Inter-Ship Hockey Championship. In this the *Iroquois* was beaten only once, and defeated her opponents in ten games of which five were shutouts.

A ship's company dance before sailing for exercises in the sunny south was a tremendous success. Headed by CPO Mort Keeler, the cox'n, and with an excellent floor show MC'd by CPO Denny Shaw, the dance had a full turn-out of ship's personnel.

Ordnance Training Centre

The winter passed quietly in the Ordnance Training Centre. Armourer's Mates classes No. 16 and 17 are gradually reaching the end of their course.

The second group of Armourer's Apprentices arrived from the *Cape Breton* and are hard at work on their ordnance course; they are Able Seamen Bruce Squires, Andrew Black and Dennis Gordon.

The Ordnance Training Centre did very well in interpart sports during the winter, finishing in the top four in all events in which they competed. Because

of the limited number of personnel all events could not be entered.

The ordnance trials teams composed of Lieut. Gordon W. Clarke and CPO William Renaud has been very busy with trials commitments both in Halifax and in Saint John, N.B.

The ordnance personnel for the *Bonaventure* are gradually getting underway for Ireland. Those who have already left are CPO James Haywood, CPO Gordon Clare, PO William Gillespie and PO James Cavanagh. Preparing to leave were armourer's mates AB John Whiteside, AB Andre Lord, Ord. Sea. Michael Cosby, Ord. Sea. Donald Pratt, Ord. Sea. Desmond Burton and Ord. Sea. Frank Dunham.

The following armourer's mates have joined from *Cornwallis* where they successfully qualified educationally for armourer: Leading Seamen Norman Steeves, William McLeod, Gordon Woods, Philip Lafortune and Philip Hollywood, and Able Seamen Eric Jensen, Leonard Williams, David Millar, Alexander Doucette, Alexander Hammond, Kenneth Doucette, Kenneth Davis, Raymond Lees and Harry Park.

Torpedo Anti-Submarine School

The emphasis on the training at the TAS School has shifted to senior ranks now that the gap in the lower ranks is closing.

Some new equipment is being installed, including new attack table, an A/S mortar complete with loading arrangements, and torpedoes. Members of the instructional staff find themselves taking conversion courses to prepare for the new equipment.

The school entered two bowling teams, one volleyball, one basketball and one hockey team in the winter "Cock of the Barracks" contest. The hockey team has been most successful with a record of three wins and one tie in four games.

PACIFIC COMMAND

HMCS Venture

The half way mark of another successful year at *Venture*, Canada's Junior Naval Officer Training Establishment, was reached late in January when 80 cadets embarked in the *Ontario* and *Sioux*. For 29 of them, the Juniors, this was their first taste of a big ship. Compared with the sailing of cutters, whalers and even the 97-foot ketch *Oriole* this was truly a "deep sea" affair. During the two-month cruise to Japan via San Francisco and Pearl Harbour they served in the *Ontario*, working part-ship alongside the very men they one day will lead and command.

The Seniors, 28 of whom are executive cadets and 23 air-executives turned to a new phase of training. Having painted, chipped rust and scrubbed their fair share on earlier cruises, they now spend most of their time mastering the art of navigation and learning first-hand the responsibilities and duties of the Officer of the Watch. In groups of 20, they moved into the *Sioux* for a two-week stay and thus were introduced to life in a Fleet destroyer escort.

While the so-called "lucky first cruisers" navigate their way by sun, moon and stars across the vast Pacific and bronze themselves in the tropics, their colleagues ashore, some 42 juniors and 54 seniors, were studying hard for their mid-term tests in late March. These completed successfully, they will be off to sea while the others come ashore for an identical half-term in classroom and gym, on sportsfield and parade ground.

Those left ashore find life very pleasant, for instead of the usual 176 there are only 96. Studies go well and so do sports. From these 96 boys *Venture* fields each week in Inter-Island competitions, a soccer team, two English Rugby XV's and a basketball side, all of whom are invariably successful. Skiing parties go off to the hills each weekend and boxing, like sailing and rowing, is regularly catered for.

The 54 seniors now ashore are made up of 12 Supply Branch, 19 Engineers and 23 Executive-Air. This last group spends two full days each week at Pat Bay Airport flying the 85 hp Fleet Canucks. Final tests, dual and solo cross-country flights and "A" licences themselves are just around the corner for most of the cadets.

All *Venture* cadets are proud of their branch. In August when juniors are ready to go on long summer leave after their first full year of training, they are divided up into four branches, viz. Executive, Executive-Air, Engineering and Supply. This selection is based upon both their general and specific academic ability, their medical category, the results of aptitude tests and last, but not least, their own wishes in the matter. Once he's in a branch, a junior goes on leave, puts away his lanyard—symbol of his freshman status—and returns a month later a fully fledged senior.

When the next year has been completed, the cadets are promoted to midshipmen and go their several ways. The executive-air cadets go to Pensacola, Florida, where they take a full year's flying training with the United States Navy, deck landings included. The

executives go to Halifax and spend approximately nine months on sub-lieutenants' courses (gunnery, torpedo-anti-submarine, communications etc.) before joining the fleet.

The engineers first serve three months on the coast in various ships of the fleet before taking passage to England the following January. They join HMS *Thunderer*, the engineering training establishment near Plymouth and in two busy years qualify themselves very fully in all branches of engineering service.

The cadets (S) spend six months at sea in ships on either coast gaining practical experience and then go to the Supply School at *Hochelaga*, in Montreal, for their supply officer technical courses.

These schemes of further training concern the cadets only after they have graduated successfully from *Venture* on August 15. First the academic year has to be completed!

With the second cruise sailing in the *Ontario* and *Sioux* towards the end of March for 7 to 8 weeks in the West Indies, it isn't long before all cadets are back ashore and settled down for the final ten-week half-term throughout June and July, leading up to the big moment—graduation!

Judging by the quality of the cadets ashore and afloat right now, graduation is going to be a great success. These future leaders have the will and the knowledge to succeed at whatever they do. A better compliment to the Royal

Canadian Navy and to the whole Dominion of Canada would be hard to find.—D.J.W.

CANMINRON 2

After year-end leave periods, the *Comox* and *James Bay*, in company, carried out minesweeping operations in the waters around the southern end of Vancouver Island. At the end of January the two ships carried out navigation trials in Saanich Inlet.

February saw the *Fortune* out of refit and the squadron sailed to the north of Vancouver Island, carrying out minesweeping en route. Stops were made at Alert Bay and Port Hardy, where the ships' companies were challenged and badly beaten by local basketball teams.

The squadron paid an operational visit to Vancouver from February 17 to 20 and, as always, enjoyed the warm hospitality accorded the RCN.

PO Allan Bennett was drafted to the Communication Training Centre, *Naden*, in January. He was one of the last remaining members of the ship's company which commissioned *Comox* on April 2, 1954.

Communication Training Centre

A great improvement in gentility was noted at the Communication Training Centre during the presence of four young ladies from HMC Dockyard who were taking a two-week crypto course.

Hon. Ralph Campney, Minister of National Defence, takes the salute at Royal Roads on the occasion of the meeting of the advisory board of the Canadian Services Colleges. At his right is Captain J. A. Charles, college commandant. The advisory board is made up of the deputy minister, the Chairman, Chiefs of Staff, the Chiefs of Staff of the three armed services, the chairman of the Defence Research Board, representatives of the provinces and of the ex-cadet clubs of the three colleges. The meeting this year coincided with the inter-college tournament February 23 and 24 at Royal Roads.



Their instructors were PO Frank Hindle and CPO Gordon Fraser.

The halls and classrooms of the CTC are now bright and cheerful after a short period of chaos caused by a painting crew. Nothing escaped their eagle eyes and brushes.

PO J. R. Sully, on CND from *Tecumseh*, was an addition to the staff, along with CPO L. E. Sheppard, who arrived from *Sussexvale*.

March saw the Centre preparing to start the summer training period. A CV2 qualifying course is in progress at the present time with a CR2 class commencing towards the end of the month. Instructors for these Trade Group Two classes are CPO L. E. Sheppard and PO C. R. Miller.

With spring in the air, CTC is beginning to sharpen its claws for the various sports. It boasts enthusiasts in golf, fishing, curling and bowling.

Of interest to all is the newly-formed Pacific Coast Communication Association. Approval was received recently from the Flag Officer Pacific Coast to form such an association. Its aim is primarily to promote social activities but it is felt that it will further the *esprit de corps* within the department.

It is run entirely by men of the communication department and all members of the communication branch and civilians employed on communication duties in the command are eligible for membership.

