

CROWSNEST



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The CROWSNEST

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The Cover—The day before the ship's commissioning at North Vancouver, members of the ship's company moved on board the Royal Canadian Navy's newest destroyer escort, HMCS *Skeena*, and the first of her class to serve on the West Coast. AB Bruce Hill, of Orillia, Ont., greets his new home afloat with a smile of happy anticipation. (E-40391)

LADY OF THE MONTH

The choice of subject on the opposite page is not for herself alone but as a representative of a sterling band of young Canadian women, who sacrifice their spare time and energy to serve Canada in the Wrens or who devote full time to a naval career.

In the Reserve, the wrens are justifiably proud of their record of attendance at divisional drills and the proportion of their number who undergo summer training—records that are in both cases far ahead of their male opposite numbers.

This year most of the wrens will train at *Naden*, where there will be four new entry courses and two leadership courses. Two of the new entry classes will train at *Cornwallis*, while there will be classes for supply wrens at both *Naden* and *Hochelaga*.

The courses offered to wrens are wide-ranging, covering training or medical assistants, radio communicators, electrical technicians, air mechanics, supply assistants and so on. In attaining high standing in their chosen naval trades, they have a reputation of making things very difficult for the men.

The picture is of Wren Gwyneth Blackwell, of Peterborough, anthropology student at the University of Toronto, and was taken during her summer training at Halifax last year. (HS-42861)

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RCN NEWS REVIEW

Members of the ship's company of HMCS Skeena, new West Coast destroyer escort, go on board the first time. (E-40378)

4 Ships to Begin Cruise in June

The cruiser *Ontario* and the destroyer escorts *Skeena*, *Cayuga* and *Athabaskan* are scheduled to sail from Esquimalt June 12 on a two month training cruise for cadets from the Canadian Services College, Royal Roads, which will take them to the Hawaiian Islands and to ports on the Pacific coast of the United States.

The *Skeena* will be a newcomer to the Pacific coast and Hawaiian ports visited, having been commissioned on March 30 at North Vancouver as the first of the new anti-submarine destroyer escorts to join the RCN's West Coast fleet.

The *Ontario* will have returned to sea after a little more than a month home from a training cruise to the Far East with the frigates *Jonquiere* and *Stettler* for naval cadets from HMCS *Venture*, the RCN's junior officer training establishment at Esquimalt.

One of the many highlights of the Far East cruise for the *Ontario* and the frigates was a visit to Hong Kong where a Chinese banquet was arranged by the Canadian Club of Hong Kong.

Over 100 officers and men from the Canadian ships attended the dinner. The cruiser *Ontario* repaid this hospitality by entertaining about 30 Chinese orphans at a Canadian Christmas-style

dinner, with turkey and all the trimmings.

Many others visited the ships and some idea of the impression made by the *Ontario* can be judged from a letter to the ship by Teddy Bell, a six-year-old visitor: He wrote: "A cadet named Mike took me all round the ship. We saw some six-inch guns. They were very clean and looked like they would shoot very good. Mike brought me a Coke from a machine. We looked at the three-inch guns. I think they are for shooting down planes. They were also very clean." The letter concluded:

Overseas Flight Draws Praise

The congratulations of Naval Headquarters have gone out to the officers and men of the naval air detachment whose aircraft made that first trans-Atlantic flight ever carried out by the Royal Canadian Navy.

"VX 10 Bonaventure detachment are to be congratulated, on their successful trans-Atlantic flight from Canada to U.K.," read the message to the Flag Officer Atlantic Coast.

The four aircraft, two Banshee twin-jet fighters and two Tracker anti-submarine aircraft are now completing flight trials out of south England with Canada's new carrier, HMCS *Bonaventure*.

They made the historic flight during March.

"Thank you very much for the nice time I had."

In addition to sightseeing, shopping and entertainment, the Canadian sailors participated in a complete sports program.

Results of the more outstanding events were: softball—RCN 2-Hong Kong Softball Association 1, and USN 4-RCN 1; boxing—RCN 5-RN 4; soccer, RN 4-RCN 0.

Comox Transferred To Atlantic Command

HMCS *Comox*, a Bay class minesweeper based at Esquimalt, B.C., with the Second Canadian Minesweeping Squadron, has been transferred to the Atlantic Command.

The *Comox* sailed from Esquimalt April 3 and proceeded via the Panama Canal to Halifax, N.S., where she is scheduled to arrive May 4. En route, the minesweeper was to call at several ports including Long Beach, Calif.; Kingston, Jamaica, and Bermuda.

Safe Flying Award Won by VC 922

VC 922, the reserve air squadron of the Victoria naval division, HMCS *Malahat*, has been named the winner of the 1956 Safe Flying Award. The award is presented annually to the

naval reserve air squadron with the best flight safety record.

The *Malahat* squadron, in competition with the other four naval reserve squadrons in Canada, completed the year without a flying accident.

VC-922 is commanded by Lt.-Cdr. A. M. Davidson, the resident flying instructor is Lt.-Cdr. G. D. Westwood.

The award was to be presented in April by Rear-Admiral K. F. Adams, Flag Officer Naval Divisions.

Naval Museum Changes Name

The Naval Maritime Museum at Esquimalt has been incorporated as the Maritime Museum of British Columbia.

The alteration, under the Societies Act of British Columbia, became effective on March 22.

Inst. Lt.-Cdr. Crawford Mahon, chairman of the museum board, has pointed out that the purpose in having the name altered was to remove the idea that the museum authorities were interested purely in naval exhibits.

"We are interested in all aspects of the maritime history of this coast, such as the fishing, shipping and sealing industries," he added. "Anything connected with the North Pacific Coast, or of British Columbia in general, which has a bearing on our maritime background is of interest to us."

The museum, located at Signal Hill, Esquimalt, was officially opened on April 18, 1955, by Colonel the Hon. Clarence Wallace, then Lieutenant-Governor of British Columbia.

Sailors Ashore In Venezuela

HMC Ships *Algonquin* and *Micmac*, comprising a division of the First Canadian Escort Squadron, made a most successful five day good-will visit to fabulous Venezuela in the course of this year's spring exercises.

Upon arrival at La Guaira, normal calls were made by the senior officers of the force on His Excellency R. P. Bower, the Canadian ambassador, and on the Venezuelan civil and military dignitaries. An honour guard was landed and a wreath was laid by Mr. Bower and the Senior Canadian Officer Afloat (Atlantic), Captain D. W. Piers, at the National Pantheon, a memorial to commemorate the life of Venezuelan liberator and founder of the republic, Simon Bolivar.

Warm hospitality and private entertainment was extended on every hand to no less than 200 of the visiting Canadian sailors daily both by the Venezuelan people and the residents of the



Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, was accorded honours during a visit to the headquarters of NATO's Supreme Allied Commander, Atlantic, Admiral Jerauld Wright, USN, (left) during his visit to SACLANT headquarters at Norfolk, Virginia, in March. Vice-Admiral Sir John Eaton, Royal Navy, Deputy Supreme Allied Commander Atlantic, is shown at the right. (Official SACLANT Photo)

English-speaking community. One of the most exciting highlights was an organized trip for the ships' companies on the recently-inaugurated Teleferico, an overhead cable railway which climbs in almost a straight line to a mountain peak 8,000 feet in the clouds overlooking the beautiful city of Caracas.

At a picnic held by the Canadian community, the visitors made many new friends. A few men who had served in HMCS *Quebec* when she visited Venezuela three years ago were delighted to meet old acquaintances. A rifle and pistol match was held on another day with the team from the Venezuelan forces, and the Canadians became the possessors of a fine trophy to carry back to Canada. The Poligono rifle range is probably the world's finest.

Donors were plentiful when a Red Cross blood clinic visited the two ships.

Officers of the Canadian ships were entertained at social functions held by the commander-in-chief of the Venezuelan navy, by the Canadian ambassador and the first secretary.

On the eve of departure, Captain Piers, the commanding officers and officers were hosts on board their ships to Venezuelan officers, the ambassadors of many countries accredited to Venezuela, and the many friends of the Canadian community.

Sioux to Join Atlantic Fleet

The transfer of HMCS *Sioux* to the Atlantic Command and the proposed addition to the Pacific Command of the new destroyer-escort *Margaree* has been announced.

The *Margaree*, built at Halifax Shipyards, Ltd., Halifax, will be commissioned in early October.

The *Sioux*, scheduled to leave the West Coast in mid-June, has been in service in the Pacific Command since January 1950. Arriving on the West Coast in late December, 1945 she paid off into the Reserve Fleet at that time. She remained there until re-commissioned five years later.

After completing three tours of duty during the Korean War, HMCS *Sioux* was the last ship to return from the Far East and duty with the United Nations Forces. She returned to Esquimalt in September, 1955.

Admiral DeWolf Visits SACLANT

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, visited the headquarters of NATO's Supreme Allied Commander Atlantic, Admiral Jerauld Wright, USN, March 13.

Admiral DeWolf visited the Norfolk area for a general orientation and fa-

miliarization tour of U.S. naval activities.

Upon his arrival at SACLANT's headquarters he received honours and reviewed the headquarters detachment of the U.S. Marine Corps Honour Guard.

He then met with Admiral Wright before attending a briefing by the SACLANT Strategic Presentation Team.

Following a luncheon in the SACLANT Flag Mess, Vice-Admiral DeWolf left SACLANT's headquarters for a call on the Commander Norfolk Naval Shipyard, Portsmouth, Virginia.

Admiral DeWolf was accompanied by Commodore O. C. S. Robertson, Canadian naval attaché in Washington, two officers of Admiral DeWolf's staff, and Captain Paul B. Ryan, U.S. naval attaché in Ottawa.

Officer Goes to Pacific Command

The appointment of Cdr. (L) H. L. Crawford from the post of Assistant Command Technical Officer to the Flag Officer Atlantic Coast to the corresponding appointment under the Flag Officer Pacific Coast was to be effective in mid-March.

Lt.-Cdr (L) F. W. Phillips, who had been Deputy Manager Electrical Engineering, HMC Dockyard, Halifax, succeeded Cdr. Crawford in the acting rank of commander (L) while holding the appointment. Cdr. Phillips took over his new duties on March 4.

FAREWELL TO 'MAGGIE'

THE ROYAL Canadian Navy bade an official farewell to HMCS *Magnificent* in a message addressed to the ship by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, on April 10, the day the aircraft carrier sailed from Halifax for return to the Royal Navy.

Admiral DeWolf's message said:

"On April 7, 1948, I reported that HMCS *Magnificent* under my command had been commissioned into service with the RCN. Today, after nine years and more than a quarter of a million miles of steaming, the *Magnificent* leaves Canada for return to the Royal Navy.

"During her service the RCN has more than doubled in manpower and new ships and new weapons have been introduced. Her Sea Furies are giving way to Banshees; her Firefly IVs have been replaced by Avengers which, in turn, are giving way to Trackers.

"In these intervening years the *Maggie*, as she is affectionately known and will be remembered, has had a major share in building the prestige of Canada and of the RCN. She is known in the Arctic, the Atlantic and the Pacific and in many European and Mediterranean ports. Among the highlights of her career, her role as flagship of the RCN Special Service Squadron in

the Baltic cruise in 1950, and as the major unit in the RCN Coronation Squadron in 1953 will be remembered.

"The last but not the least, of her many important duties was the transport of Canada's contribution to the UNEF. Our primary aim today is to prevent war, and this final mission on the interests of preserving peace in the Middle East was a fitting conclusion to a distinguished career.

"I speak for the Navy when I say: 'Well done, *Maggie*.'"

From the commanding officer of the *Magnificent*, Captain A. B. Fraser-Harris, came the message to Naval Headquarters:

"On sailing from Canada for the last time I would like to express our gratitude to all the staff officers whose hard work upon the many problems connected with the ship, particularly during the past year, has enabled us, her ship's company successfully to complete all the missions to which she has been assigned."

\$250 Prize for Military Essay

An essay contest with a potential value of as much as \$400 to the winner has been announced by the *RCAF Staff College Journal*. The contest is open to all serving or former members of the Canadian armed forces or civil service.

A prize of \$250, plus payment of three cents a word if the essay is published in the *Journal*, is offered for the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military and particularly Air Force matters.

The essay can deal with any military field, including strategy, operations training, logistics, personnel administration, technical, research, production and so on.

All entries will be considered for publication and those selected will be paid for at the basic rate of three cents a word.

Writers are asked to avoid classified information or highly controversial views. Manuscripts must reach the editor of the *RCAF Staff College Journal* by July 1 next.

Judges will be appointed by the board of directors of the *Journal* and their decision will be final. If no essay reaches the standard of excellence set by the judges no award need be made.

Arrangements for the presentation of the award will be made known when the winner is announced.



First naval reservists to take instruction at the Great Lakes Training Command, Hamilton, Ontario, in 1957 are these three wrens from HMCS Unicorn, Saskatoon, Sask. They are the forerunners of hundreds of men and women in the RCN(R) who will train at the Hamilton naval command this year. Shown, left to right, are Wren Shirley Norris, Donalda Wynne, and Martha Neudorf. (COND-4201)



Over-all view of the commissioning ceremony as HMCS Skeena entered the service of the RCN. (E-40325)

SKEENA: FIRST OF CLASS ON WEST COAST

Proud Record of Predecessor Recalled at Commissioning

THE PACIFIC Command's first new anti-submarine destroyer escort went into service March 30 with the commissioning of HMCS *Skeena* at North Vancouver. She became the fifth of the class to join the Royal Canadian Navy and is the largest warship ever built in a British Columbia shipyard.

Guest of honour at the colourful commissioning ceremony was the Hon. James Sinclair, Minister of Fisheries, who addressed the ship's company and guests. Other speakers were Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and Col. the Hon. Clarence Wallace, president of Burrard Dry Dock Co., Ltd., builders of the warship. Mrs. Wallace was sponsor of the ship at the time of its launching.

Just before the actual commissioning of the *Skeena*, the ship was accepted for the Navy by Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services.

Among the guests at the ceremony were His Honour, Lieutenant Governor and Mrs. Frank M. Ross; B.C.'s Premier W. A. C. Bennett and Mrs. Bennett; Federal Minister of Finance Walter Harris and Mrs. Harris; Deputy Minister of National Defence F. R. Miller and Mrs. Miller; Mrs. Pullen and Mrs. Porteous; Maj. Gen. G. R. Pearkes and Mrs. Pearkes; Mr. J. C. Rutledge, director of the shipbuilding branch of the Department of Defence Production, and Mrs. Rutledge.

B.C.'s Chief Justice Gordon Sloan and Mrs. Sloan; Col. the Hon. E. W. Hamber

and Mrs. Hamber; B.C.'s Supreme Court Chief Justice Sherwood Lett and Mrs. Lett; B.C.'s Minister of Labor Lyle Wicks and Mrs. Wicks; Vancouver's Mayor F. J. Hume and Mrs. Hume, Victoria's Mayor Percy B. Scurrah and Mrs. Scurrah; Commodore P. D. Budge and Mrs. Budge; Commodore (E) J. B. Caldwell and Mrs. Caldwell; Captain D. W. Groos and Mrs. Groos; Captain J. A. Charles and Mrs. Charles; Colonel E. T. Fairey and Mrs. Fairey.

Air Vice-Marshal K. G. Nairn and Mrs. Nairn; Brigadier J. W. Bishop and Mrs. Bishop; Air Commodore A. D. Ross and Mrs. Ross; Rear-Admiral V. G. Brodeur and Mrs. Brodeur; Mr. and Mrs. H. A. Wallace; Mr. and Mrs. John Wallace; Mrs. J. P. T. Dawson, wife of



The guest speaker at the commissioning of the *Skeena* was Hon. James Sinclair, Minister of Fisheries, who is shown here flanked by Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast and Cdr. John P. T. Dawson, commanding officer of the new destroyer escort. (E-40323)

the *Skeena's* commanding officer; Captain (E) Erik Revfem and Mrs. Revfem, and Brigadier D. M. Clarke and Mrs. Clarke.

"I feel highly honoured to be the representative of the Government of Canada at the commissioning of Her Majesty's Canadian Ship *Skeena*, the largest warship ever launched on the Pacific Coast of Canada," Mr. Sinclair said.

"Naval vessels have had an historic connection with British Columbia, for it was Spanish and British naval vessels which first explored this coast towards the end of the eighteenth century, and the names of the admirals and captains of those early expeditions are remembered by place names along the whole coast. Captain Cook of the Royal Navy first brought the British flag to our shore, and it was Captain Vancouver who signed the Nootka Convention in 1790 which ended Spanish claim to this area."

Shipbuilding (the speaker continued) had preceded even this convention, for in 1788 a British captain built the first small schooner, the *North West American*, in Nootka Sound and started trans-Pacific trade by taking a cargo of sea otter skins across the Pacific to the mandarins of Canton.

Her career was short, but she nevertheless represented the beginning both of the shipbuilding industry in British

Columbia and of the vast sea borne trade out of ports of this province. This trade last year saw a total of almost a billion and a quarter dollars in imports and exports flow through the B.C. ports. Over one quarter of the total deep sea tonnage of all Canada is handled here.



