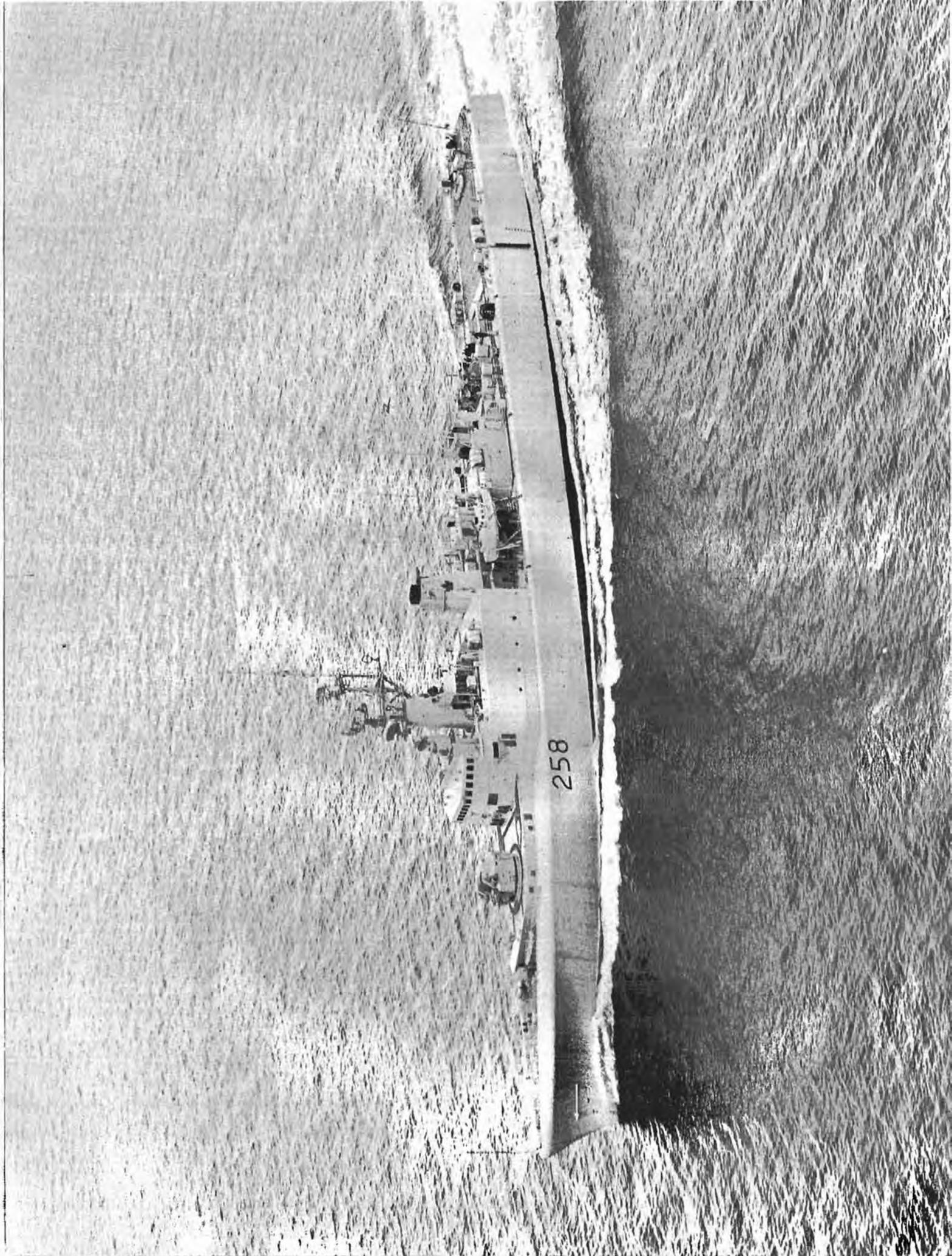


UNCOMMON SENSE





The CROWSNEST

Vol. 11 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1959

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LADY OF THE MONTH

A ship, whose name is derived from an Indian word of unknown meaning, HMCS *Kootenay* joined the Royal Canadian Navy at North Vancouver on March 7 for eventual service in the Atlantic Command.

Although the meaning of the new destroyer escort's name may be unknown, during the Second World War it clearly spelled trouble for U-boats. The first HMCS *Kootenay*, a River class destroyer that served for a time with the famed Barber Pole Brigade, shared in the sinking of three enemy submarines and left as a heritage the battle honours *Atlantic 1943-1945, Normandy 1944, English Channel 1944, and Biscay 1944.*

The new *Kootenay* is shown on the opposite page as she appeared during trials in West Coast waters. (E-47949)

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The Cover—While the northern oceans are lashed by winter storms, perpetual summer reigns in Hawaii—providing a practical reason for cruises to the tropics, where training of officer cadets, just finding their sea legs, will suffer a minimum of interruption. The ship framed by palm trees along the Pearl Harbour shoreline is HMCS *Skeena*. (CR-435)



Thirty-five ladies in khaki—members of 155 Company, RCASC, Victoria—spent three hours on board the frigate New Glasgow on March 15 and found their "cruise" of great interest, even though the ship didn't leave the jetty. (E-49084)

Ships Take Part In New Broom IX

Ships of the Atlantic Command combined with units of the United States Navy in NATO training exercises in northwestern Atlantic waters from March 30 to April 4.

The exercise, designated New Broom IX, consisted of a series of anti-submarine operations to provide protection for simulated convoys and to exercise units in independent anti-submarine operations. During the manoeuvres, ships of the combined navies were exercised in replenishment operations by USN fleet oilers, an ammunition and a refrigeration ship.

The exercise was conducted from his headquarters in Norfolk, Va., by Vice-Admiral W. G. Cooper, USN, Commander Ocean Sub-Area. The U.S. naval forces were headed by Rear-Admiral R. J. Stroh, Commander Carrier Division Fourteen from his flagship, the anti-submarine aircraft carrier USS *Wasp*. Two destroyer squadrons, a submarine unit, a replenishment group and a shore-based patrol squadron were included in the American forces.

RCN units were the *Bonaventure*, with Trackers and helicopters embarked, the destroyer escorts *Algonquin*, *Nootka*, *Athabaskan*, *Restigouche* and *St. Croix*, and HM Submarine *Ambush*, of the Sixth Submarine Squadron.

RCAF Argus aircraft of Maritime Air Command also took part in the operations.

A distinctive feature of New Broom IX was that it tested a new convoy concept of very large numbers of merchant ships. In the exercise, convoys of 200 simulated merchant ships were employed instead of the much smaller numbers which comprised the usual Second World War convoys.

Admiral Cooper pointed out that in the exercise the simulated ships were spread out over a front 16 miles wide and in considerable depth so that they covered about 260 square miles.

With modern aerial and underwater detection and ASW offensive, it is believed that fewer naval ships will be needed to provide greater protection to a larger number of cargo ships than was possible under Second World War convoy organization.

'Sweepers Sail For California

The Second Canadian Minesweeping Squadron sailed from Esquimalt in mid-April for exercises, including joint operations with USN ships, in the Long Beach - San Diego areas.

The four ships, the *Fortune*, *Miramichi*, *Cowichan* and *James Bay*, were scheduled to carry out an extensive series of exercises in southern waters.

They were not due to return to Esquimalt until early in June.

Proceeding from Esquimalt to Long Beach, California, the squadron was to remain in the Long Beach - San Diego areas until late May on exercises.

The *Miramichi* and *James Bay* are scheduled to sail from Long Beach on June 2, arriving at Esquimalt on June 6. The *Fortune* and *Cowichan* will depart Long Beach on June 3 and call at San Francisco before returning home on June 10.

Two Warships Back in Service

A destroyer and a frigate were re-commissioned March 10 in HMC Dockyard, Halifax, following long refits that took them out of service last summer.

The Tribal class destroyer escort *Micmac* was commissioned at 11 a.m. The first destroyer built in Canada (at Halifax Shipyards), she entered service in September 1945 and since has served three commissions out of Halifax. Her new commanding officer is Cdr. A. B. C. German.

The frigate *Lanark's* ceremonies began at 3 p.m. First commissioned in 1944, she served on trans-Atlantic convoy duty for the balance of the Second World War, but was declared surplus in November, 1945. Returned to service in 1956 after extensive modernization and a period in reserve fleet, she



Rear-Admiral H. S. Royner, Flag Officer Pacific Coast, was down at Duntze Head to watch one of his ships, the destroyer escort Skeena, put out to sea. With him was the family pet, Rip. Like a good, respectful sea-dog, Rip stood starchyly at attention as the Skeena sailed by. Bud Kinsman, of the Victoria Daily Colonist, was there to record the occasion.

also operated from Halifax. Her new commanding officer is Lt.-Cdr. W. V. A. Lesslie.

On hand for the *Lanark* ceremony were two special guests from Perth, county seat of Lanark County, Ontario, after which the ship is named. They were Mayor E. Scott Burchell and his town clerk, J. H. Mather. Mayor Burchell addressed the ship's company at the commissioning.

RCN Takes Part in NATO Celebration

Hundreds of Canadian sailors saw the USS *Nautilus*, the world's first atomic-powered submarine, when she visited Norfolk, Virginia, April 6 as part of

the NATO Tenth Anniversary observances.

Among U.S. ships in Norfolk for the anniversary ceremonies were: the guided missile cruiser USS *Boston*, and the aircraft carrier USS *Randolph*.

U.S. sailors, in return, saw some of the newest ships of the Royal Canadian Navy. The Canadian ships were the aircraft carrier *Bonaventure*, and the destroyer escorts *St. Croix*, *Restigouche*, and *Athabaskan*. Also present was the British submarine *Ambush*.

The USS *Randolph*, USS *Haysworth*, USS *Henley*, USS *W. Keith*, and USS *Requin* acted as host ships for the visiting non-U.S. vessels.

The public visited the British and Canadian ships and the USS *Randolph* on Sunday afternoon, April 5.

The president of the North Atlantic Council, the secretary-general, foreign and defence ministers, permanent representatives to the Council, and other military and civilian dignitaries toured the ships on Monday, April 6, from 3:30 to 5:30 p.m. There were approximately 100 visitors in all. The *Bonaventure* held a reception for the NATO dignitaries from 5:30 to 7:30 p.m. Monday.

The visitors were escorted through the ships on 20-minute tours. Tours included a missile demonstration on the USS *Boston*, a static aircraft display on the USS *Randolph*, a walk-through of the USS *Nautilus*, and a viewing of the anti-submarine warfare capabilities of the new Canadian escorts.

Later Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander, sent the following message:

"The generous scale and whole-hearted nature of the Canadian participation in the Tenth NATO Anniversary celebrations at Norfolk created a profound impression here and are very much appreciated.

"The fine appearance and bearing of the RCN, RN and RCAF units and bands and their magnificent performance in the various military ceremonies were a major contribution to the success of the Council's visit and caused much favourable comment.

"It was a great privilege to be able to hold my reception in *Bonaventure* and this also added much to the day's success.

"Thank you all very much indeed. Au revoir and good luck."

DRB Scientists Study Arctic Ice

Four Defence Research Board scientists from the Pacific Naval Laboratory at Esquimalt have left for the Arctic Ocean for winter oceanographic studies



A naval guard at Naden stands straight and rigid for Admiral's inspection. Taking time out to chat with a member of the guard is the inspecting officer, Rear-Admiral H. S. Royner, Flag Officer Pacific Coast. (E-49098)

and for investigations relative to the underwater acoustics of ice-covered waters. The six-week scientific project is called Operation PACLABAR.

Participating are A. R. Milne, scientist-in-charge; T. Hughes, J. O'Malia and C. Kelly. In charge of operations for the party is Lt.-Cdr. J. P. Croal, on loan from the Directorate of Naval Intelligence, who recently completed a three-year secondment with the Board. Prof. E. R. Pounder and E. P. Stalinski, of the McGill University Ice Research Project, who are undertaking detailed measurements of the properties of the sea ice, joined the party at Resolute Bay.

The oceanographic research will include investigations of the currents and salinity of the waters in Barrow Strait and a variety of floe-ice studies which

began in the summer of 1954 from the Arctic patrol ship HMCS *Labrador*. During April and May the ice was expected to range from six to 10 feet in thickness with air temperatures dropping to 20° below zero.

The acoustic soundings planned by the scientists will involve depths of hundreds of feet and will provide new and detailed information about Barrow Strait, an important water link south of Cornwallis Island.

The seven-man party is living on the sea ice in tractor-drawn "wanigans" from April 13 to May 27. At Repulse, it was joined for a limited period by Jackoosie, an Eskimo of the Resolute Bay group on nearby Cornwallis Island.

The RCAF airlifted the scientists, along with several tons of scientific equipment and their supplies, to Resolute Bay via Fort Churchill and RCAF Station Namao.

Operation PACLABAR is the latest of a series of PNL Arctic Ocean missions, initiated in 1949 with an oceanographic cruise to the Beaufort Sea in veteran research vessel HMCS *Cedarwood*.

Similar investigations continued in the same area with the 76-foot long DRB research ship CGS *Cancolim* which left Esquimalt in June 1951 and wintered in the ice at Tuktoyaktuk, N.W.T. The same ship spent a second busy summer on research activities in the Arctic Ocean and on the return to Esquimalt in the autumn of 1952, narrowly escaped being trapped by winter ice as it closed in on Point Barrow. During the following three years, joint Canadian-U.S. expeditions, working from the USS *Burton Island* and the *Labrador*, carried the investigations deep into the Arctic Ocean Basin.

Associated with PNL in the earlier operations were the Pacific Oceanographic Group, of the Fisheries Research Board, and the Institute of Oceanography, of the University of British Columbia.

Duke of Edinburgh Patron of NOAC

His Royal Highness the Prince Philip, Duke of Edinburgh, has been pleased to extend his patronage to the Naval Officers' Associations of Canada, according to the January issue of the *NOAC Journal*.

This is the second occasion on which His Royal Highness has granted his patronage to a Canadian organization with naval affiliations. The first was his appointment as Admiral, Royal Canadian Sea Cadets, in June 1953.

BIRTH OF A LEGEND

LEGENDS are born in times of stress and, with the passing of the years, the fading of memory and the thinning of the ranks of those who were there, it often becomes impossible to say whether a story belongs to the realm of myth or history.

Fifteen years ago the Royal Canadian Navy, grown from a pre-war minuscule fleet of 13 ships, had become a mighty force of 400 warships and was writing some of the most stirring pages of its short history.

A legend of that exciting and sometimes tragic period grew up around the loss of the Tribal class destroyer *Athabaskan* on April 29, 1944. Canadian destroyers, the *Athabaskan* among them, were taking part in sweeps of the English Channel and Bay of Biscay to rid those areas of enemy ships which might interfere with the invasion of Europe, planned for that spring.

The *Athabaskan* was something of a "hard luck" ship. She had been pierced clean through and set afire by a glider bomb while on a Biscay patrol in the summer of 1943. Five men were killed and 12 wounded. But the flames were extinguished and she limped back to Plymouth for repairs. By December she was back in service as part of the screen for the Murmansk-bound convoy that lured the German battleship *Scharnhorst* to her destruction.

The pre-invasion sweeps by the Tenth Destroyer Flotilla, of which the *Athabaskan* was a member, began on April 15, but it was ten days before contact was made with the enemy. Then, on the night of April 25-26, the Allied ships sank one German destroyer and damaged another.

Three nights later the *Athabaskan* and her sister ship the *Haida*, were in hot pursuit of two German destroyers when the *Athabaskan* took a torpedo in the stern, caught fire and blew up. The *Haida* continued the chase and drove one German destroyer ashore in flames. The other eluded her.

Floating in the chill waters of the Channel, in the oil and wreckage of the disaster which had cost them their ship, the *Athabaskan* survivors awaited rescue as the first glimmer of dawn began to appear in the east.

Here legend enters: It was said that, in those despairing moments, the captain of the *Athabaskan*, Lt.-Cdr. John H. Stubbs, cheered his men by leading them in the singing of "Wavy Navy"—

the "theme song" of the naval volunteers of the Second World War:

Roll along, Wavy Navy, roll along.
Roll along, Wavy Navy, roll along.
If you must know who we are,
We're the R-C-N-V-R.
Roll along, Wavy Navy, roll along.

Oh, we joined for the money and the fun.