Charter officers of the Association are: President, PO A. D. Ireland; vice-president, PO C. D. Fitch; second vice-president, Ldg. Sea. G. D. Blackhall; secretary-treasurer, CPO L. E. Sheppard.

TAS Training Centre

Recent changes in staff at the Torpedo Anti-Submarine Training Centre were: Lieut. (TAS) J. C. T. Belcher left to join the *Assiniboine* on commissioning; Lieut. (TAS) F. G. Henshaw joined from the *Toronto*; PO P. A. Bernard left for a leadership course in *Cornwallis*.

During February the following classes were under instruction: two classes of TD2s, 18 men; two classes of TD3s, 17

men and one class of six RCN (R) officers.

Sea training exercises for TAS classes and ships' TAS teams were carried out in *Ste. Therese*, *Stettler* and *Digby* with USS *Queenfish* between the latter part of February and early March. RCAF aircraft from Pat Bay joined for tactical exercises during part of this period.

NAVAL DIVISIONS

HMCS *Star*

The reserve recruiting drive at *Star*, the Hamilton naval division, was launched in the grand manner when Mayor Lloyd D. Jackson, of Hamilton, assisted by Cdr. J. H. Curtis, *Star's* commanding officer, hoisted the signal flags that spelled out "Go Navy" on Hamilton's venerable city hall.

The drive started rather slowly, but gathered speed in the latter part of February and, by popular request, the local campaign extended beyond the official closing date of March 13 to the end of March with gratifying results.—F.T.B.

HMCS *Queen Charlotte*

Captain J. J. Connolly, RCN (R) (Ret'd), and CPO S. G. Bowles, retired, were presented with life memberships to the Chief and Petty Officers' Mess at *Queen Charlotte*. Captain Connolly was the commanding officer of the Charlottetown division at the time the first Chief and POs' Mess was formed and it was due to his untiring efforts this was made possible. CPO Bowles was the RCN Recruiter at *Queen Charlotte* before retirement.

The mess held its first meeting of 1956 to elect a new slate of officers, with the following results:

CPO L. A. Llewellyn, president; CPO W. R. Morton, vice-president, and CPO R. A. McMillan, secretary-treasurer.

The mess entertained the commanding officer and officers of *Queen Charlotte* at an informal post-New Year's reception. Their hospitality was reciprocated when the CO and officers were hosts to

the chief petty officers and petty officers in the wardroom.

Ldg. Wren Catherine MacNeill has returned from nearly two years of CND service. During that time she served in *Cornwallis*, *Stadacona* and *Shearwater*.

Ldg. Sea. Frank Taylor has gone to the United Kingdom to stand by the *Bonaventure*.

PO E. R. Campbell is serving in the Ontario while taking his Naval Training on the West Coast.

Ldg. Sea. Joseph F. Flynn transferred from the RCN (R) to the RCN and has chosen to serve on the West Coast.

Among the new entries are Ord. Sea. John K. Profit and Ord. Sea. Donald (Duck) Trainor. The latter is a boxer of some repute and will represent *Queen Charlotte* in future naval boxing tournaments.

HMCS *York*

VC 920, York's reserve air squadron, is all set for the biggest year yet in 1956. Operational-wise and training-wise, Canada's oldest reserve naval air squadron will enter its third year with plenty to do.

Among other things, older pilots are looking forward to weekend training trips to the East Coast and maybe as far west as Calgary.

The junior pilots, sub-lieutenants (A) and midshipmen (A), have a lot of really hard work ahead of them qualifying for solo in the Avengers. This means at least 50 hours flying time before they can make the qualifying attempt.

While everyone will be busy at annual training in *Shearwater* this summer, doubtless all squadron members will want more time out to see RCN's new aircraft, particularly the Banshees.

But before the treat of summer training comes VC 920's way, there's lots of weekend flying, ground instruction and Thursday night class room procedure.

One of the newer ground instructional duties is aircraft and ship recognition. As far as known, this is the first course of this type offered in the Reserve since the last war.—J.H.

The *Magnificent's* guard awaiting the Governor of Barbados during the carrier's visit to Bridgetown, the capital, this spring. (MAG-7040)



THE NAVY PLAYS

Cornwallis Keeps Boxing Trophy

In the Atlantic Command Boxing Championships, held at *Stadacona* in February, *Cornwallis* retained the Command trophy with a team total of 16 points. *Stadacona* was second with seven points. Other entries included *Shearwater*, *Magnificent*, *Haida*, *Lauzon*, *Nootka*, *Algonquin* and *Micmac*. Thirty-four boxers were entered, with *Cornwallis* contributing 17.

Highlight of the finals was the bout in the lightweight division between Ldg. Sea. Raymond Shanks, of *Stadacona*, and Ldg. Sea. Edward Roberts, of *Cornwallis*. Shanks, the 1955 Canadian Amateur lightweight champion, scored a decision over Roberts who was the 1954 Maritime lightweight titleholder. Both fighters put on a fine display and gave the crowd a real treat.

Bantamweight: Ord. Sea. John Thompson, 119, *Cornwallis*, decisioned Ord. Sea. Romeo Gouvan, 119, *Stadacona*.

Featherweight: AB Alfred Senior, *Shearwater*, 2nd round KO over AB Paul Archambault, *Stadacona*.

Lightweight: Ldg. Sea. Raymond Shanks, 132, *Stadacona*, decisioned Ldg. Sea. Edward Roberts, 132, *Cornwallis*.

Light

Welterweight: AB Philip Gabriel, 138, *Cornwallis*, decisioned AB John Tuck, 140, *Shearwater*.

Welterweight: Ord. Sea. Bill Mathews, 144, *Stadacona*, decisioned Ord. Sea. E. Fourgette, 142, *Cornwallis*.

Light

Middleweight: Ord. Sea. Robert Martin, 148, *Cornwallis*, decisioned AB John McMillan, 152, *Micmac*.

Middleweight: Ord. Sea. Daniel Hinch, 158, *Cornwallis*, first round KO over Ord. Sea. Albert May, 156, *Cornwallis*.

Light

Heavyweight: Ldg. Sea. Romeo Brun, 172, *Lauzon*, 1st round KO over Ord. Sea. Gerry Richard, 176, *Cornwallis*.

Heavyweight: Ord. Sea. Robert Cou-tu, 195, decisioned PO Brian Byrne, 179, *Stadacona*.

Flyweight: Ord. Sea. George Fobie, 105, *Cornwallis*, was uncontested in the fly-weight division.

All bouts were three rounds, two minutes each.

Naden Swimming Records Broken

Four of *Naden's* swimming pool records, established in 1955, were broken in *Naden* Inter-Part and Championship meets recently.

The outstanding time was set by Ord. Sea. J. A. Bain, who finished the 50-yard free style in 26 seconds.

Other record holders include: AB S. J. Taylor, breast stroke, 38.4 seconds; AB W. H. Shirley, back stroke, 35 seconds and AB G. F. Keiron, butterfly, 41 seconds.

Curling Takes Navy's Fancy

That venerable old sport played with broom and stone on a sheet of ice appears to have taken the Navy—establishments, fleet and divisions—by storm.

Curling, in the past season, gathered many naval adherents and not only did they compete in interpart and intership play but also they entered provincial and Dominion 'spiels, matching rocks with the best rinks in Canada.

Sporadically through the years naval personnel had curled on occasion, but suddenly at the beginning of last season the game caught the sailors' fancy. As the season wore on word trickled through from various divisions that active groups were avidly taking the lure. Ships in the fleet, not to be outdone followed suit. So has Headquarters.

At season's end it appeared that veterans to the game and novices alike



Highlight of the Atlantic Command boxing championships was the spirited battle for the lightweight title between Ldg. Sea. Edward Roberts, left, of *Cornwallis* and Ldg. Sea. Raymond Shanks, of *Stadacona*. Shanks, the 1955 Canadian amateur lightweight champion, had also scored a decision over Roberts, in the 1954 Maritime lightweight championships. Thirty-four boxers were entered in the championships with *Cornwallis* taking the team title. (HS-40829)

had acquitted themselves admirably. Perhaps notable among these were the 57 adherents in the *Stettler*, although they did lose a decision to a hastily organized rink from the *Sussewale*.

Curlers in the Atlantic Command attended provincial bonspiels and even competed in the Macdonald Brier at Moncton. At the other side of the continent a Navy team walked off with the second event in the Victoria Commercial Bonspiel and four Navy teams made successful showings in the British Columbia Brier before being eliminated by the best rinks in the province.