About 62 press, radio and television representatives from Victoria, Vancouver and other B.C. centres attended "Press Day" on board the *Skeena* on March 22 and were served luncheon in the seamen's mess. Two of the guests, Evelyn Caldwell (who signs her column "Penny Wise") and Myrtle Gregory are offered generous helpings. (E-40405)

Foreign trade is the economic lifeblood of Canada and the protection of this deep sea traffic and of our Canadian shores is the responsibility of the Canadian Navy. Our Navy particularly distinguished itself in the last war in this special field of protection of merchant shipping. It was the frigates, destroyers and corvettes of the Royal Canadian Navy which did a large part of the work protecting the vast convoys of ships laden with troops, war supplies, food, oil and gasoline across the North Atlantic to Great Britain, and Canadian ships helped as well in the protection of convoys from Britain to Murmansk and the Mediterranean.

Since the war we have been building a modern fleet to meet vastly changed defence requirements. Paramount among these ships are our new destroyer escorts—Canadian-designed and Canadian-built of which HMCS *Skeena* is a proud example. These are the outgrowth of skills learned in the earlier years of Canadian shipbuilding.

SHIPBUILDING is of course an integral part of the Navy, the merchant marine and the fishing industry. Shipbuilding did not come into its own on this coast until the end of the last century, and one of the real pioneers in this field was the late Andy Wallace, father of the Hon. Clarence Wallace. He started in 1894 building lifeboats for the

CPR, and formed the Wallace Shipyard Company in the same year.

The First World War gave a real impetus to B.C. shipbuilding. One of my earliest memories is being taken by my father on what to a small boy was a long and exciting journey, by street car from our home in South Vancouver, on a sea voyage across the harbour on the North Van ferry to see the launching of the *Mabel Brown*, first of six five-masted wooden schooners built during the war. It was a gala day, flags flying, the Indians out in their canoes and all of us admiring this monster ship—a far cry from this ceremony today.

During the depression years in the thirties, world trade dwindled, and so of course did shipbuilding. Between 1930 and 1940 less than half a million dollars of government work was placed in this yard, and there was little other work. Despite this, however, the company did manage to keep a skilled group of workmen. These men were the nucleus around which was built the staff which met the great challenge of the war years, when this yard became an extremely important element of our national war effort.

The men of Burrard Drydock Company met this challenge in magnificent fashion, for in the war years, they built a total of 108 merchant ships of government account, ten naval vessels and twenty-three naval conversions. During the peak of the work over 14,000 men and women were employed by this yard, and government expenditures in both



The acceptance papers for the new *Skeena* were signed by Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, who turned the ship over to her commanding officer, Cdr. John P. T. Dawson (left). (E-40324)

the North Shore yards totalled 293 million dollars.

In the post-war period the Government of Canada has recognized the value and importance of this yard both to our national defence effort and to the shipping of the port of Vancouver. We have allocated work on government

ships, on ships built on government account, on naval ships and on repairs, for a total of \$112,500,000 since 1945. Today this yard employs about 2,000 men, making it the most important employer on the North Shore.

THE MODERN Canadian warships, however, are far more complex than their predecessors of the Second World War, and require even greater shipbuilding skills. The most outstanding of these new warships are the destroyer escorts. They are each equipped with a vast array of electronic apparatus and the most modern of anti-submarine weapons. Their design, construction and completion is something of which not only the naval architects and shipbuilders, but all Canadians, can be proud.

Burrard Dry Dock is building three of these anti-submarine vessels for service with the Pacific Fleet.

Today's commissioning is one of particular note, for not only is Her Majesty's Canadian Ship *Skeena* the first of the new destroyer escorts to commission on the West Coast, but she is also the largest warship ever built in a B.C. shipyard.

She brings back into Canadian naval service an honoured name with a proud heritage, left to her by the first HMCS *Skeena* which was commissioned Portsmouth, England, on June 10, 1931, as



Two retired admirals of the Royal Canadian Navy, now living in British Columbia, pause by the battle honours won by the first HMCS *Skeena* which they commanded. Pictured are Rear-Admiral J. C. Hibbard and (right) Rear-Admiral V. G. Brodeur. (E-40387)

one of the first two destroyers ever built specifically for Canada.

From the beginning of the war, she saw much hard service. She began the war with the Halifax Escort Force, which carried the burden of local escort duties for North Atlantic convoys. Later, she was one of the Canadian destroyers which went overseas to aid in the defence of Britain against threatened invasion. There, she carried out many missions, including anti-submarine sweeps in coastal waters, routine escort patrols and the rescue of survivors from torpedoed merchant vessels.

Next, she served in the Newfoundland Escort Force, and it was during this period that she experienced her first encounter with the German submarine "wolf-packs".

At the time she was one of four escort ships convoying 64 eastbound merchantmen. For three days, the convoy was attacked by a pack of 17 U-boats. Despite the valiant defence of the little escort force, outnumbered four to one, 16 merchant ships were torpedoed.

The commanding officer of the *Skeena* on that occasion, who was also senior officer of the escort force, was Lt.-Cdr. J. C. Hibbard, who later rose to the rank of rear-admiral and is well-known to many here where he served as Flag Officer Pacific Coast.

LATER, with the Mid-Ocean Escort Force, she gained some degree of revenge in the sinking of the submarine U-588. This was in concert with the corvette *Wetaskiwin* in an anti-submarine performance of such quality that it has been referred to as a "text-book" action. The *Wetaskiwin*, as a matter of interest, was one of the four wartime corvettes built here at Burrard Dry Dock.

HMCS *Skeena* continued escort duty in the North Atlantic until the spring of 1944 when she was placed under the Commander-in-Chief, Plymouth, to take

part in invasion of Normandy. She saw several successful actions during this period, culminating with a surface action south of Brest in which she was unfortunately damaged in a collision with the destroyer *Qu'Appelle* and was forced to withdraw.

She was repaired in the United Kingdom and returned to active operations in September only to be lost in a great gale off Iceland on October 25, 1944.

Today we are commissioning a new HMCS *Skeena*, a ship which will proudly bear the battle honours won by the first HMCS *Skeena*:

Atlantic	1939 - 1944
Normandy	1944
Biscay	1944

She goes to sea with this great record behind her. She is a truly Canadian ship, designed and built by Canadians. She was christened by Mrs. Clarence Wallace, a Canadian who knows the sacrifice of war services, for her husband served gallantly in the First World War, her four brave sons flew combat service with the Royal Canadian Air Force in the Second World War, while she herself will long be remembered for her hospitality and kindness to all service personnel stationed here during the last war.

We Canadians hate war because we have known war twice in this century. No people in the world desire peace more deeply, more sincerely, than we Canadians. In this great and expand-

ing country, we have everything to gain in a world at peace. Through the old League of Nations and through the present United Nations, we have played a full part in trying to establish a world order which will replace aggression by the rule of law in settling international disputes.

But there is one thing we value even more than living in peace, and that is living in freedom, the freedom for which our forefathers fought and died, the freedoms for which this generation, too, has fought and died. To be free today it is necessary to be strong, which is why today we are spending almost one-third of our national budget on defence, a billion and three quarters this year alone. It is a sobering thought that this ship being commissioned today has cost 50 per cent more than the fine new Second Narrows bridge which will soon span this harbour. The price of freedom today is a high one, but it is an insurance that the free countries of the world are willing to pay to safeguard their most precious possession.

"All of us here today hope and pray," Mr. Sinclair concluded, "that we will live in a world at peace, and that this ship will never have to engage in battle—but we are strengthened by the knowledge that if we have to defend ourselves then the Canadian sailors manning this Canadian ship will measure up to the glorious traditions of the first HMCS *Skeena* and of the Royal Canadian Navy".

Year-Round White Caps for Marines

The United States Marine Corps has followed the Royal Navy and Royal Canadian Navy in the adoption of white cap covers for year-round wear.

The leathernecks will wear the white cap cover only with their blue uniform, which is their rig for leave, liberty and ceremonial occasions.

According to the *Army, Navy, Air Force Journal*, published in Washington, D.C., stocks of the blue cap cover will soon be exhausted and the change-over to the white cap cover will likely be made this fall by the Marine Corps.



Hobbyists on board HMCS *Crusader*, AB Robert Ford, left, Ottawa, and AB Peter Arnold, Toronto, put the finishing touches on model aircraft. (HS-45917)

OFFICERS AND MEN

29 Apprentices Complete Courses

The Royal Canadian Navy's technical apprenticeship school graduated its second annual class of skilled tradesmen on Wednesday, April 3, at Halifax.

Twenty-nine engineering, air engineering, electrical, ordnance and shipwright graduates from across Canada received certificates signifying their successful completion of the RCN's 39-month Technical Apprenticeship Course and their promotion to petty officer second class.

Commodore E. W. Finch-Noyes, commodore of the RCN barracks at Halifax and Cdr. (E) Frank Harley, commanding officer of HMCS *Cape Breton*, officiated at the ceremony at HMC Dockyard.

The apprentices were enrolled in 1953 with the rank of ordinary seamen. They were between 16 and 19 years of age. After taking basic naval training at *Cornwallis*, they moved on board the *Cape Breton*, 10,000-ton former main-

At the Naval Supply Depot in San Diego, California, mementoes of visiting foreign warships are displayed on what has come to be known as the "International Wall". Five Canadian ships have contributed copies of their badges. Here Rear Admiral W. W. Honaker, SC, USN, commanding officer of the depot, receives HMCS *Cayuga's* badge from the captain, Cdr. P. C. Benson during the February visit of the Second Escort Squadron. (Official U.S. Navy Photograph)



tenance ship berthed in the naval dockyard at Halifax.

The *Cape Breton* serves as both school and home for the apprentices. The ship is self-contained with living quarters, workshops, classrooms, recreation facilities and administrative offices.

The students have gone on from basic technical training to advanced work in specialized trades and upon graduation will take up their trades in ships and shore establishments of the RCN.

Of the graduates, five are from B.C., two from Saskatchewan, four from Manitoba, 13 from Ontario, one from New Brunswick, three from Nova Scotia and one from P.E.I.

They are:

British Columbia: Petty Officers Arthur E. Hayward, Robert Juulsen, Charles Gordon, Bruce H. Squire, and James R. Elton.

Saskatchewan: Petty Officers David S. Fitzgerald and Hugh A. Millman.

Manitoba: Petty Officers Ronald J. Devlin, Harvey W. Henderson, Robert F. Irwin and Ronald Quick.

Ontario: Petty Officers Rex D. Beckett, William B. Fell, Michael J. Hill, Ronald P. Lindsay, Richard F. Quinn, Donald G. Sheehan, Philip H. Smith, James R. Burrell, Michael G. Chorney, Rudolph J. Lauzon, Robert G. George, Andrew J. Black and Ronald P. McCormick.

New Brunswick: Petty Officer Robert U. Wheeler.

Nova Scotia: Petty Officers Richard M. Settingington, Ian A. Urquhart and Joseph R. Doucette.

Prince Edward Island: Petty Officer Charles W. Prowse.

Senior Officers To Attend Parley

Ten senior officers of the Royal Canadian Navy, including the Chief of the Naval Staff and three other officers of flag rank, are to attend the conference of Commonwealth navies at the Royal Naval College, Greenwich, England, from April 29 to May 3.

The conference, announced in London in March by Christopher Soames, financial secretary to the Admiralty, will enable the Commonwealth naval chiefs to attend an exercise called "Fairlead" and to study matters of common interest

Ex-Wren's Spirit Holds in Peace

Bonds of friendship established through duty in wartime have been continued and strengthened in peacetime through a common interest for those women who belonged to the Canadian Navy.

Vancouver WRCNS Association was formed shortly after the end of the Second World War when 300 Wrens decided to group together.

The main purpose was to keep alive Navy friendships, provide contacts for "Ex-Wrens" coming to Vancouver, and to assist in worthy community projects. There is a Wren association in each province across Canada with each one having their own project.

Though 11 years have passed since organization, interest still remains high, with the group today having a paid-up membership of 75 . . . a number of British Wrens being among members. Many members have married and are raising families but still attend social functions.

To raise funds for their projects a spring tea is held annually. This year a spring dance was held on Saturday March 30 at HMCS *Discovery* in the Petty Officers' Mess.

For the first years after the war the ex-Wrens mailed Christmas parcels to British families who befriended overseas Wrens. Members also work at the Red Cross canteen at Shaughnessy Hospital.

The main project now is buying washing machines for B.C. Housing Foundation on Horley street, a Senior Citizens' project. Three machines have already been donated.

Welfare work accomplished have been sun umbrellas for Shaughnessy Hospital; cheque to CARS; cheque to Vancouver Rehabilitation Centre.

A Canada-wide reunion was held in Toronto in 1950. It is hoped to have another in Vancouver during Centennial Year.—*The Vancouver Province*.

in naval strategy and tactics in the light of current technical developments. It will examine implications of cold, limited and global war for naval strategy, with the central purpose being to maintain strong liaison between the Commonwealth navies.

In addition to Exercise Fairlead, the Canadian naval officers will attend a further exercise with senior officers of the Royal Navy and the United States Navy to study naval problems related to the North Atlantic.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, was to head the Cana-

dian delegation. The other officers of flag rank are Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast and Rear-Admiral H. S. Rayner, Chief of Naval Personnel.

Among other officers of the RCN attending will be Commodore (L) H. G. Burchell, Deputy Chief of Naval Technical Services; Captain W. M. Landymore, Director of Naval Plans and Operations; Captain P. F. X. Russell, Director of Torpedo Anti-Submarine and Mine Warfare; Captain J. C. O'Brien, Director of Naval Training; Captain G. C. Edwards, Director of Naval Aviation; and Captain (S) Donald McClure, Director of Naval Program Control.

USAF Officers At Royal Roads

Senior Officers of the United States Air Force Academy at Denver, Colorado, visited the Canadian Services College, Royal Roads, during the week-end, March 15-17.

The purpose of the visit was to discuss various aspects of the respective training programs in the two establishments.

Members of the visiting party, headed by Major General James E. Briggs, Superintendent of the USAF Academy, were the guests at Royal Roads of Captain John A. Charles, Commandant, and staff officers at a dinner in their honour.

Other members of the USAF Academy party were: Brigadier General R. M. Stillman, Commandant of Cadets; Colonel R. F. McDermott, Dean of Faculty; Colonel P. H. Dane, Professor of Thermodynamics; Colonel M. B. Boyd, Director of Information Services; Colonel B. B. Cassidy, Jr., Deputy Commandant of Cadets; Colonel C. H. Munch, Associate Professor of Law; Colonel W. B. Taylor, III, Assistant Chief of Staff; Major Gordon P. Culver, Special Assistant to Superintendent.

On the first evening of their visit the visitors and their hosts were spectators at a hockey game at the Memorial Arena between the Victoria Cougars and the Seattle Americans.

Major General Briggs made official calls, Saturday morning, on the Hon. Frank McKenzie Ross, Lieutenant Governor of British Columbia, and Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast.

Later in the day, the visitors toured Royal Roads and visited places of interest in Victoria.

On Sunday morning, Major General Briggs was the inspecting officer at a ceremonial parade of the Royal Roads cadets.



Here the members of the No. 75 Chief and Petty Officers Leadership Course held in Cornwallis during the months of January and February 1957. Front row, left to right: Petty Officers E. J. Partridge, I. E. Rogers, Chief Petty Officers E. A. DeWolfe, W. N. Goodwin, Lieut. W. R. Stebbings (course officer), PO R. H. Dykes (course petty officer), Petty Officers D. J. Rudolphe, E. J. Walsh, D. Tudor and T. B. Anderson. Back row: Petty officers R. Adolphe R. E. Morehouse, R. A. Aitken, P. F. Russell, M. P. Ridgway, Chief Petty Officer R. B. Pennington, Petty Officers F. M. Massie, G. V. Gregory, R. M. Robertson, P. Lesoway and B. R. Bone. (DB-8441)

These are members of the No. 76 Petty Officers Leadership Course held at Cornwallis during January and February 1957. Front row, left to right: Petty Officers K. G. Kelbough, W. Billey, H. S. Gatensby, PO D. M. Adair (course petty officer), Lieut. P. J. Traves (course officer), Petty Officers C. D. Laming, C. J. Hutchings and J. C. de Salaberry. Centre row: Petty Officers R. J. MacLellan, T. Laughrane, W. D. Fawns, J. C. Thwaites, G. W. Little, D. W. Byer, G. W. Ackerman, A. Barry and J. B. Kehoe. Rear row: Petty Officers R. R. McInnis, C. E. Mercer, R. L. Jackson, P. Posiak, W. A. Kesler, D. J. Neill, G. W. Knight, G. W. Volker and F. Gibbons. (DB-8440)





Benevolent Fund directors of 1956 pose with the Minister of National Defence, Hon. Ralph Campney, just before he addressed the annual meeting. Front row, left to right: Captain (S) T. F. T. Morland, RCN, Mr. Campney, and Vice-Admiral H. T. W. Grant, RCN, (Ret'd). Rear Row: Commodore Paul Earl, RCN(R); Lt.-Cdr.-At-Arms Wilfred Pember, RCN; MAA R. C. Crawford, RCN; Captain (SB) A. W. Baker, RCN, (Ret'd); CPO Griffith Jones, RCN (Ret'd); A. B. Coulter, Captain (S) Joseph Jeffrey, RCN(R), (Ret'd), Lt. (W) A. I. McPhee, RCN(R), (Ret'd); Rear Admiral H. S. Rayner, RCN; Captain R. P. White, RCN(R), (Ret'd), Captain E. A. Thompson, RCN, (Ret'd), Captain P. Barry German, RCN, (Ret'd), and CPO D. H. Nelson, RCN. (O-9354)

BENEVOLENT FUND'S WORK REVIEWED

Admiral Grant Elected President for Second Term

VICE-ADMIRAL H. T. W. Grant, CBE, DSO, CD, RCN (Ret'd), was re-elected president of the Royal Canadian Naval Benevolent Fund at the 12th annual general meeting at Naval Headquarters on April 1. It is his second term in office.

