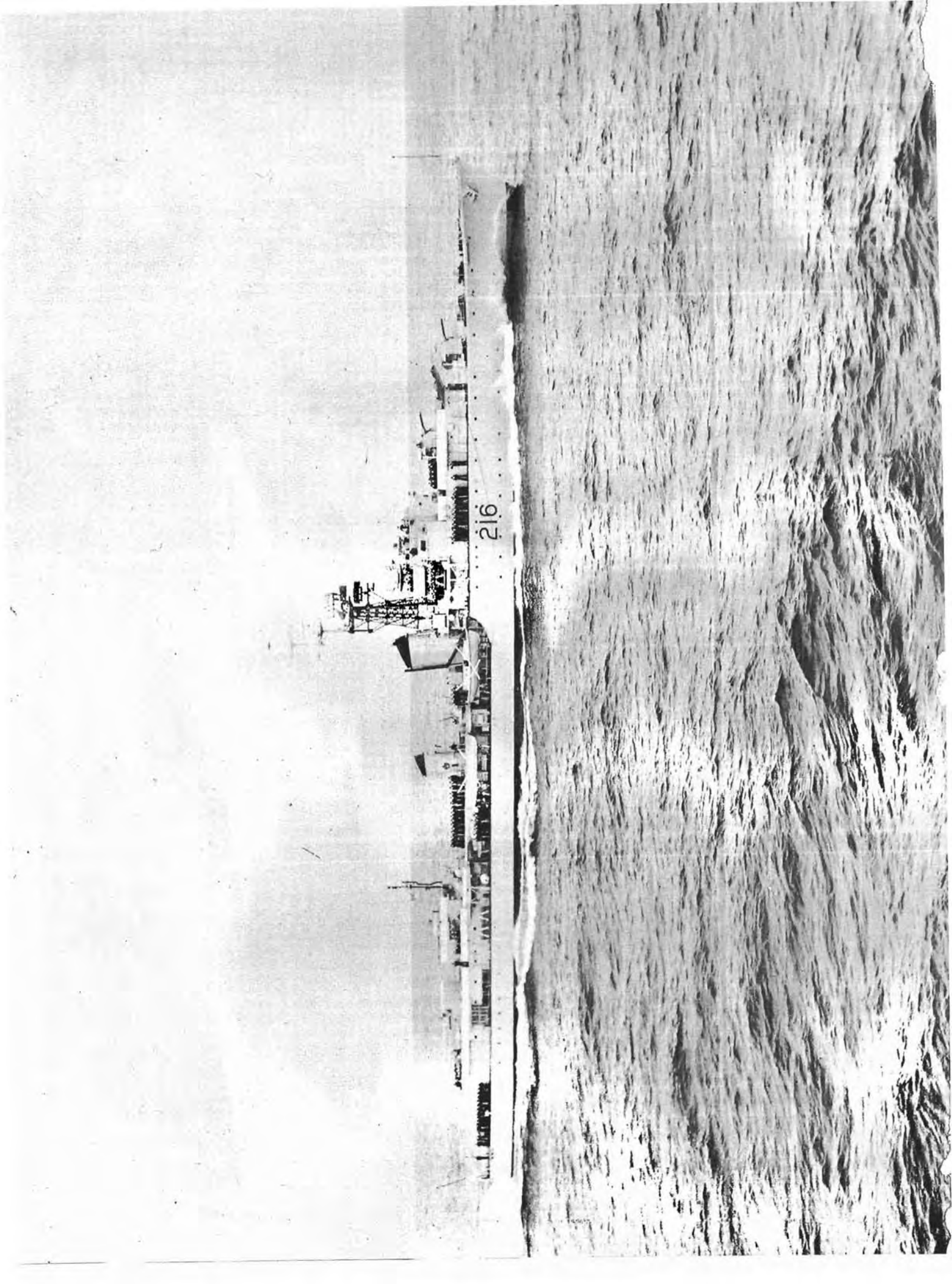


The CROWSNEST



Vol. 13 No. 6

April 1961



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THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL 1961

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LADY OF THE MONTH

The fine paint job the *Huron* is wearing (see opposite page) resulted from a co-operative effort that led the *Huron* to address a message to seven other RCN destroyer escorts and the mobile repair ship *Cape Scott*:

"This ship seems to be a floating example of co-operative effort—French bow, Japanese bottom, everybody else's paint, put on by everybody else's brushes, while everybody else was at sea."