Cornwallis Keeps Championship

Cornwallis retained the Atlantic Command Hockey Championship in the three-day playoffs held at *Cornwallis* in mid-March. *Cornwallis* defeated the *Huron* 17 to 5 in the final, and *Shearwater* won the consolation final with a 2-0 win over the *Cape Breton*.

Nine teams from ships and establishments in the command were entered and the *Cornwallis* team defeated *Shearwater* 5-0 in the first round, and *Stadacona* 3-0 in the semi-finals. Here are the results of the games in the semi-finals of the championship contests: *Wallaceburg* 5, *Granby* 4; *Cornwallis* 3, *Stadacona* 0, and *Huron* 7, *Wallaceburg* 3.

Among the tournament highlights:

Johnson and Morton, *Cornwallis* and *Shearwater* goalies, both posted two shut-outs and, ironically, both allowed five goals in their third games.



Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax, throws the opening rock of the two-day Atlantic Command bonspiel held at the Mayflower Club. Twenty-six teams were entered in the tournament. (HS-40808)

Parker of the *Huron* captured high scoring honours with two goals and seven assists for nine points.

McAfee, *Cornwallis*, scored most goals, six, and collected two assists for eight points.

Forand, *Cornwallis*, racked up seven points with three goals, four assists while Theriault and Nicholson, both of the *Huron*, finished with six points each.

Most penalized was Toohey, *Huron*, with 18 minutes in the "box".

Catarqui Ekes Out Hoop Win

Catarqui edged a hard-fighting RCEME Kingston squad 60-58 to win the final end of the two-game Garrison League basketball championships by a total margin of 16 points.

The victory was achieved in the naval division's court March 16. The reserve sailors were champions last year, too.

Badminton Titles Decided

The Atlantic Command badminton championships were decided at a tournament held at *Stadacona*, with the home club host to entries from *Scotian*, *Shearwater* and ships.

Lt.-Cdr. R. J. McClymont, *Shearwater*, won the men's single championship and Mrs. Hilda Manning, *Stadacona*, won the ladies' singles title.

The men's doubles went to UNTD Cadets Innes Christie and Johnson Mont, both of *Scotian*. The ladies' doubles was won by the team of Mrs. Manning and Mrs. Hilda Treherne, *Stadacona*. Lt.-Cdr. (S) Thomas Treherne and wife, *Stadacona*, won the mixed doubles.

The *Stadacona* club had a successful season this winter and played tournaments with Lunenburg, Liverpool, Bridgewater and the Halifax Garrison Club.

26 Rinks Enter East Coast 'Spiel

A highlight of the East Coast Navy's curling season was the Atlantic Command bonspiel sponsored by the RCN Curling Club (Halifax) and played at the Mayflower rink February 16 and 17.

A record entry of 26 rinks from *Cornwallis*, *Shearwater*, *Stadacona*, *Magnificent*, *Haida*, *Huron*, *Nootka*, *Toronto* and Maritime Warfare School participated in the two-day event.

After the traditional march around the rink led by Pipe Major Day and pipers Chorney and Millman from HMCS *Cape Breton*, the first stone, a



CPO Howard Mathew Oliver, a gunnery instructor at *Stadacona*, is the naval member of this year's 18-member Canadian Bisley team. He placed 15th in the Bisley qualifying shoot last summer in the DCRA meet at Connaught Ranges outside Ottawa. The team will gather in Ottawa for inspection on June 12 and sail for England from Quebec City on the 14th. (HS-37790)

perfect draw to the four-foot circle, was thrown by Commodore E. W. Finch-Noyes with Inst. Cdr. J. D. Armstrong, president of the curling club, holding the broom.

After two days of hectic curling a rink skipped by CPO William Kingston, of *Stadacona*, edged Commodore (E) John MacGillivray's quartette in the final game of the winners' section to take top honours. The rink from Maritime Warfare School in turn defeated the MacGillivray squad for runners-up title.

Prizes to winning rinks were presented by Commodore MacGillivray at a smoker held in *Stadacona*'s gunroom.

Members of the winning rink were: CPO William P. Kingston, CPO Harry Patrick, Const. Lieut. R. A. Billard and Mr. W. L. MacDonald.

Shearwater Makes Up for Slow Start

In Nova Scotia's Armed Forces Hockey League, *Shearwater* made a slow start but finding the atmosphere in the cellar distasteful, put on a spurt that had them undefeated in the last six games.

This lifted them to third place in the six-team loop, to finish with six wins, five losses and four ties, behind *Stadacona* and RCAF Greenwood. The *Shearwater* "goals against" record was the best in the league—64 in 15 games for an average of 4.27.

Naviators led in the playoffs against a strong Greenwood squad two games to one, but then lost a heartbreaker. They were deadlocked through two ten-minute overtime periods, but the "light blues" scored after 16 minutes had passed in a 20-minute sudden-death frame. This contest was too much for the *Shearwater* crowd, who dropped the next two despite creditable showings.

Debates Redeem

Athletic Losses

Royal Military College suffered two defeats in athletics early in March, but gained a victory on the debating floor when they met their friendly "enemies" from the United States Military Academy, West Point, in annual three-part competition.

The West Pointers chalked up a 3-2 hockey victory and scored 1,370 points on the pistol range. RMC scored 1,203 while RCMP marksmen walked off with 1,320 points.

The Canadians scored their single victory in a debate against a two-man West Point team who supported the resolution: "The engineer has made a more significant contribution to modern society than the arts man".

RCN Golfers Join

Victoria Group

At a meeting at *Naden*, members of the RCN Golfers' Association voted to join the Victoria and District Golfers' Association, naming Chief Petty Officers Tom McIntyre and George Buckingham as representatives.

Meanwhile the RCNGA set dates for its summer tournaments. The Navy Open will be at Gorge Vale on June 12 and 13, followed by the Corby-Wiser Handicap in three rounds, with the first round at Colwood on August 16, second at Uplands on August 18 and third at Gorge Vale August 25.

The Handicap Match Play Tournament will be played at Gorge Vale October 4-7.

The first of two annual tournaments between Dockyard civilians and naval personnel will be played on April 7.

Armed Forces

Title to "Stad"

HMCS *Stadacona* claimed the championship in the Armed Forces Senior Hockey League in the Atlantic Command by a 6-4 victory over Greenwood Bombers in the seventh game of a best of seven series.

The Armed Forces Hockey League was formed last season to keep senior hockey alive in Halifax and undoubtedly will continue next year. While results were not spectacular the league

standard had definitely improved as the season progressed and hopes are high that next season's play will be better.

Throughout the season *Stadacona* Sailors dominated the league composed of *Shearwater* Flyers, *Stadacona* Sailors, Greenwood Bombers, Maritime Air Command Headquarters, Cornwallis Cougars and the Black Watch from Aldershot.

The "Stad" sailors went into the finals after defeating the RCAF MACHQ in one semi-final while Greenwood ousted *Shearwater* Flyers in the other. *Stadacona* placed first in league standings at the end of the regular season.

The sailors later lost by three straight in the provincial league playdowns against a strong New Glasgow team.

International

Shoot for Sea Cadets

Sea Cadets of at least nine countries will take part in a new annual International Small Bore Rifle Competition sponsored by the Navy League of Canada.

According to the Navy League, Australia, Rhodesia, South Africa, Scotland, Wales, Ireland, England and New Zealand will take part, along with Canada, and further entries from Sweden and other countries, including those of the Commonwealth and Empire, are anticipated.

Organized to commemorate the 1955 Diamond Jubilee of the Navy League

of Canada, the new International Rifle Contest will be judged by the Dominion of Canada Rifle Association, to whom targets and score sheets of the three top teams in each country are to be submitted each year.

Standard 20-yard DCRA targets will be used and these, with contest rules, will be distributed by the Navy League of Canada to all contestants. The .22 calibre small-bore rifle, as issued in the different countries, will be standard for the competition.

The International Competition is open to any Sea Cadet unit or Corps. Sea Cadets participating must be within 14 to 18 years of age, inclusive and no Sea Cadet may be a member of more than one participating team. All shoots must be supervised, with properly accredited observers.

A special Challenger Trophy, particulars of which will be announced later, will be provided by the Navy League of Canada.

Navy Boxers Show Good Form in Ring

On March 2 the Navy boxing team entered four men in the Vancouver Island Golden Gloves Tournament. AB F. A. Weisgerber won the welterweight, AB J. E. Kirby won the junior middleweight, AB Bill Rees the middleweight and AB Robbie Roberts the light heavyweight division.