Vice-presidents elected for two years are Captain (S) T. F. T. Morland, RCN, Halifax, and Griffith Jones, CPO, (Ret'd) of Victoria. Re-elected for one-year terms are Captain (SB) A. W. Baker, RCN(R), (Ret'd), Beaverton, Ont., and Lieut. (W) A. I. McPhee, RCN(R), (Ret'd).

Two changes were made in the board of directors: Lt.-Cdr.-At-Arms Wilfred Pember, RCN, (Ret'd), of Victoria, who has served since the inception of the Fund, is succeeded by Lt.-Cdr. (S) William Woodward, RCN, of Victoria. Aubrey B. Campbell succeeds Willard MacKenzie, resigning after 11 years' service to the Fund at Halifax.

Lt.-Cdr. (S) Harry McClymont, RCN, was re-appointed general secretary and G. Arthur Ball, treasurer.

Other members of the board of directors are:

A. B. Coulter, Ottawa; CPO R. C. Crawford, RCN, Halifax; Commodore Paul Earl, RCN(R), Montreal; Captain P. Barry German, RCN, (Ret'd),

Ottawa; CPO D. H. Nelson, RCN, Hamilton; Rear-Admiral H. S. Rayner, RCN, Ottawa; Captain R. P. White, RCN(R), (Ret'd), Ottawa; Engineer Rear-Admiral G. L. Stephens, RCN, (Ret'd), Ottawa; Captain E. A. Thompson, RCN, (Ret'd), Halifax; Captain (S) Joseph Jeffrey, RCN(R), (Ret'd), London, Ont., and R. C. Stevenson, Montreal.

A total of 46 delegates attended the meeting, representing ships and establishments from coast to coast or as interested citizens in various naval centres.

A highlight of the meeting was the presentation by CPO William B. Hirst of a cheque for \$4,000 to the Fund on behalf of his shipmates in HMCS *Magnificent*.

Admiral Grant welcomed the delegates and reported on the year's activities as follows:

No major changes in Fund policy were recommended at last year's meeting nor did your directors see fit to call a further meeting for this purpose during the year. This is a tribute to the planning and thought put into the organization by our past president, Admiral Stephens, and his board of directors, but this in no way suggests our policy should be static, and all suggestions for improving the mechanics of the Fund are welcome.

Your Fund was audited in accordance with the by-laws and from the financial statement it will be seen that the Credit Balance at December 31, 1956, was \$16,184.45 in excess of the balance at the end of 1955. Once again we are most grateful to the Auditor General's Department in Ottawa, and to Messrs Lee and Martin of Halifax for having performed the auditing task free of charge.

During the year \$50,000 was invested in 3 per cent Dominion of Canada bonds.

It is satisfactory to note that for the sixth year in succession it has been found unnecessary to draw on the Fund's capital account in order to meet our obligations.

After study by a special committee of the executive committee salaries of the paid staff at headquarters were revised upwards to bring them in line with salaries for comparable duties paid to civil servants and civilian firms.

Notwithstanding an increase in the Fund's credit balance your directors considered it prudent to canvass service personnel for subscriptions by assignment of pay. This was in accordance with the minutes of the last annual general meeting and in addition to making the Navy "Fund conscious" is sound insurance against further contingencies.

It is a pleasure to report that under the able chairmanship of Lt.-Cdr.-at-Arms Pember and with the whole-hearted co-operation of the Naval Staff at Ottawa, this campaign, conducted to date *only* on the East Coast and at NSHQ, has been an unqualified success. Whereas prior to this appeal only 5.3 per cent of serving officers and men contributed through assignment of pay, as of February 28, 1957, we have donations from no less than 20 per cent. Individual assignments range from 25 cents to \$10 per month which in round figures totals some \$27,000 per annum.

I would express here on behalf of the directors and campaign chairman, our deepest appreciation for this concrete evidence of interest and goodwill in the Fund's work.

These, indeed, must be heartening figures for those who over the years have worked steadfastly to build up confidence in the Fund and to them goes the credit for today's results.

Donations for 1956 amounted to \$30,349.60 which represents an increase of \$1,853.43 or about 6 per cent over the previous year's donations.

These were made from the following sources:

RCN Ships	\$18,558.96
RCN Personnel	9,623.60
Reserve Divisions	1,049.23
Other sources	1,117.81

We are very grateful to all who made these donations and I must mention particularly the sum of \$2,363.59 from the canteen and wardroom of HMCS *Quebec* which is shown in the statement referred to, as held in suspense. Failing commissioning of a ship of that name on or before June 14, 1959, these monies become the property of the Benevolent Fund but, in addition, HMCS *Quebec* canteen made a further outright donation of \$2,000 at the time the ship paid off.

An analysis of the claims dealt with shows that applications to the Fund for assistance were 11.4 per cent less than in 1955 and assistance approved by way of grants or loans showed a corresponding reduction of 4.2 per cent.

It is interesting to note, however, that although applications were less in number, the assistance asked for in dollars was considerably more. This reflects the diminishing value of the dollar and inflationary tendencies and is in no way attributable to any tightening up in the Fund's policy of assessing requests for assistance.

During the year in response to requests for information your directors

THE ROYAL CANADIAN NAVAL BENEVOLENT FUND

Financial Position of the Fund as at December 31, 1956

Balance as at January 1, 1956			\$2,707,158.17
<i>During 1956 the Fund was increased by,</i>			
Sundry donations		\$30,349.60	
Bank interest		1,054.63	
Bond interest and amortization of discounts and premiums		82,875.51	
Payments on loans previously written off to Reserve for Uncollectible Loans		953.50	115,233.24
			<hr/>
			2,822,391.41
<i>And decreased by,</i>			
Grants	\$83,887.80		
Less: Savings obtained in settlement	8,927.08	74,960.72	
		<hr/>	
Administrative Expenses			
Banking charges		89.72	
Civilian employees' pension plan employer's contribution		553.62	
Fidelity bond		85.67	
Fire insurance		12.17	
Miscellaneous		122.13	
Office equipment		283.25	
Office supplies and printing		2,349.36	
Postage		325.18	
Provision for uncollectible loans		264.92	
Salaries	16,959.27		
Telephone and telegraph		574.83	
Travelling	2,467.95	24,088.07	99,048.79
		<hr/>	
Balance as at December 31, 1956			\$2,723,342.62

Analysis of Loans Receivable Account December 31, 1956

Balance as at January 1, 1956		\$ 83,035.00
Loans made during the year		49,266.01
		<hr/>
		132,301.01
Deduct:		
Amount received in payment of loans	\$61,537.30	
Loans converted to grants	2,237.06	
Uncollectible loans written off to Reserve	10,113.77	73,888.13
	<hr/>	<hr/>
Balance as at December 31, 1956		\$ 58,412.88

Analysis of Claims Dealt with and Assistance Approved January 1 to December 31, 1956

	Discharged	Serving	Dependents	Totals
Applications dealt with	444	209	56	709
Applications approved	344	151	54	549
Applications not app'd.	100	58	2	160
Assistance approved:				
Grants	\$65,810.50	\$15,970.95	\$4,403.26	\$ 91,184.72
Loans	\$18,816.41	\$28,315.28	\$1,310.50	\$ 48,442.19
	<hr/>	<hr/>	<hr/>	<hr/>
	\$84,626.91	\$44,286.23	\$5,713.76	\$139,626.91

inaugurated the Quarterly Review of Fund activities. It seems evident that the information contained in this pamphlet is of general interest and

with your approval it is proposed to continue publication at a modest cost.

Your Fund is still called upon to deal with many cases of distress occasioned



CPO William B. Hirst, left, presents a cheque for \$4,000 to Vice-Admiral H. T. W. Grant, RCN, (Ret'd), president of the Royal Canadian Naval Benevolent Fund, on behalf of shipmates in the Maggie. The carrier, soon to pay off, also donated \$3,500 each to the protestant and catholic chapels at Shannon Park naval married quarters. The Fund donation was the highlight of the 12th annual general meeting April 1 at Naval Headquarters. (0-9351)

by debts contracted prior to enlistment and it is our recommendation that this question be brought to the notice of recruiting authorities.

Your directors wish to record their sincere thanks and appreciation for the generous assistance and co-operation extended by the Chief of the Naval Staff and Naval Headquarters as well as Flag Officers Atlantic and Pacific Coasts, Flag Officers Naval Divisions, commanding officers of ships, establishments and reserve divisions.

We are also indebted to the Department of Veterans' Affairs who have, together with other social and welfare organizations, such as the Red Cross, Canadian Legion and provincial and municipal bureaux rendered invaluable co-operation and assistance in the countless investigations necessary to our work. Co-operation and liaison with the Army Benevolent Fund and the Air Force Benevolent Fund was excellent during the year.

I would personally like to thank our staff in head office and the secretaries of our claims committees for their continuing good work.

In the final analysis, however, it is the interest and spirit of today's Navy which continues to make the Fund possible. Their generosity may not come home to roost, but it has earned the heartfelt gratitude of countless shipmates and dependents, and the respect of all.

DELEGATES AT FUND MEETING

The following were delegates at the 12th annual meeting of the Benevolent Fund.

Captain (SB) A. W. Baker, RCN, (Ret'd), Beaverton, Ont. Captain C. H. Bonnycastle, RCN(R), (Ret'd), Rothesay, N.B.; A. B. Campell, C.L.U., Halifax; PO R. J. Carmichael, RCN, Assiniboine; CPO C. F. Coakes, RCN(R), Chippawa; A. B. Coulter, Ottawa.

CPO R. C. Crawford, RCN, Stadacona; Mrs. B. Y. Crowther, Vancouver; Mrs. E. A. Dobson, Halifax; Cdr. T. R. Durley, RCN(R), (Ret'd), Montreal; Commodore Paul W. Earl, RCN(R), Montreal; Chap. (P) I. R. Edwards, RCN, Ottawa.

Charles Emmerson, Saint John; Chap. (P) A. G. Faraday, RCN, Stadacona; R. E. Franklin, Ottawa; Captain P. B. German, RCN, (Ret'd), Ottawa; Cdr. C. S. Glassco, RCN, (Ret'd), Hamilton; Ldg. Sea. H. J. Hanson, RCN(R), York.

CPO F. R. Henderson, RCN, Shearwater; Lieut. Carl Hindle, RCN(R), (Ret'd), Fort William, Ont.; CPO William B. Hoist, RCN, Magnificent; Captain (S) Joseph Jeffrey, RCN (Ret'd), London, Ont.; CPO J. J. Jeffries, RCN, Cornwallis; CPO Griffith Jones, RCN, (Ret'd), Oak Bay, Victoria.

CPO M. H. Keeler, RCN, Cormorant; CPO G. A. Kilgour, RCN, Fort Erie;

LAST YEAR'S GIFTS TO BENEVOLENT FUND

<i>HMC Ships and Establishments:</i>		
Aldergrove	{ Ship's Fund	\$ 40.00
	{ Chief and PO's Mess	40.00
Algonquin	Ship's Fund	291.19
Athabasca	Ship's Fund	203.87
Avalon	Nfld. Area (AF)	
	Reg. Fund	96.80
Buckingham	Ship's Fund	50.00
Bytown	Officers' Mess	300.00
Cedarwood	{ Ship's Fund	81.47
	{ Wardroom Mess	8.00
Cornwallis	{ Ship's Fund	3,289.73
	{ Wardroom Mess	60.00
	{ Blue Sky Revue	50.00
	{ Band	14.70
Digby	Ship's Fund	89.83
Fort Erie	Ship's Fund	144.40
Granby	Ship's Fund	60.00
Huron	Wardroom Mess	100.00
Iroquois	Ship's Fund	493.50
Jonquiere	Ship's Fund	167.00
Labrador	Ship's Fund	100.00
Lauzon	Ship's Fund	220.00
Magnificent	Ship's Fund	600.00
Naden	{ Ship's Fund	634.75
	{ Chief and PO's Mess	200.00
	{ Ward. Officer's Mess	375.00
	{ Scran Locker	25.35
New Liskeard	Ship's Fund	60.50
Niobe	{ Men Serving in U.K.	300.00
	{ Officers Serving in U.K.	280.00
Ontario	{ Ship's Fund	2,000.00
	{ Wardroom Mess	230.00
Portage	Ship's Fund	5.00
Quebec	Ship's Fund	2,568.43
Resolute	Ship's Fund	40.00
St. Laurent	Ship's Fund	50.00
Ste. Therese	Ship's Fund	64.46
Shearwater	Ship's Fund	3,000.00
Stadacona	{ Ship's Fund	1,128.35
	{ Wardroom Mess	1,000.00
	{ Scran Locker	37.00
Stettler	Ship's Fund	10.00
Toronto	Ship's Fund	29.63
<i>Serving Naval Personnel by monthly assignments</i>		9,623.60
<i>Naval Divisions:</i>		
Brunswick	Ship's Fund	100.00
Chatham	{ Chief and PO's Mess	101.50
	{ Wardroom Mess	8.30
Chippawa	Ship's Fund	100.00
Griffon	Ship's Fund	174.89
Hunter	{ Ship's Fund	143.32
	{ Chief and PO's Mess	101.22
	{ Wardroom Mess	105.00
Nonsuch	Ship's Fund	100.00
Queen	Ship's Fund	25.00
Queen	Wardroom Mess	25.00
Scotian	Wardroom Mess	50.00
Tecumseh	Ship's Fund	15.00
<i>Other Sources:</i>		
Barr, Mr. Daniel W.		30.00
Deane, J. Capt (L)		6.00
Dodds, Mr. Jackson		20.00
Estensen, A. C. LSPH		500.00
Edwards, Rev. I. R.		10.00
Grant, H. T. W. VADM RCN (Ret'd)		50.00
Johnson, Mr. B. D. L.		25.00
Lay, H. N. RADM		10.00
Le Geyt, J. LCDR (RN)		5.00
MacDonald, Mrs. Margaret A.		15.00
MacLachlan, K. S. CDR		100.00
Miscellaneous Contributions		125.43
Naval Officers' Association, Montreal		27.25
Naval Officers' Association, Ottawa		25.00
Naval Supply Depot, HMC Dockyard, Halifax		21.12
Nova Scotia Technical College		50.00
Sherry, Mr. John		3.00
Sparks, F. W. LCDR		25.00
Stephens, G. L. RADM RCN (Ret'd)		25.00
Stevenson, Mr. R. C.		20.00
Wren's Association, Vancouver, B.C.		25.00
Total Donations		\$30,349.60

CPO R. N. Langton, RCN, *Naden*; Lt.-Cdr. (S) D. L. Marcus, RCN, *Cancomcorton Two*; Captain (S) T. F. T. Morland, RCN, *Stadacona*; Lieut. (W) A. I. McPhee, RCN(R), (Ret'd), Ottawa.

CPO R. McWilliams, RCN(R), *Donnacoona*; CPO D. H. Nelson, RCN, *Patriot*; Lt.-Cdr. J. B. O'Brien, RCN, (Ret'd), Ottawa; Lt.-Cdr.-at-Arms William Pember, RCN, *Naden*; Rear-Admiral H. S. Rayner, RCN, *Bytown*; Lt.-Cdr. (SB) J. A. H. Rector, RCN(R), (Ret'd), Ottawa.

Chap. (P) B. A. Silcox, RCN(R), *Hunter*; CPO Henry Silvester, RCN, *Cancomcorton Four* and *Cancominron Two*; Captain E. A. Thompson, RCN, (Ret'd), Halifax; Lt.-Cdr. R. M. Wallace, RCN(R), *Discovery*; Captain R. P. White, RCN(R), (Ret'd), Ottawa; Lt.-Cdr. (S) William Woodward, RCN, *Naden*; Lieut. W. W. Kinloch, *Unicorn*; PO Donald Rudolph, *Athabaskan*; Chap. (RC) J. E. Whelly, Halifax; Cdr. Norman Pickersgill, RCN(R), (Ret'd), Ottawa.