The work was done at Ireland Island, Bermuda, and on completion the *Huron* steamed proudly past the *Bonaventure* and saluted Vice-Admiral H. G. DeWolf, RCN (Ret), who spent the winter in Bermuda. Admiral DeWolf commented:

"I have known this ship for a long time. I have never seen her look better."

(The references above to the French bow and Japanese bottom recall a collision during NATO exercises in the "Med" and a grounding during fog off Korea.) (BN-3916)

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The Cover—Henry van Dyke once said that the first day of spring isn't necessarily the first spring day. This is borne out by the scene on board HMCS *Nootka*, when she was hurrying back to Halifax from exercises off Nova Scotia with an injured sailor on March 21. (HS-64583)



RCN NEWS REVIEW

Six destroyer escorts of the Pacific Command—the Assiniboine, Margaree, St. Laurent, Skeena, Saguenay and Ottawa—returning from anti-submarine exercises in the Strait of Juan de Fuca and off Cape Flattery. (E-59896)

Algonquin Sails For Sierra Leone

The destroyer escort *Algonquin* sailed April 11 to visit Freetown, Sierra Leone, from April 22 to May 1, to take part in Sierra Leone's Independence Day ceremonies on April 27.

The *Algonquin*, under Captain Antony F. Pickard, was to represent the Royal Canadian Navy during the celebrations. The ship was to return to Halifax on May 12.

Cheque Presented To Sailors' Home

Vice-Admiral Harry G. DeWolf, RCN (Ret), former Chief of the Naval Staff, at a recent ceremony at the Bermuda Sailors' Home in Hamilton, Bermuda, presented a cheque for \$750 to John Plowman, chairman of the home. The gift was a gesture of appreciation from RCN ships using Bermuda waters for winter exercises.

At the same time Cdr. A. H. Rankin, commanding officer of HMCS *Cape Scott*, presented an engraved silver cigarette box to Mrs. Caleb Wells, wife of the superintendent of the Home.

New Entry School For Hochelaga

HMCS *D'Iberville*, the Royal Canadian Navy's basic training school in Quebec City, will be closed down and the school moved to existing accommodation in HMCS *Hochelaga*, RCN Fleet School in Ville LaSalle, Que., July 31.

D'Iberville was commissioned into the Navy in October 1952 as a training establishment for French-speaking new entries and since that time has been sharing the same building as HMCS *Montcalm*, Quebec City naval division. The school is commanded by Cdr. J. L. Neveu, of Ottawa, and is under the administration of the Senior Naval Officer, River St. Lawrence Area, with headquarters in Montreal.

The decision to move the basic training school from Quebec City to the Montreal area has been made for economic and administrative reasons. The present accommodation is no longer adequate for the school's needs and better facilities are available at *Hochelaga* for the training of French-speaking Canadians who are preparing for careers in the Navy.

A/S Exercise Off Nova Scotia

Ships and aircraft of the Canadian Maritime Command Atlantic, together with surface units and submarines of the United States Atlantic Fleet, took part in a large scale anti-submarine exercise off the southern coast of Nova Scotia in late March.

Rear-Admiral Kenneth L. Dyer, Maritime Commander, conducted the exercise from his headquarters in Halifax.

Canadian forces taking part included Argus maritime patrol aircraft from 404 and 405 Squadrons, Royal Canadian Air Force, stationed at Greenwood, N.S.; the aircraft carrier *Bonaventure*, with anti-submarine Tracker aircraft and heli-

copters embarked; the destroyer escorts *Chaudiere Terra Nova*, *Kootenay*, *Columbia*, *Haida*, *Nootka*, *Algonquin*, *Restigouche*, *Athabaskan* and *Sioux* and the frigates *Fort Erie*, *New Waterford*, *Inch Arran* and *Lanark*. HM Submarines *Aurochs* and *Auriga*, of the Halifax based Sixth Submarine Division and U.S. submarines from New London, Connecticut, simulated enemy forces.