Captain D. G. King, commanding officer of *Shearwater*, presents the Halifax Mail-Star Volleyball trophy to AB Peter Davidson, captain of *Shearwater* "A"'s, who won the Atlantic Command tournament. The hardware thus goes to the air station for the third consecutive year. It was won in an all-day tourney February 11 via double elimination against *Shearwater* "B", two *Stadacona* teams and others from the *Maggie*, Cape Breton and Cornwallis. (DNS-15412)

SPORTS AT VENTURE

SPORTS and physical training of all varieties are a strong point in *Venture*. They are the necessary compliment to academic and general naval training, for these three disciplines, correctly applied and proportioned, are the basis of Junior Naval Officer Training.

That sports are so important is understandable. *Venture's* job is to produce leaders. To lead a man must be fit, know from first hand experience the value of team-work, training and perseverance. He must develop stamina, patience, courage and initiative and the will to hold out. He must learn to plan and scheme well ahead of the event and yet at the same time to be flexible and ready to improvise when things go wrong. He must learn to "dish it out and to take it". Sports and physical training can give a young man this and more. At *Venture* they do!

There is another side to sports too.

familiarization with water and co-ordination of movements.

With the co-operation of the Red Cross it is expected that these tests will be a regular part of the children's program.

Naval Curlers Win Tri-Service 'Spiel

Naval curlers won the Tri-Service Curling Trophy in the recent third annual Tri-Service Bonspiel at the Victoria Curling Club, scoring 60 points in 12 victories to top the runner-up RCAF team by 10 points. Army finished third with 40 points.

PO W. C. Brown, whose rink scored top individual honours in the 'spiel, received the Tri-Service Trophy.

Naden Children Learn to Swim

An average of 80 children of naval personnel use the swimming pool at *Naden* every Saturday morning during the family swimming period.

College Title To Royal Roads

Royal Roads won the Canadian Tri-Services Colleges Tournament in late February and took possession of the Claxton Cup in a two-day meet which starred top athletes from Royal Military College, Collège Militaire Royal and Royal Roads. The winners gained

The Canadian naval officer is today, by the very nature of his job, something of a diplomat and internationalist. These days the maple leaf is a familiar sight in Portsmouth, Hong Kong and Bermuda. Sports are often the key which opens the door to goodwill and the best in human relations between people of different countries.

The naval officer has to be an "all rounder". The ace hockey player may be an asset to his ship, his navy and his country when he's alongside in Halifax, Nova Scotia, but he's dead-weight in Mombassa, Sydney or Villefranche if his accomplishments are limited to this one sport.

Venture teaches the cadet the widest variety of games and exercises so that everyone will be top-notch at one or two and reasonably competent in a large number. By "competent" *Venture* means to play confidently, to be able to organize, coach and referee and to enjoy.—D.J.W.

20 out of a possible 25 points in the five-sport competition.

Royal Roads athletes won the volleyball, basketball, and swimming events, tied with CMR in the boxing card and placed third in the rifle shoot. CMR placed second in volleyball, swimming and rifle competition and RMC placed first in the shoot.

Royal Roads previously held the championship in 1952. It was won last year by CMR on home territory.

Navy Second in League Standing

In the Pacific Command a Navy representative hockey team wound up an abbreviated schedule by trouncing C & C Taxi 7-1, to wind up the season in the league's second position. Due to service commitments they were unable to enter the play-offs.

AB Bob Maude was named the league's outstanding netminder, while Ldg. Sea. Neil Standley lost out on the goal scoring honours by one point in the final game.

Many Take Part In P & RT Program

At *Naden* during a recent month a total of 1,723 men participated in departmental P & RT periods allocated during working hours. These consisted of basketball, volleyball, swimming, bowling, apparatus work, squash, badminton and PT tables.

In exhibition bouts also in March, Weisgerber knocked out Karl Max of Vancouver in the second round. Kirby lost a very close decision to the Canadian light welterweight champion Jimmy Walters of Vancouver.

In the B.C. Golden Gloves Tournament held in the Exhibition Gardens in Vancouver, March 9 and 10, the Navy had two entries, AB Kirby, junior middle weight, and AB Weisgerber. Kirby lost his first fight of the tournament by a KO in the second round. Weisgerber won his first fight by a second round KO.

In his second fight of the tournament, Weisgerber was doing well against the Canadian welterweight champion, Norm Jorgenson, of Vancouver, when the fight had to be stopped in the second round after Weisgerber suffered a cut eye.

RCN Rugger Team Wins League Play

The Navy's entry in the four team Victoria English Rugby league finished first in the league play with a total of 10 points. The closest competitors were Victoria College and University School which were tied for second place with four points.

Playing Coach Inst. Lt. D. J. Williams, *Venture*, has been doing an excellent job, with his "chaps" this year, and is now working them up for a two-game total-point series with Victoria College to decide which team will represent British Columbia in the 2nd Division play off.

Besides having a good, well-balanced team Navy has several standout players in the league. One such player is Ldg. Sea. E. J. "Shim" Shiminsky who was chosen for the 1st Division Victoria All Star team for their annual series against Vancouver All Stars.

In addition Cadet Thor Young and Cadet Charles Robinson from *Venture* were also selected for the All-Star Squad.

Children Pass Swimming Tests

Sixty-two Tadpoles, Polywogs, Porpoises and Sharks qualified for Red Cross swimming awards at the *Naden* pool during February.

The above forms of aquatic life represent the groups in the Naval Children's Swimming Club.

Under coaching of PO Alf Aylward the children gave a good account of themselves and were living proof of the theory that learning to swim is a matter of patience on the part of the parent and coach—the parent to encourage and facilitate attendance, the coach to teach

BOOKS for the SAILOR

THE CHOICE of Samuel Eliot Morison to write the History of U.S. Naval Operations in World War II was indeed a happy one. Up to the present, Professor Morison has produced 10 volumes of his 14-volume history and all 10 have been distinguished by their readability, by brilliant portrayals of outstanding events and by the evident enthusiasm of the historian for the job at hand.

Volume X, "The Atlantic Battle Won", is but lately off the press. It covers the last two years of the war and is the continuation of Volume I, "The Battle of the Atlantic", which dealt with the period, September 1939 to May 1943.

It's a good bet that Professor Morison found these two volumes hardest of all to put together. He himself says, in his preface to Volume X: "It was an exceedingly complicated war, fascinating to technicians and professional sailormen; but exceedingly difficult to narrate in the scope of two volumes." He adds, "I cannot neglect the superb work performed in this theatre by our Allied Navies and Air Forces, although it is obviously impossible to relate them in the same detail as our own."

Nevertheless, he departs from the script in several places to describe incidents in which the U.S. Navy was not involved. For example, he relates in some detail, and with the aid of a map, "The Ordeal of ONS-5", one of the fiercest convoy battles of the war and a turning point in the Battle of

THE LAST TWO YEARS OF THE ATLANTIC BATTLE

the Atlantic. The attack on ON-202, in which the acoustic torpedo was used for the first time, sinking HMCS *St. Croix*, among others, also gets prominent attention.

"The Atlantic Battle Won" is broken down into 19 main chapters. Chapter 1 is an introduction and is really a synopsis of Volume I. Chapters 2, 3 and 4 have to do with organization, new ships and aircraft and training and technical developments. Chapter 5 presents the enemy side of the picture, and the remainder of the book is taken up mostly with operations. Among the highlights are his descriptions of U.S. escort carrier operations. These groups, once they got into the swing of things, had marked success against the U-boats. They sank more than 50 submarines, while losing only one carrier, one destroyer and two DEs.

While the book is mostly devoted, and properly so, to the part played by the U.S. Navy, Professor Morison gives full marks to the RN and RCN, even to the extent of saying, in his closing chapter, that ". . . we must candidly admit that the Royal Navy, the Royal Canadian Navy and the Coastal Command of the Royal Air Force, acting under Admiralty supervision, contributed more to the destruction of the enemy submarine fleet than did the United States Navy and the United States Army Air Force."—R.C.H.

The Atlantic Battle Won: May 1943-May 1945, by Samuel Eliot Morison, published in Canada by Little, Brown and Company (Canada) Limited, Toronto; price \$6.75.

Philip Chaplin, at present with the National Library in Ottawa. His estimate of "HMS *Ulysses*" follows:

I UNDERTOOK this review on the principle that one must set a thief to catch a thief: Alistair MacLean was a torpedoman and served five years in the Royal Navy, I was a radar operator and served six. In general, I consider the book hardly a compliment to a great service. At first sight this is not apparent, because the author brings the seamen to life in a manner most convincing. The ship comes to life too, both as a sea boat fighting heavy weather and a bitter enemy, and as a living organization.