WEDDINGS

Lieutenant Commander Nicholas M. Banton, *Shearwater*, to Miss Dawn Devere Hunt, of London, England.

Ordinary Wren Helen Bestianich, *Gloucester*, to Ordinary Seaman R. C. Bosada, *Gloucester*.

Leading Wren Marion J. Davies, *Gloucester*, to Mr. Ralph B. Caughlin, of Bedford, N.S.

Ordinary Wren Jo-Anne Gow, *Gloucester*, to Ordinary Seaman J. A. Corbell, *Gloucester*.

Ordinary Seaman R. L. Haynes, *Stoux*, to Miss Arlette Marguerite Anne Bowning, of Victoria.

Leading Seaman C. A. Moore, *New Glasgow*, to Miss Arlene Sloan, of Victoria.

Sub-Lieutenant (S) George D. Quirin, *Tecumseh*, to Miss Jeanne Marie McNamee, of Calgary.

BIRTHS

To Leading Seaman D. V. Comis, *New Glasgow*, and Mrs. Comis, a daughter.

To Petty Officer H. A. Deneau, *Gloucester*, and Mrs. Deneau, a daughter.

To Leading Seaman Joseph Ray Doucette, *Assiniboine*, and Mrs. Doucette, a son.

To Acting Commander J. M. Favreau, *D'Iberville*, and Mrs. Favreau, a daughter.

To Petty Officer E. H. Gayda, *Gloucester*, and Mrs. Gayda, a son.

To Chief Petty Officer R. L. Johnson, *Cornwallis*, and Mrs. Johnson, a daughter.

To Lieutenant Commander M. K. Kelly, *Cornwallis*, and Mrs. Kelly, a son.

To Petty Officer J. G. Meadwell, *Stadacona*, and Mrs. Meadwell, a son.

To Leading Seaman Eugene Mercer, *Assiniboine*, and Mrs. Mercer, a son.

To Chief Petty Officer C. R. Pattison, *D'Iberville*, and Mrs. Pattison, a son.

To Lieutenant Commander C. G. Pratt, *Stadacona*, and Mrs. Pratt, a son.

To Leading Seaman George Prokipczuk, *Cornwallis*, and Mrs. Prokipczuk, a son.

To Chief Petty Officer C. D. Potvin, *D'Iberville*, and Mrs. Potvin, a son.

To Petty Officer Y. C. Thornton, *D'Iberville*, and Mrs. Thornton, a son.

To Leading Seaman M. T. Walsh, *Bytown*, and Mrs. Walsh, a daughter.

To Petty Officer W. F. Wickson, *Cornwallis*, and Mrs. Wickson, a son.

NEW SKEENA'S 'LUXURIES' WELL EARNED BY OLD ONE

Final acceptance trials for the new destroyer escort Skeena took place off Vancouver, Friday, March 23. One of press party aboard was Victoria Times City Hall reporter Pete Loudon, who made a wartime cruise in the original Skeena. Three of the crew of the old ship are serving in the new. Here are Mr. Loudon's impressions of the Skeena's rebirth:

By

PETE LOUDON

WE USED a toilet plunger and a bucket for our "dhobey", now they have automatic washers.

We had a record player and now they have television, hi-fi and a piano in the messdeck.

The reincarnation of HMCS *Skeena*, witnessed on a shakedown cruise Friday, couldn't have startled me more if the gunner's mate had served tea at high noon in the seamen's mess.

They go to sea now with special sea duty men closed up on a breech-loading ice cream machine.

Where we used to de-spot our blues with fluids filched from fire extinguishers, now they have a dry-cleaning unit—complete with steam press.

They've got bunks mattressed with foam rubber—each one with a reading lamp.

Once we slept on the deck in the old *Skeena* when there was no room left to sling another hammock. Sea water, leaking into the messes, sloshed around us. We were as wet when we went on watch as when we came off.

The *Skeena* that's bringing the name back to Esquimalt is a far cry from the *Skeena* that back-boned the West Coast fleet from 1931 to 1939, or prowled the wartime Atlantic . . .

There were 10 of us, very ordinary seamen, in HMCS *Assiniboine*. We got a "jetty-jump" to the *Skeena*, a loan draft for one trip, while the "Bones" was being patched.

It was August, 1942—a black time in the North Atlantic. We were in a blue

funk. If the *Skeena* didn't return from convoy duty in time, the *Assiniboine* would sail to Canada, for refit and leave and we would be stuck for more months of escort.

But despite the discomforts of a cramped ship, the leaky ventilators, a night "flap" with star shells and depth charges, the *Skeena* proved to be a "happy ship". That is the proudest title a ship can win. It's awarded by her severest critics—the men who sail in her.

She had a novel trick at the start that braced even the "scaredest" among us. She cleared harbour with Col. Bogey's march booming from her loud hailer, echoing back from the craggy rock gates of St. John's, Nfld.

Her grub was good. Her crew was tops. And her captain made a game of drills that would be tiresome on lesser ships.

In between the real actions, they'd pipe, "A, B and X guns' crews throw all torpedomen down the lower messdeck" or "repel boarders" and with half the crew playing enemy and dropping from the rigging, there were battles Nelson would have cheered.

We left the convoy with the British at 30 West and came home in company with the *Saguenay*. The 10 of us were drafted back to the *Assiniboine* and the *Skeena* went on with her war.

Her record shows she rescued over 300 men from the sea. She fought wolf packs that sent 16 of her merchant men charges to the bottom in one engagement. She shared in sinking four subs, three flak ships, three armed trawlers.

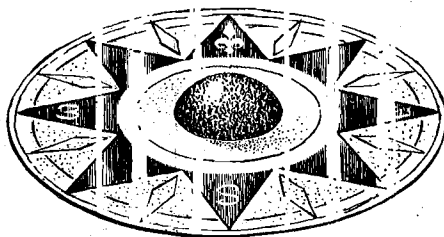
Her battle honours were Atlantic 1939-44, Normandy 1944, and Biscay 1944. Twelve of her captains rose to flag rank.

She died in a gale on the rocks of Iceland in October, 1944, and 15 of her men rest there yet.

Now born again, she emerges as a \$23,000,000 Buck Roger's fantasy, twice as big and with a Sunday punch that makes her one of the world's foremost potential sub-smashers.

And if her men mostly will stand their watches below decks, her officers direct her course from a bridge sealed from the weather, if they eat ice cream at sea, relax with TV and hi-fi, these privileges have been earned for them.

They go with the battle honours.—
The Victoria Times.



NO HISTORY - NO STEAM CATAPULTS

In Which Some Dry Bones are Given a Good Rattle

*Full many a gem of purest ray serene
The dark unfathom'd caves of ocean
bear . . .*

THOMAS GRAY did not have his mind on nautical affairs when he composed his "Elegy in a Country Churchyard", but had he been versifying naval history (surely an off-the-beaten-track subject for a poem if there ever was one), he might have been able to utilize the above two lines of verse and they would have met the situation nicely.

History is often thought of and (out of school) spoken of as a subject that is as dry as dust—an assemblage of dry bones disinterred from the arid deserts of the past. The fault may lie in the approach to history as a duty rather than as a rewarding study of man's past failures and triumphs.

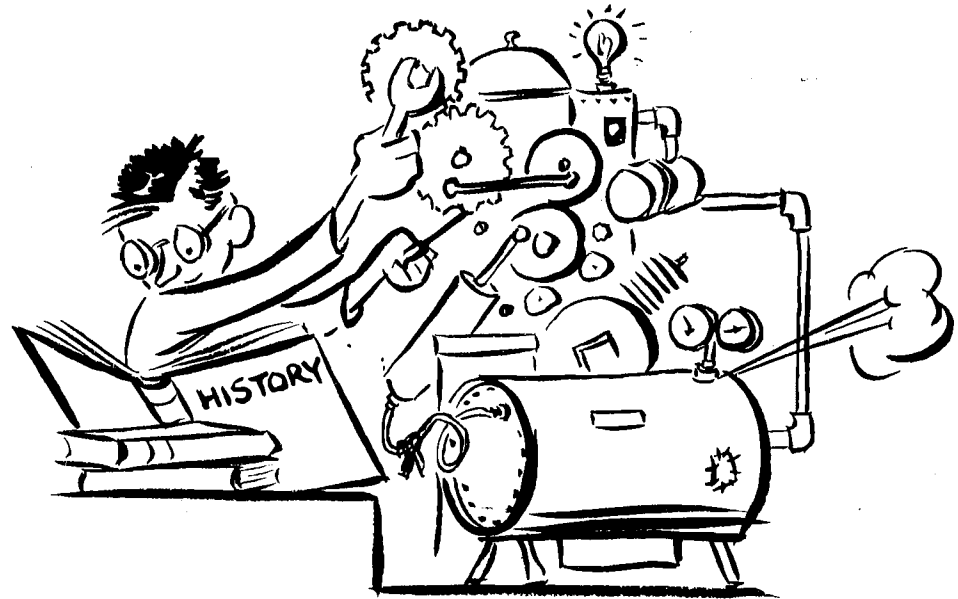
Now that the age of the frogman and the deep-sea diver is upon us, the "dark unfathom'd caves" may be expected to yield up their gems. However, no special expedition need be set up to explore the past through the pages of history and the rewards may sometimes extend beyond mere personal enlightenment and entertainment.

Someone with a knowledge of history of engineering in the British Isles recalled that the great engineer Isambard Kingdom Brunel, who died a hundred years ago, had numbered among his less successful accomplishments, the construction of "atmospheric railways" in England and Ireland. The trains were powered by a piston in a tube laid between the rails for the length of the railway line. Pumps created a vacuum which drew the piston along and its power was transmitted to the train by a rod passing through a flap valve extending along the pipe.

Although one of the atmospheric trains operated for 12 years, the power system was eventually adjudged a failure. And why? Because rats and other rodents kept gnawing away at the leather flaps which formed the valve and the repair crews could not keep up with them.

So the atmospheric train passed into history, a work of genius undone by rats. The concept was forgotten for a century, but not forever.

Today on the flight deck of HMCS *Bonaventure* can be found a steam catapult for the launching of jet aircraft,



whose mechanical principles were derived from the device which powered the atmospheric train. I. K. Brunel and his predecessors, whose invention he applied, have thus, via the pages of history, contributed to aviation's Jet Era.

With this solemn thought, it is possible to move on to the consideration of another of the rewards of history—namely that it can be the source of good, clean fun.

This was discovered by a naval officer, who had immersed himself in maritime history out of a sense of duty only to find, as he got more deeply into the subject, that he was really enjoying himself. The pages, he found, were studded with paragraphs that deal with the quaint, the bizarre, the humorous and the informative.

It was a discovery which he felt impelled to pass on to others who still maintained the fallacious "dry bones" attitude towards history, and he jotted down the following items for all to read and, if so minded, to enjoy:

IN DECEMBER, 1756 a British squadron commanded by Admiral Watson with troops under Col. Clive was attacking the Fort of Budge-Budge to dislodge a local Nabob who had seized Calcutta. Troops were landed and later a detachment of seamen, including one named Strachan, who brought about the bloodless conquest of the stronghold. With a full cargo of grog aboard he

stumbled under the walls of the fort one night and weaved in through a breach shouting noisily. This attracted not only the Moorish soldiers on guard but his celebrating friends and in the end the whole body of troops who took possession with little trouble.

The Admiral sent for Strachan later and said: "Strachan, what is this you have been doing?"

"Why to be sure, sir, it was I who took the fort; but I hope there was no harm in it."

The Admiral pointed out that he might have easily have lost his life and led his companions into danger. Strachan, disappointed at blame where he had hoped for praise, left the Admiral's presence muttering—"If I am flogged for this here action I will never take another fort as long as I live, by God."

WHEN ADMIRAL HAWKE was blockading the French Atlantic ports in 1759 his squadrons were at sea for long periods and supplies of fresh provisions, porter, vegetables, etc. were brought regularly from England. It so happened that, when the French under Admiral Conflans had been decisively defeated at Quiberon Bay, the weather turned foul (as it frequently does in November) and the supply ships were unequal to their task. The British sailor however drew a different conclusion from these events as the following verse will show:

*Ere Hawke did bang
Monsieur Conflans
You sent us beef and beer;
Now Monsieur's beat.
We've nought to eat
Because you've nought to fear.*

IN THE YEAR 1914 the ship's company of HMCS *Rainbow* similarly showed the sailor's proverbially good humour:

HMCS *Rainbow*, after capturing two German-owned schooners, the *Leonor* and *Oregon*, was on her way home towing the *Leonor* some 3,000 miles back to Esquimalt. The *Oregon* went under her own power. This long trip under adverse weather conditions resulted in very short rations until home was reached. This situation was the subject of a cartoon depicting a skinny group on the quarterdeck with the words: "Physical drill—all hands through the ring-bolt".

IN OCTOBER 1779 a combined force of British naval and land forces attacked and captured the Spanish fort Omoa in Honduras. One of the sailors climbed over the wall with two cutlasses and met a Spanish officer, who in the darkness and confusion had forgotten his sword. Instead of cutting the officer down the sailor gave him a cutlass and proposed to fight on equal terms.

This incident was received with great admiration by the Spaniards and by Admiral Sir Peter Parke who advanced

the hero to boatswain. Unfortunately a few years later, in a fit of madness or intoxication, he struck the lieutenant of the sloop *Ferret*. Discipline being what it was in those days the boatswain was tried by court-martial, condemned to death and executed.

THE PERILS of exploration and unknown enemies are well exemplified by this extract from Captain Vancouver's "Voyage" dealing with his experiences near Toba Inlet, B.C. in June, 1792:

"Whilst examining these abandoned dwellings, and admiring the rude citadel projected for their defence, our gentlemen were suddenly assailed by an unexpected numerous enemy, whose legions made so furious an attack upon each of their persons, that unable to vanquish their foes or to sustain the conflict, they rushed up to their necks in water. This expedient, however, proved ineffectual; nor was it until after all their clothes were boiled, that they were disengaged from an immense horde of fleas which they had disturbed."

LADIES are not carried in HM Ships nowadays on the high seas but it may well be that some of them would do their duty in a seamanlike manner. In any event here are the historical facts of a lady passenger in the *Betsy* which was captured by the French in July 1794 after losing her convoy from Jamaica to England. The captors removed all the Britons except the mate,

the cook, the carpenter, a boy seaman and the lady, Mrs. Williams, and put on board a prize crew consisting of a lieutenant and 13 men.

Bad weather drove the vessel within sight of Guernsey, so a plan was concocted to overpower the prize crew and regain possession. Exercising her female right Mrs. Williams fainted when she was told of this plot but soon recovered and volunteered her services. Her part was to lock the lieutenant's cabin while he slept and to stand guard. The plan succeeded and the ship was sailed into Cowes Road some 27 hours after the Frenchmen had been secured.

When the ship was boarded Mrs. Williams was found still on guard with a loaded pistol in her hand. Having steeled herself to the task she would not give up until it was completed.

ANYONE who complains of the food in the RCN may care to consider the rations provided in 1622 by the first victualling contract in the Royal Navy:

Every man's allowance was one pound of biscuit, one gallon of beer, two pounds of beef with salt four days in the week; or else instead of beef, for two of those four days, one pound of bacon or pork, and one pint of pease, as heretofore hath been used and accustomed; and for the other three days in the week, one quarter of stock-fish, pound of butter, and a quarter of a pound of cheese. Saving for the Friday to have a quantity of fish, butter, and cheese, but for one meal, or else instead



of stock-fish, such quantity of other fish or herrings, as the time of the year shall afford.

IN OCTOBER 1799 four British frigates (*Ethalion, Alcemene, Naiad* and *Triton*) captured two Spanish frigates (*Thetis and Santa Brigida*) in the Bay of Biscay. The Spaniards were on their way home from Vera Cruz and were carrying an immense fortune in money and in goods. After the victors arrived in Plymouth a colourful procession flanked by armed seamen, marines and midshipmen marked the transfer of the treasure from the dock-yard gate to the citadel in the following order:

A trumpeter of the Surrey dragoons, sounding a charge.
Two artillery conductors
An officer of the Surrey dragoons.
An officer of Artillery.
Surrey dragoons, two and two, with drawn sabres.

Music, drums, and fifes,
Playing Rule Britannia and God Save the King;
Sixty-three waggons with dollars, in nine

Divisions of seven waggons.
On the first waggon, a seaman
Carrying the British over the Spanish Jack;

Two officers of marines, armed.
On the centre waggon,
A Seaman carrying the British Ensign over the Spanish Pendant;
Midshipmen armed with cutlasses.

On the last waggon,
A seaman with a British Pendant over a Spanish Ensign;
Armed marines and seamen two and two;

Music, drums, fifes, playing Britons Strike Home;
Armed seamen with cutlasses;
An artillery officer;
Two officers of marines armed;
Surrey Dragoons, two and two, with drawn sabres;

Two Trumpeters of Surrey Dragoons,
Sounding a charge, closed the procession.