Yes, we joined for the money and the fun.

But of money there is none
And the fun has just begun—
Roll along, Wavy Navy, roll along.

Lt.-Cdr. Stubbs was a permanent force officer, but that didn't matter. "Wavy Navy", which referred to the wavy stripes on the sleeves of RCNVR officers, was everybody's song.

There were further embellishments to the legend. When the *Haida* gave up the chase of the second German destroyer, she sped back to look for survivors. The sky was brightening fast and enemy shore batteries were only five miles away. As the *Haida* came to a stop and hurriedly gathered survivors from the water, it was said that Lt.-Cdr. Stubbs shouted: "Get away *Haida!* Stand clear!"

If those were his words, they are the last recorded, for when the survivors were accounted for—some in Britain, some in a German prison camp—he was not among them.

There is no evidence that he sang "Wavy Navy", or that he called out a warning to the *Haida*, but the legend fits the character of John Stubbs. He had won the Distinguished Service Order for the courage, skill and initiative he had displayed under fire in a successful duel with a surfaced U-boat when he was commanding officer of the *Assiniboine*. He ran a happy ship and he earned and deserved the loyalty of his officers and men.

The *Athabaskan* was not the only Canadian warship lost in 1944. Seven others also died—*Valleyfield*, *Regina*, *Alberni*, *Skeena*, *Shawinigan*, *Clayoquot* and MTB 460.

The names of those who were lost are carved in the granite of the Halifax War Memorial; they appear on honour rolls in city halls, schools and business establishments across the land; the school at Belmont Park, the naval married establishment near Victoria, has been dedicated as a memorial to John Stubbs. But their chief memorial lies in the fact that Canada remains a free and forward-looking land, dedicated to peace and the maintenance of liberty.



The first HMCS Kootenay, which served valiantly during the Second World War. Note the "Barber Pole" markings on the after funnel. (L-4124)

HMCS KOOTENAY JOINS FLEET

THE LATEST of the Restigouche class destroyer escorts to join the fleet, HMCS *Kootenay* was commissioned at the Burrard Dry Dock Company's yard at North Vancouver on March 7.

In early April the *Kootenay* sailed from Esquimalt for the East Coast to join the Fifth Canadian Escort Squadron in the Atlantic Command.

The *Kootenay* commanded by Cdr. R. J. Pickford, was the first of the Restigouche class destroyer escorts to commission on the West Coast and was the second of the class to go into service in 1959. The first, HMCS *Gatineau*, was commissioned at Halifax on February 17.

Guest of honour at the commissioning ceremony was Hon. G. R. Pearkes, Minister of National Defence. The ship was accepted by Rear-Admiral (E)

B. R. Spencer, Chief of Naval Technical Services, and the commissioning services were conducted by Rev. Dr. E. G. B. Foote, Deputy Chaplain General (P), and Rev. J. E. Whelly, Deputy Chaplain General (RC).

First Kootenay's COs Still Serving

During the two and a half years of her service in the Royal Canadian Navy, the first HMCS *Kootenay* had two commanding officers. They were:

Acting Lt.-Cdr. K. L. Dyer (April 12, 1943, to March 28, 1944), now a rear-admiral and Chief of Naval Personnel;

Acting Lt.-Cdr. W. H. Willson (March 29, 1944, to October 26, 1945), now serving in the rank of commander as commanding officer designate, HMCS *Terra Nova*.

A colourful and historically interesting note at the commissioning ceremony was the presence of Chief Dominic Nicholas, chief of the Kootenay tribe, and Mrs. Nicholas. Wearing the full and impressive ceremonial dress of the tribe, they were extremely interested in the new ship which bears the tribe's name.

The ship takes her name from the Kootenay River, in southeastern British Columbia. The exact meaning of the word "Kootenay" is not known, except that it is an Indian word and the name of the tribe.

The Kootenay Indians were noted for the unusual type of canoe which they used to build. Constructed of birch or pine bark, this was a strange looking craft with bow and stern extending under water, not unlike the ram which became popular in the European battle

fleets of the 19th century before the invention of the torpedo.

The new destroyer escort is the second of the name in the Royal Canadian Navy. The first HMCS *Kootenay* was one of six River class destroyers transferred to the Royal Canadian Navy following an agreement between the United Kingdom and Canadian governments during the winter of 1942-43—an agreement which was designed to strengthen the RCN's escort force for what was considered to be the crucial period in the Battle of the Atlantic, the spring of 1943.

As HMS *Decoy*, she had served in the Royal Navy since 1933, and had won a total of seven battle honours for her service in the Second World War before she was transferred to Canada.

She was commissioned as HMCS *Kootenay* on April 12, 1943, at Jarrow on the River Tyne.

The *Kootenay* joined Escort Group C-5, the "Barber Pole Brigade" of the Mid-Ocean Escort Force, at the end of May 1943 and there she continued to serve for almost a year, escorting convoys between St. John's, Newfoundland, and Londonderry, Northern Ireland.

On April 25, 1944, she was transferred from Escort Group C-5 to the newly-formed EG-11, which consisted of River class destroyers—the *Ottawa* (Senior Officer), *Kootenay*, *Chaudiere*,

Gatineau and *St. Laurent*. The new group spent the following month "working up" at Londonderry in preparation for its role in the invasion of western Europe. Their task was to join other escort groups in patrolling a large area of open sea just outside the Channel.

During the latter part of that summer, the *Kootenay*, along with several other ships of EG-11, took part in the destruction of three U-boats.

The first of these sinkings took place in the Channel, about 20 miles southwest of Beachy Head, in early July. The *Ottawa* and *Kootenay* went to assist HMS *Stattice*, which got a submarine contact on the night of July 5-6. The three ships hunted and attacked until July 8 and it was later confirmed that the submarine they had destroyed was the U-678.

On August 18, EG-11 tracked down a U-boat in the Bay of Biscay, about 70 miles off the mouth of the River Gironde. The *Ottawa*, *Kootenay* and *Chaudiere* began the attack at 1012 and by 1800 the U-boat, which later proved to be the U-621, was considered to have been definitely "killed".

Two days later, August 20, EG-11 was ordered to return to Londonderry. While passing the Finistere coast, the *Ottawa* obtained a clear asdic contact and the group again proceeded to attack. The target was hit many times both by hedgehog and with depth-



Attack and defence are symbolized in the ship's badge of HMCS *Kootenay*. The design incorporates buffalo horns and the head of an Indian fish spear. The diagonal wavy bands represent the Kootenay River, after which the new destroyer escort is named.

charges and when it was considered that the contact must be well and truly "dead", EG-11 proceeded on its way.

At the time the authorities did not consider the target had been a U-boat but it was learned later that the U-984 had been sunk on that date and in that location and Escort Group 11 was credited with the "kill".

The *Kootenay* returned to Canada in the fall of 1944 for a major refit and it was not until May 1945 that she returned to U.K. waters to rejoin EG-11 on patrol in the Channel.

With the German surrender, however, the Canadian destroyers were ordered to return home and sailed for Halifax on May 30. The *Kootenay* was assigned to transport duties, carrying returning servicemen from St. John's, Newfoundland, to Quebec City. The *Kootenay* spent the next three months on this task, completing six round trips in this time.

Having finished her last run transporting troops on October 6, 1945, the *Kootenay* was sent to Sydney, N.S., where she was paid off into the Reserve Fleet on October 26. Turned over to War Assets Corporation in March 1946, she was sold later in the year to be scrapped.

To the new *Kootenay* she left the following battle honours: *Atlantic 1943-1945*, *Normandy 1944*, *English Channel 1944*, and *Biscay 1944*.

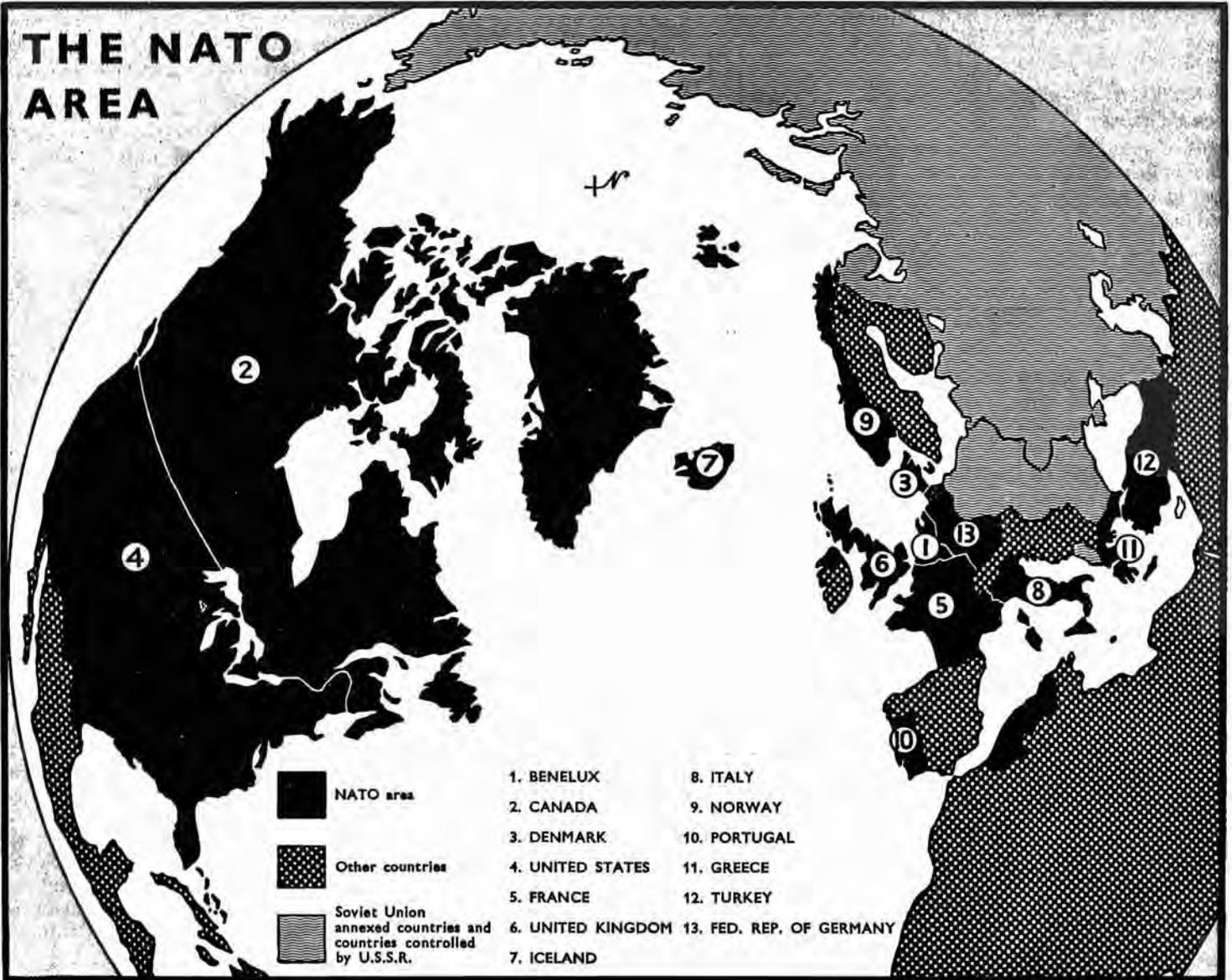


Chief Dominic Nicholas, Chief of the Kootenay Tribe, and Mrs. Nicholas, provided a touch of historically interesting colour at the commissioning of HMCS *Kootenay*. Attired in their full and impressive ceremonial dress, they were among the guests attending the ceremony. They are seen here with Hon. G. R. Pearkes, Minister of National Defence, the guest of honour, and the *Kootenay*'s commanding officer, Cdr. R. J. Pickford. (E-49003)

NATO

For ten years the North Atlantic Treaty Organization has stood for the preservation of freedom, civilization, democracy, personal liberty, and the rule of law.

THE NATO AREA



TEN YEARS AGO, on April 4, 1949, the North Atlantic Treaty was signed in Washington as an expression of the will of the signatories to stand together in the face of any form of aggression confronting the western world.

The nations who signed the treaty were the United States and Canada, from the western side of the Atlantic, and Belgium, Denmark, France, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal and the United Kingdom, from across the sea. Greece and Turkey put their names to the treaty in February 1952 and the Federal Republic of Germany in May 1955.

The preamble to the North Atlantic Treaty states:

"The parties to this treaty reaffirm their faith in the purposes and principles of the Charter of the United

Nations and their desire to live in peace with all peoples and all governments.

"They are determined to safeguard the freedom, common heritage and civilization of their people, founded on the principles of democracy, individual liberty and the rule of law.

"They seek to promote stability and well-being in the North Atlantic area.

"They are resolved to reunite their efforts for collective defence and for the preservation of peace and security."

The North Atlantic Treaty Organization (NATO) was the outgrowth of the first meeting of the North Atlantic Council in Washington on September



17, 1949. By the time the seventh meeting of the Council assembled in Ottawa in September 1951, the concepts of the original treaty had been considerably broadened. Turkey and Greece, which could hardly be considered "Atlantic" nations, were admitted to NATO and new emphasis was placed on economic co-operation. No longer could NATO be construed as a hastily-devised defensive scheme, promoted by a group of worried countries. A program of economic, financial and social co-operation was developed in accordance with article two of the North Atlantic Treaty:

"The parties will contribute toward the further development of peaceful and friendly international relations by strengthening their free institutions, by bringing about a better understanding of the principles upon which these institutions are founded, and by promoting conditions of stability and well-being. They will seek to eliminate conflict in their international economic policies and will encourage economic collaboration between any and all of them."

The treaty, in fact, tries to eliminate, as a recent issue of the *Admiralty News Summary* observes, "every kind of conflict between member states, in particular with regard to economic policy, and to encourage economic and cultural exchanges."

The *Admiralty News Summary* goes on to say that the organization of the



military command within NATO presents a special problem, in that it has to be superimposed on the working national structures. It would have been extravagant to duplicate the higher commands, so most appointments have been made dual assignments for officers already in corresponding national posts. "Possessing a NATO and a national 'hat', in the current slang, is now widely accepted and, provided it is made clear which 'hat' is being worn or addressed, no appreciable confusion ensues."

Here is how NATO is organized, in civil and military components:

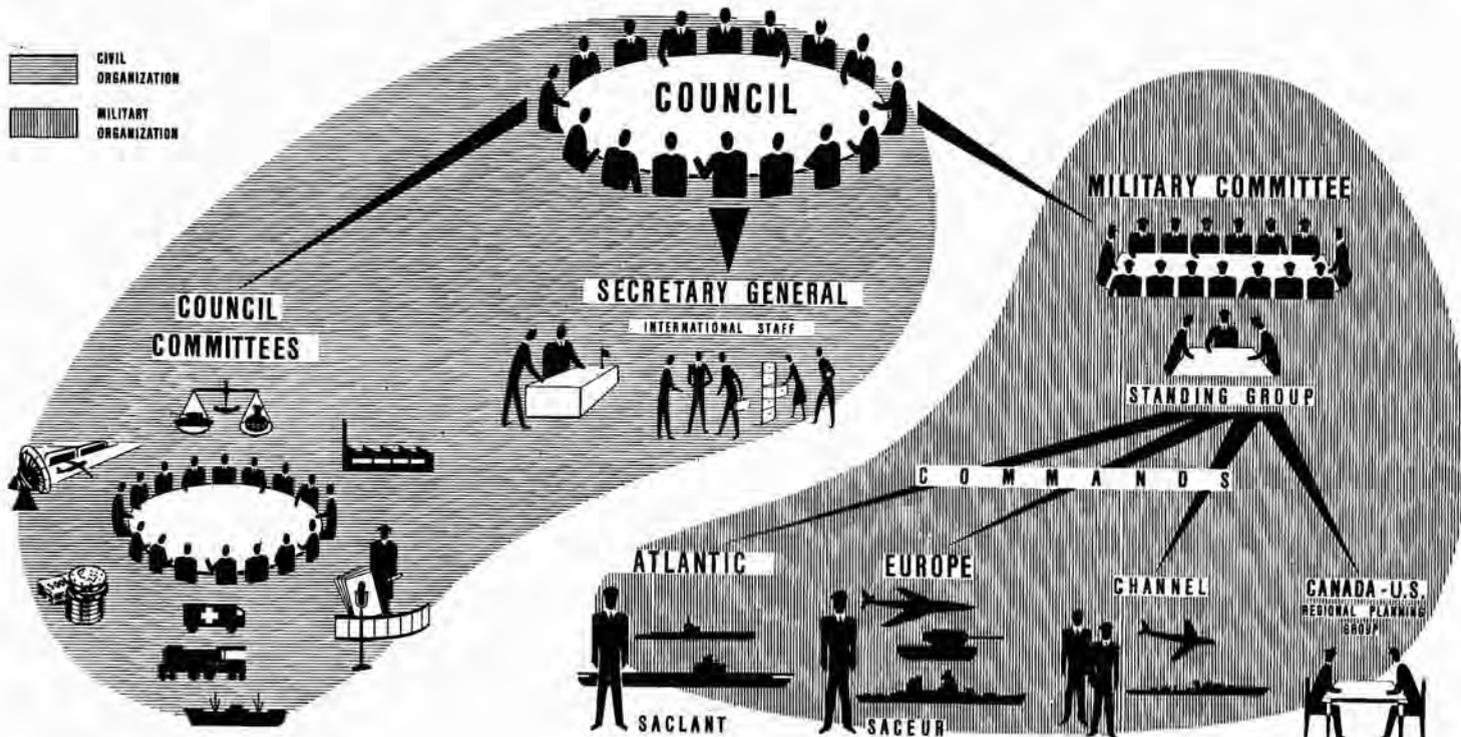
The North Atlantic Council is the supreme authority of NATO. It is composed of representatives of the 15 member countries who reside permanently in Paris where NATO has its headquarters. They have the rank of ambassador. These permanent representatives ensure the continuous functioning of the council. They meet at least once a week and often more frequently.