Apart from the vitality of the ship and her lower deck, the novel has many shortcomings. In fact, it is not really a novel, but an anthology of legends that circulated in the Royal Navy during the Second World War, and I met many old friends among them. In particular, the incident of the damaged flight deck is familiar, but, in the story I heard, the deck of a Woolworth's carrier was bent back and upwards for ten feet or so by the repeated attacks of a heavy gale, not doubled back to the bridge by a single sea.

I have said that the seamen are credible, but that is true only of their manner and character. When their behaviour is considered, the exaggeration which permeates the whole work tends to remove them from the field of credibility—if only by their actions not jibing with established characters. And there is one notorious exception: Ralston. He is the nearest approach to a hero in the story, and, be it noted, he is a torpedoman—perhaps the idealized MacLean. He always turns up where a torpedoman or a cool head is urgently needed, and he is always infuriatingly right. Because he is so right he is persecuted by an incompetent sub-lieutenant, and when questioned or opposed by a senior he always talks back in a manner that would never be tolerated. So he goes on, bearing a heavy load of grief, without faltering, to a heroic death.

The ratings ring true, but the officers do not. The author has no idea how they should address one another: in the Royal Navy, no one is addressed

FACT OR SALTY DIP?

FEW BOOKS about the sea have aroused such wide divergence of opinion as the current best-seller "HMS *Ulysses*". It has been praised as a gripping, well-written first novel; it has been damned as a misrepresentation of life at sea under wartime conditions.

Excitement undoubtedly runs high throughout the book, from the time she puts out on her perilous mission with her semi-mutinous crew, to the moment of her doom, when her churning propellers drive her into the depths of the ocean.

The story has found a wide public, both as a book and in serialized form, and many readers must have already

compared it with its stirring predecessors, Herman Wouk's "The Caine Mutiny" and Nicholas Monsarrat's "The Cruel Sea". A marked difference in the approach of the writers to the subject of wartime service at sea will be evident and the reader may well wonder whether this is not due to the point of view of the author—officer or lower deck.

The writer of the accompanying review which was voluntarily contributed to *The Crowsnest*, served for six years with the Royal Navy on the lower deck, an experience which enables him to speak with some authority on various facets of the book. The reviewer is

as "Lieutenant" or "Admiral", but always by name, with or without the rank, for a junior, or as "Sir" for a senior. But in *Ulysses* the officers are unaware of this custom. And among these officers I met more old friends from lower deck folklore: the sub-lieutenant who hardly knows the sharp end from the blunt, the piratical commander, the RNR officer who is true heart of oak, and the all-understanding captain.

Not content with these stereotypes as he received them from the tradition, MacLean has embroidered and exaggerated them so that they are less convincing than the bald inaccurate generalizations that they were. In the folklore, the incompetent sub-lieutenant is merely a buffoon or a minor villain; in *HMS Ulysses*, Carslake is the stunted ghost of Captain Bligh. He bungles an evolution by mere lack of seamanship, and compounds the offence by blaming Ralston whose skill reduces the consequences. From there he is driven by madness to attempt Ralston's murder.

As for the RNR officer: it is the firm belief of British naval ratings that a man who has been at sea for half a lifetime, and whose time has not been taken up with the flannel of warship routine, must know something about ship handling; but Lt-Cdr. Carrington, RNR, is too good to be true. He is an oracle: if the weather looks odd the admiral does not consult the meteorological staff, he asks Carrington who looks at the sky to windward, ponders

the cloud formations, and prophesies—and his words are fulfilled in exact detail. And at the end, when the *Ulysses* is sunk, a few survivors are dragged exhausted and gasping from the Arctic Sea, but Carrington swarms up a rope and over the side of the rescuing ship unaided.

Throughout the book the officers are contrasted with the ratings—to the disadvantage of the former. The men endure and work and carry on, and are stopped only by death; while the officers, although the author treats them with surface sympathy, fail through incompetence, disease, stress or madness. There are exceptions on both sides, but this theme pervades the whole story.

In spite of all these objections, "*HMS Ulysses*" would still be a valid contribution to the literature of the Second World War were it not that its background and style introduce errors of syntax and fact that nag at the reader's mind and distract him. The glaring mistake is the route of the convoy; I have been able to consult no records, but I have asked a senior officer who was concerned with the dispatching of convoys from Halifax throughout the war, and he said that nothing was known there about the orders for ships for Murmansk, and that no convoy, or part of a convoy, was ever routed there from Halifax. They went to British ports or to Iceland, and ships with cargoes for Russia were marshalled into new convoys there. There are minor errors too: at one point Carrington

speaks of a "block and tackle", a phrase never heard at sea, and on the next page he says "a tackle", which is correct.

All through the book, weather, sea, accidents, destruction, fire and human action are so exaggerated that the veriest landlubber must find the yarn hard to wash. As a one-time Pompey rating, all I can say is that Alistair MacLean is swinging the lamps.

"*HMS Ulysses*", by Alistair MacLean; Collins, 1956, Toronto, \$3.

ENGINEER ROOM MANUAL

Of interest to engineroom personnel is the news that the Royal Navy's instruction manual, used in the training of engineroom artificers and mechanics is available at last in book form, cloth-bound and complete with illustrations and index.

The manual, published by the Admiralty and called "Naval Marine Engineering Practice" is intended as a reference work, illustrating and describing the construction, operation and maintenance of machinery for which a marine engine room staff is responsible. The book deals with typical machinery found in various classes of ships including boilers, reciprocating machinery, turbines, auxiliary machinery and internal combustion engines.

"Naval Marine Engineering Practice", price 25 shillings; size 11" by 8½", 437 pages, illustrated, HM Stationery Office, London.

THE NAVY'S ROLE IN A LIMITED WAR

Korea Clear Example of the Value of Sea Power Today

THE VALUE of sea power in a limited war was thoroughly demonstrated in Korea where ships and aircraft of the United Nations denied the enemy the use of their ports, disrupted enemy lines of communication and gave direct support to UN land forces.

The question has been raised in recent years as to whether sea power would be equally effective in an atomic global war and this was discussed by the First Lord of the Admiralty, Viscount Cilcennin in an address several months ago. He had this to say:

"Modern scientific developments have placed within reach of the fighting services new weapons of unprecedented power and range. Unfortunately their cost also is quite unprecedented! The way which modern navies and armies and air forces eat up money and manpower makes it more than ever neces-

sary to ensure that our forces are streamlined. So we are constantly reviewing our plans for material and manpower and trying to ensure that we get in our services only those men and those weapons that are essential for the tasks we must perform.

"What are these tasks? For navies at all events they have not been changed by the introduction of all these new weapons and techniques. I have often emphasized this in recent years, but I think it is important enough to be worth saying again. In peacetime the navies of the Western Allies support the foreign policies and protect the trade of their respective countries, and contribute powerfully to the deterrent against possible aggression. In war of a limited kind, by which I mean war that does not directly involve the major powers on opposite sides, it has been quite recently demonstrated how sea

power can entirely secure the army's lines of supply, and powerfully supplement the land battle whenever required.

"Korea was a clear example of this. The enemy controlled five out of seven of the ports in the Korean peninsula, but the United Nations fleet had control of the sea. As a result the Communists could not make any effective use of their five ports.

"Naval aircraft were constantly harassing the enemy, and naval bombardments supported the land fighting on many occasions. By the use of sea power, troops were moved swiftly and secretly and their landing behind the enemy's lines was supported by aircraft based within sight of the beaches. Heavy naval guns were brought to bear at points all along the enemy coastline and carrier-borne aircraft reached far inland to attack his installations or support our army troops.

"In a major war—which we all so devoutly hope can be avoided—we have to envisage that all the frightful new weapons in the modern armoury would be used, and used sooner rather than later. As Mr. Harold MacMillan said when he was Minister of Defence, 'the tempo would change dramatically'.

"In the initial stages, which might well be critical, the primary role would fall on land-based air forces. But that phase could not last long and, if we were still in effective working order at

the end of it, the safety of our sea routes between North America and Western Europe would immediately become the most important factor in the conflict. If we were denied the use of those routes our armies would rapidly be rendered impotent, our air forces grounded and our people starved. And so far as we can see into the future it would be quite impossible to keep those sea routes open without a supremacy of naval power.

"So a large part of the question whether to invest more heavily in naval power for war purposes hinges on whether we envisage that a future full-scale war would last beyond the opening stages of all-out thermo-nuclear exchanges. If we suppose that the first holocaust would be followed by an organized attempt to hit back at the aggressor, rather than merely by desultory fighting amid the ruins, then we have made the case for securing and retaining command of the seas."