Near the end of November the procession reached London, where it was met by a captain's guard of the Grenadier Battalion of the Guards, and the procession moved along Piccadilly, St. James' Street, Pall-Mall, Strand, Fleet Street, and Cheapside, to the Bank in the following order:

Military band of music;
A detachment of the Guards;
A Commissioner of the Customs, and a Lieutenant of the Navy on horseback;

Six Waggons with the Treasure, each drawn by eight horses, decorated with ribbons;

The waggon decorated, with the English colours over those of Spain;
Sailors rode on the outside of the Waggons;

A detachment of the 16th Light Dragoons closed the Procession.



CORNWALLIS PRESENTS SHOW BASED ON OZ TALE

FOR THE SECOND year in a row the Cornwallis Concert Company has written, produced and presented an original musical production based on a well-known fairy story. Styled after the English pantomime, with its lively music, topical story and colourful costumes, this year's extravaganza brought to life all the characters of the famous story, the Wizard of Oz.

Written by Lieut. (S) D. B. Payne, produced by Lt.-Cdr. G. Bower, RN, and directed by Lieut. J. Gates, USN, the show established a new high in the entertainment field in Cornwallis. Weeks of hard work went into the production with no less than seven scene changes and as many costume changes in the two-and-a-half hour presentation.

The costumes were original designs by Nursing Sisters Joyce Green and Marg Willet. Stage settings and staging were handled by Miss Enid Webber

When the cavalcade reached the Mansion-house, the Lord Mayor, the Lady Mayoress, and several gentlemen came out in front of the house, and drank from out of a gold cup "Success to the British Navy," the band playing "Rule Britannia," while the honest tars, who were regaled at the same time, gave his Lordship three cheers.—C.H.L.

and Lieut. D. Steele respectively. The music, which was especially adapted for the production, was ably directed by Chief Bandmaster W. Stitt.

From the opening curtain through three acts to the closing curtain the audience, whether naval personnel, civilians or children, were joyfully entertained by the antics of the lion, scarecrow and tin man. The Wicked Witch of the North, vividly portrayed by Mrs. June Bandy, kept the suspense at a high level throughout the whole show.

The leading role of Dorothy, taken by Miss Shirley Cameron, daughter of Col. Cameron of the Army Dental Corps in Cornwallis, was enthusiastically received by the audiences.

All in all, the second effort by the Cornwallis Concert Company kept the standard high for what it is hoped will be an annual event in Cornwallis.—R.C.

MARITIME WARFARE SCHOOL IN NEW HOME

AN IMPRESSIVE new building has this spring been added to the panorama of *Stadacona's* maze of schools, and training establishments. It has, of course, been the subject of many inquisitive looks from passersby, as the inscription over the door, "Maritime Warfare School", has an unfamiliar ring to most men in the Atlantic Command.

The title lacks familiarity on the lower deck because the former school was, as the new one will be, mostly devoted to training in anti-submarine warfare tactics of officers of the RCN and the RCAF. Only a few men, mostly radar plotters, torpedo detectors and observers' mates, have ever crossed its threshold. However, the facilities of the new school may do much to spread familiarity with the school and its objectives.

One of the great lessons of the convoy battles of the Second World War was the tremendous value of long-range shore-based aircraft in combating German U-boats. A further associated lesson was the realization that unfamiliarity with aircraft capabilities and limitations of ships, and vice versa, had often led to unsatisfactory co-operation.

The evident need for a combined tactical doctrine was the father of the present "Joint Maritime Warfare School", which in turn is responsible for the latest addition to *Stadacona's* building program.

It was decided soon after the Second World War that some joint effort must be made to maintain the necessary liaison between the RCN, whose prime role is readiness to prosecute an A/S war in the defence of trade, and the RCAF, which will provide, allocate, control and fly the shore-based aircraft in co-operation and with the identical objective. It was therefore decided to institute a combined school where RCN and RCAF tactics could be studied, developed and promulgated side by side, and with the principle that the instruction provided each service should acquaint the students with the other service's viewpoint, so as to develop an appreciation of mutual and peculiar problems.

The school came into being in November 1950 with parallel integrated staffs from the two services under the command of two directors of equal status, one RCN and one RCAF, jointly

and directly responsible to the Flag Officer Atlantic Coast and the Air Officer Commanding, Maritime Air Command.

Maritime A/S Warfare is the field for only one command of the RCAF, whereas, it is the primary *raison d'être* of the RCN. Consequently, the proportion of students passing through is biased slightly on the side of the RCN, as is the numerical strength of the school staff. However, whenever possible, the specialist officers of both services attempt to dovetail the two service functions by combined lectures and demonstrations—the more to enhance the "joint" principle.

Perhaps many of *Stadacona's* personnel now know the destination of the small groups of non-RCN uniforms which almost daily progress to the school's present quarters on the top floor of the TAS and G building. They are the RCAF members of the permanent staff and the RCAF and USN students attending the various courses. The Canadian contribution to the student body is divided between the RCN and the RCAF and the courses usually include four to six USN officers from surface and air ASW units and officers from the Royal Navy and Royal Air Force. It is hoped that the future will see greater participation by officers from the Royal Navy despite the distance to be travelled.

Most of the courses are of two weeks' duration but one, the Joint Tactical Course (Junior), entails a further week at sea during which the naval students fill command and action information roles in the ships, and the RCAF students man the co-operating Neptune aircraft, while the combined forces seek to put into practice the co-operation required to "locate and kill" submarines of the 6th Submarine Squadron.

Aside from emphasizing intensive co-operation, the main function of the school, from the RCN viewpoint, is to bridge that gap between the completion of the instructional fields of the various executive specialist schools and their co-ordination into a fighting A/S unit at sea. To this end, the school concentrates on welding this tactical team by the development and promulgation of recommended tactics for use at sea, and on evaluation of those proposed by parallel tactical schools of the RN and USN. As tactical team work between specialist branches and naval air is the

objective, almost all the executive specialist fields are represented on the staff. It includes among others a Royal Navy submarine officer, one United States Navy ASW officer, and a team of operational research civilian scientists.

The type of instruction and its content are continually under revision to meet new developments and ideas. Inevitably, classroom lectures are included, but a large percentage of the course is by staff demonstrations and the occasional skit. Great emphasis is placed on the value of "syndicate" or group study and intra-syndicate debate.

One of the more productive classes is one where the syndicates are provided with a tactical situation which might be encountered at sea in wartime, and then each syndicate is asked "What would you do in this situation? The solution offered by each syndicate is then verbally assaulted by the others. The staff solution is usually presented following the debate without any pretense that the staff solution is either the only correct one or necessarily superior to those evolved by the syndicates, and it, in turn, is subject to comments by the students.

The culminating point of each course is the session in the tactical trainer, which is a complex set of escort vessel operations rooms, which are quite realistic in simulating A/S operations by ships and aircraft. As the students rotate through the various positions in the operations rooms, it is not unusual to find a lieutenant-commander as force commander; a wing commander as operations room officer; a captain as radar operator and a group captain as plot officer. It is these trainer games which drive home the lessons, teachings and the practical side of the content of the rest of the course.

The large windowless wing of the new building will contain a new tactical trainer, where the operations rooms of the ships and the cockpits of the aircraft (and associated detection equipment of both) will be reproduced for the follow-fleet (or any part of it):

- Six submarines
- One convoy
- One carrier
- Nine escort vessels
- Eight carrier aircraft
- Four shore-based maritime aircraft
- Allied maritime headquarters
- Enemy U-boat headquarters.

It is hoped that this exercise "fleet" will enable many more officers and men to take part in future tactical exercises so that it may be possible to further spread the doctrine of "The Joint Maritime Warfare School".

AFLOAT AND ASHORE

ATLANTIC COMMAND

HU-21

The versatility of Helicopter Utility Squadron 21 was again demonstrated when a helicopter from the squadron assisted in the freeing of the CGS *Saurel* from the ice in the Strait of Belle Isle. The *Saurel*, an icebreaker, became trapped while attempting to reach Corner Brook, Newfoundland.

Less than three hours after the request for assistance was placed, a detachment was formed consisting of Lt.-Cdr. G. J. Laurie, Lieut. L. T. Zbitnew, PO D. A. Bruce, PO J. C. Brooker, Ldg. Sea. C. Vales and AB D. W. Pickrell, with one HTL helicopter. The detachment embarked in CGS *Baffin*, hydrographic ship, on February 2 and proceeded to sea. The *Baffin* is equipped for helicopter operations, but her aircraft were under modification at the time.

The first ice reconnaissances were flown on February 4, with Captain D. M. Snellgrove of the *Baffin*. February

5 found the *Baffin* in solid ice off the coast of Corner Brook, Newfoundland, and unable to proceed further. In the meantime the *William Carson*, the Canadian National Steamship ferry, had sailed from Halifax February 2, reaching the *Saurel* on February 4 and transferring some much-needed fresh water. An ice reconnaissance was flown for the *William Carson* but high winds kept the ice under pressure and no leads could be found. A casualty on board the *Baffin*, ship's carpenter J. Munro, necessitated a flight to Corner Brook Hospital.

On February 6 two members of the RCN demolition team were flown the 15 miles to the *William Carson* and *Saurel*, where 120 pounds of explosive were detonated in the ice. As the ice pressure eased the *William Carson* freed the *Saurel*, the two ships proceeding southward towards the *Baffin*, joining forces at sunset, and proceeding to Halifax.

Three flights were flown on February 7, two for ice reconnaissance and

one to carry radar spares to *William Carson*. The detachment disembarked to *Shearwater* February 8.

The following is an excerpt from a letter of appreciation which was received from Marc Boyer, deputy minister, Department of Mines and Technical Surveys:

"The promptness with which the naval personnel and equipment were provided, particularly as it was necessary to recall a number of men from leave, enabled the *Baffin* to be dispatched without delay.

"The Naval Service contributed greatly to the success of the operation."

HMCS D'Iberville

D'Iberville's commanding officer, Cdr. J. M. Favreau, gave a lecture to members of the Quebec Kiwanis Club at the Chateau Frontenac on February 14 on the subject "New Entry Training in the Royal Canadian Navy".

HMCS *Labrador* paid an unexpected visit to Quebec City on February 28, thereby becoming the first vessel of deep-sea draught to enter the Port of Quebec in 1957.

PO L. W. Geddes reported on February 4 from the *Haida* to become a divisional petty officer and PO R. A. Robertson arrived from the Gunnery School on February 11 to augment the instructional staff.

The new block petty officer, PO G. F. Cook, came to *D'Iberville* from the *Labrador* on February 20.

VF-870

Throughout the month of February, while Nova Scotia was the prey of winter storms, 870 Squadron operated from NAS Key West. Agreed, we were lucky to be in warmer climates, but it was not all fun and no work.

It started on January 31, to be exact, when three RCAF North Stars loaded with 83 officers, men and stores took off from *Shearwater* for the nine-hour-long trip to Key West. Shortly afterwards our eight Banshees were off, heading south.

The readiness of all-weather fighter squadron depends a lot upon the pilot's ability to work the aircraft's radar equipment. Most of our flying was done at night and the squadron flew



Model ships make model sailors at Cornwallis where new entries get a good grasp of Rules of the Road at a miniature anchorage in the Seamanship School. Left to right are Ordinary Seamen Martin A. Eastmen, Merrill E. Slater, Charles M. Holland, William A. Bates and Willis H. Dyer, all from British Columbian cities. Their class graduated in March. (DB-8311)

more hours in February than it had ever done before.

FAWTU, short for "Fleet All Weather Training Unit Atlantic" is the unit where the U.S. Navy's Atlantic Fleet fighter squadrons go to practise radar intercepts. It was from FAWTU's Lieut. (jg) J. Moore, USN, that our pilots "got the word" on intercepts and by the end of the month everyone felt he had accomplished something. As a matter of fact, VF-870 is the first F2H-3 equipped squadron to complete the syllabus and all hands can be proud of it.

During our stay in Florida, we found that the Squadron had its unknown heroes in the persons of PO Norman Ellison and PO E. R. Cant who saved two youths from drowning at Fort Myers, Florida.

Some of our men went fishing and one group brought back a huge nine-foot, 310-pound white shark. This is a real fisherman's story!

After a month of fruitful efforts to keep the aircraft "serviceable", VF-870 left Key West happy to return home and thankful for the very co-operative hand received from all U.S. Navy personnel at FAWTULANT.—L.J.V.

HMCS Cornwallis

Everything that goes toward making a winter carnival a gay, happy and colorful affair highlighted such an event at *Cornwallis*. The carnival was held in the big arena and attended by an enthusiastic crowd of navymen, parents and friends.

The program, with Lt.-Cdr. (E) J. Mackintosh as master of ceremonies, included figure skating, novelty dress parade, skating races, clowns, a hockey game and a grand finale. Present was the famed *Cornwallis* band under direction of CPO W. Stitt.

Prize winners were: best costume, (red, white and blue duo), Hazel Marie and Elizabeth Dawn Obendorf; most humorous, (clown) Gary Hart; most original, (chain gang and guard), Beth Freeman, Margaret Adams, Teddy Strickland, Noreen Gold and Grant Bingham. The door prize was won by Mrs. G. F. Kinch.

The peewee hockey game between the Maple Leafs and the Red Wings was won by the former, 3-1. The 1956-57 Peewee hockey championship shield was presented to the winners by Captain M. J. A. T. Jette.

Officials for the races were Ldg. Sea. J. Carruthers and CPO W. M. Grahame.

In charge of the carnival's various features, co-ordinated by Instr. Lt.-Cdr. D. J. Hamilton, were program director Lt. R. Coell; program committee Lt.-



The prettiest costumes on the ice at the recent carnival at HMCS Cornwallis were those of Hazel Marie and Elizabeth Dawn Obendorf, who are shown receiving their prizes from Captain M. J. A. T. Jette, commanding officer of the training base. (DB-8535)

Cdr. A. H. M. Slater, Lieut. Jim Arnott, Joan McDormand, PO R. Sallis; PO I. J. Barron, publicity PO W. C. Shaw, tickets, Cd. Wtr. Off. W. A. Wolfe; lighting, sound and decorations, J. Pimeno, Lieut. Albert Shirley, Cd. Comm. Off. S. Iscoe; costumes, Mrs. A. H. Slater; Mrs. D. Taylor, Mrs. D. Lockyer; refreshments, Lieut. W. A. Stebbings; program illustrations, PO Paul Coade; clowns, Ldg. Sea. J. R. Perron and Ldg. Sea. K. C. Batchelor.

Navigation Direction School

Three RP classes completed at the Navigation Direction School during February and March and were followed by drafts to the fleet. PO E. Welsh took top honours in the RP1 "L" course. Top honours also went to Ldg. Sea. D. B. Pantridge of RP2 "AF" course and to Ord. Sea. K. J. Riebe of RP3 "BX" course.

The first Navigation Direction course for Midshipmen of ex-Venture executive officers completed March 1 and was followed by a second course commencing March 25.

One RP2, two RP3 and one QM2 class are now under instruction in the School.

Preparations are being made for the increase of scheduled courses to be run during the summer months for RCN(R) personnel.

HMCS Stadacona

A concert by the band of HMCS *Stadacona*, under the direction of the Bandmaster CPO T. Milner, and the Armdale Chorus directed by Mary Dee-Gerroy, was held in the *Stadacona* gymnasium on Sunday, March 17.

Lt.-Cdr. (SB) H. G. Cuthbert was the conductor, with Lieut. C. H. Humble acting as master of ceremonies.

Invited guests included the Hon. Alis-tair Fraser, Lieutenant-Governor; Hon. R. L. Stanfield, Premier of Nova Scotia; His Worship Mayor L. A. Kitz, of Halifax and senior members of the provincial and civic governments and religious organizations.

The band appeared through the kind permission of Commodore E. W. Finch-Noyes, commanding officer of *Stadacona*.

PACIFIC COMMAND

HMCS New Glasgow

In February, the *New Glasgow* circumnavigated Vancouver Island. During this cruise inclement weather troubled some of the junior members of the ship's company—namely the ordinary seamen on their first regular sea duty.

At mid-month the ship was in Vancouver assisting the recruiting drive for the RCN(R). The *New Glasgow* was anchored off HMCS *Discovery* and

prospective reservists were brought out to the ship. They were shown different aspects of naval life, including lowering of the sea-boat, gun drill, etc.

From information received from *Discovery* the recruiting program was a success in spite of bad weather.—I.R.M.

NAVAL DIVISIONS

HMCS Unicorn

Annual awards night at *Unicorn*, the Saskatoon naval division, was held on March 18. Honour was paid to the members of the ship's company judged best in their individual classes.

The General Proficiency Award—to the person who in the opinion of the officers is the best all-round member of the company—was won by Ldg. Sea. Fred Morrison. The best new entry (male) was PO W. F. Duke. The best new entry (female) was Wren Martha Neudorf. Wren Neudorf also won the Rowney Trophy as the competitor with the best aggregate score in inter-divisional small-bore shooting events.