Two or three times a year cabinet ministers attend the council meetings.

They are the ministers for foreign affairs and, according to the agenda of the meeting, the ministers of defence and other competent ministers, especially those responsible for financial and economic affairs. In December 1957 the heads of government of the 15 NATO countries were present.

NATO is not a supra-national organization. This means that all decisions must be taken unanimously. The council's business is to consider and find solutions agreeable to all 15 partners about questions directly or indirectly affecting the Atlantic Alliance. These include not only military questions but also political, economic and several other non-military matters. The range of the council's activities can be seen from the names of the main council committees which give the council advice on specific problems. There are committees for political, economic and scientific affairs, for defence production, infrastructure, civil emergency planning, for the annual review of the defence effort, for information and cultural relations and for civil and military budgets.

The council and its committees are assisted by an international staff, headed by the Secretary General, who is also the chairman of the council. The members of this international staff are drawn from all NATO countries; they are responsible in their work to the secretary general and not to their own national government.



How NATO is organized.

On the military side, under the council, is the military committee, composed of the chiefs-of-staff of each member country or their representatives, (Iceland having no military forces is represented by a civilian.) The military committee sits in Washington. The executive agency of the military committee is the standing group composed of the representatives of the chiefs-of-staff of Britain, France and the United States. It gives strategic direction to the NATO commanders and co-ordinates NATO's defence plans.

Under the standing group are the supreme allied commanders. They are the Supreme Allied Commander Europe (SACEUR), with headquarters near Paris (known as SHAPE); the Supreme Allied Commander Atlantic (SACLANT) with headquarters at Norfolk, Virginia; the Naval and Air Channel Commanders in Chief, with headquarters at Portsmouth and Northwood, respectively.

There is also the Canada-U.S. Regional Planning Group which develops and recommends to the standing group plans for the defence of the North American Continent.

The European Command is divided into four subordinate commands (Northern, Central, Southern Europe and Mediterranean). The Atlantic Ocean Command is divided into three command areas (Western Atlantic, Eastern Atlantic and Striking Fleet Atlantic).

The NATO Supreme Commanders are responsible for the development of defence plans for their respective areas, for the determination of force requirements and for the deployment and exercise of the forces under their command. Member countries have assigned parts of their military forces in peace time to these NATO commands. Other forces are earmarked for NATO in the event of mobilization or war. (A third category remains under national command to ensure the defence of national territories.)

Three NATO countries which are not part of the European continent (the United States, Great Britain and Canada) have taken the unprecedented step of stationing forces there in time of peace. The American Sixth Fleet adds a powerful force to the allied navies of the Mediterranean.

The foregoing summary of the NATO setup was prepared by the NATO Information Service in Paris. The *Admiralty News Summary* points out some of the consequences of the NATO system:

"Below the level of sub-commander there are no permanent NATO formations in peace time, so far as the Navy is concerned.

"A naval officer may thus find himself serving in any of the NATO headquarters (other than those of army or air commanders). Staffs are fully integrated and in, say, Headquarters Allied Forces Mediterranean, he might well find himself working alongside a Greek and a Turk and together reporting to an Italian. His first lesson, therefore, is to learn to leave his national 'hat' at home and to think as a NATO man . . .

"In peace time NATO operates no naval forces at all. What it does do, however, is in the first place to receive nominations from member states of 'forces available in war' and in the second to exercise these forces as often as it is possible to bring them together under temporary NATO command. In addition—and this is the vital prerequisite to all such co-operation—it ensures that the detailed training of these forces shall at all times, whether in NATO exercises or not, follow the same agreed basic doctrine and tactical procedure.

"The lack of this last has in the past bedevilled war time alliances. It is quite impossible to produce an efficient integrated force at short notice, unless signal books, radio procedure, anti-submarine tactics and all the hundred-and-one details are based on common

ground; details one takes for granted until faced with the shattering fact that household phrases such as '70-70 sweep', 'rapid salvoes', 'blue turns', 'manœuvring distance' are absolute nonsense unless one's allies have been, all through their training, reading from the 'same books as oneself.

"The answer has been the production of the Tactical, Exercise and Communication series of 'Allied Publications'. These books lay down tactics, procedure, drill, communications and every other detail for every aspect of maritime warfare; a long job not yet complete and requiring much inter-service and international consultation, but one well worth doing, for the books go a long way to closing the gaps between the 15 member states, each previously with its own ideas of how to fight a war."

When ships of the various nations assemble for a NATO exercise they find they are trained on similar lines, using the same drills and codes, the same phrases and terminology.

Adjustment is not always easy. Each navy is bound to feel that many of its long-established ways of doing things are the best. Perhaps they are, but they may not be suited to the navy of another country and compromises must be made. The difficulties are perhaps greatest for the forces of those countries where neither of the official languages, French and English, is the mother tongue.

But these adjustments are a small price to pay for the "fire insurance" that NATO offers and for the prospect that it holds out for international co-operation and goodwill extending far beyond the military sphere.

There was good reason for the Royal Canadian Navy to join with other navies of the western world in wishing NATO on its tenth anniversary "Many happy returns of the day".



OFFICERS AND MEN

Veterans to Meet In Hamilton

The fifth annual reunion of naval veterans in Canada will be held in Hamilton, June 20 to 21, under the sponsorship of the Canadian Naval Association.

Host organization for the reunion will be the Hamilton Naval Veterans' Association, which is expecting an attendance of more than 2,000 delegates.

First of these annual meetings of former naval personnel was held in Peterborough, Ontario, in 1955, when a group of independent associations met to discuss formation of a national organization. The present organization, the Canadian Naval Association, came into being at the 1956 reunion in Oshawa.

To date, the main participants have been naval veterans' associations in Ontario and the Main Brace Club of New Brunswick, but it is hoped groups from other provinces will join to make the association's representation Dominion-wide.

Delegates are expected this year from naval veterans organizations in at least

ten Ontario cities and towns and from Quebec and New Brunswick. These include associations in Port Hope, Cobourg, Toronto, Scarborough, Belleville, Oshawa, Brantford, Woodstock, Peterborough and Hamilton, in all Ontario, and from Quebec province and New Brunswick.

Among events at this year's reunion will be the annual banquet on Saturday, June 20, followed by a ball at HMCS *Star*, Hamilton's naval division.

On Sunday, June 21, the veterans will hold a church parade to church services in downtown Hamilton. Afterwards, they will reassemble to march to the cenotaph for a wreath-laying ceremony and brief memorial service. A naval guard and band will also take part in the ceremonies.

On Sunday afternoon, the anti-submarine frigate HMCS *Buckingham* will be open for tours by the delegates.

The reunion is open to all veterans of the Royal Canadian Navy, the Royal Navy or other Commonwealth navies and Allied navies, and to veterans of the merchant navies. Interested organizations or individuals may obtain detailed information from the Registration Committee Chairman, J. Senior, RR No. 1, Stoney Creek, Ontario.

seum board at the annual meeting recently.

Naval members elected to the board were Cdr. (S) P. Cossette, Lt.-Cdr. A. R. Pickels, Lt.-Cdr. M. A. (CE) Rose, Inst. Lt.-Cdr. Lawrence Farrington, Lt.-Cdr. G. R. MacFarlane, and Lt. I. C. S. Ingliss.

Civilian members elected were B. L. Johnson, Norman Hacking, E. S. McGowan, R. H. Roy, H. A. Wallace, and E. A. MacFayden.

Retired Officer in Dockyard Post

Lt.-Cdr. J. E. (Jack) Wolfenden, RCN(R) (Ret.), has taken up the position of Assistant Queen's Harbour Master and Master Attendant in HMC Dockyard at Halifax.

He assists the QHM in the operation and maintenance of 100 auxiliary vessels, movement and berthing of ships, and the location of various moorings. As the master attendant, he is chiefly responsible for the activities of the Dockyard boatswain, fire department, security, chart and chronometer depot and passive air defence in the Dockyard.

Mr. Wolfenden, a pre-war merchant mariner, served in the Navy from 1940

WEDDINGS

Sub-Lieutenant Neil A. Barrett, *Stadacona*, to Miss Elizabeth Ann O'Connell, of Halifax.
Able Seaman John Robert Carmichael, *Cayuga*, to Miss Sylvia Marie Santoro, of London, Ont.

Petty Officer William Cave, *Beacon Hill*, to Miss Ann Whitlow, of North Vancouver.

Able Seaman Alfred Coderre, *Beacon Hill*, to Miss Sherry Pappenberger, of Ganges, B.C.
Leading Seaman Frank T. Godwin, *Jonquiere*, to Miss Peggy O'Donnell, of Victoria.
Able Seaman Ronald W. Gunn, *Gloucester*, to Miss Helen Elizabeth Husk, of Richmond, P.Q.

Leading Seaman David Hall, *Beacon Hill*, to Miss Joan Marinutti, of Vancouver.

Lieutenant Thomas A. Sigurdson, *Naden*, to Sub-Lieutenant (MN) Barbara Anne Huggett, *Naden*.

Ordinary Seaman Waldemar Iltshishin, *Cornwallis*, to Miss Annemarie Comeau, of Saunierville, N.S.

Leading Seaman Austin J. Moss, *Gloucester*, to Miss Mary Koeslag, of Perth, Ont.

Sub-Lieutenant Donald B. MacLeod, *Beacon Hill*, to Miss Margaret Mooney, of Victoria.

Able Seaman Charles G. Reekie, *Jonquiere*, to Miss Wanda Schermerhorn, of Vancouver.
Sub-Lieutenant (S) Duncan Angus Shelley, *Quinte*, to Miss Norma Gay Gildner, of Halifax.

Sub-Lieutenant (MN) Frances Olive Elizabeth Sinclair, *Carleton*, to Instructor Lieutenant Bernard A. Beare, RCN(R), *Stadacona*.

Leading Seaman Roy E. Staicue, *Jonquiere*, to Miss Joan Montgomery, of Vancouver.

Able Seaman Gordon Zerr, *Beacon Hill*, to Miss Evelyn Swinton, of Merritte, B.C.

Commodore Inspects Eastern Divisions

The annual inspection of naval divisions in Eastern Canada and the Maritimes was carried out from March 16 to March 26 by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions.

During his inspection tour, Commodore Finch-Noyes visited divisions in Quebec City, Montreal, Saint John, N.B., Halifax, Charlottetown and St. John's Nfld.

Five Thousand Visit Museum

The British Columbia Maritime Museum, Esquimalt, was visited by more than 5,000 persons during 1958, an increase of 20 per cent over the previous year, museum officials report.

Commodore H. V. W. Groos, commanding officer of HMCS *Naden* and Commodore of RCN Barracks, Esquimalt, was elected chairman of the mu-

BIRTHS

To Leading Seaman D. R. Brand, *Beacon Hill*, and Mrs. Brand, a son.

To Chief Petty Officer A. Cawley, *Beacon Hill*, and Mrs. Cawley, a daughter.

To Lieutenant (S) J. F. Cowie, *Beacon Hill*, and Mrs. Cowie, a son.

To Instructor Lieutenant H. M. Derynck, *Griffon*, and Mrs. Derynck, a son.
To Able Seaman John W. Kozier, *Jonquiere*, and Mrs. Kozier, a daughter.

To Able Seaman J. G. Lennox, *Beacon Hill*, and Mrs. Lennox, a daughter.

To Lieutenant B. A. Massie, *Jonquiere*, and Mrs. Massie, a daughter.

To Lieutenant D. N. MacGillivray, *Stadacona*, and Mrs. MacGillivray, a daughter.

To Instructor Lieutenant-Commander W. F. McGowan, *Stadacona*, and Mrs. McGowan, a daughter.

To Petty Officer E. W. Mueller, *Beacon Hill*, and Mrs. Mueller, a son.

To Able Seaman George J. Percival, *Jonquiere*, and Mrs. Percival, a son.

To Lieutenant (SB) H. C. Wallace, *Stadacona*, and Mrs. Wallace, a daughter.

To Lieutenant J. L. Watkins, *Shearwater*, and Mrs. Watkins, a son.

To Lieutenant Alexander Bajkov, *Iroquois*, and Mrs. Bajkov, a daughter.

To Leading Seaman H. A. Coones, *Niobe*, and Mrs. Coones, a son.

To Chief Petty Officer John Norris, *Niobe*, and Mrs. Norris, a daughter.

To Petty Officer Edward P. Tracy, *Iroquois*, and Mrs. Tracy, twins, a boy and a girl.

until this year. During the war he served mainly overseas, from Murmansk to Gibraltar. While on the West Coast, he commanded the research ship HMCS *Cedarwood*, for six years. The *Cedarwood* in 1949 became the first of HMC Ships to voyage to the Arctic.

He served as a lieutenant-commander at Naval Headquarters in Ottawa in the Directorate of Inter-Service Development for the three and a half years preceding his retirement. During that time important advances were made in the development of Arctic wear for servicemen.

East Coast Wrens Inspected

Lt.-Cdr. (W) Jean Crawford-Smith, Staff Officer (Wrens) at Naval Headquarters, made a tour of inspection in March of naval establishments in Nova Scotia in which wrens are serving.

Establishments visited by Lt.-Cdr. Crawford-Smith included *Cornwallis*, *Shelburne*, *Stadacona* and *Shearwater*.

Edmonton NOA Elects Officers

W. Ross Hickey was elected president of the Edmonton branch of the Naval Officers' Associations of Canada at the annual meeting in HMCS *Nonsuch*.

The vice-president for 1958 is U. E. Cameron and the new secretary-treasurer is Thomas Peters.

Members of the executive committee are Lyle Hoar, E. P. Shaver, F. D. Banwell, Ross McLean, H. Hartley, A. Baker and C. H. Rolf.

Wren Division Completes Course

The "Merit Award" has gone to Ord. Wren Beverley Robertson for obtaining the highest standing in the wren division *Conestoga XII*, which completed its training at *Cornwallis* on March 25.

Eight of the graduates are attending Communications School at *Cornwallis*. They are Ordinary Wrens M. G. Bailey, H. M. Crooks, G. Fitzgerald, T. M. Goselin, G. L. Liberty, M. D. Murray, B. A. Robertson and J. E. Vail.

Ord. Wren M. J. Cote is attending the Supply School at *Hochelaga*. Six other members of the division, who are taking branch training in the Navigation Direction School, *Stadacona*, are Ordinary Wrens S. I. Balmer, C. A. Mitchell, P. Plowright, K. M. Pratt, M. D. Reid and M. G. Rock.