Viscount Cilcennin quoted the observation of Lord Montgomery, on the future role of the Navy, in which he gave his opinion that, after the first stunning blows had fallen, the navies alone might remain undamaged and able to carry on the battle.

The field marshal had also said: "As things stand today, if the navies lose control of the seas the Western Alliance would have to go out of business."

"I think it is a perfectly fair conclusion from all that I have said," the First Lord concluded, "that although the Navy (like the other services) must of course streamline itself, it would be folly to neglect the problem of replacing wastage and maintaining our fighting strength of ships."

TRANS-CANADA MARK FOR T-33s BROKEN

A T-33 jet trainer, piloted by Lieut. J. V. Searle and Lieut. Derek A. Prout, both of *Shearwater*, established a new T-33 record for trans-Canada flight in March when they made the crossing from Vancouver to Halifax in five hours 45 minutes flying time.

The previous record was five hours 59 minutes set by the Navy in January of this year.

The pilots, on a cross-country navigational flight, left Vancouver at 0916 EST and arrived at *Shearwater* at 1611 EST. A one hour and ten minute fuelling stop at Lakehead airport brought the total elapsed time for the 2,800-mile flight to six hours 55 minutes.

DONATIONS TO BENEVOLENT FUND IN 1955

Following is a list of donations received during 1955 by the Royal Canadian Naval Benevolent Fund:

HMC Ships and Establishments:

Algonquin	Ship's Fund	\$ 230.88
Avalon	Nfld. Area (AF) Reg. Fund	508.89
Cabot	Wardroom	100.00
Cape Breton	Ship's Fund	40.35
Cornwallis	Haida Division	36.54
	Ship's Fund	3,376.66
	Chief and PO's Mess	185.37
	Wardroom Mess	120.00
D'Iberville	Ship's Fund	100.00
	Wardroom Mess	75.15
Discovery	Ship's Fund	155.69
Granby	Ship's Fund	30.00
Griffon	Chief and PO's Mess	35.42
	Seamen's Canteen	20.39
	Ship's Fund	141.20
	Wardroom Mess	16.36
Hunter	Ship's Fund	165.54
	Chief and PO's Mess	96.55
	Wardroom	103.07
Huron	Ship's Fund	9.00
Iroquois	Ship's Fund	361.75
Labrador	Ship's Fund	110.00
Lauzon	Ship's Fund	100.00
Magnificent	Ship's Fund	921.37
Naden	Ship's Fund	1,361.68
	Petty Officers' Mess	340.51
	Wardroom Mess	500.00
	Scran Locker	75.00
New Glasgow	Ship's Fund	80.00
New Liskeard	Ship's Fund	57.94
Nonsuch	Wardroom	19.40
Ontario	Ship's Fund	900.00
Prevost	Seamen's Canteen	50.00
Quebec	Ship's Fund	1,595.00
Resolute	Ship's Fund	20.00
Shearwater	Ship's Fund	1,000.00
Stadacona	Ship's Fund	1,199.03
	Wardroom Mess	1,000.00
Star	Chief and PO's Mess	250.00
	Wardroom	500.00
Tecumseh	Sports Day Receipts	10.38
Toronto	Ship's Fund	153.30
Unicorn	Ship's Fund	50.00

HMC Naval Radio Station:

Aldergrove	Ship's Fund	19.50
	Chief and PO's Mess	10.00

Other Sources:

Serving Naval Personnel—by monthly assignments	11,602.00
Anonymous	75.00
Barr, Daniel W.	10.00
Campbell, Audrey B.	24.00
Canadian Geographical Society	100.00
Chief of Naval Personnel Staff	5.48
Intro. PSO Course—Aug. '55	12.00
MacDonald, Margaret A.	15.25
MacLachlan, K. S.	100.00
McDermaid Agencies (D. K. McDermaid)	20.00
Miscellaneous Contributions	87.67
Mott, C. A.	10.55
Naval Officers' Association, Ottawa	25.00
Peterborough Naval Assoc., Reunion 1955	107.30
Pettigrew, Gordon	20.00
Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd)	25.00
Wrens' Association, Vancouver, B.C.	25.00

Total donations \$28,496.17

Match This Slogan "Assign To Assist"



Flip open a book of matches on board the cruiser *Ontario* and you are faced with a reminder that everyone who has served in the Royal Canadian Navy and its reserves has a friend on whom he can count in time of need—The Royal Canadian Naval Benevolent Fund.

The reminder, printed on the match books at the instigation of the ship's welfare committee, reads: "Support your Benevolent Fund—Assign To Assist".

The slogan is one which was taken to heart by nearly 1,500 officers and men during 1955, when they had assignments in force from 50 cents to two dollars. The active assignments at the end of December totalled 1,132 and the donations from this source amounted during the year to \$11,602, or 40.7 per cent of all donations to the Fund in 1955.

If all naval personnel, including members of the RCN(R), contributed even the minimum allotment of \$6 a year, the Fund would benefit by nearly \$125,000. This amount, given during the present "good years" would increase the capital of the Fund to a point where it would be a highly effective agency should there be a slowdown in the economy.

A visit to the pay office can start the ball rolling. All donations to the Benevolent Fund are deductible from taxable income and receipts are furnished. For those on active service, income deductions for up to \$48 in charitable gifts are made at the source.

"Assign to Assist"

LETTERS TO THE EDITOR

Dear Sir:

The other day I was given an opportunity to read several issues of *The Crowsnest*. Copies were furnished by Lt.-Cdr. Donald R. Saxon, RCN, liaison officer attached to this command. I found the magazine mighty interesting

and well-organized, giving plenty of information about the Canadian Navy, with whom we work so closely.

It occurred to me that you would be interested in knowing the fine impression that your Canadian officers and their wives are making with the U.S.



H. M. C. S. LABRADOR

February 20, 1956.

the Editor,
Crowsnest,
Naval Headquarters,
Ottawa.

Sire:

Scotty and the Eating Deacon and I were having coffee and doughnuts in the galley ready-use magazine the other day when we got to talking about your fine paper. The Deacon reckoned that the 'Labrador' news alone was worth the price. He figured that we ought to write and say that we appreciated all the space that you give to us. Well sire, Scotty is so busy making doughnuts, and the Deacon has such ticky fingers from eating them, that I have to write this letter myself. So thanks.

You must get alot of letters like this so I'll make mine different, I'll complain a bit.

We thought that when you printed the story of 'The Saga of the Forgotten Fifty' that you could have said you reprinted it from Bergy Bits. Unglak, the Noted Seal Hunter, suggests that you thought the motto of Bergy Bits, 'DON'T GET IT RIGHT - JUST GET IT WRITTEN', meant we didn't copyright our stuff. Rather poor pun for a seal hunter don't you think? The President of the Labrador chapter of the English Spaaing Union is, I hate to say this, most upset that you credited the motto 'Non audiviste omnes esse mutatum' to Rushmore. He himself shamelessly stole it from MS Dryad for Labrador as it was far more fitting there.

I know that all this will make you very happy so no long now, I must get back to writing the story of my life. Maybe you will publish that.

Sincerely, and/or As ever.

Buz Bear
Old Buz.

P.S. I'm sending along my latest portrait.

S.P.

Navy and the civilians in Key West. They have been most pleasant assets to the service and community. Pointing up this fact is this:

Recently the Navy Wives Annex Club held their election for president, and who was unanimously elected president of this club composed of wives of U.S. Naval Officers? A charming young lady who has been with us only a few months—Mrs. D. R. (Rence) Saxon, wife of the Canadian Navy liaison officer! And there are over a hundred wives in this club, many of whom have been here for quite some time.

A fine tribute to a gracious young lady, who along with her husband in his official capacity, has won many friends for Canada and the Canadian Navy way down here at the southernmost point in the United States.

Very sincerely,

P. D. GALLERY,
Captain, U.S.N.

Commander
Surface Anti-Sub Development
Detachment,
Atlantic Fleet,
Naval Base, Key West, Fla.

European Cruise "Maggie's" Longest

The cruise of the "Maggie" and four destroyer escorts to Northern Europe and the Mediterranean in 1955 established two records for the carrier—the longest distance steamed in one voyage, 7,596 miles, and the longest continuous period at sea, 24 days, since the ship commissioned in 1948.

During the year she steamed 34,260 miles. A total of 4,000 hours of flying and 1,975 deck landings were completed. In the fall cruise, the carrier and escorts also took part in two large NATO exercises, New Broom IV and Sea Enterprise.