UNTD awards were also presented. A silver stein went to Cadet (E) Oscar Hanson, RCN, in recognition of his being selected as the most proficient cadet in three years of naval training while attending university. The third year proficiency award went to Cadet R. K. Wood and the second year proficiency award to Cadet A. W. Selby. The first year navigation award was won by

The usually immaculate gun battery at HMCS Donnacona, the Montreal naval division, became a clutter of cables and unaccustomed gear on the night of March 11. That was the occasion of a half-hour "live" television program devoted to the training of UNTD cadets in the Montreal area—one of a CBC French-language series entitled "Rapportage", seen each Monday evening over CBFT, Montreal. (ML-5496)



Here are the winners at the annual awards night held on March 18, at *Unicorn*, the naval division in Saskatoon. Left to right are: Cadet R. K. Wood, Ldg. Sea. Fred Morrison, Cadet Oscar Hanson, RCN, Wren Martha Neudorf, Cadet A. W. Selby, PO W. F. Duke, Cadet Julian Michayluk, and Cadet Marshall Pollock.

Cadet Marshall Pollock and the first year seamanship award by Cadet Julian Michayluk.

The commanding officer of *Unicorn*, Lt.-Cdr. C. L. McLeod, commented that the annual awards night has become quite an institution. He said "it is a simple fact that each one of us, in his or her own way, consciously or un-

consciously seeks recognition. Some people do things better than others, and the purpose of awards night is to provide a realization of this desire for recognition".

RADIO STATIONS

HMCS Gloucester

Naval firefighters from HMCS *Gloucester*, naval radio station just outside Ottawa, helped fight a fire that threatened a small farm community about 10 miles east of the capital, on April 15.

The civilian fire marshal at *Gloucester*, Earl McDerby, spotted the fire six or seven miles way near Carlsbad Springs. With the clerk of works, he went there to offer assistance. They soon returned to the station for volunteers and set off again with eight sailors and the station portable pump mounted on a jeep.

The Gloucester township fire department found the naval apparatus particularly handy, for it was able to get at wells which big fire trucks were unable to use.

The fire, fanned by a brisk wind, levelled a large rambling farmhouse and nearby barn and shed, burned through hayfield stubble and hay stacks and ignited a shed of a neighbour a quarter-mile away. The firefighters were able to save other buildings there, including the farmhouse, and eventually to quell the blaze.



RCNSA REPRESENTED IN MAYFLOWER II

CPO Church Joins Square-Rigger for Voyage to U. S.

TWO CANADIAN girls were looking forward in April to the moment when they could tell their friends: "My Daddy came over in the *Mayflower*", and thus match the boasts of thousands of Americans who make a similar claim with regard to their forefathers.

They are the daughters of CPO Charles Church, of Dartmouth, N.S., and their claim to fame is that their father was chosen as a crew member of the *Mayflower II*, which underwent trials in United Kingdom waters in early April before attempting to duplicate the voyage of the *Mayflower* that brought the Pilgrim Fathers to New England in 1620.

CPO Church was selected as a representative of the Royal Canadian Naval Sailing Association, of which he has been an active member since 1951. Last year he was commodore of the Halifax squadron of the association.

The *Mayflower II*, a gift from the people of Britain to the people of America, was to sail in mid-April for Plymouth, Massachusetts, under the command of Captain Alan Villiers, noted Australian square-rigger captain and author.

CPO Church joined the ship as an able seaman at the prevailing rate of a shilling a day. He gladly sacrificed his annual leave for the opportunity of making the trip.



CPO Charles Church . . . over in the *Mayflower*. (HS-42602)

Chart Shows Sea Without a Shore

A navigation chart with no land shown?

Among the 3,700 or more charts produced by the Admiralty for surface navigation there is just one such chart—although it may seem strange that even one landless chart should exist, since navigational charts are usually thought of as showing the sea in relation to the land.

This solitary interloper in the Admiralty's collection of charts does not show blank ocean wastes in some remote portion of the globe, such as the Pacific Ocean or Indian Ocean. On the contrary, it depicts a portion of the world's busiest waterways—the Thames estuary and, says Admiralty Bulletin No. 82, which deals with Admiralty's chart activities, "even in this case a proper geographical location is assured from the buoys (which are moored to the bottom and maintained in their correct position), beacons and banks of shingle which sometimes uncover."

His early sailing experience began 22 years ago when he became interested in boats and sails. Having lived in Sydney, Nova Scotia, for a few years before the outbreak of the Second World War he sailed in the harbour there, and upon moving to Halifax, he obtained a Morse type dinghy. He sailed this boat in the Halifax area for two years successfully, having collected 12 firsts out of 18 starts in the first year.

Later, he built a 21-foot sloop himself, which he sailed in Dartmouth Lakes and Halifax Harbour. Later, he sold the yacht and, having become acquaint-

ted with members of the Royal Nova Scotia Yacht Squadron, he was invited to crew in the sloop *Highlander*, owned and sailed by the late W. R. C. Mac-Askill, noted marine photographer. He sailed in this yacht for three years.

After this, CPO Church sailed regularly in the two RCN 50-square-metre yachts the *Grilse* and *Tuna*. In 1951 he was crew in the *Grilse* in the Marblehead ocean race. In 1952 he skippered the same yacht in local and off-shore races, taking a number of wins and fair placings. In 1955 he skippered the *Grilse* in the Manchester to Halifax

ocean race and won the Colonel Jones' Trophy, the *Grilse* being the first Canadian yacht to finish.

In 1956 CPO Church was a crew member in the yawl *Pickle*, which sailed in the Newport to Bermuda race and later in the same year skippered this yacht in various races and cruises. The *Pickle* is a 60-footer.

On three different occasions CPO Church has been chosen as one of the RCNSA skippers in the annual Dragon series races sailed at the Royal Canadian Yacht Club at Toronto. He was also one of those representing the Association in the Royal Regatta at Toronto when the Duke of Edinburgh's yacht *Blue Bottle* took part.

CPO Church has also sailed regularly in service dinghies, whalers and cutters and in Star and Bluenose class boats, together with a smattering of odd designs.

As a consequence of CPO Church's background of active sailing, he has at different times been elected rear-commodore, vice-commodore and commodore of the Halifax Squadron, Royal Canadian Naval Sailing Association. He has just relinquished the post of commodore of that squadron, but serves as rear-commodore of the association as a whole; having been elected to that flag rank one year ago in the general election of flag officers conducted from coast to coast in all seven squadrons of the association.

CPO Church entered the RCNVR in March 1944 as a shipwright. His entry in this branch was based on his considerable experience in the ship construction industry prior to joining up. Before this, and during the war years, he was employed in HMC Dockyard, Halifax, and also in HMCS *Shelburne*, wartime base in Nova Scotia. Since the end of the Second World War he has served at sea for two years in the cruiser *Quebec*, and as an instructor in the Mechanical Training Establishment at *Stadacona*.

CPO Church lives with his wife and two daughters Karen Adele and Jeanne, at 34 Crichton Park Road, Dartmouth.

The safe delivery of 59 Sabre aircraft from Glasgow to Halifax was accomplished by HMCS *Magnificent* in February, despite some of the worst weather encountered by the carrier in her nine years with the RCN. But it was a near thing. A series of storms that forced the "*Maggie*" to heave to on three successive nights and the better part of the third day were accompanied by towering seas that smashed repeatedly over the bow and threatened to play havoc among the 48 Sabres secured on the flight deck. Some of the idea of the carrier's ordeal may be gained from the series of pictures at the left, taken by CPO Douglas Howes, senior photographer in the *Magnificent* at the time. (HS-47416, 47417, 47415)



THE NAVY PLAYS

Sailing Squadron Elects Officers

The Halifax Squadron of the Royal Canadian Navy Sailing Association elected its 1957 officers at a meeting in February, and discussed two matters of importance to the squadron.

New officers elected were Lt.-Cdr. William Pett, RCN(R), Commodore; Lt.-Cdr. C. J. Benoit, vice-commodore; Lieut. William Lover, RCN(R), rear-commodore; CPO L. O. Bell, fleet cap-

Guam Goes All Out To Greet Canadians

The American equivalent of a "royal" welcome awaited the *Ontario*, *Stettler* and *Jonquiere* at Guam during their training cruise to the Far East.

The extent of the preparations and the wholehearted enthusiasm and generosity of the welcome can be gathered from an editorial which appeared in the *Marianas Mariner*, weekly newspaper of the U.S. Naval Station in Guam, on the day the training group arrived:

"Three ships of the Royal Canadian Navy arrived today for a weekend stay on Guam. The ships, HMCS *Ontario*, a cruiser, and two frigates, HMCS *Stettler* and HMCS *Jonquiere*, have been on a good-will training cruise in the Western Pacific.

The Naval Station Guam is acting as host for the visiting Canadians and is making available numerous sports facilities for their use. All of the station's basketball and tennis courts, football and baseball fields will be reserved for their use. The beaches and all activities will be open for their use. As good hosts we should all make them most welcome and their stay on Guam enjoyable. During the weekend the three ships will be open for inspection and anyone interested is invited to tour the ships.

"To the Canadians we offer a warm and hearty welcome. Guam situated in the Western Pacific is one of the most beautiful islands in the Pacific. It is crisscrossed by an excellent road system lined with swaying palms and in many places overlooking the ocean to offer new vistas for the camera enthusiast. The beaches offer the best in swimming, sunning and outdoor sports along with plenty of refreshments.

"The station theatre will be showing the latest in cinema entertainment. In addition, the island clubs will be serving delicious food and tantalizing drinks to satisfy the appetite.

"All these things will be made available to you. We sincerely hope your stay on Guam is enjoyable and one you'll remember always."



Commissioned Electrical Officer Bob Henry's rink won the championship of the RCN Curling Club, Ottawa, defeating a rink skipped by Ordnance Commodore W. G. Ross 14-9 at the final match of the season April 14. Rear-Admiral H. N. Lay, left, club president, presents Mr. Henry, right, with the Captain Morgan trophy, up for competition for the first time and to be awarded annually to the club champions. In the centre is Commodore Ross. (O-9367)

tain, small boats; Constr. Cdr. D. I. Moore, custodian of the *Grilse*; Lieut. (S) V. F. Lambie, treasurer, and Mrs. Dorothy Alexander, secretary.

Reports of the past season's sailing activities were presented by the retiring commodore, CPO Charles Church, and by other members of last year's executive.

CPO Church praised the co-operation extended to Canadian yachting entries by United States yachtmen in the Newport-Bermuda race last year. He was a member of the crew in the Canadian entry, the *Pickle*, which finished 13th on corrected time out of 89 starters.

At the meeting considerable emphasis was placed on the forthcoming Manchester to Halifax race. Naval yachts from Halifax have played prominent parts in the annual 300-mile fixture and it is expected will again this year.

Another matter of importance was the selection early this year by the RCNSA (Canada) of CPO Church as a crew member of the *Mayflower* which sailed from the United Kingdom for the United States this spring.

The RCNSA (Halifax Squadron) is one of seven branches of the Canada-wide naval sailing organization.

Bob Henry Rink Wins Curling Title

A rink skipped by Cd. Electrical Officer Bob Henry won the championship of the Royal Canadian Naval Curling Club, Ottawa, in the final play of the year April 14. By a score of 14-9 the champs beat a rink skipped by Ordnance Commodore W. G. Ross.

Rear-Admiral H. N. Lay, club president, awarded Mr. Henry the newly-acquired Captain Morgan trophy which will be presented annually.

Members of the winning rink were Mr. Henry, skip; Lieut. (SB) Norman Stewardson, lead; Lieut. (Mad) Stan Ford, mate; Lt.-Cdr. (S) Sam McNicol, second, and Lt.-Cdr. A. O. Grav, spare. The runners up were Commodore Ross, Lt.-Cdr. (SB) G. D. Inch, D. M. Whitton, A. D. Rackow and Lt.-Cdr. McNichol.

The finals were between the winners of the first round robin played in Janu-

ary (Ross rink), and the second round robin in March (Henry rink).

This final match was the culmination of first full year of activity for the club, which began part way through the 1955-56 season. There were 60 members this year, turning out Sundays at the Glebe Curling Club, in which the Navy players are associate members.

It was a year of considerable activity, for the Ottawa Club played friendly contests with the RCMP,

Glebe, Arnprior, Buckingham and Metcalfe clubs and took part in bonspiels at Metcalfe and Glebe as well as tri-service 'spiels in Kingston and Ottawa.

The biggest achievement was sponsoring the first Royal Canadian Naval Curling Association Bonspiel, in Hamilton and attracting a total of 16 Navy rinks from Halifax, Dartmouth, N.S., Montreal, London, Hamilton and Ottawa. Commodore Ross' team brought back the President's Prize from the 'spiel. The main prize

went to Halifax, which was skipped by Lieut. A. J. Levy of HMCS *Stadacona*.

Admiral Lay was president of the Ottawa naval curlers this year, Commodore Ross was vice-president. The other officers included Inst. Cdr. J. D. Armstrong as secretary and Cdr. (S) D. L. MacKinnon, treasurer. Lt.-Cdr. A. T. Love was chairman of the match committee, Lieut. H. C. Ashcroft, G. H. Luther and D. H. Whitton were executive members.

'AND THEN MY HEART WITH PLEASURE FILLS'

Surg. Commodore McCallum Recalls a Moment of Glory

IN THE AUGUST 1956 issue of *The Crowsnest* you were made acquainted with the good ship *HMS Daffodil* and her courageous crew, and how they almost fought "the second battle of Jutland". Perhaps you'd like to learn how this dauntless crew really became "heroes" in spite of this disappointing "engagement". The approach of St. George's Day always reminds me of it.

Towards the middle of April 1918, the *Daffodil* proceeded westward from Lough Swilly upon her usual convoy duties into the Atlantic. Upon dispersal of the escort, a message was received to proceed to Kirkwall in the Orkneys, instead of returning to Buncrana. Upon arrival at Kirkwall a drifter immediately came alongside, and before our astonished eyes dumped large quantities of mail upon our quarter deck—more mail than any of us had ever seen outside a post office.

Here was something new!

Being a rather insignificant ship, as fighting ships go, it was usually our job to send a motor boat ashore and bring off the mail. But here was special delivery service by a drifter; the "Red Carpet" treatment! Well!

Upon opening the bags, out rolled parcels containing presents galore, newspapers with screaming headlines about the brave boys of the *Daffodil*, letters of congratulations—and the present I best remember was a postal note for three shillings—a contribution from six patients in a Naval hospital.

The captain passed the word that if any of us, individually or collectively, had performed any deed of valour, or in any way had made ourselves "heroes" since we last left port, would we please inform him so that he might add his personal felicitations. Well, you know how we heroes are—modest to say the least. We all looked at each other in that shy fashion, shifting from one foot

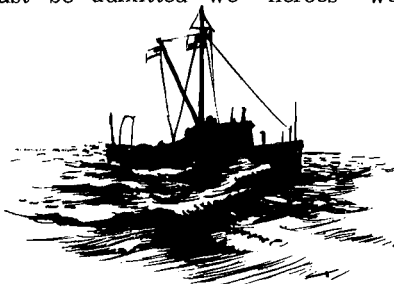
to the other and trying to convey to our shipmates "Oh, 'twas nothing much." No, none of us would talk—it just wasn't done! Heroes are like that.

When the captain had shifted to his tiddley uniform, he made his usual duty trip ashore to report to the SNO. The rest of us were too engrossed in our massive mail to bother with shore-going.

Upon the captain's return to the ship he cleared lower deck, and opened his remarks by telling us to wipe the smug look off our faces and shed the hero guise. He had learned ashore that while we were en route to Kirkwall, an action had taken place at Zeebrugge on the coast of Belgium on the eve of St. George's Day. The cruisers *Thetis*, *Intrepid* and *Iphigenia*, all loaded with concrete, blocked the canal, whilst the *Vindictive* stormed the Mole.

The *Vindictive* was accompanied by two ferry boats, the *Daffodil* and *Iris*, each loaded with Royal Marines. The *Vindictive* got her bow to the Mole but the stern had to be pushed in and held there by the *Daffodil*. The action was very spirited, but successful, in spite of very heavy casualties. Apparently the press had paid little attention to the difference between *HMS Daffodil* and the ferry boat *Daffodil*, which normally plied between Liverpool and Birkenhead. The ferry boats were chosen for the large number of Marines they could carry into the action.

At the end of the captain's story it must be admitted we "heroes" were



somewhat deflated. What to do? The mail could be answered by an embarrassed crew, denying their "heroism"; but the presents could not be passed on to the rightful owners, since these were dispersed.

Yes, perhaps there was something we could do—we could adjourn to the wardroom and "hoist one" to "the brave boys of the *Daffodil*!"—the other *Daffodil*, that is!—A. McC.

LETTER TO EDITOR

Dear Sir:

As one of your regular subscribers, I would like to take this opportunity to compliment you on the interesting magazine you publish month after month. Your articles are very informative and serve to keep all branches of the Navy before us.