The first P&RT and sports course for wrens was held in *Cornwallis* from



The winner of first prize (\$100 and an engraved plaque) in this year's naval essay contest sponsored by Canadian Shipping and Marine Engineering News was Cdr. K. E. Grant, commandant of the Joint Atomic, Biological and Chemical Warfare School at Camp Borden, Ontario. His essay "The Bird Watchers", took a science-fiction look at the RCN of the future. Second and third prizes went to Officer Cadet John M. Treddenick, of RMC, and last year's winner, Inst. Lt.-Cdr. Lawrence Farrington, of *Venture*. Cdr. Grant was presented with plaque and cash award by Eric Axelson, editor of *Canadian Shipping*, in a ceremony at the JABC School, as pictured above.

March 2 to 20. It was attended and completed by PO Wren S. M. Stretton, *Cornwallis*; Wrens B. D. Bateman, N. Chomicki, P. Fotheringham, R. M. Heisler and E. A. Kerr, all of *Stadacona*, and Wren J. McKenzie, *Shelburne*.

Chief and POs Give Scholarships

Founded in the fall of 1955, the Chief and Petty Officers' Association (Victoria) now has 185 members, some of whom are completing their last five-year hitches in the RCN.

Already a substantial contributor to charitable causes, the association has announced the establishment of two scholarships. These are for \$150 each and will go to university students whose fathers are members of the association.

Membership in the association is open to former CPOs or POs of the RCN, the former RCNR and RCNVR, and the RCN(R), as well as those completing their last five years in the service. Information is available from Clifford P. Henze, publicity chairman, 1631 Pine-wood Avenue, Victoria, B.C.

The president of the association is Joseph W. Carver.

Navy League Cadets Win Three Awards

The Navy League of Canada General Proficiency Trophy for Navy League Cadet Corps for the year 1958 was recently presented to the Weston Ontario Navy League Cadet Corps *Illustrious*. This marked the third award received for 1958 activities by the corps. Previously the Weston corps had been awarded the Metropolitan Toronto General Proficiency Trophy and the Ontario Division General Proficiency Shield.

These awards were formally presented at an open house for parents and friends following an inspection and march past of the ship's company in which the Hon. L. O. Breithaupt, honorary president of the National Council of the Navy League of Canada, was the inspecting officer. Mr. Breithaupt is the former Lieutenant Governor of Ontario and was performing his first official function on behalf of the National Council.

CPO W. R. Franklin RCN(R) presented the Metropolitan Toronto Trophy, which was being awarded for the first time, on behalf of the Chief and Petty Officers' Mess, HMCS *York*.

O. B. Mabee, president of the Ontario Division Navy League of Canada presented the Provincial award while Mr. Breithaupt made the award of the National General Proficiency Trophy to Lt.-Cdr. W. J. Hodge, NLC, commanding officer.

By the day of the actual trophy presentations the enrolment in the corps had risen to 110 cadets, all of whom were on deck.

An interesting feature of the training program, started in 1958 and still continuing, is the monthly attendance of the corps at church as a ship's company. Attendance each month at this service in various churches has steadily increased and now includes committee members, ladies auxiliary and parents as well.

This marks the first time that the National Trophy has been won by a corps in Eastern Canada.—W.J.H.

Wrens Inspected By Staff Officer

An inspection of wrens in western naval divisions was carried out in February and March by Lt. (W) L. Frances A. Tait, Staff Officer (Wrens) to the Commanding Officer Naval Divisions.

Lt. Tait's tour of inspection took her to naval divisions at Port Arthur, Winnipeg, Regina, Saskatoon, Calgary, Edmonton, Prince Rupert, Vancouver and Victoria.

Lt. Tait became Staff Officer (Wrens) at Hamilton in January, when she succeeded Lt.-Cdr. (W) Winifred Grace Lyons, who is now serving at *Cornwallis* as Training Officer (Wrens), and as Administrative Officer (Wrens) on the staff of the Flag Officer Atlantic Coast.

New Calibration Range Established

The Navy's anti-submarine weapons calibration range at Lawlor's Island in the eastern approaches to Halifax harbour has been discontinued. Instead, new facilities have been completed in Bedford Basin near the RCN Magazine and were used for the first time in mid-March by the recently-commissioned HMCS *Gatineau*.

In addition, the Department of Transport has undertaken to lay a sonar reflector buoy at sea about nine miles east of Sambro Light Ship, by means of which anti-submarine warships will be able to line up their underwater detection equipment and their anti-submarine weapons. Hitherto, it was necessary to tow targets to sea as required.

TWO SMALL BOYS NOW NAVY'S FOSTER CHILDREN

TWO SMALL BOYS, thousands of miles from Canada and living thousands of miles from each other, are finding their chances of a normal and happy childhood vastly improved because of the interest shown in their welfare by RCN personnel.

More than a year ago the wrens at that time members of the Wrens' Mess at *Stadacona* undertook the "adoption", under the Foster Parents' Plan, Inc., of little Kang In Soo, nine-year-old Korean boy, who was separated from his parents during the Korean war and lives in a Pusan orphanage.



KANG IN SOO

This year, the officers and men of the frigate *Antigonish* "adopted" (also through the Foster Parents' Plan) eight-year-old Giovanni Cecchetti, who lives with his widowed mother in a windowless, doorless, mud-floored hut in Italy.

The *Stadacona* wrens have not confined their interest to the \$15 monthly payment to the Foster Parents' Plan. On In Soo's last birthday they sent him a box of gifts and when Christmas came, there were hand-knitted socks, a sweater, a pair of jeans, candies, shoes and toys for him. From time to time, surprise treats are sent to him.

In Soo, then about three years of age, was found wandering in the streets of Pusan in 1953, with no memory of his parents or his name. He was taken into the orphanage, where he still lives under Foster Parents' Plan care, and

was given a name and a guessed-at birth date.

No one ever made inquiries concerning a child answering his description, so the Halifax wrens are the only "family" In Soo has.

In Soo has been described as a lively boy with a delightful personality, who wins friends quickly and who is both sincere and brave. He does well in his primary school studies and says he wants to be a civil engineer when he grows up.

Last fall he wrote a charming letter to his new parents:

"Our fall is lovely and it is good service for us to study. I have happy times. I hope you are all in God's love.

Your loving

Kang In Soo."

Although the *Antigonish's* little Italian boy has a mother and is one of three children, his home is in a poverty-stricken agricultural area where the ground is dry and almost barren. His widowed mother does her best but is unable to earn more than \$8 a month—hardly enough to provide bare subsistence for the family.

Since Giovanni's "adoption" by the 150 officers and men of the *Antigonish* he has been given his first toy, his first clean sheets and warm blankets and his first square meal. It has also been made possible for him to go to school like the rest of the children.

Other children have been adopted in the past by ships of the Royal Canadian Navy and it seems likely the custom has become well enough established to continue.

The Foster Parents' Plan, Inc., whose address in PO box 65, Station "b", Montreal, is a non-sectarian, non-profit relief organization that helps children in eight countries throughout Europe and Asia.

The organization has given assistance to 76,000 children and at present has 11,500 children on its food lists.



THE BATTLE OF PLATTSBURGH

For more than 100 years—from the capitulation of Montreal (1760) to Confederation (1867)—Canada was a British colony. During the same period the United States was on the march towards becoming the dominant power in the New World. It was only natural that as the young republic grew in stature her interests were often in conflict with those of the British Empire.

Because the massive power of the Royal Navy could seldom be challenged on salt water with any hope of success, it was also only natural that British territory as represented by Canada

should present itself as a worth while target when these conflicting interests came to a show-down. Show-downs did occur and Canada on several occasions was invaded. Sometimes these attacks were to some extent successful, sometimes they were complete debacles.

One side factor in these campaigns was the apparent inability of the Americans to take the full measure of the Canadian people; it was beyond their comprehension why the colonists to the north just simply did not want to be "rescued from the imperialist yoke". But that is another story.

Strategically, any American conquest of Canada required successful thrusts against Montreal and Quebec; posts on the Great Lakes would then fall for want of supply and reinforcement. Lake Champlain and the Richelieu was, therefore, the most important invasion route.

As reported in an earlier issue of *The Crownsnest*, Instructor Commander C. H. Little, CD, RCN, was the winner of the 1958 competition for the Barry German Prize in Naval History. There follows a portion of his prize-winning essay, "A Naval Study of the Richelieu-Champlain Valley".—E.C.R.

WILLIAM WOOD has said trenchantly in his volume in the *Chronicles of Canada* "All Afloat":

"In the war of 1812 it was the two annihilating American naval victories on Lakes Erie and Champlain that turned the scale far enough back to offset the preponderant British military victories along the Canadian frontier and prevent the advance of that frontier beyond Detroit and into the state of Maine."

The American victory on Lake Champlain was Plattsburgh, September 11, 1814—a victory which indeed deprived Canada of a claim, which both history and other victories would have upheld, to a boundary along the general line of the 44th parallel rather than the peculiarity which now obtains.

How did this defeat come about? Let us study the background.

In 1812 a shipyard was established at Fort Lennox. It will have been noted that the prevailing custom of the time was to build ships and boats in the area where they would be used. A small but efficient drydock was also created — when the vessel had been floated in, the gates were closed and the water pumped out by hand. During 1813-14 several warships were built, the largest of which was *La Constance*. These vessels, together with the captured sloops *Eagle* and *Growler*, which were repaired locally, enabled Captain Everard, RN, to conduct a successful sweep of the lake in 1813 and to destroy American ships, forts and supplies at Plattsburgh, Burlington, Swanton and Champlain.

(The National Park on Ile aux Noix has as its central jewel Fort Lennox which was begun in 1819 and given up

as a military post in 1870 when the U.S.A. and Canada had come to a tacit understanding that their wars were over. There are two plaques of particular naval interest in the fort itself. At the entrance, where the bridge has crossed the moat, is a bronze memorial in our two languages commemorating the nearby naval battle of June 3, 1813, at which the American sloops or corvettes *Eagle* and *Growler* were taken by sailors and soldiers under Major George Taylor, 100th Regt., Capt. Frederick Gordon, Royal Artillery; Lt. George B. Williams, 100th Regt., and Lt. William Lowe, Provincial Marine. Where the fort faces the western branch of the river is another bronze plaque noting the contribution of the various segments of the Royal Navy—including the Provincial Marine.)

By the following year, 1814, each side numbered five ships of various sizes and strengths and a few gun-boats. When they met at Plattsburgh there was little to choose between them in material strength but there was a vast difference in the way they were handled. There can be few instances in our history of a more improper waste of naval power than the Battle of Plattsburgh.

Editor's Note

It has been recognized that the high cost of manuscript typing has made it difficult for candidates to submit entries for the Barry German Prize. As a result it is now acceptable to enter a single copy, legibly written in long hand. Naval General Order 210.00/12 has been amended accordingly.

Sir George Prevost, Governor-General of Canada and Commander-in-Chief, had attained the rank of lieutenant-general in the British army before coming to Canada. In the autumn of 1814 he found himself at a decisive point in history: there had been British victories along the Canadian border, on the Maine coast and at Washington; military supremacy could be obtained in the Lake Champlain area by applying the three-to-one advantage in troops against the sole remaining American stronghold: Plattsburgh. Plattsburgh had for its defence some 3,500 soldiers of various types and the small naval force under Commodore Macdonough; Prevost had for attack 11,000 veteran troops and the small naval force under Captain Downie, RN. It seems incredible that the affair could have been so mismanaged.

Captain Downie arrived at Ile-aux-Noix on the second of September to take command. His flagship *Confiance* had been launched eight days before, she did trials on the 7th and 8th and the shipwrights had not yet completed their work when she went into action on the 11th. His crews were composed of drafts hastily gathered from various other ships and soldiers put temporarily into the naval service at the last moment. No ship was worked up, no orders had come from the Commander-in-Chief, no plans had been drawn up; all was confusion, haste and last-minute improvisation.

To add to the unpreparedness, Prevost kept goading Downie to attack the Americans and to overcome all difficulties so as "not to keep the army waiting".

The tactical position was elementary.



The battle that led to the capture of Quebec 200 years ago was a classic example of how to fight a combined operation. The Battle of Plattsburgh in 1814 was an equally classic example of how NOT to fight one. This drawing from American sources shows the general disposition of the naval forces toward the end of the battle. The name of the British ship *Confiance* is misspelled "Confidence".

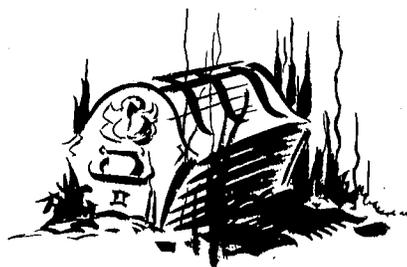
The Americans had a small fortress and close by in the bay their little navy: thus they could make the most of their slender resources by mutual support. The ships were equipped with carronades which, somewhat after the fashion of a shot-gun, fired patterns of small projectiles and were deadly anti-personnel weapons at short range. Macdonough had anchored in Plattsburgh Bay in an ideal position to defend against an attack and had even taken steps to lay out springs on the landward side so that the ships might be swung around by hand (winding ship) to bring the unused guns on the protected side into action at an opportune moment. His crews were better trained as well as being put into a position where they could make maximum use of their weapons.

The British ships, on the other hand, were armed mostly with long guns

which, like a rifle, fired one projectile for a comparatively long distance and which were most effectively employed at long range as anti-ship weapons. The ships were new, the crews make-shift and, to complete the disaster, Prevost committed a tactical blunder of the worst kind.

In the situation described it would seem axiomatic for Prevost to attack the fortress with his army at the same time that Downie was subjecting the

anchored American ships to a running fire beyond their effective range of reply. Indeed Prevost's first objective should have been the American batteries which, once taken, could have been turned with destructive power upon their own ships forcing them either to capitulate at anchor or to take to the open lake where they would meet the British force at a disadvantage. Instead he crossed the border with the army several days before his naval force could possibly be ready and filled in the interval by sending sarcastic messages to Captain Downie. When the unhappy Downie did arrive, Prevost instead of carrying out a simultaneous attack on the land batteries as he had promised in writing to do, marched and counter-marched his troops in an empty show while Downie went to death and defeat in the trap of Plattsburgh Bay.



In the words of Woods we have a clear picture of this black day:

WITH PREVOST's written promise in his pocket Downie sailed for Plattsburgh in the early morning of that fatal 11th of September. Punctually to the minute he fired his pre-concerted signal outside Cumberland Head, which separated the bay from the lake. He next waited exactly the prescribed time, during which he reconnoitred Macdonough's position from a boat. Then the hour of battle came. The hammering of the shipwrights stopped at last; and the ill-starred *Confiance*, that ship which never had a chance to "find herself", led the little squadron into Prevost's death-trap in the bay. Every soldier and sailor now realized that the storming of the works on land ought to have been the first move, and that Prevost's idea of simultaneous action was faulty, because it meant two independent fights, with the chance of a naval disaster preceding the military success. However, Prevost was the Commander-in-Chief; he had promised co-operation in his own way; and Downie was determined to show him that the Navy had stopped for "no other cause" than the head-wind of the day before.

Did no other cause than mistaken judgment affect Prevost that fatal morning? Did he intend to show Downie that a Commander-in-Chief could not suffer the "disappointment" of "holding troops in readiness" without marking his displeasure by some visible return in kind? Or was he no worse than criminally weak? His motives will never be known. But his actions throw a sinister light upon them. For when Downie sailed into the attack Prevost did nothing whatever to help him. Betrayed, traduced, and goaded to his ruin, Downie fought a losing battle with the utmost gallantry and skill. The wind flawed and failed inside the bay, so that the *Confiance* could not reach her proper station. Yet her first broadside struck down 40 men aboard the *Saratoga*. Then, the *Saratoga* fired her carronades, at point-blank range, cut up the cables aboard the *Confiance*, and did great execution among the crew. In 15 minutes Downie fell.

The battle raged two full hours longer; while the odds against the British continued to increase. Four of their little gun-boats fought as well as gun-boats could. But the other seven simply ran away, like their commander afterwards when summoned for a court-martial that would assuredly have sentenced him to death. Two of the larger

vessels failed to come into action properly; one went ashore, the other drifted through the American line and then hauled down her colours. Thus the battle was fought to its dire conclusion by the British *Confiance* and *Linnet* against the American *Saratoga*, *Eagle*, and *Ticonderoga*. The gun boats had little to do with the result; though the odds of all those actually engaged were

greatly in favour of Macdonough. The fourth American vessel of larger size drifted out of action.