'Best Man' Award Goes to Wren

It was a severe jolt to the men of HMCS *Malahat* when the annual award for the best all-round hand was presented. It went to a girl—Wren Pat Burch.

Wren Burch was presented with the award by Commodore Paul D. Taylor, Commanding Officer Naval Divisions, during his annual inspection of the Victoria naval division.

44 Sailors End U.S. Sub Course

For the first time in the 44-year history of the U.S. Navy Submarine School at Groton, Connecticut, a Canadian naval officer was speaker at a graduation exercise.

The speaker was Lt.-Cdr. E. G. Gigg, commanding officer-designate of HMCS *Grilse*, otherwise the USS *Burrfish*, which will be turned over to the RCN on May 11.

His listeners were the 152 members of the 222nd Enlisted Basic Submarine Class, who included 44 Canadian sailors, prospective crew members of the *Grilse*.

Captain Enders P. Huey, officer-in-charge of the Submarine School, presented engraved gold wrist watches to the two honourmen, PO John D. Girvin, RCN, and Electronics Technician Seaman Carl M. Brenden, USN. The diplomas were presented by Lt.-Cdr. Gigg, and the invocation and benediction were given by Lt.-Cdr. Henry T. Lavin, base Roman Catholic chaplain.

Lt.-Cdr. Gigg expressed his pleasure that the first full Canadian class to graduate from the USN Submarine School had undergone the same excellent and intensive training as their USN classmates.

Kootenay Helps Bereaved Families

Sailors of HMCS *Kootenay* turned \$500 over to the manager of the Royal Bank's main branch in Halifax for onward transmission to the Lockeport, N.S., relief fund for families of 17 fishermen lost at sea in gales that beset the Atlantic seaboard in March.

The Halifax-based destroyer escort faced the same gales during Exercise Beagle One and also spent 18 hours standing by the disabled fishing vessel *Musquaro* until she could be towed to haven.

With the first-hand experience of the fishermen's plight in mind, the sailors voted the unusually large sum at a welfare committee meeting on April 5. In addition to the money, the *Kootenay's* delegation presented Royal Bank manager A. W. Fowler in Halifax with a copy of the ship's badge to be included in the money as a reminder in Lockeport of the close link between the men of the RCN and the fisherman of that area.

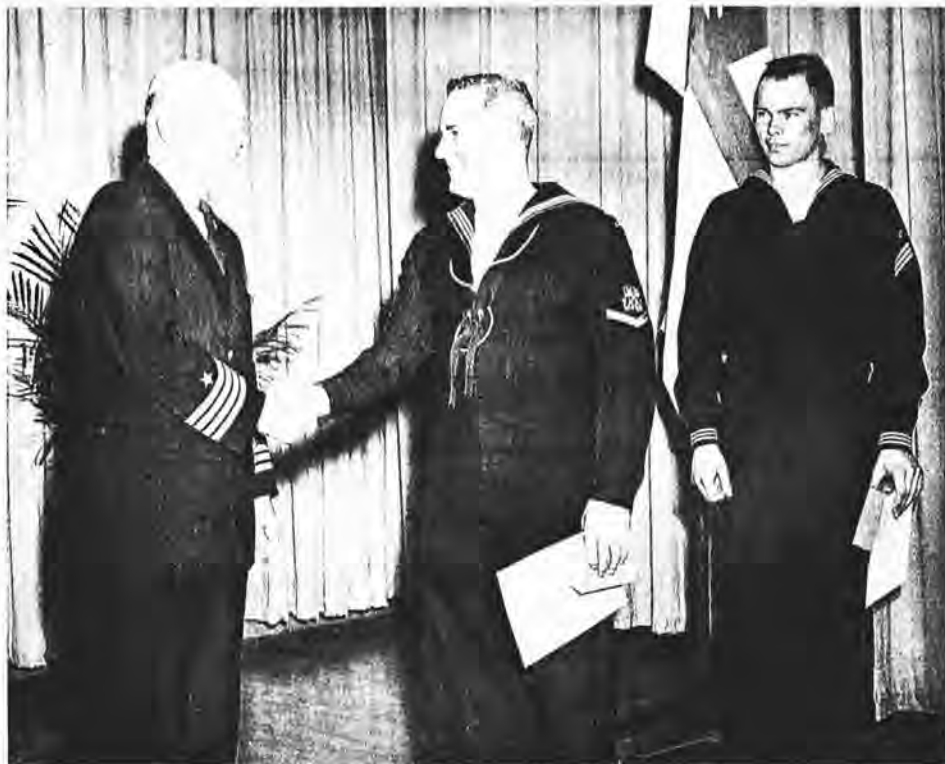
The money came from the ship's non-public funds, which accumulate through canteen profits, etc., on board. The normal complement of the *Kootenay* is 235 officers and men.