I was very interested to read in your January edition of the account of the 29th MTB Flotilla's first night of action.

No doubt you will have other ex-MTB officers point out the error in your selection of pictures to accompany the article. On page 18 you have a beautiful shot of a "D" type MTB belonging to the 65th Flotilla and not "Short Boat" such as the type which made up the 29th Flotilla.

Certain earmarks of the larger craft are very obvious if you look closely at the photograph, and I draw particular attention to the four torpedo tubes, two of which are in view on the port side of the MTB. You will also notice that there is a six-pounder on the foc'sle and twin .5 turrets on either side of the bridge.

Yours very truly,

MALCOLM C. KNOX

30 Killarney Gardens,
Pointe Claire, Quebec.
March 27th, 1957.

CANADIANS SHARED IN ADRIATIC ADVENTURES

"THIS is a young man's book," the author declares in his preface to "Gunboat 658", and for this reason it should capture the enthusiasm of every young man who opens its covers. Older men will read to remember better or to get insight into a largely un-sung segment of naval warfare. The story is about the war in the Mediterranean from the decks of motor gun boats and torpedo boats. The descriptions race apace with the bristling, speedy little warships.

Lieut. L. C. Reynold's book often concerns Canadians, for several ships of the flotilla including "658" had Canadian captains and officers. The "Three Musketeers" of the "Med" Coastal forces, Lt.-Cdr. Cornelius Burke, Lt.-Cdr. J. D. Maitland and Lieut. T. E. Ladner are prominent. The book, moreover, is dedicated to "Corney" Burke, "whose remarkable qualities of leadership, tactical skill and seamanship were chiefly responsible for '658's' spirit and success."

Corney Burke was legendary in coastal force work. The author served under him in "658" and, shortly after he was 21, succeeded the Canadian in command. Writer Reynolds was a very new "snotty" when the "dog boat" was commissioned in March 1943 and was the only original member left when she paid off at Malta in August, 1945. By then he was a lieutenant, RNVR, with DSC.

Awards to people of "658" included Burke's DSC and two bars, two others with DSCs, five DSMs, the Albert Medal and eight mentions in despatches among her officers and men. The boat was in actions that sank or destroyed a Partenope escort vessel, three E-boats, two F-lighters, one Pil boat, two trawlers, two schooners, an oil tanker, a harbour defence vessel, three FW 190s, two JU 88s and one Dornier 217. The tally of damaged shipping, as the coastal forces nibbled away fiercely at the fringes of historical events of the "Med", is another long list.

There is action aplenty and always the author has taken pains to identify himself with them by sensations and reactions. Yet the whole is a very modest account, without "flannel".

In the preface he notes the people of his generation "missed all the benefits of introduction to adult life in a world at peace. We had to gain our experience of life within the all-em-

bracing experience of war". Uneasy though the world be, today's young men for the most part have been spared this kind of challenge.—H.C.W.

"GUNBOAT 658", by Lieut. L. C. Reynolds DSC, RNV(S)R, published by William Kimber and Co., Ltd., London, and distributed in Canada by the Ryerson Press, Toronto. 246 pages, illustrated, price \$3.50.

THE ORDEAL OF A NAVAL PADRE

THOSE who think chaplains are just "passengers" should read Father Joseph Timothy O'Callahan's story of his experiences in the USS *Franklin*. When she was critically damaged by Japanese bombs, he became the only navy padre to earn the highest U.S. award, the Congressional Medal of Honour.

The *Franklin* was bombed on March 19, 1945, and two big ones penetrated to the hangar decks killing everyone inside. Devastation reigned supreme from stem to stern but finally the ship was brought under control. She limped later into Pearl Harbour, the most damaged ship ever to reach port. The casualty list was highest in navy history—

BOOKS for the SAILOR

432 dead and more than a thousand wounded.

Father O'Callahan rendered spiritual solace to the dying, organized choked and confused survivors into cohesive teams that eventually gained control of the ship. He was everywhere, and in his wake men regained control of themselves and the situations that faced them. One other Medal of Honour, 19 Navy Crosses, 22 Silver Stars, five Gold Stars (in lieu of Second Bronze Star), 120 Bronze Stars and a host of Letters of Commendation (Ribbon) went to the carrier crew.

Throughout the account of his appointment in the *Franklin* is manifest his love of the sea, ships and sailors. He really knew his men and they apparently knew him as is evident from their willingness to follow him so well in action. On the spiritual side, Father Tim said of the dying to whom he ministered: "When I die, I hope to go to Heaven and I expect to meet those boys."—H.C.W.

"I WAS CHAPLAIN ON THE FRANKLIN" by Joseph Timothy O'Callahan, SJ. 153 pages, published by the Macmillan Company, New York, and distributed in Canada by Brett-Macmillan Ltd., Toronto. Price \$2.75.

RETIREMENTS

CPO DONALD JAMES KENNEDY, 41, Toronto and Halifax, joined January 8, 1936; served in *Stadacona*, *Champlain*, *St. Laurent*, *Skeena*, *Fundy*, *Saguenay*, *Nootka*, *Fleur de Lis*, *Caribou*, *Sorel*, *Fredericton*, *Fort Ramsay*, *Bittersweet*, *Niobe*, *HMS Vixen*, *Peregrine*, *Glen Valley*, *Cornwallis*, *Scotian*, *Warrior*, *Magnificent*, *Iroquois*, *Portage*; awarded Canadian Forces Decoration; retired January 24, 1957.

CPO WALTER THOMAS LOCKHART, 41, of St. John, N.B., and Digby, N.S., joined January 8, 1936; served in *Stadacona*, *Champlain*, *St. Laurent*, *Skeena*, *Fundy*, *Restigouche*, *Prince David*, *Levis*, *St. Croix*, *Medicine Hat*, *Venture*, *St. Hyacinthe*, *Avalon*, *Cornwallis*, *Naden*, *Warrior*, *Niobe*, *Magnificent*, *Shearwater*; awarded the Canadian Forces Decoration and the Coronation Medal; retired January 7, 1957.

PO JOSEPH RENE VICTOR PETTIGREW, 45, Quebec City and Halifax; joined January 5, 1937; served in *Stadacona*, *Saguenay*, *Fleur de Lis*, *Eileen*, *St. Croix*, *Avalon*, *HMS Arethusa*, *Niobe*, *HMS Norfolk*, *HMS Berwick*, *Peregrine*, *Cornwallis*, *Haida*, *Scotian*, *Nootka*, *Iroquois*, *Shearwater*, *Naden*, *Quebec*; awarded Canadian Forces Decoration; retired January 4, 1957.

CPO CHARLES ARTHUR MORRIS, 43, Ottawa and Dartmouth; joined January 5, 1937; served in *Stadacona*, *St. Laurent*, *Skeena*, *Ottawa*, *HMS Dominion*, *HMS Drake*, *Naden*, *Bayfield*, *Nonsuch*, *Hamilton*, *Cornwallis*, *Qu'Appelle*, *Peregrine*, *Niobe*, *Warrior*, *Iroquois*, *La Hullose*, *Micmac*, *Crescent*, *Cape Breton*, *Magnificent*; awarded Long Service and Good Conduct Medal; retired January 4, 1957.

PO JAMES ROBERTSON HAY, 41, Manor, Sask., and Victoria; joined January 5, 1937; served in *Naden*, *Fraser*, *Assiniboine*, *St. Croix*, *Clayoquot*, *Stadacona*, *The Pas*, *Restigouche*, *Avalon*, *Kootenay*, *Cornwallis*, *Swift Current*, *Protector*, *Winnipeg*, *Oshawa*, *Givenchy*, *Uganda*, *Rockcliffe*, *Cayuga*, *Crescent*, *Sioux*, *Ontario*, *Crusader*, *Sussexvale*; awarded Canadian Forces Decoration; retired January 4, 1957.

CPO DOUGLAS WILLIAM BARKER, 37, Victoria and Duncan, B.C.; joined January 8, 1937; served in *Naden*, *Fraser*, *Prince Albert*, *Givenchy*, *Cornwallis*, *Stadacona*, *Niobe*, *Annan*, *Peregrine*, *St. Pierre*, *Ontario*, *HMS Excellent*, *Sioux*, *CSC Royal Roads*; awarded Distinguished Service and Good Conduct Medal; retired January 7, 1957.

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.

ADDY, Frederick E.....C2AA3
 AINSWORTH, Gilbert.....P1TD3
 ANGELL, Alfred E.....LSRC1
 ARSENAULT, Jerome J.....LSCK2

BABIN, Gordon J.....P2AA2
 BAILEY, Ronald.....LSRP1
 BARLOW, William T.....P1AA3
 BARNES, Jerry T.....P2EM2
 BEAUVAIS, Norman J.....LSEM1
 BECHTEL, Herbert E.....LSTD1
 BELANGER, Roger A.....C2ER4
 BELFOY, Francis E.....LSQR1
 BELL, Bruce W.....LSLR1
 BELL, Gary A.....LSRP1
 BELL, George C.....C2SH4
 BELL, Joseph A.....P2AA2
 BENNETT, Jachin R.....P2QM2
 BENOIT, Thomas I.....LSEM1
 BERNARD, Paul A.....P1TD3
 BEUREE, St. Clair M.....LSTD2
 BIG CANOE, William A.....LSQR1
 BINGER, Alan A.....LSAR2
 BISHOP, Roland S.....P2QM2
 BLAND, Edward A.....LSRT3
 BODDEN, Arthur G.....LSTD1
 BOISJOLI, Dollard J.....LSEM1
 BOSCHEE, Raymond G.....P1EM4
 BOWERS, John E.....LSEM1
 BRADFORD, Sydney H.....P1AA2
 BRADLEY, Thomas A.....P1RP3
 BRADSHAW, R. Lloyd.....C2MR4
 BRINEN, Bernard H.....C2ER4
 BROOKS, Irvine C.....P1QR3
 BRYAN, John H.....C1ER4
 BUCHAN, William.....P2EM2
 BUCKLAND, Bruce K.....LSRP2
 BURNETT, John W.....C2SH4
 BURNETT, Lauchlan S.....P1ER4
 BUSH, Charles L.....C2EM4
 BYSOUTH, Norman T.....P1ER4

CAMPBELL, Robert P.....LSQM1
 CAMPBELL, Walter C.....LSEM1
 CANFIELD, Kenneth W.....LSTD1
 CARLE, Hubert G.....LSAM2
 CASSIDY, Charles H.....LSAF2
 CHANTAL, Raymond J.....LSCV1
 CHARCHUK, William L.....LSEM1
 CHIHRIN, Michael.....C2ER4
 CHRISTIANSEN, Wilson N.....P2AA2
 CLEROUX, Leo J.....LSEM1
 CLOUTIER, Yvon J.....LSAM2
 COCHRANE, Ronald T.....LSTD1
 COLE, William A.....LSEM1
 COLLIER, Russel S.....P2TD3
 CRAIK, Robert F.....LSAM2
 CRAWFORD, Earl W.....P2RC2
 CRAWFORD, Ronald F.....P1TD3
 CREBER, Robert B.....LSCS2
 CRIPPS, Ivan R.....P2CD2
 CROSBY, Walter R.....P1PH4
 CROSSAN, Robert W.....P2EM2
 CROSTHWAITE, Richard.....LSAR2
 CURRAN, Benson C.....LSRA3

DAHL, Ronald M.....LSAA2
 DANIELSON, Lewis C.....LSBD2
 DAVIES, Trevor B.....LSAR2
 DECK, Gregory O.....LSEM1
 de BAEREMAERKER, André F..C2ER4
 de JONG, Cornelius J.....LSRP1
 de KERGOMMEAUX, Denis M..P2EF3
 DESCHENES, Jean-Leon J.....LSEM1
 DEW, Stanley L.....LSAA1
 DOLPHIN, John L.....LSTD2
 DOUGLAS, George W.....LSQR1

EATON, Arnold J.....P2EM2
 EDGAR, Douglas C.....C2MO3
 ELKIN, Patrick J.....LSCK1

FARMER, Alfred C.....LSLR1
 FELIX, Raymond.....LSRP1
 FENSKE, Gordon L.....LSAA1
 FERGUSON, Robert D.....C1ET4
 FORCIER, Robert R.....P1EM4
 FOSTER, Gordon D.....P2AF3
 FREDERICK, John M.....LSRP1
 FREEMAN, Paul D.....P2EM2
 FULLER, Stephen A.....LSEM1
 FUREY, George J.....P1QM3

GALL, Harold G.....LSAA1
 GAMELIN, Stanley O.....P2EM2
 GARDNER, Kenneth N.....LSRP1
 GEORGE, Maurice P.....LSEM1
 GILLISS, James F.....P1AA3
 GILMORE, Robert D.....LSQM2
 GOLDRING, Gerald A.....LSCK2
 GOODWILL, Neil J.....P1EM4
 GRABAS, Nicholas J.....C2ER4
 GRANT, Richard E.....P1TD3

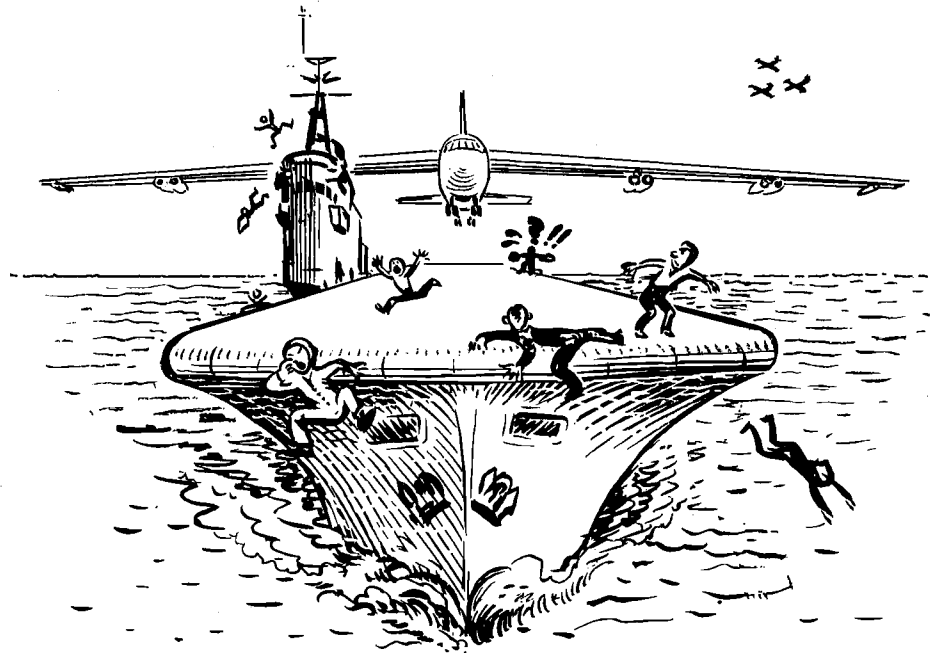
HAGGETT, Winston G.....LSQM1
 HAIGHT, John R.....C1ER4
 HALE, Vernon J.....LSEM1

HAMLIN, Ronald S.....C2TD3
 HANSEN, Jack C.....LSAR2
 HART, William S.....LSQR1
 HARVEY, Raymond D.....LSCR1
 HASTINGS, Edward C.....LSAF2
 HAYNES, Howard J.....P2EM2
 HEATON, Cyril.....P2AR2
 HEMINGWAY, Edgar T.....P1BD4
 HEMMELGARN, Louis C.....LSAA1
 HENDRY, Alexander J.....LSEM1
 HERBERT, Howard F.....LSAW1
 HILTON, Jack W.....P2EM2
 HOLLAND, Donald A.....LSSW2
 HOOVER, Alvin R.....LSEM1
 HOWE, Gordon C.....LSLR1
 HOWICK, Leo L.....P1EM4
 HUGHES, Bernard A.....P1PR3
 HUGHES, Donald C.....C1Q14

JENSEN, Douglas C.....LSSW2
 JOBY, Gaston C.....LSAA1
 JOHNSTON, Claire J.....LSEM1
 JOHNSTON, Jack.....LSEM1
 JOHNSTONE, William S.....P2QM2
 JONES, Leo J.....LSAR2
 JONES, Leonard M.....LSTD2
 JONES, Maurice D.....P1TD3
 JOYNT, Irwin W.....P1RP3

KEEBLE, Arthur R.....LSAM2
 KELMAN, James L.....P2CK2
 KENNEDY, Douglas R.....P2EM2
 KERRIGAN, James R.....LSQR1
 KESLER, Walter A.....P2EM2
 KING, John C.....LSRC1
 KNOX, James R.....P2CR2
 KOROLUK, William.....LSRC1

LAIRD, Lloyd F.....LSRP1
 LANE, Charles T.....C2Q14
 LAPLANTE, Guy J.....P2EM2
 LARIVÉE, André J.....LSQM1



"That bats! Can't tell a B-52 from a Banshee!"