Macdonough, an officer of whom any navy in the world might well be proud, then concentrated on the stricken *Confiance* with his own *Saratoga*, greatly aided by the *Eagle*, which swung round so as to rake the *Confiance* with her fresh broadside. The *Linnet* now drifted off a little and so could not help the *Confiance*, both because the American galleys at once engaged her and because her position was bad in any case.

Presently both flagships slackened fire, whereupon Macdonough took the opportunity of winding ship. His ground tackle was in perfect order on the far, or landward, side; so the *Saratoga* swung around quite easily. The *Confiance* now had both the *Eagle's* and *Saratoga's* fresh carronade broadsides deluging her battered, cannon-armed broadside with showers of deadly grape. Her one last chance of keeping up a little longer was to wind ship herself. Her tackle had all been cut; but her master got out his last spare cable and tried to bring her round, while some of his toiling men fell dead at every haul. She began to wind round very slowly; and, when exactly at right angles to Macdonough, was raked completely, fore and aft. At the same time an ominous list to port, where her side was torn in over a hundred places, showed that she would sink quickly if her guns could not be run across to starboard. But more than half her mixed scratch crew had been already killed or wounded. The most desperate efforts of her few surviving officers could not prevent the confusion that followed the fearful raking she now received from both her superior opponents; and before her fresh broadside could be brought to bear she was forced to strike her flag. Then every American carronade and gun was turned upon Pring's undaunted little *Linnet*, which kept up the hopeless fight for 15 minutes longer; so that Prevost might yet have a chance to carry out his own operations without fear of molestation from a hostile bay.

But Prevost was in no danger of molestation. He was in perfect safety. He watched the destruction of his fleet from his secure headquarters, well inland, marched and countermarched his men about, to make a show of action; and then, as the *Linnet* fired her last, despairing gun, he told all ranks to go to dinner.

That night he broke camp hurriedly, left all his badly wounded men behind him, and went back a great deal faster than he came. His shamed, disgusted

THE AUTHOR

Author of the accompanying article (extracted from his Barry German Naval History prize essay) and a regular contributor to The Crownsnest, Instructor Cdr. C. Herbert Little retired last December from the Royal Canadian Navy after 19 years' service.

Born in California, Cdr. Little was educated at Upper Canada College, University of Toronto and Oxford University, attending the last-named as a Rhodes Scholar.

Throughout the Second World War he served at Naval Headquarters as an intelligence officer and Director of Naval Intelligence. On the fall of Japan, he went to Hong Kong as Staff Officer (Intelligence). When he returned to Canada in 1946 he undertook the organization of the newly-established University Naval Training Divisions program and was associated with that work until 1952. Since then he has served on both coasts as Command Education Officer.

During his four years at Esquimalt, he took an active part in the establishment of the Maritime Museum of B.C. On his transfer to the Atlantic Command, he was similarly active in supporting the Maritime Museum of Canada in Halifax.

He is the author of an extensive series of papers on Canadian maritime and naval history. He has turned the manuscripts of many of these over to The Crownsnest for publication in future issues. One tells the story of Spanish explorations of the coast of what is now British Columbia, much new material being gathered for this in Spanish museums and libraries during a post-retirement European tour.

Cdr. Little recently took up a position with the Department of Citizenship and Immigration in Ottawa.

veterans deserted in unprecedented numbers. And Macomb's astounded army found themselves the victors of an unfought field.

Conclusion

LOCAL RAIDS excepted, there were four attempts by the English colonies in America to invade Canada. The expeditions of Sir William Phips in 1690, of Sir Hoveden Walker in 1711, of Generals Arnold and Montgomery in 1775 and finally the war of 1812-14.

In the summer of 1690 the English colonists of Boston and New York decided to invade Canada, then under the able governorship of Frontenac. The plan envisaged a pincer movement: a fleet from Boston under Phips against Quebec and a militia group from New York under Col. John Schuyler against Montreal by way of the Champlain-Richelieu Valley. The latter deteriorated into a raid which ended at La-Prairie after a few men had been killed and the crops had been destroyed. Phips with 34 ships and over 2,000 men besieged Quebec from October 16 to 23 before admitting that French resistance and the weather were too much for him.

In 1711 an expedition, supported by England as well as by New England, set out for Quebec under Admiral Sir Hoveden Walker. There is no tale of siege and battle to relate. The ships went astray en route because their navigational knowledge was lacking, several went aground in the vicinity of Egg Island and the survivors returned without commencing any warlike action.

In 1775 and in 1812-14 the Champlain-Richelieu Valley was the scene of some of the most important actions in our history and the results of Valcour Island and Plattsburgh are with us yet.

The war of 1812 came to a close in 1814. Despite the successes of Lake Erie and Plattsburgh the government of the new United States of America could see that British sea power would be a decisive factor in the long run and they chose to compromise while they had bargaining power. Britain, heavily involved in Europe, was glad to be free of this North American drain on her resources. It is also true that many on both sides favoured a cessation of what they felt was fratricidal strife. Peace was welcomed by both antagonists.

The close of the war of 1812 marked the end of wars between Canada and the United States. The museums of Fort Ticonderoga, Fort Lennox and Fort Chambly and the College Militaire Royal de Saint Jean preserve the story of the valley's past. New weapons and

the friendship of Canadians and Americans ensure that this happy and beautiful area will remain in peace through the years to come.

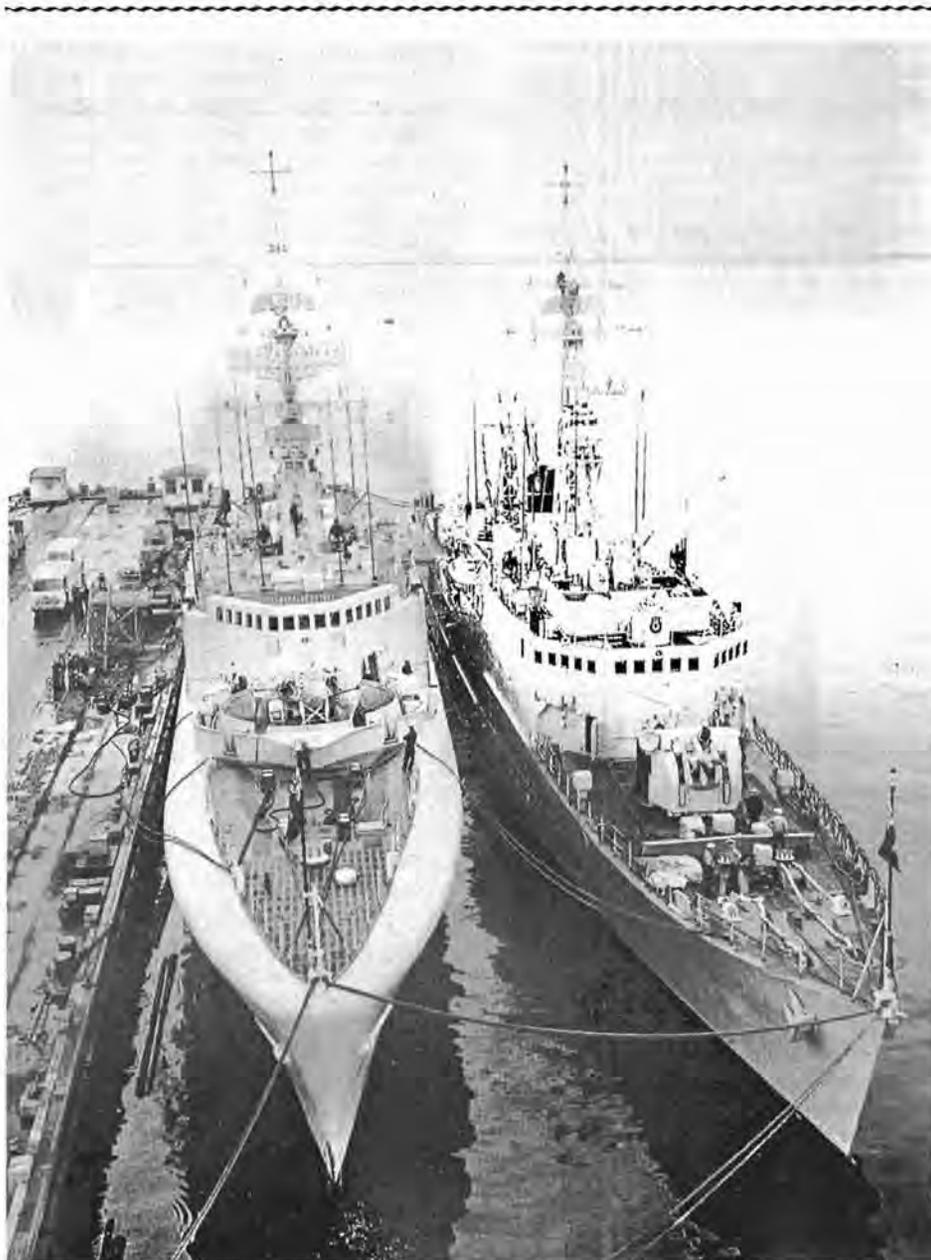
Statement of the English Naval Force on Lake Champlain in August 1814

Names of Ships	Guns
<i>Confiance</i>	28
<i>Chub</i> (sloop)	16
<i>Finch</i> (sloop)	11
<i>Icicle</i> (sloop)	4
Gun-Boats	
<i>Sir James Yeo</i>	2
<i>Sir George Prevost</i>	2
<i>Lord Wellington</i>	2
<i>General Simcoe</i>	2
<i>Marshal Beresford</i>	1

<i>Sir Homer Popham</i>	1
<i>General Brock</i>	1
<i>Tecumseh</i>	1
<i>Lord Cochrane</i>	1
<i>Canada</i>	3
<i>Blucher</i>	2
<i>Sir Sydney Beckwith</i>	1
	91

Statement of the American Force on Lake Champlain in August 1814

Names of Ships	Guns
<i>Saratoga</i>	28
A brig	26
<i>Ticonderoga</i>	22
<i>Commodore Preble</i>	11
Ten gun-boats	20
	116



There's an old proverb about swapping horses in mid-stream, but none, apparently about crews swapping ships in mid-voyage. This picture was taken in San Diego, California, as the Assiniboine (left) and the Crescent exchanged ships' companies. The Assiniboine then sailed for her new home at Esquimalt and the Crescent departed for her new duties in the Atlantic Command. The exchange took place early this year. (CR-384)



The suit of colours worn by Her Majesty's Yacht Britannia when Her Majesty the Queen is on board can be clearly seen in this picture. From bow to stern they are the Union flag at the jackstaff (whence the name "Union Jack"), the Admiralty flag at the fore, the Royal Standard at the main, the Union flag at the mizzen and the White Ensign on the ensign staff. (CN-3750)

HER MAJESTY'S YACHT

BECAUSE the Royal Yacht will shortly be seen in Canada, the many unique features of HMY *Britannia* and her operation are bound to arouse interest among those concerned with the sea and ships.

Designed by the Admiralty for use as a Royal Yacht in peace time, she is readily convertible into a naval hospital ship in time of war. In the latter role the air-conditioning and stabilizers, with which she is equipped, and the space released from the Royal apartments, offer ideal hospital accommodation and facilities for 200 patients.

Her builders were John Brown and Company, of Clydebank, Scotland, where she was launched by Her Majesty the Queen in April 1953. Many

other fine ships from this well-known Scottish yard are familiar sights in our ocean ports, the Royal Mail ships *Invernia*, *Sylvania*, *Saxonia* and *Carinthia* being only a few of them.

The Royal Yacht was completed and commissioned in January 1954. Her principal dimensions and characteristics are:

Length overall	413 feet
Length at waterline	380 feet
Beam	55 feet
Maximum draught	17 feet
Displacement tonnage	4,961 tons
Gross tonnage	5,769 tons

Twin sets of turbines develop 12,000 hp, giving an economical cruising speed of 18 knots and a top speed of 22.75 knots. Refuelling can be done at sea, using her standard naval jackstay rig, but even without this device, the vessel's cruising range is more than 3,000 miles at 15 knots relying on her auxiliary fuel tanks, which bring her oil capacity up to 490 tons from the usual load of 330 tons.

Fully loaded she also carries 20 tons of diesel oil for the 40-foot Royal Barge and the seven other small motor boats, plus 195 tons of fresh water.

She is fitted with many modern aids to navigation, such as radar and loran, is equipped with sonar for submarine detection and a degaussing belt for pro-



A glimpse into the Britannia's galley. (CN-3760) (Admiralty photo)

tection against mines. No armament is carried. Two three-pound saluting guns were originally fitted but were later removed. The saluting now is the duty of her escorting vessels by which the ship is accompanied whenever royalty is embarked.

On state occasions such as the opening of the Seaway, the host nation provides escorts for the Royal Yacht, and the RCN will assume escort duties accordingly.

The hull is royal blue with red boot topping at the waterline and a band of gold leaf at the upper deck level. Upper works are white and the single funnel is buff. An unusual feature is the absence of the ship's name anywhere on the hull—the Royal Coat of Arms being on the bow, and the Royal Cypher on her counter.

Three raked masts, foremast, main and mizzen, readily identify her as a yacht while the usual jackstaff at the bow and ensign staff at the stern are each capped with the Royal Crown in gold leaf.

When Her Majesty the Queen is embarked in the Royal Yacht the Royal Standard, which is the personal standard of Her Majesty, is worn at the mainmast. In addition, the Lord High Admiral's Flag and the Union Flag are worn at the foremast and mizzen mast respectively.

The passage of the Royal Yacht through the Seaway presented the problem of getting a ship with a mast of 139 feet high above the waterline under bridges built 120 feet above the water-

line. This problem has been overcome by hinging the upper portion of the mainmast so that it may be tilted back when passing under the Seaway bridges.

The commanding officer of the Royal Yacht is a vice-admiral of the Royal Navy. When members of the Royal Family are not embarked he flies his personal flag from the foremast. The flag of vice-admiral is a white rectangular flag with a red St. George's

Cross and a red ball in the upper left-hand canton. It is interesting to note that the Royal Yacht is the only ship of the Royal Navy personally commanded by a Flag Officer.

When HRH Prince Philip is embarked without Her Majesty his standard is worn at the mainmast, the Union Flag at the foremast and the Trinity House Flag at the mizzen mast.

During the stay of the president of the United States on board HMY *Britannia*, the Presidential Flag will be worn.

As a unit of the Royal Navy HMY *Britannia* flies the White Ensign from her ensign staff and the Union Flag from the jack staff.

On certain ceremonial occasions the Royal Yacht is dressed overall with signal flags.

Arrivals mean smart work for all hands. At the instant the anchor is let go, signal flags are broken out overhead. The Royal barge is put over the side and the Royal companionway with its white canvas hood lowered into position.

The ship's complement normally consists of about 20 officers and 250 men. For the Seaway journey, two officers and fifteen men of the Royal Canadian Navy will serve in the *Britannia*. A Royal Marine band is embarked when required, the provision of which is a privilege accorded to the Portsmouth Division, Royal Marines, from Eastney Barracks.



The Royal dining room set for a state dinner. (CN-3748) (Admiralty photo)

Men dressed as seamen wear a special No. 1 uniform and rubber-soled canvas shoes, with their jumpers tucked inside the tops of their trousers, which are finished at the back with a black silk bow. On blue uniforms all ratings wear white badges of rank and proficiency, instead of the usual red. Cap ribbons are inscribed "Royal Yacht".

At sea, when on and off duty, the men do not wear their caps and are therefore technically out of uniform and not required to salute. The Queen is thus free to walk around the vessel without formal recognition.

Although the yacht is fitted with a broadcast system, orders are not piped but are given directly and quietly. The only nautical sounds are the ship's bells for watchkeeping and the fog horn in bad weather.

By long tradition, the customary naval mark of respect of piping the side is paid only to Her Majesty, and visiting heads of state.

Although the size of the Royal Yacht makes her about as much like an ordinary yacht as Buckingham Palace is like an ordinary home her interior arrangements are essentially functional and at the same time comfortable.