LOWER DECK PROMOTIONS

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

ADOLPHE, Ralph.....P1BD3
 ALEXANDER, Donald B.....LSMA1
 ANDERSON, James G.....LSAM2
 ANGROVE, Douglas J.....LSCK1
 ARMOUR, Norman E.....LSCS2
 BAKER, Stewart K.....LSEF3
 BAXTER, Chester L.....LSLR2
 BIRD, Richard H.....P2EM2
 BISSON, Regent A.....LSMA1
 BOHMER, Geraint L.....P2RP2
 BOSQUET, Ronald.....P2RS3
 BOUCHARD, Robert.....LSSW1
 BOULE, Philip J.....P1NS3
 BOURASSA, Jean Marc.....LSMA2
 BROPHY, Edward C.....LSAM2
 BROWN, Kenneth G.....LSCV1
 BROWN, William T.....PIER4
 BRUSHETT, Samuel A.....LSMA1
 CHARTER, James T.....PIER4
 CLARK, Robin C.....LSMA1
 CLARKE, Charles E.....LSCK1
 CLARKE, John A.....LSAM1
 COLP, Clarence J.....LSCS2
 DeREPENTIGNY, Andre J.....LSSW1
 DETCHKOFT, William.....LSOM2
 DONAVAN, Gerard H.....LSAM2
 DUNN, Samuel R.....PIER4
 FORRESTER, Charles M.....C2EM4
 GILES, William S.....P2PH3
 GILLARD, Robert J.....LSPW1
 GILLIS, David A.....LSAR1
 GODDARD, William C.....LSCK1
 GORE, Andrew E.....LSCR1
 GOREE, Stewart D.....P2BD3
 GRAY, Norman S.....LSEG3
 HAINES, Robert A.....LSCK1
 HARNESS, John W.....LSEG3
 HARTLEY, Roland J.....P2AR2
 HENIGMAN, Neil B.....LSEG3
 HESLIN, John M.....P2EM2
 HILLIER, John E.....P2EM2
 HODGE, Clayton.....LSAF2
 HUESTIS, Earl S.....LSCK1
 ISLES, Kenneth M.....PIER4
 JACKSON, Ward T.....LSEG3
 LANDER, Thomas H.....P2EM2
 LANGDON, Charles F.....LSCS2
 LAUZON, John V.....C2ER4
 LEY, Charles T.....LSRD3
 LITTLE, Donald H.....LSAM2
 LOFTUS, Robert H.....LSCK1
 LYON, Robert A.....PIER4
 MacDONALD, Duane L.....LSEG3
 MacDOUGALL, Kenneth L.....LSCK1
 MacKAY, Ronald R.....P1BD3
 MacLEOD, Robert A.....P2AR2
 McCONNELL, Donald S.....LSCK1
 McKEARNEY, Lyle V.....PIRP3
 McKENZIE, John J.....LSAM2
 McLEISH, Keith S.....LSRD3
 McNAUGHTON, Robert M.....LSSW1
 MALE, Gordon G.....LSED3
 MALONE, Joseph A.....LSVS1
 MERCURE, Romeo R.....C2MR4
 MOUSSEAU, Douglas L.....LSVS1
 MYATT, Arthur I.....C1CK4

NAHAGAWA, Hideo.....LSAR1
 NEADOW, Roy D.....LSMO1
 NELSON, Carl H.....LSAF1

O'LEARY, George J.....LSCK1

PARENT, Marius J.....LSAW1
 PARKINSON, Thomas A.....C1ER4
 PATTERSON, Bruce.....P2EM2
 PELCHAT, Joseph W.....P2EM2

RIEHL, Donald G.....LSNS1
 RUTLEDGE, Thomas E.....LSCR1

SCHLATMAN, Orval J.....P2EM2
 SCHLEY, Leslie R.....LSAF1
 SCHREUER, Michael J.....P1PH3
 SIMMONS, Frederick A.....P1BD3
 SIMPSON, Alwyn R.....LSCR1
 SINCLAIR, James S.....C2MR4

SLATER, Frank W.....P1BD3
 SMITH, James I.....P2EM2
 SMITH, Sydney C.....P2AR2
 SPARKES, Kendall D.....LSAM2
 SPEARS, Norman A.....LSPR2
 SPENCER, James.....P1ER4
 STABB, Ronald W.....LSAR1
 STINTON, Burton R.....P1NS3
 STRICKLAND, John D.....C1MR4
 SULLIVAN, Ronald C.....LSRD3

TARDIFF, Stanley F.....LSAM2
 THOMPSON, John A.....LSMA2
 THORNHILL, Arthur Y.....LSCR1

UNDERWOOD, Charles J.....LSAM2

VERVILLE, Jean-Pierre J.....LSNS1

WALKER, Ronald A.....LSNS1
 WELLS, Richard M.....LSCK1

RETIREMENTS

CPO Douglas ABBOTT, 42, C1G14, Victoria, B.C., joined February 11, 1930; served in *Naden, Vancouver, Skeena, Fraser, Prince Robert, Stadacona, Cornwallis, Niobe, Haida, Peregrine, Rockcliffe, Ontario, Malahat, Quebec*; awarded Distinguished Service Medal and Bar, Long Service and Good Conduct Medal; retired February 10, 1956.

CPO Neal William BEGELOW, 39, C1AA3, Lucerne and Victoria, B.C., joined March 12, 1934; served in *Naden, Skeena, Fraser, Armentieres, St. Laurent, Assiniboine, Stadacona, St. Croix, St. Francis, Dominion, Niobe, Charny, Cornwallis, Iroquois, Prince Robert, Peregrine, Ontario, Beacon Hill*; awarded Canadian Forces Decoration; retiring September 9, 1956.

CPO Ronald CRAGG, 43, C2CK3, Dartmouth, N.S.; joined February 3, 1936; served in *Naden, Skeena, St. Laurent, Stadacona, Ottawa, Fort Ramsay, Avalon, Columbia, York, Cornwallis, Givenchy, Warrior, Niobe, Magnificent, Haida, La Hulloise, Huron, Shearwater, Queen, Unicorn, Chippawa*; awarded Long Service and Good Conduct Medal; retired February 2, 1956.

CPO Ernest Sidney JOHNSON, 40, C1ST4, Victoria, B.C., joined May 8, 1936; served in *Naden, Fraser, Restigouche, Stadacona, St. Francis, Venture, Niobe, Iroquois, Uganda, Royal Roads, Ontario, Athabaskan, Crusader, Cayuga*; awarded British Empire Medal and Long Service and Good Conduct Medal; retiring May 7, 1956.

CPO Clement Cecil MANN, 45, C1LR3, Regina, Sask., and Victoria, B.C.; joined May 12, 1931; served in *Naden, Skeena, Vancouver, Fraser, Ottawa, Stadacona, Niobe, Iroquois, Givenchy, Ontario, Cornwallis, St. Laurent*; awarded two Mentions-in-Despatches and Long Service and Good Conduct Medal; retiring May 11, 1956.

CPO Arthur James SHARPE, 37, C2RT4, Claresholm, Alta., and Victoria, B.C.; joined June 1, 1936; served in *Naden, Skeena, St. Laurent, Stadacona, Sans Peur, Windflower, Givenchy, Vancouver, Prince Henry, Burrard, Cornwallis, Avalon, Athabaskan, Aldergrove Radio Station*; awarded Mention-in-Despatches and Long Service and Good Conduct Medal; retiring May 31, 1956.

CPO Arthur James TAYLOR, 41, C1SW3, Halifax, N.S.; joined March 18, 1936; served in *Stadacona, St. Laurent, Skeena, Ottawa, Fundy, Saguenay, St. Clair, Kings, Assiniboine, St. Hyacinthe, HMS Nabob, Naden, Stadacona II, Peregrine, Cayuga, Warrior, Niobe, Magnificent, Shearwater, Cornwallis, Quebec*; awarded Long Service and Good Conduct Medal; retired March 17, 1956.

CPO Albert Edward WESTONER, 44, C1MR4, Ladner and Victoria, B.C., joined April 7, 1930; served in *Naden, Vancouver, Skeena, Crusader, Ottawa, Prince Henry, Stadacona, Shelburne, Protector, Peregrine, Niobe, Warrior, Bytown*; awarded Long Service and Good Conduct Medal; retiring April 6, 1956.

CPO Albert Jack WOLFE, 44, C1MR4, Galt, Ont., and Halifax, N.S.; joined May 4, 1931; served in *Stadacona, Saguenay, Champlain, St. Laurent, Skeena, Venture, Gaspe, Cornwallis, Niobe, Peregrine, Warrior, Bytown*; awarded Long Service and Good Conduct Medal; retiring May 3, 1956.