LAURENCE, Raymond C.....LSAM2
 LAWRIE, Gerald W.....LSAA1
 LAURIN, Claude J.....LSSW1
 LAWSON, Gordon A.....LSVS1
 LECKIE, Robert J.....P2EM2
 LEGUERRIER, Robert G.....LSAA1
 LEMIEUX, Daniel J.....LSSW2
 LENNOX, Norris W.....C2ER4
 LEONARD, Norman J.....P2RP2
 LESLIE, Duncan E.....C1ER4
 LESLIE, Gerald G.....P2QM2
 LEWIS, Nelson R.....LSCK1
 LLOYD, William H.....P2EM2
 LOCKERBIE, John B.....LSAF2
 LOUSIER, Donald J.....P1EM4
 LUNDIHN, Gilbert D.....P2QR2
 LYTTLE, Robert J.....LSQM1

MacAULEY, Ernest H.....P1EM4
 MacGREGOR, Stanley J.....P2SW2
 MacKENZIE, Donald J.....LSQR1
 McCONNELL, Cecil M.....P2QM2
 McCUIISH, Kenneth D.....P2EM2
 McKENZIE, Donald A.....LSEM1
 McKINLEY, Donald J.....LSRT3
 McLEAN, Alexander.....P2RP2
 McNAIRN, James E.....LSVS1
 McPHADEN, Gordon H.....P2EM2
 MACKIE, Harvey W.....LSOM2
 MAGER, Raymond J.....LSCR1
 MARLATT, Reginald A.....LSAA1
 MARTEL, Gonzague L.....LSRC1
 MASKELL, Larry L.....LSAA1
 MASON, Eric B.....C1SH4
 MAYER, Albert W.....LSLR2
 MEDCALF, Peter A.....P1BD4
 MILLAR, Henderson D.....P2CV2
 MILNER, Thomas W.....C2BD4
 MITCHELL, John F.....LSCS2
 MOAR, James E.....LSEM1
 MORETON, David R.....P1RC3
 MOREAU, René J.....P1EM4
 MOYES, Kenneth S.....C2EM4
 MULLEN, Alastair M.....LSEM1
 MURPHY, Thomas E.....LSAM2
 MURPHY, William P.....P2CV2
 MURRAY, Thomas S.....LSSW2

NEFF, John.....P2TD2
 NEWMAN, Donald A.....C2TI4

OLIVER, Arthur M.....P1EM4
 OWENS, Michael L.....P2AF3

PACAUD, Charles L.....C2EM4
 PALMER, Donald L.....P2SW2
 PARKER, Ronald I.....LSAR1
 PECARSKI, Edmund A.....P1RP3
 PEGLEY, Frederick J.....P2QM2
 PEPPAR, Caril R.....LSAA1
 PERRY, Harold E.....P2AR2
 PETERSON, Dolphus M.....P2RP2
 PITRE, Francis J.....LSRP1
 POWER, Frederick J.....P2EM2
 PROCTOR, Melvin H.....LSEM1
 PURDY, Donald W.....LSEM1
 PUZEY, Donald C.....LSTD1

QUINN, Pearle G.....P2QM2

RACE, John D.....P1ER4
 RAWORTH, Murray L.....LSOM2
 REEVES, Albert R.....P1QM2
 REGELOUS, Glen R.....LSLR2
 REID, Robert W.....LSEM1
 RICHARDSON, Kenneth T.....C2QM3

RILEY, Donald K.....LSTD2
 RIOUX, Maurice J.....LSRC1
 ROMBROUGH, Wallace O.....P1ER4
 ROSAMOND, Jack M.....LSAA1
 ROSS, Henry G.....P2AA2
 RUDDICK, Raymond H.....P1RP3
 RUMSEY, Robert F.....P2AR2
 RUTTAN, Raymond D.....P2TD3

SALTER, William A.....P2EM2
 SANSON, Richard A.....P2AR2
 SARAFINCHAN, Mike S.....P2AR2
 SAXON, William F.....P1TD2
 SCRIBBANS, Angus N.....LSAF2
 SEARS, George E.....P2AA2
 SHERMAN, Harry.....C1PN2
 SHIELDS, Ronald D.....P2EM2
 SMETHURST, William E.....P2AR2
 SMITH, Carman E.....LSRP1
 SMITH, Desmond L.....P1ER4
 SMITH, Edward T.....LSCS2
 SMITH, Leonard E.....LSSW1
 SMITH, Richard K.....LSRT3
 SNOOKS, Frederick E.....P2AF2
 SOMERSET, Nelson J.....LSEM1
 SOMERVILLE, John M.....LSEM1
 SPRAGGE, Robert L.....P1TD3
 SPROULE, Joseph P.....P2RP2
 STANFORTH, Garry D.....LSEM1
 STANNARD, Bruce A.....LSQM1
 STEEL, Andrew H.....P2EM2
 STEELE, Jack G.....LSEM1
 STEPHENS, Christian G.....P1EM4
 STEPHENS, Samuel B.....C2PI4
 STEPHENSON, Charles W.....C2QI4
 STINSON, Gordon W.....P2RC2
 STITT, William T.....C1BD4
 STOREY, Maxwell L.....C1ER4
 STREETER, Henry C.....C2SH4

ALLEN, Harold.....P2VS2
 ARMOUR, Delores M.....WAME(X)S
 ATHERTON, Daniel F.....ABBD1
 AUBIN, Margaret L.....WASS(X)S

BARBOUR, Joseph G. J.....ABEMS
 BROWN, Thomas Dale.....ABCR1
 BUCKLE, Llewellyn J. L.....LSQMS

CAIN, Constance Vera....WASS(X)S
 CHAPMAN, Joanna Mary. WPSS(X)S
 CLARE, Henry Samuel.....C2MM4
 CLEMENTS, John D.....ABLMS
 COURTNEY, John B.....LSNS1
 CREWE, George V.E.....LSMA1

DESMARIS, Orval J.....LSQRS
 DEWOLFE, Cecil Reginald.....LSNS2

EKROOS, Allan J.....ABMMS

FERGUSON, Joseph E.....P1SH4
 FLUTER, Gilbert Gabe.....ABNS1
 FORTUNE, Bernard J.....LSCR1
 FURUNES, Mildred.....WASS(X)S

GARRISON, Ronald W.....ABCR1
 GRAY, James E.....ABBD1
 GUERARD, Frank M.....LSCR1

HALLIWELL, William A.....C2BD3
 HAMELUCK, Gladys M....WASS(X)1
 HAMELUCK, William S.....LSNS2
 HARWOOD, William G.....ABMMS
 HORON, Mary.....WLSA(X)2

SUTHERLAND, Donald B.....LSRC1
 SYMES, Douglas L.....LSAF2

TAYLOR, Ronald S.....P1EM4
 THOMPSON, Francis J.....P2EM2
 THOMPSON, William A.....LSAM2
 TOFFLEMIRE, Robert A.....LSRP2
 TOMKINS, Howard D.....P2QM2
 TOOMBS, Stanley M.....LSEM1
 TORRENTS, Thomas H.....C2RP3
 TRACEY, Douglas J.....P1RP3
 TURPIN, Harold C.....P2QM2
 TURTLE, David P.....LSPW1

VERNER, Burston J.....P2PT2
 VESSEY, LeRoy G.....LSAM2
 VOKEY, Eric W.....LSPW2
 VOWLES, Gerald E.....LSQM1

WALDRUM, George M.....LSVS2
 WARDELL, Kenneth H.....LSTD2
 WARDELL, William R.....C2EM4
 WARK, Ronald H.....C2EM4
 WELCH, John S.....P2EM2
 WESSEL, Frank E.....P1EM4
 WESTBROOK, Gordon D.....LSEM1
 WHEELER, Peter H.....LSVS1
 WIGG, Stewart W.....LSVS2
 WILCOX, Gerald J.....P2QM3
 WILCOX, Howard H.....LSQR1
 WILLIAMS, Leonard N.....LSAM2
 WINDER, Wayne E.....LSQM2
 WRIGHT, Graeme A.....LSCK1
 WRIGHT, John H.....C2SH4

YOUNG, Lewis H.....LSNS2
 YOUNG, Merlin R.....P1ER4

ZRUNA, Frank A.....P2OM2

RCN(R) PROMOTIONS

HOWES, Ralph Leonard.....LSMA1
 JONAS, Evelyn Irene.....WLMA2
 JUDGES, Robert A.....ABEMS

KITCHING, Alan R.....ABBD1
 KNOWLES, Joyce E.....WLSA(X)1

MACDONALD, Cyril E.....C1MR3
 MACDONALD, Margaret R. WACO(T)S
 MacKIN, Barbara Anne....WASS(X)2
 McCAHILL, Mavia E.....WPSA(X)2
 McDERMOTT, William B.....ABVS1
 MILLER, Kenneth W.....LSBD2

OSBORNE, Elisabeth C....WACO(T)S

PATERSON, Patricia.....WASA(X)2
 PAULL, William Arthur....AB(NQ)
 PERSON, Roger J.....C2ER4

RATHWELL, Norma J.....WLQM1

SCHULTZ, Joseph S.....LSLR1
 SCHWINDT, Shirley Marie. WAME(X)S
 SEARS, Gary N.....ABTDS
 SMITH, Hedley Wilfred.....LSNS2
 STOKES, Sylvia Mae.....WLCO(T)1

TAYLOR, Robert J.....ABCR1
 THOMAS, Garfield K.....LSQMS

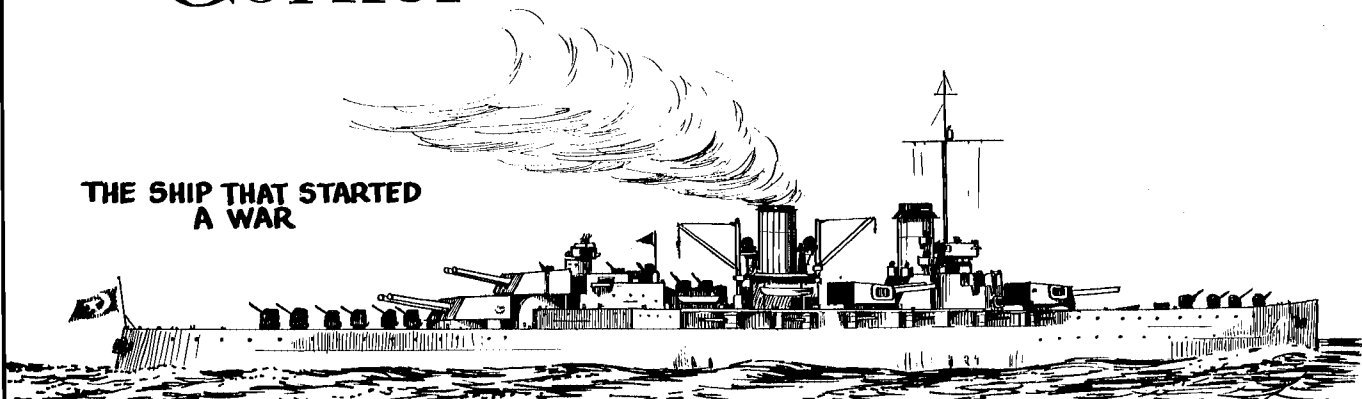
VARNEY, Wilfred G. L.....LSBD2
 VICKERS, Gordon S.....LSBD2

WATSON, Ernest W.....P1SH3

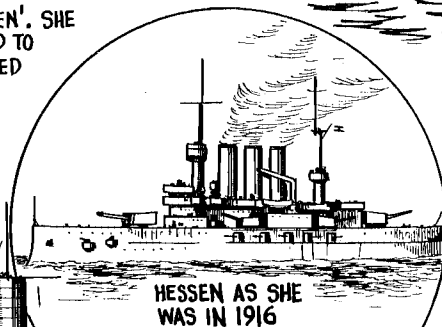
Naval Lore Corner

Number 46
Ships with a past...

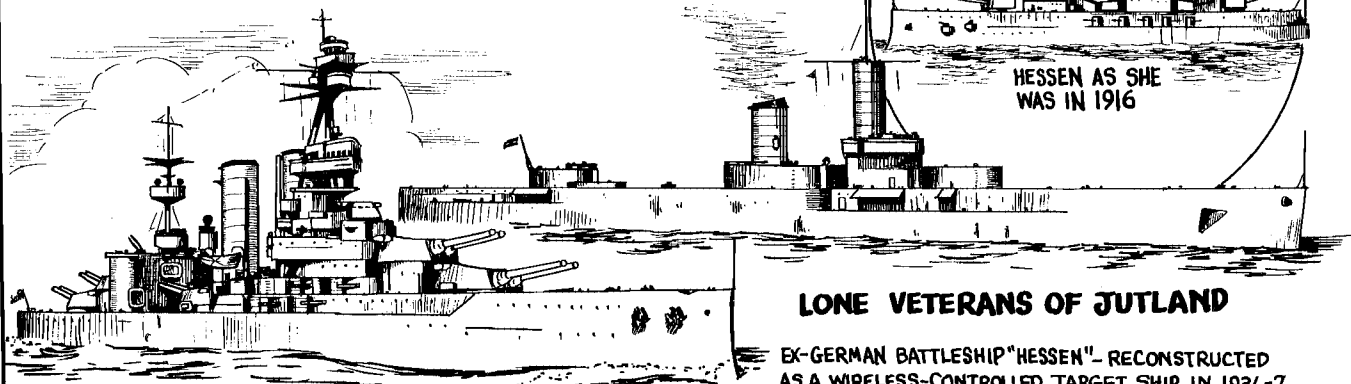
THE SHIP THAT STARTED A WAR



TURKISH BATTLECRUISER 'YAVUZ'—COMPLETED IN 1912 AS THE GERMAN BATTLECRUISER 'GOEBEN'. SHE WAS CAUGHT IN THE MEDITERRANEAN WHEN WORLD WAR I BROKE OUT AND WAS TRANSFERRED TO THE TURKISH NAVY IN 1914 AS THE 'SULTAN SELIM' AND LATER RENAMED 'YAVUZ'. SHE ESCAPED TO THE DARDANELLES WITH THE CRUISER 'BRESLAU' IN AUGUST, 1914. ON OCT. 29, TOGETHER WITH THE 'BRESLAU' AND A TURKISH SQUADRON SHE RAIDED THE RUSSIAN BLACK SEA PORTS OF SEVASTOPOL, ODESSA AND NOVORSSISK, AND AS THE GERMANS HAD INTRIGUED, RUSSIA DECLARED WAR ON TURKEY. SHE WAS LATER TWICE MINED AND TODAY IS STILL IN COMMISSION...



HESSEN AS SHE
WAS IN 1916

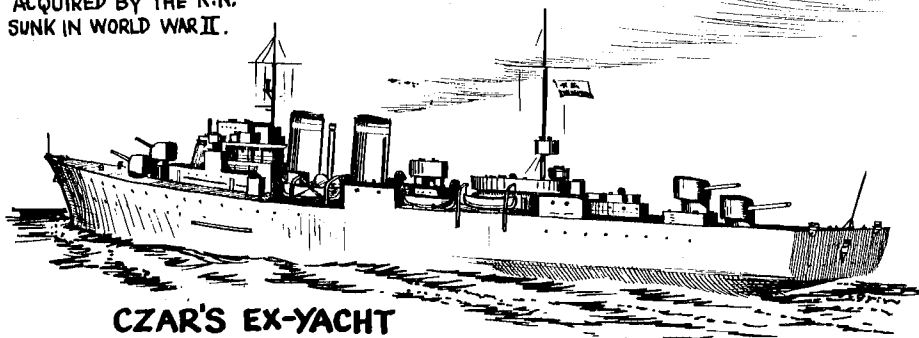


LONE VETERANS OF JUTLAND

EX-GERMAN BATTLESHIP "HESSEN"—RECONSTRUCTED AS A WIRELESS-CONTROLLED TARGET SHIP IN 1934-7. SHE FOUGHT AT JUTLAND AND WAS ACQUIRED BY THE RUSSIAN NAVY AFTER WORLD WAR II AND RENAMED "TSEL". BUILT IN 1903.

CHILEAN BATTLESHIP "ALMIRANTE LATORRE"—LAID DOWN AS THE "VALPARAISO" IN ENGLAND WAS TAKEN OVER BY THE R.N. WHEN WAR BROKE OUT AND RENAMED H.M.S. CANADA. SHE FOUGHT AT JUTLAND AND WAS RE-ACQUIRED BY CHILE IN 1920. A SISTER SHIP—THE "ALMIRANTE COCHRANE" WAS ALSO ACQUIRED BY THE R.N. SHE WAS RENAMED H.M.S. EAGLE AND WAS SUNK IN WORLD WAR II.

RUSSIAN MINELAYER "MARTY"—FORMERLY THE RUSSIAN IMPERIAL YACHT. LAID DOWN IN COPENHAGEN IN 1893 AS THE "SHTANDART." SHE WAS RE-BUILT AS A MINELAYER IN 1935-7



CZAR'S EX-YACHT