Her after-third is given over to the Royal Family's private quarters, cabins for their guests and staff and entertainment rooms. The drawing room and the ante-room which opens into it become one large salon when the inter-connecting doors are folded back. This double room is close-carpeted in



Because the Britannia carries no weapons of war, the bridge has a relatively uncluttered appearance. (CN-3770) (Admiralty photo)

pale grey and painted a soft shade of turquoise.

The furniture is the kind of mixture that turns up in any family which has handed pieces down from one generation to the next. Modern (but not "contemporary") couches and easy chairs covered in pink flowered chintzes, stand side by side with small Chippendale tables.

The fireplace is electric—not wood burning. There is also a grand piano.

The dining salon which is forward of the drawing room and separated from it by a spacious central lobby is the largest room in the ship. Down its centre stretches a long darkly gleaming D-ended table, surrounded by shield-back Hepplewhite chairs. The table can, with the addition of removable wings, accommodate about 60 persons when necessary.

This is the deck for serious work as well as for entertainment. Just abaft the dining salon are two offices, one portside for the Queen, one starboard for Prince Philip.

Long and narrow, they are structurally identical. But where the Prince's is masculine and modern, the Queen's is feminine, with an ormolu mirror and silk-shaded wall sconces. An alcove in the Queen's study is filled with books, its counterpart in Prince Philip's is a well-stocked bar.

Both have built-in desks, concave-curved at the front. Prince Philip's is surfaced with polished wood, the Queen's with gold-embossed leather. Each has a microphone jack, and a pair of telephones, one for open conversation, a green "scrambler" for private talks.

From her desk the Queen conducts state business and keeps in touch with the Royal children.

Sleeping quarters for the Royal Family are topside, on what is called the



The anteroom and drawing room of the Britannia. Note the stairway—in this case NOT referred to as a "ladder". (CN-3776) (Admiralty photo)

shelter deck. They are reached by both a lift and stairs and are grounded to form a sort of bungalow with its own verandah and sundeck. Its inner floors are raised two feet higher than the outside deck, to raise the ports above the heads of passers-by.

Opening off a broad corridor, port are staterooms for the Queen and Prince Philip. Starboard are two more, for Prince Charles and Princess Anne or other members of the Royal Family.

The only non-Royal travellers who sleep on the shelter deck are the Queen's personal maid, Prince Philip's valet and their assistants. Adjoining their cabins are the two royal wardrobe rooms.

The sundeck is the family's private playground. When it is hot a canvas swimming pool is rigged.

On the shelter deck amidships is a garage which, on State occasions, houses the Queen's big maroon Rolls-Royce. During holiday cruises it takes two Land Rovers instead.

Sitting rooms and 42 cabins for guests, household staff and servants are all on the two decks (main and lower) below the entertainment rooms. The most important visitor gets a suite.

On the main deck are offices for the two Royal private secretaries and a telephone exchange. In port a telephone landline is hooked up, and at sea the Royal Yacht uses radio-telephone. There are four transmitters and encoding and decoding equipment.

The Royal third of *Britannia*, completely air-conditioned, contains its own galleys, sculleries, china and silver pan-

tries, linen, baggage, and strong rooms. The kitchens, run by the Buckingham Palace chef, have tiled floors, gleaming steel surfaces and electric cookers.

Back-to-back with the Royal galleys are equally streamlined galleys for the officers and ship's company.

The *Britannia's* crew is unusually comfortable. The chief petty officers are berthed in six separate four-berth cabins. The seamen's recreation room has a piano and built-in leather settees. The wardroom is furnished with light modern furniture and flowered curtains, with traditional deep leather chairs in the ante-room.

Officers and men find it both a pleasure and an honour to serve on board the *Britannia*. There is a long waiting list.—Contributed by Cdr. (S) R. N. Kirby, ex-RINVR.



Returning from exercises along the east coast of Vancouver Island, minesweepers of the Pacific Command's Second Canadian Minesweeping Squadron presented this precise formation as they entered their home port of Esquimalt. From the foreground are HMC Ships James Bay, Miramichi, Cowichan and Fortune. The squadron is commanded by Lt.-Cdr. D. M. Waters. (E-49225)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMC Electrical School

HMC Electrical School, *Stadacona*, has been operating since January 1959 under a new internal organization. This involved a re-arrangement of the sections as they existed in 1958 and before.

The Electronics Sections has been changed to the Theory Section and as such, teaches all the basic theory that a trainee receives in preparing him for training in his specialized trade.

The Power Section has been changed to the Ships' Equipment Section, which is the largest section in the school. It is made up of fire control, sonar, radio, radar, power generation and distribution, miscellaneous power equipment and workshop.

Finally, the Air Section has been changed to the Air Equipment Section.

HMCS *Iroquois*

Following her commissioning last November 17, the *Iroquois* carried out the usual sea trials, then proceeded south to Bermuda for a work-up period.

Beehive-like activity prevailed. Officers and men showed a keen interest and enthusiasm for evolutions to bring the ship to a high standard of fighting efficiency. The progress made was certainly evident, so that when the ship joined the First Escort Squadron, she was, in fact, ready in all respects to participate in all squadron activities.

Before returning to Halifax, the *Iroquois*, in company with the *Algonquin* and *Nootka*, paid a courtesy visit to New London, Conn., for four days. The numerous facilities of the naval base were extended to all officers and men of the squadron, and the Canadians were made most welcome by their American hosts.

The ship's activities ebbed somewhat during December and January. Repairs had to be carried out to both shafts and the ship spent most of her time on the Dartmouth slip. It did not however, diminish the good spirit of her crew and inter-squadron sports were quickly organized, the hockey team and its manager deserving special mention.

On February 12, the *Iroquois* left Halifax with its cold weather and snow storms and steamed again to Bermuda for a climate more appropriate for

exercises. Before starting WINTEX exercises with the remainder of the Task Group, however, it was necessary for the *Iroquois* to recover her elegance. She badly needed some make-up and "Operation Paint Ship" was ordered. Enthusiasm and pride prevailed, so that the operation was completed in a short time. Although adverse weather was the cause of many delays to departures and amendments to the plans, the gunnery shoots and anti-submarine exercises proved to be a success.

Regattas were held on March 4, with the *Iroquois* supply division and open whaler crew coming first. In overall results, the *Iroquois* placed second to the *Nootka* for the fleet championship.

The ship returned to Halifax March 8. —J.P.

HMS Gunnery School

January 1959 brought something new to "Cannonball College". Commencing that month, twice-monthly guided missiles familiarization courses were instituted for officers and senior men of all branches of the Navy's Atlantic Command. These courses, of five days' duration, impart a general interest knowledge of missile theory and existing and proposed naval guided missiles. They are intended to stimulate thinking in modern methods of warfare.

Dogs Owe Lives to Helicopter

Man's best friend is the dog and there are a couple of Dartmouth, N.S., dogs which will tell you (if they have recovered their speech after an immersion in the icy waters of a Dartmouth lake) that the dog's best friend is the sailor.

The dog chums—a boxer and a German shepherd—went sliding on the early April ice of Lake MicMac and broke through. Someone put through a call to Shearwater and a machine from Helicopter Utility Squadron 21, with pilots Lt. John D. Clarkson and Lt. Robin A. Watt, and AB Pete Staley on board, came to the rescue.

AB Staley, clad in a waterproof suit, was lowered into the water, scooped up the two dogs and was hauled back into the helicopter.

The chilled and exhausted dogs were taken to the Dartmouth Veterinarian Hospital to rest up from their experience.

The courses are conducted in the Guided Missiles Section by Lt. (G) Tony Scott, CPO Tom Burry and PO Roger Campbell, all of whom have received training in this subject. The section, established in 1957, has progressed considerably and includes a model and display room.

The school is gradually making the transition from the old to the new naval organization. Gunnery tradesmen are being qualified as either QR or RC in preparation for the new trades titles of "weaponman" and "firecontrolman". The bookwriting section, (Instr. Lt.-Cdr. John Williams and Inst. Lt. Stuart Morse) is hard at work on the manuals for these new trades.

Osborne Head Gunnery Range continues to thrive and has squirted many "bullets" already this year. Among personnel trained in practical operation and firing of equipment since the new year have been members of JOTLC (Q), ninth of GR 3's, and gunnery teams from HMC Ships *Iroquois*, *Huron*, *Gatineau* and *Outremont*. Lt. Phil Bisell arrived from sea in January to assume duties as officer-in-charge of the range.

The introduction of the new FN(C1) rifle this year posed a few problems for CPO Bill Roberts and his parade training staff in the North Drill Shed. Daily divisions now sees the guard paraded with these weapons at the "shoulder". So far, no guard officer has attempted to "slope arms"!

The new rifle will also be used by the Royal Guards and armed battalion parading this summer for the presentation of a new Colour by Her Majesty the Queen. McNab rifle range is also teaching the new weapon in the small arms and musketry courses. Men may qualify as marksmen with this rifle in the same manner as with the old Number 4.

HMCS *Algonquin*

On January 15 the *Algonquin* and other ships sailed from Halifax for the warmer climes of Bermuda to carry out a three-phase program.

The first phase stressed individual ship exercises and every conceivable drill was run through. The zeal of the gunners was rewarded with the complete destruction of one drone and two

sleeve targets, while the sonar teams ran up a record high of pinging hours on a live target.

CPO Reg Winters organized two rifle shoots against the United States Marines stationed at Bermuda, with *Algonquin* nimrods going down to defeat by a narrow margin. On the playing fields, the ship took a soccer win from the *Nootka* and from Somerset High School and, at softball, a win was taken from the *Buckingham*, a loss from the *Nootka*.

Phase two called for good weather and the *Algonquin* proceeded to St. Thomas, Virgin Islands, to paint ship and later to San Juan, Puerto Rico, for recreation. The former provided ideal painting and tanning (some burning) conditions with a fine beach for swimming and a ship's company picnic. At an impromptu boxing and wrestling card staged by a USN submarine tender AB George Moss boxed smartly to a first round TKO over his opponent and AB Fernand St. Laurent pinned his man within two minutes.

During a four-day stop at San Juan the ship's company attended a tea dance given by Her Worship the Mayor and a USO dance on the USN base. Secured alongside the same jetty as the *Algonquin* was the Spanish naval training schooner *Juan Sebastian de Elcano*, which gave an insight into the old days as the *Elcano* duty watch did nightly exercises in the rigging.

Back in Bermuda for phase three, multi-ship exercises were in vogue, culminating in a day of ABCD drills complete with two simulated nuclear explosions. *Algonquin* took part in the Force regatta and softball tournament and, while not carrying off the laurels, nonetheless acquitted herself well.

The *Algonquin* returned to Halifax March 8 with her company fighting fit and ready for a busy round of fleet exercises.

PACIFIC COMMAND

HMCS *Jonquiere*

The *Jonquiere* left Esquimalt bright and early on the first Monday in March for a three-week cruise in British Columbia waters. For the third time this year she was off to the land of rocks, Christmas trees, and snow. The first part of the cruise took her into the inlets and sounds on the west coast of Vancouver Island. Next she crossed

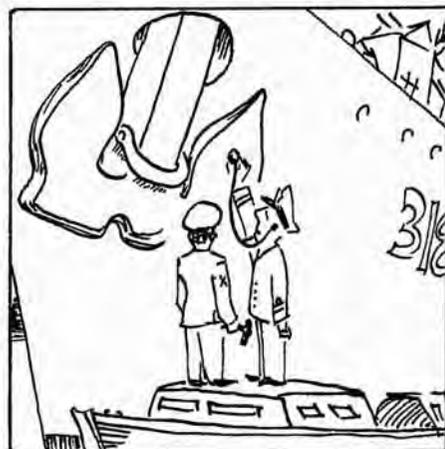


Queen Charlotte Sound to Safety Cove, and later proceeded up Surf and Rivers Inlets. The fishing was most disappointing, the fish having apparently gone south for the winter. The *Jonquiere* continued north to Prince Rupert, where everyone was hospitably entertained.

After Prince Rupert she called at Port Simpson, a little Indian village, where the ship's team played and was beaten by the local basketball team.

Proceeding to Stewart, B.C., via the Portland Canal, the ship experienced a strange mishap off Wales Island where she anchored one day. On weighing, only a few feet of the anchor shank were recovered; the flukes and the rest of the shank were gone. What caused the anchor to part is still a mystery.

The engineroom department had a theory the anchor might have expired from metal fatigue. So as soon as the ship arrived in Stewart, shipwright CPO William Raines and the engineer officer went round with stethoscope and small hammer testing the port anchor to see if it, too, might be fatigued. Fortunately, it was quite sound.



The cruise ended with a few days in the Queen Charlotte Islands, and then the *Jonquiere* returned to Esquimalt.

Shortly after the New Year it was discovered that there exists in the



Six RCN (R) officers from VC 922, HMCS Malahat, Victoria naval division, carried out a concentrated, two-week CS2F conversion course with VU 32 at HMCS Shearwater on the East Coast early in November. Another Malahat group "converted" in July. Left to right are Sub-Lt. A. L. Morgan, Lt. D. J. Slader, Lt. S. A. Burns, Lt. B. J. Marett, Lt. G. C. Foster and Lt. R. Love. (DNS-22079)

Queen Charlotte Islands a species of small, black bear, known to the zoological profession as *Euarctos Americana Carlotta*. The ship's frequent visits to those islands inspired a design for an emblem to be used by ships of Division 42 of the Fourth Escort Squadron. The emblem, a black bear rampant on a white field, was produced as a flag. During the March cruise it was flown at the masthead on entering the northern harbours to herald the return to these familiar places.—B.H.

NAVAL DIVISIONS

HMCS Malahat

Early April was inspection time for HMCS *Malahat*, Victoria's naval division. The division was visited by Cdr. H. R. Back, commanding officer of HMCS *Patriot* and training commander to the Commanding Officer Naval Divisions. With him were Lt. J. M. Reid, Staff Officer (Records) to COND, and Lt.-Cdr. Adrian Phillips, Staff Officer (Engineering) to COND.

On April 13, *Malahat* was visited by Captain A. F. Pickard, Chief of Staff to the Commanding Officer Naval Divisions, from Hamilton. With him were Lt.-Cdr. (S) C. E. Chapple, deputy command supply officer for COND. Captain Pickard was inspecting officer at ceremonial divisions held by personnel of *Malahat* in the Army, Navy & Air Force Association building, Wharf Street.

HMCS Unicorn

Some 200 members of HMCS *Unicorn* and University Naval Training Division cadets paraded to see Petty Officer Lester Smith presented with the coveted Proficiency Trophy at the Saskatoon naval divisions' annual award night March 23.

PO Smith was presented his trophy by Captain O. K. McClocklin, RCN(R) (Ret.), who originated the award when he commanded *Unicorn*. The award was for general excellence through the past year.

Other awards presented included the Rowney Trophy for small-bore rifle competition to Wren Martha Neudorf; best new seaman entry to Ord. Sea. D. McLean; best new wren entry to Ord. Wren Jennifer Fusedale. A new award instigated by Lt.-Cdr. C. L. McLeod, commanding officer, for the highest achievement during the year, went to Ldg. Wren G. Hellstrom.

General attendance prizes went to CPO Lloyd Reid, PO Nicholas Kryway, Ldg. Sea. George Humphries, Ldg. Sea. Frederick Morrison, Ord. Sea. Graham

Agent, Ord. Sea. Glen Roszell and Ord. Wren Jennifer Fusedale.

In awards to the UNTD officer cadets, Cadet Marshall Pollock was outstanding cadet for the graduating year; Cadet Julian Michayluk outstanding cadet for the third year; Cadet Duncan MacRae, best cadet in the second year, and Cadet Keith Johnson best first-year cadet.

A special award was presented to Cadet Sheldon Scholtz, training under the Regular Officers Training Plan for the permanent force.

The award night was highlighted by a competition in the rigging of a large whaler and a sailing dinghy.

The chief petty officer and a crew of petty officers, proving proficiency over beauty, defeated a crew of Wrens on the dinghy while a new entry seaman crew showed the efforts of their early training in a win on the whaler.

HMCS Prevost

The London naval division was the scene of much activity this past winter. It saw the appointment of a new commanding officer and a new executive officer; it was honoured by the visit of the Lieutenant-Governor of Ontario; the ship raised a sizeable sum of money in aid of the Springhill Disaster Benefit Fund; and finally, yet of the foremost importance, the winter's training progressed at a satisfactory rate.