Nabob Serving As Training Ship

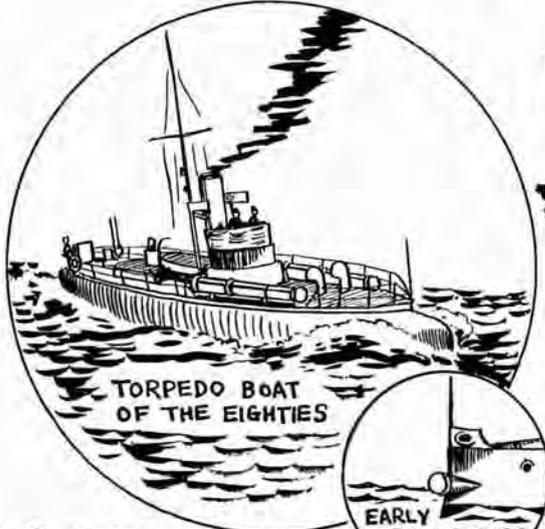
Some further notes on the postwar history of HMS *Nabob*, the Canadian-manned aircraft carrier whose conversion into a merchant ship was described in the March *Crowsnest*, were contained in the February issue of *The Navy*, official organ of the Navy League of Great Britain.

A letter from Erich Lawrenz, of Berlin-Stelgitz, Germany, lists the owners of the converted *Nabob* as Roland Reederei, a subsidiary of North German Lloyd, and says that she was in a wrecked condition without engines when she was acquired in September 1951.

The writer's latest information was that the *Nabob* was now sailing on the Australian line and was serving as training ship of North German Lloyd with 18 probationary officers aboard.

Naval Lore Corner

NO. 36
EVOLUTION OF
THE DESTROYER

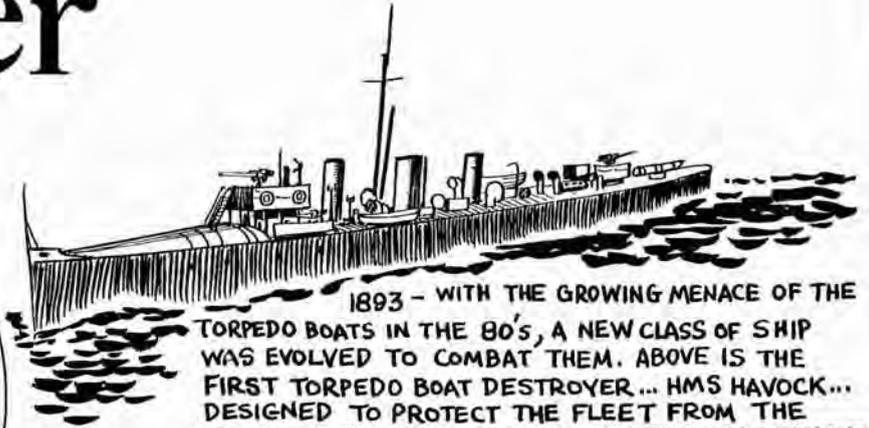


TORPEDO BOAT
OF THE EIGHTIES

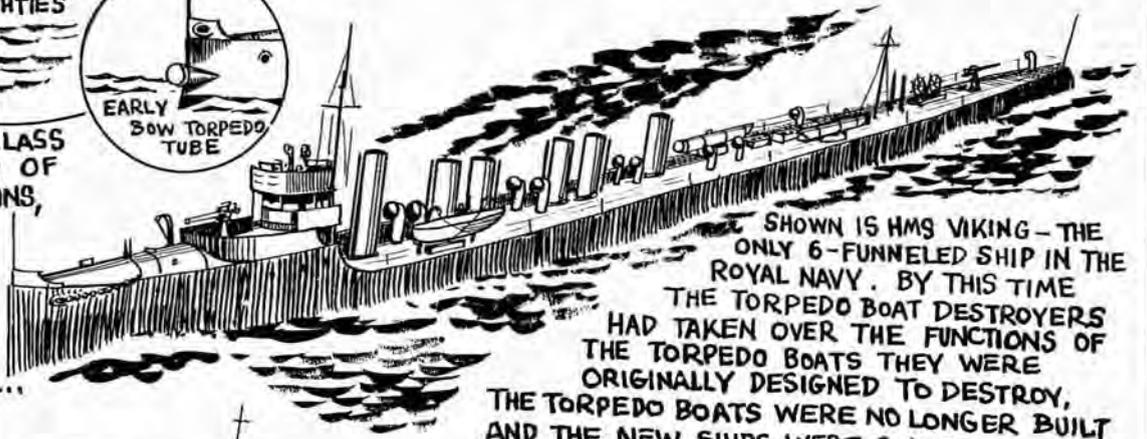


EARLY
BOW TORPEDO
TUBE

1906-9 ... THE TRIBAL CLASS
(NO TWO VESSELS ALIKE) OF
870-890 TONS, 2 4 IN. GUNS,
2 18 IN. TORPEDO TUBES,
33 KNOTS. THE
FIRST DESTROYERS
FITTED WITH TURBINES,
4 IN. GUNS, AND OIL
INSTEAD OF COAL FUEL...



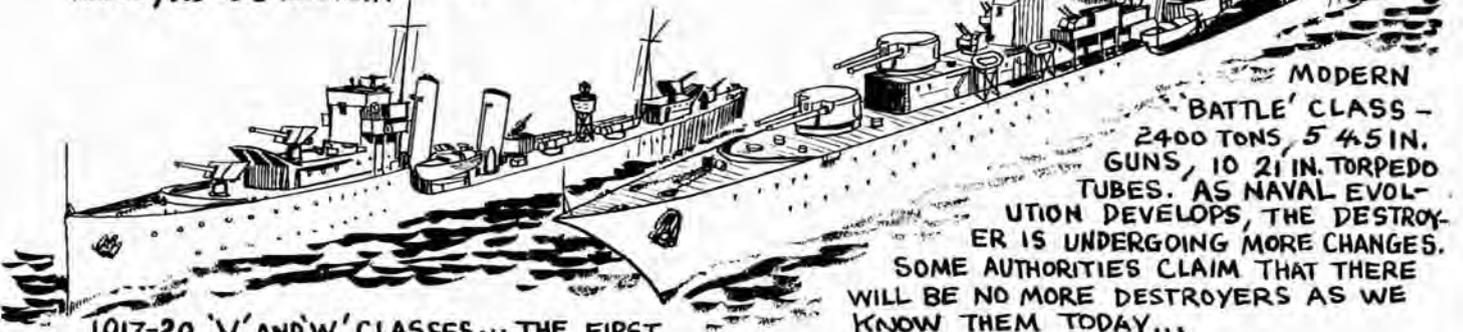
1893 - WITH THE GROWING MENACE OF THE
TORPEDO BOATS IN THE 80'S, A NEW CLASS OF SHIP
WAS EVOLVED TO COMBAT THEM. ABOVE IS THE
FIRST TORPEDO BOAT DESTROYER ... HMS HAVOCK...
DESIGNED TO PROTECT THE FLEET FROM THE
TORPEDO BOATS. SPEED: 27 KNOTS DISPLACEMENT:
260 TONS, ARMAMENT: 1 12 PDR., 5 6PDR.s, TWO
TORPEDO TUBES AFT.



SHOWN IS HMS VIKING - THE
ONLY 6-FUNNELED SHIP IN THE
ROYAL NAVY. BY THIS TIME
THE TORPEDO BOAT DESTROYERS
HAD TAKEN OVER THE FUNCTIONS OF
THE TORPEDO BOATS THEY WERE
ORIGINALLY DESIGNED TO DESTROY,
THE TORPEDO BOATS WERE NO LONGER BUILT
AND THE NEW SHIPS WERE CALLED
DESTROYERS...



'L, M, N, R, & S' CLASS DESTROYERS OF
WORLD WAR I - 3 4 IN. GUNS, 4 TORPEDO
TUBES, 29-36 KNOTS...



MODERN
'BATTLE' CLASS -
2400 TONS, 5 4.5 IN.
GUNS, 10 21 IN. TORPEDO
TUBES. AS NAVAL EVOL-
UTION DEVELOPS, THE DESTROY-
ER IS UNDERGOING MORE CHANGES.
SOME AUTHORITIES CLAIM THAT THERE
WILL BE NO MORE DESTROYERS AS WE
KNOW THEM TODAY...

1917-20 'V' AND 'W' CLASSES ... THE FIRST
DESTROYERS WITH SUPERFIRING GUNS, 1100 TONS.
REPRESENTED THE STANDARD LAYOUT FOR
DESTROYERS BETWEEN THE WARS...