Cdr. E. G. Gilbride, after serving as the commanding officer of *Prevost* for over six years, left because of the pressure of business. At a colourful ceremony on December 2, Cdr. Gilbride officially turned over his command to his successor Captain (S) G. A. MacLachlan. After inspecting the ship's company, Cdr. Gilbride was presented with



Down the hatch: Wren Roslyne M. Fawcett clammers down the forward hatch into the British submarine Alderney, during a familiarization tour made by wrens training in seaward defence duties at Halifax (HS-55886)

a sword and scroll in recognition of his services. He then took the salute at a march past the ship's company. The following Saturday, the wardroom held a successful "dining-in-the-mess" in Cdr. Gilbride's honour. Commodore Finch-Noyes Commanding Officer, Naval Division and Captain (S) Pickard Chief of Staff to COND were among the special guests.

Prevost suffered another loss when, two months later, Lt. R. J. Ball, the executive officer, likewise had to leave as the result of a business transfer. Cdr. Gilbride and Lt. Ball did a great deal to make possible the building of the new *Prevost* and both had guided successfully its initial progress.

Captain (S) MacLachlan, the new commanding officer, has been associated with *Prevost* for many years. He first joined *Prevost* in 1940 as an acting sub-lieutenant and was on active service in the RCNVR for five and a half years during the war. In 1944 and 1945 he was deputy secretary to the Naval Board. At the end of the war, he went on the retired list, but joined the active reserve in 1955.

Lt.-Cdr. G. J. Brighton has been appointed the new executive officer. He joined *Prevost* in 1940 and spent six years in the RCNVR. He transferred to the RCN (Reserve) when it was formed in 1946 and was the executive officer at *Prevost* from 1946-1950. From 1952-1959 Lt.-Cdr. Brighton was in the regular force and for the last four years has been the RCN recruiting officer at *Prevost*. He returned to the RCN(R) this spring. Sub-Lt. R. G. Logan has been appointed to fill the new position of first lieutenant.

His Honour the Lieutenant-Governor of Ontario, J. Keiller MacKay, and Mrs. MacKay were the guests of honour at a ball sponsored by the wardroom on February 9. The ball, in aid of the National Ballet of Canada, was a sparkling success and was attended by more than 300 couples. During the intermission, the officers and their ladies were presented to the Lieutenant-Governor and Mrs. MacKay. From a monetary point of view, the ball was also a huge success; over \$7,000 was raised for the ballet fund.

The ship's company sponsored a dance at the time of the Springhill coal mine disaster last November and \$1,400 was raised for the Springhill Disaster Relief Fund.

Training progressed at a steady rate all through the winter. Emphasis on the recruiting and training of men for the communications branch.—R.G.T.

THE BULLETIN BOARD

Attention Drawn To JM Course

Attention has been drawn to the opportunity that exists for young sailors who lack the proper educational qualifications but are otherwise suitable, to advance to officer candidate status by means of the RCN's junior matriculation course. The next course begins at *Naden* in January 1960.

Applicants must be recommended by the captain, be under 24 years of age on January 1 of the year of the course, be medically fit for the executive branch, and must be recommended by the Command Education Officer on the basis of interview and scores obtained in achievements tests as capable of passing the junior matriculation course in seven months. They must also be recommended by the personnel selection officer on the basis of an interview and scores obtained in intelligence and aptitude tests.

The minimum academic requirement for admission is civilian credit one year below junior matriculation or lower, if the candidate has passed the Canadian Intermediate Educational Tests in mathematics and physics.

Candidates will be selected by a selection board in Naval Headquarters, Ottawa. On successful completion of the junior matriculation course, the candidate is qualified for appearance before a fleet selection board for the next College Training Plan or *Venture* course commencing in September.

Candidates who need CIET subjects to qualify them have been advised to obtain their educational qualifications before November 15 to allow time for selection for the junior matriculation course.

\$250 Prize in Essay Contest

The RCAF Staff College *Journal* essay contest for 1959 offers an award of \$250 to the member or former member of the Canadian Armed Forces or Civil Service who submits the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military matters.

In addition to the prize money, the writer of the winning essay will be paid at the rate of three cents a word

on publication. All entries will be considered for publication and those selected will be paid for at the same basic rate.

The essays may deal with any military subject (strategy, operations, training, logistics, personnel administration, technical, research, production, etc.) but must not contain classified information.

Deadline for receipt of manuscripts is June 30. Entries must be addressed to The Editor, RCAF Staff College *Journal*, Armour Heights, Toronto, 12, Ontario.

The board of directors of the *Journal* will appoint the judges, whose decision will be final. If no essay meets the standard of excellence set by the judges, no award will be made.

Last year's contest was won by Flight Lt. C. L. Rippon, legal officer with 1 Air Division at Metz. His subject was "Jurisdiction in Space".

Maritime Museum Seeking Director

A director is being sought for the Maritime Museum of Canada, Halifax, according to Cdr. P. G. Chance, secretary.

The Museum is looking for someone with a wide knowledge of maritime history and with experience as a sailor, professional or amateur. The salary offered is \$6,000 a year.

Applications are being received by The Secretary, The Maritime Museum of Canada, The Citadel, Halifax, N.S.

RESEARCH VITAL TO NAVY

THE VITAL importance of scientific research in enabling the Royal Canadian Navy to fulfil its anti-submarine role was underlined by Major-General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, guest of honour at the commissioning of HMCS *Gatineau* at Halifax on February 17.

"On behalf of the many citizens of Nova Scotia who are interested in the Royal Canadian Navy I would like to say that we are delighted that our new destroyer, HMCS *Gatineau*, is to become part of the RCN fleet based on the port of Halifax," Major-General Plow said.

MESS RECORDS LOST IN STADACONA FIRE

Chief and petty officers of the Atlantic Command are making a nationwide appeal for assistance in restoring records lost in the fire that destroyed their mess at *Stadacona* on February 27.

Among the records lost was an illuminated scroll listing the names of about 100 life members of the mess. About 40 of those whose names are given on the scroll live in the Halifax area, but the other 60 or so are scattered across Canada.

It is hoped that life members will forward to the mess president at *Stadacona* their dates of enrolment and membership numbers.

"This is a Canadian ship, and recognized by all experts as one of the finest of her type built in any country in the world.

"As you all know this particular class of warship was developed in Canada by Canadian planners and naval constructors in the Department of National Defence—an achievement of which we, as Canadians, should be very proud. In every way they are wonderful ships.

"Incorporated in this new destroyer we have a tremendous number of improvements in various types of equipment. It is most interesting to know that these modern advances are due, in large measure, to the excellent work that has been carried out in the Naval Research Establishment in Dartmouth. Today research is the keynote of scientific progress.

"The role of the Royal Canadian Navy within the frame-work of the North Atlantic Treaty Organization is anti-submarine operations. This role can only be properly fulfilled if we have warships which embody the best in design and equipment. In HMCS *Gatineau* we have the very latest and best.

"I am confident that the ship will uphold the great traditions of the Royal Canadian Navy and will be a source of pride to all Canadians who have had a part in her creation. May I wish all who serve in her now and in the future all the best of good fortune."

THE VANISHED AGE OF TALL SHIPS

FOR THE SAILOR who hankers for the days of wind-driven ships and the landlubber who warms to yarns of stately masts and billowing sails, "The Call of High Canvas" by A. A. Hurst is a must.

Within the pages of this book, in words possessing the rich texture of a fine oil painting, the author portrays the spirit and heart of the almost vanished age of sail. The book is both a lament and a tribute to the ships of recent times which spread their sails to the winds and the hardy sailors who swarmed aloft in fair weather and foul.

Indeed, Mr. Hurst is quick to define the word "sailor". In his estimation, the men of modern days, who go to sea in the steamy atmosphere of machinery propulsion, are not sailors, but seamen. Men of the sea they may be, but the swift clippers and powerful windjammers knew the sailors' breed and that race of professionals—nearly non-existent now—is only found in the few sailing training ships run by European countries or in the disappearing fore-and-aft schooners.

A veteran of the famous grain races held during the years between the two world wars, the author captures the sea's many moods and sets them down on paper. He also records, with philosophical insight, the true spirit of the officers and men who devoted their lives to sail and the management of those splendid ships. He gets behind the squalor and roughness of the foc'sle, shows the character of the men who dwelt there and with humour or passion describes their associations with mates and masters.

The reader may find mild frustration in the author's deliberate refusal to name the ships in which he describes actual experiences, while on the other hand he chronicles "as afar" the performances of such ocean queens as the *Pamir*, *Herzogin Cecilie*, *Archibald Russell* and *Parma*. But this frustration is swept away in his vivid accounts of wild gales with desperate men fighting for their ship and their lives as they claw the demonic canvas high above the angry waves. Then, in gentler mood, you live with him through tropic calms or race with exhilarating speed through the Roaring Forties.

Always you are aware of the ship as a live being beneath the sailors' feet while main courses and royals arch

BOOKS for the SAILOR

white to the winds power. The force of his descriptive prose awoke a memory in this reviewer who once (and only once), as an apprentice in a merchant ship, steaming up the English Channel, black smoke belching, had the experience of witnessing a four-masted barque, inbound for Falmouth with all sails braced to a strong quartering wind, overtake and pass his freighter . . . a magnificent sight.

Matching the text, Mr. Hurst has illustrated his book with a selection of excellent photographs of ships and a sailor's life below and aloft. For the landlubber, or today's seaman who may know little of those hardier times, he has included, at the back of the book, a glossary of sailors' terms and the sail plan of a four-masted barque.

The author provides variety in his menu and his chapters are not all devoted to square-rig sailing. There is an amusing sequence relating an abortive voyage in a large sailing yacht and in another place he describes his adventures and misadventures aboard a four-masted schooner. In one hilarious passage he takes the reader aboard a steam ferry plying the Irish Sea in a gale with a full load of passengers suffering, acutely, the ravages of sea sickness.

But it is to the great square riggers that A. A. Hurst turns his heart and his pen. Though his cry that this is the life in which the young mariner can really grasp the elements of seamanship will probably go unheeded in the whine of modern turbines or the silent science of nuclear propulsion, his book is stimulating reading for all seamen or lovers of the sea.—C.T.

THE CALL OF HIGH CANVAS by A. A. Hurst, 272 pages including 52 photographs, glossary of terms and sail plan of four-masted barque, British Book Service (Canada) Ltd., \$6.50.



We don't know what the joke was, but something about the big bombardon (bass) of the Naden band must have tickled the humour of Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, during his March 3 inspection of the band in HMC Dockyard, Esquimalt. And obviously trying—in true service manner—not to laugh, is PO Herbert Bootsman, of the Naden band. Rear-Admiral Spencer made a four-day tour of the Pacific Command, which ended with his participation in commissioning ceremonies of the new destroyer-escort Kootenay. (E-48929)

THE NAVY PLAYS

Beacon Hill First In Fiji Regatta

The voices of Canadian sailors echoed around the harbour of Suva, Fiji, as straining competitors sought to win the regatta for their ship. It was the Cadet Training Squadron regatta held on March 26. Many of the local residents enjoyed the spectacle as the Fourth Escort Squadron went all out in the whaler pulling competitions.

The *Beacon Hill* again showed her prowess by winning six of the 11 pulling events and three of the four sailing events to win the regatta with 66 points. The *Sussexvale* was a close second with 62 points and the *Ste. Therese* and *Antigonish* followed with 46 points and 44 points respectively.

In the squadron tug-o'-war, the *Ste. Therese* won over the other three ships.

Among the other highlights of the squadron's cruise to the South Pacific was the Navy vs. Suva Wanderers cricket match in which the Navy lost by a small margin to a superior local crew.

RCN Competes in Bermuda Rugby

In its first start in the annual Bermuda Rugby Week competitions the RCN shut out Harvard University 3-0 in an exhibition game. In competition play, however, Bermuda won the finals, defeating the RCN team 8-3 in the international match.

This was the first time a team from the Canadian Navy had been entered in the 26 years of play. Seventeen rucker players from ships and establishments in the Atlantic Command sailed in the *Crescent* but missed the opening ceremonies on Easter Sunday due to bad weather.

Rugby week in Bermuda is held in the Easter period and draws teams from Bermuda, United States universities, and the West Indies. The program was intensified this year for Bermuda's 350th anniversary.

Team captain was Lt. R. H. Kirby, *Fort Erie*. Other team members included: Lt. R. J. Luke, *Sioux*; Lt. David Moilliet, Lt. M. D. Wilson, and Ldg. Sea. Ken Batchelor, all of *Cornwallis*; Sub-Lt. Charles Robinson, Sub-Lt. Bill Wallace and Sub-Lt. Steve Quale, of



Commodore D. W. Piers, Commandant of Royal Military College, drops the first puck to start the game between eager cadets from two colleges. With Commodore Piers on the ice is Lt.-Gen. Garrison H. Davidson, Superintendent at West Point. RMC defeated West Point 6-1. (CC-10791)

Shearwater; Sub-Lt. Edmund Verheyen, Royal Belgian Navy, *Stadacona*; and Midshipmen James E. Bell, John E. Newell, A. Bennett and Ed Sparking, *Stadacona*; Ldg. Sea. Alan J. Heywood, *Granby*; PO Vic Woolley, RO2 Barry Rowbotham, and ME1 Alan Stafford, all of the Sixth Submarine Squadron.

HQ Curling Season Ends

The late completion of the RCN Curling Club's rink in Ottawa made for a short curling season and the Luther and President Trophy events were played off by sectional round robins. Competing rinks were divided into three sections for each section.

Lt. E. Y. Porter's rink captured the President's Trophy and Captain (S) S. A. Clemens took the Luther Trophy.

During the final two weeks of the season the Morgan Trophy event was contested on a double knock-out draw. A rink under W. P. Kingston took the series and trophy from finalist Major J. A. Wiens.

Shannon Park Keen on Hockey

For the sixth consecutive year in Shannon Park, hockey has been an outstanding activity for boys from 9 to 16. This year the naval married quarters iced four pee wee, one bantam and one midget teams, with approximately 120 participating.

The Shannon Park Town Council Trophy was won by the Maple Leaf pee wee team, coached by CPO Robert Watson. An all-star team was chosen from the four pee wee teams to vie with the *Cornwallis* boys in the Atlantic Command playoffs for the G. B. Murphy trophy. The Leafs were not quite sharp enough for the boys from *Cornwallis*, and they went down to defeat in a 1-0 overtime game.

The bantam and midget teams, playing in the Dartmouth Minor League, also lost out in the finals. CPO Harry Swanson, president of the club, said that the boys played good hockey but, like the Boston Bruins in the NHL, they were not quite good enough.

On April 11, the season ended with a dinner in the Shannon school for the

120 boys, their coaches, club members and guests. The boys were addressed by the school principal, John W. Girdwood, secretary-treasurer of the team, and Chaplain (P) W. W. Levatte. Thus ended another good hockey season.

Plans are now being made for baseball, so the little leaguers have put away their skates and brought out their spikes.—Mrs. H.E.S.

Electricians Best .22 Shots

The final results of the interpart .22 competition at *Stadacona* reveal that Electrical "A" team led the competition with 3,689 points. The closest competitor, Shipwrights, gained 3,649 points.

As well as producing the winning team, the Electrical School also had another team, Electrical Officers, in the top four. A third Electrical Team, Sub-Lieutenants (L), placed well within the top half of the competing teams.

Stadacona Takes Basketball Title

The 1959 Tri-Service Basketball Championships held in *Cornwallis* saw a double knockout tournament between eight teams with *Stadacona* picking up the trophy after a hard fought final against *Shearwater*.

The *Cornwallis* team played four games during the tournament losing to *Shearwater* and *Shelburne* and gaining victories over *St. Croix* and *Coverdale*.

In the Tri-Service Hockey Championships also at *Cornwallis*, RCAF Green-



This is the rink which took top curling honours in 1959 to win the K. F. Adams Trophy, presented annually to the winning rink in the Hamilton Division of the Royal Canadian Navy Curling Club. Left to right: Ord. Cdr. William Onysko (skip), Mrs. Eileen Eldridge, wife of PO R. G. Eldridge; Lt.-Cdr. J. R. Burns, and PO R. M. Stevens. (COND-5080)

wood skated to the top with a well balanced team. In the final game they used finesse rather than brawn to defeat a rough, tough team from *Stadacona* 8-4. A *Cornwallis* representative team unable to get untracked in the first game also lost to Greenwood 8-4. In the consolation final *Cornwallis* defeated *Shearwater* 7-4.

In the inter-part league C&POs defeated all teams during league play but

in the finals ran into a roused-up team from the wardroom officers and, in a best of three playoff, lost out 2-1. In volleyball *Cornwallis* lacked some players but managed to earn the runner-up position in the Atlantic Command and tri-service championships.

Stadacona Rink Wins Top Trophy

Thirty rinks from eight RCN curling clubs competed for the top hardware in the third annual RCN Bonspiel held this year at the Dartmouth, N.S., Curling Club. The joint hosts were the *Shearwater* and *Stadacona* clubs and the program included a banquet at *Stadacona* and a reception and prize-giving at *Shearwater*.

The Canadian Westinghouse Trophy was won by Ord. Sub-Lt. K. J. Barkley's rink, *Stadacona*, 13-9, against CPO R. Sabourin of *Shearwater*. Sabourin took the Ross Trophy, while Lt.-Cdr. W. H. Frayn, skipping a *Shearwater* rink, captured the Association Prize and Lt. J. C. Persson from the Hamilton club, walked off with the President's Prize. The Canadian Westinghouse runners-up prize was taken by AB R. E. Argue's rink, from *Coverdale*.

The competitors were divided into five sections of six rinks each. Rinks in each section played a round robin and the section winners entered the play-offs for the prizes.

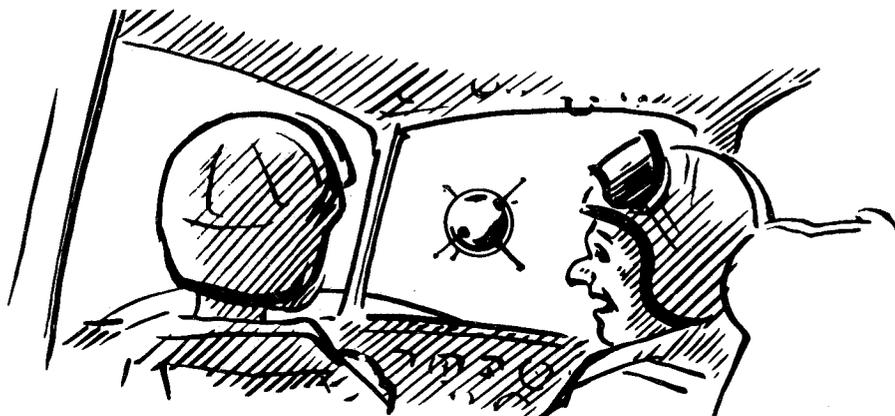


Leading Seamen of *Shearwater* presented an unsolicited cheque to the air station's bantam hockey league as a gesture of support. Ldg. Sea. G. B. (Spook) MacLeod, first vice-president of the Leading Seamen's Mess, turns the cheque over to Lt. (S) Eldon A. Darrach, president and manager of the bantam club. Tommy Malone, centre, represented the players at the presentation. (DNS-22611)

LOWER DECK PROMOTIONS

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

AMES, Robert K.P2MA3
 ANTHONY, Alan H.LSEM1
 ARNOLD, LilyA/WP2WP1
 AYLIFFE, Frederick C.C2EM4
 BAKER, William J.LSAA1
 BERNARD, Gilles J.LSAM2
 BLAKE, Robert A.P2VS2
 BOOTH, James E.LSEM1
 BORLAND, Ronald J.P1EM4
 BOS, JohanP1RA4
 BRASSARD, Louis F.LSAP2
 BRETT, Richard B.P1RT4
 BROOKS, Douglas J.P2RA3
 BROTZEL, Eugene C.LSEM1
 BROWNELL, Eugene D.LSEM1
 BRYCE, Graydon S.LSMA2
 BUCHANAN, Lawrence K.P1SH4
 BUIKEMA, WiertLSEM1
 BYERS, Neil J.LSAP2
 CAMPBELL, Cyprian C.P1ER4
 CAMPBELL, Douglas L.C2OT4
 CAMPBELL, John D.P2VS2
 CARE, Alfred J.C1EM4
 CURRAN, Benson C.P2RA3
 DARBISON, Robert R.LSEM1
 DAVIS, Laurence W.LSAP2
 DEKKER, Floyd T.C2EM4
 DENUKE, Carl E.P1EM4
 FEHR, EdwardLSAP2
 GABEL, William J.P1EM4
 GILLETTE, Cecil H.C2EM4
 GRANT, William G.P1RA4
 GREEN, John H.LSVS2



"I told you that altimeter was off"

HALL, Charles L.C2EM4
 HOLMES, Alfred T.P1ER4
 HUNTLEY, Robert H.LSNS2
 KANIS, PeterC2EM4
 KEATS, William E.LSMA2
 KEEN, Charles J.C1ER4
 KENNEDY, Robert E.LSAP2
 KERR, DennisLSAP2
 KLASSEN, David G.C2ER4
 LALONDE, Dorian E.LSEM1
 LAMPSHIRE, Gordon W.P1ER4
 LANE, William T.LSEM1
 LEMAY, John F.LSEM1
 LOGIE, Dale C.LSEM1
 LOWDEN, RonaldC2EM4
 MANEGRE, Ernest J.LSAM2
 MILLAR, David J.P2TA3
 MILLER, Edward D.LSEM2
 MILLER, Roy E.LSMA2
 MOORE, Stewart L.LSRA2

MUNROE, Gordon H.LSAP2
 MURRAY, Lloyd C.LSMA2
 McLEOD, Malcolm A.C1EM4
 McLEOD, Robert W.LSEM1
 McNEIL, Gregory J.LSEM1
 MacRAE, Stewart E.C2EM4
 MacVITTIE, Roy A.P1EM4
 NOWLE, AnthonyP1RT4
 OGGELSBY, Raymond R.LSCR1
 OUELLET, Albert J.LSPW1
 PARKER, Willard M.LSAP2
 PATTERSON, Corry W.LSMA2
 POSTLEWAITE, Robert D.LSEM1
 PROKOPOWICH, Alexandra M. LSMA2
 REDWOOD, Elwyn L.LSAO2
 REMY, James P.LSEM1
 SAUNDERS, Oliver M.LSEM1
 SHAFFNER, William R.LSAP2
 SHANNING, Robert E.LSMA2
 SHIRREFFS, Gary S.LSEM1
 SPENCER, Robert W.LSEM1
 STACEY, Grant K.LSAP2
 STEPHENS, Robert L.LSRT2
 STEVENS, Vernon L.P1SH4
 STEWART, Carl R.P1RA4
 STUART, James K.LSEM1
 STYLES, Harold J.LSMA1
 TAYLOR, Lyndon S.LSCV1
 TINLINE, Franklin A.C2EM4
 TOFIN, John P.C2EM4
 TRACEY, Darragh B.C2EM4
 TRAHAN, Donald L.LSEM1
 VALLIER, David H.LSSW2
 VIKSE, John E.LSRA2
 WAGNER, Jerome G.LSPW1
 WAGNER, John L.C2EM4
 WAKUNICK, GeraldP1EM4
 WANKE, Frank S.P1ER4
 WARD, Norman J.C2ER4
 WATSON, Frederick M.C2EM4
 WHITE, Russell E.C2OT4
 WHITEFIELD, William S.P2RN3
 WOOLFORD, Donald L.LSCR1
 ZELAZNY, Ronald M.LSEM1

RETIREMENTS

CPO ALEXANDER BORTHWICK STEVENSON, 42, CILR3, of Moose Jaw, Sask., joined March 12, 1934; served in *Naden, Skeena, HMS Excellent, Ottawa, Restigouche, Stadacona, Niobe, Chaudiere, Peregrine, Chippawa, Athabaskan, Sioux, Cornwallis*; awarded Long Service and Good Conduct Medal February 25, 1949; retired March 11, 1959.

CPO GEORGE FOWLES BOWDITCH, 42, CIT14, of Victoria, B.C., joined March 12, 1934; served in *Naden, Skeena, HMS Osprey, HMS Victory, Fraser, St. Laurent, Assiniboine, Stadacona, Ottawa, Drake, Niobe, Pictou, Avalon, Cornwallis, Peregrine, Ontario, Cedarwood, Beacon Hill, Antigonish, Sioux, Malahat*; awarded Long Service and Good Conduct Medal July 14, 1949; retired March 11, 1959.

CPO JAMES VICTOR DOVEY, 42, C2Q14, of Newcastle-on-Tyne, Durham, England; joined January 5, 1935; served in *Naden, Skeena, Fraser, St. Laurent, HMS Victory, Stadacona, DEMS Kina II, DEMS Liverpool, DEMS Rockabell, DEMS Europa, Prince David, Prince Robert, Niobe, Huron, Ugan-*

da, HMS Ferret, Ontario, Beacon Hill, Sioux, Tecumseh, Discovery; awarded Long Service and Good Conduct Medal January 24, 1950; retired March 23, 1959.

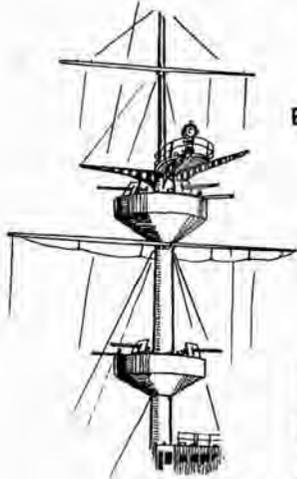
CPO ROY ALFRED JOHN HORNETT, 39, CIBT4, of Alsask, Sask., joined October 3, 1938; served in *Naden, Fraser, Stadacona, Saguenay, HMS Osprey, HMS Dominion, Niobe, Trillium, Cornwallis, Saguenay, St. Laurent, Avalon, Morden, Arnprior, HMS Ferret, Peregrine, Sans Peur, Nootka, La Hullose, Micmac, Labrador, Assiniboine*; awarded Long Service and Good Conduct Medal, May 7, 1954; retired March 7, 1959.

CPO THOMAS ALFRED HENRY DICKS, 48, CIQ14, of Ottawa, Ont., joined March 6, 1938; served in *Stadacona* (for duty at Montreal), Hamilton Naval Division, *Stadacona, Hamilton, Niobe, HMS Foxhound, Peregrine, Grou, J1608, Crusader, Naden, Micmac, Cayuga, Stadacona, (C6391), Nootka, Cornwallis, Loon*; was awarded Long Service and Good Conduct Medal December 1952; retired March 5, 1959.

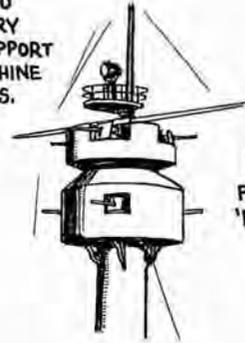
Naval Lore Corner

Number 70
FIGHTING MASTS

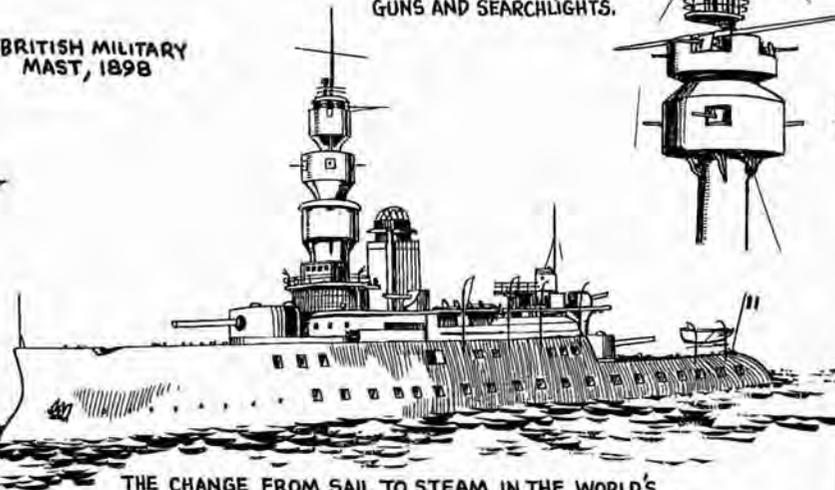
NAVAL MASTS FROM 1880 INTO THE 20TH CENTURY WERE DESIGNED TO SUPPORT 3 AND 6 POUNDERS, MACHINE GUNS AND SEARCHLIGHTS.



BRITISH MILITARY
MAST, 1898



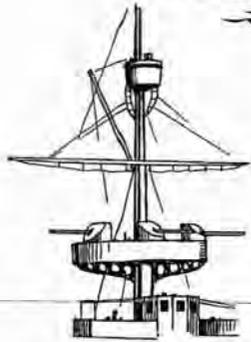
FRENCH CRUISER
'DUPUY de LOME'
(1890)



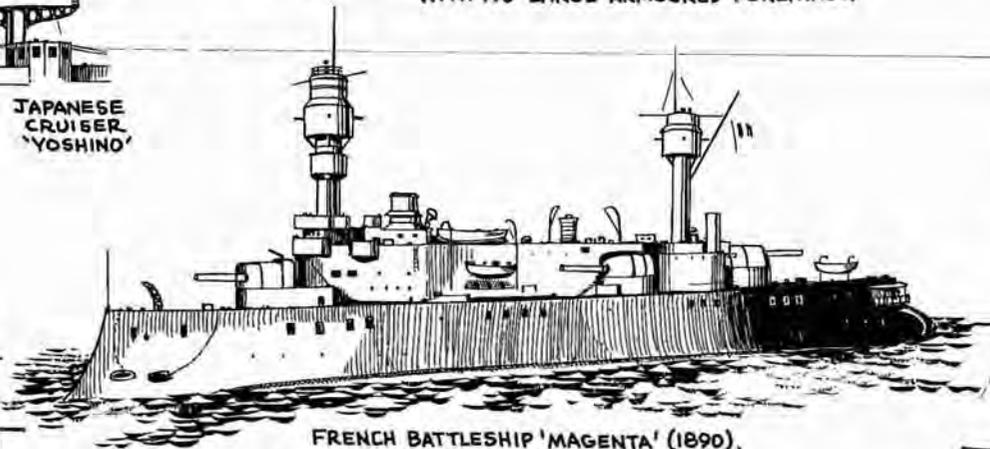
THE CHANGE FROM SAIL TO STEAM IN THE WORLD'S NAVIES REVOLUTIONIZED NAVAL CONSTRUCTION, YET, FOR MANY YEARS WARSHIPS 'IN CONCEPT' WERE JUST MODERNIZED VERSIONS OF THE OLD LINE-OF-BATTLESHIP. ONE SUCH HARD-DYING INSTITUTION WAS THE ARMORED 'MILITARY' MAST, FESTOONED WITH LIGHT GUNS DESIGNED TO RAKE AN ENEMY'S DECK...SUCH AS THE FIGHTING TOPS IN THE DAYS OF SAIL. THE FRENCH WERE IN THE FOREFRONT OF THIS FEATURE. ABOVE IS THE FRENCH BATTLESHIP 'AMIRAL TREHOUART' (1893) WITH ITS' LARGE ARMORED FOREMAST.



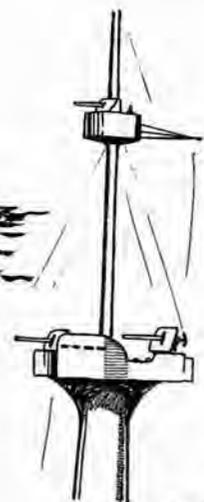
AUSTRIAN
CRUISER
'MARIA THERESA'



JAPANESE
CRUISER
'YOSHINO'



FRENCH BATTLESHIP 'MAGENTA' (1890), 10,900 TONS, WITH TWO HEAVY 'FIGHTING MASTS'. SPIRAL STAIRCASES AND AMMUNITION HOISTS RAN UP THE INSIDES TO THE TOPS. SHE WAS ARMED WITH FOUR 13.4 IN. 30 CAL. GUNS, SEVENTEEN 5.5 INCH GUNS, SIXTEEN 3 PDRS. (SOME OF WHICH WERE IN THE MASTS), AND FIVE 17.7 INCH TORPEDO TUBES. SPEED WAS 16 KNOTS.



AUSTRIAN BATTLESHIP
'WIEN'
(1895)



U.S. BATTLESHIP
'INDIANA'
(1893)

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