The delegation included AB William Whitten, PO Jack Chard and Cdr. Harry Shorten, commanding officer of the *Kootenay*.

RMC Cadets on Easter TV Show

Sixty-two officer cadets from Royal Military College, members of the RMC Glee Club, appeared in "Timmy's Easter Parade of Stars", seen and heard across Canada on Sunday, March 26, via television.

Colour television might have made their television debut in their scarlet tunics even more spectacular, but viewers were agreed that they looked smart and were in fine voice.



Honourmen of the 222nd Enlisted Basic Submarine Class at the U.S. Submarine School, Groton, Connecticut, are congratulated by Captain Enders P. Huey, officer-in-charge of the school. The top Canadian member of the class was PO John D. Girvin, centre, and the first among the USN members was Electronics Technician Seaman Carl M. Brenden. Each received an engraved gold wrist watch. (USN Photo)

Actually, for technical reasons, their songs had been taped earlier and what the audience saw was the members of the Glee Club silently forming the words.

The fact that they had to march across two revolving stages to get before their live audience offered a problem they had never met on the parade ground, but one which they immediately solved.

Ships Exercise Off California

Three St. Laurent class destroyer escorts of the Second Canadian Escort Squadron sailed from Esquimalt in early April for a month-long series of anti-submarine exercises in California waters.

The *Assiniboine*, *Skeena* and *Margaree* were to call at Long Beach and San Francisco during the exercise period. They were followed to California by HMCS *Cape Breton*, which was to combine maintenance support for the destroyer escorts with work-ups.

Minesweepers on West Coast Busy

The four minesweepers which form the Pacific Command's Second Canadian

Minesweeping Squadron held in late March another in a series of extensive minesweeping exercises planned for this year.

HMC Ships *Fortune*, *Miramichi*, *Cowichan* and *James Bay* left March 27 for exercises in waters adjacent to Esquimalt.

Working with them was the naval auxiliary vessel *Clifton*, carrying out mine recovery and minefield patrol duties. The exercise ended on the afternoon of March 30.

Society Recognizes Work in Arctic

The Massey Medal of the Royal Canadian Geographical Society was presented to Commodore O. C. S. Robertson, Naval Member of the Canadian Joint Staff, Washington, and commanding officer of HMCS *Niagara*, on February 20 at Government House, Ottawa, by His Excellency Major-General Georges P. Vanier.

It was the third occasion on which the Massey Medal had been awarded. The previous recipients were Superintendent H. A. Larsen, RCMP, in 1959, for his outstanding work in command of the *St. Roch*, which he sailed both ways through the Northwest Passage,

and Wing Cdr. K. A. Greenway, RCAF, in 1960, for his contributions to the science of aerial navigation at high latitudes.

In presenting the medal to Commodore Robertson, His Excellency, honorary patron of the Society, said:

"I should like to say how pleased I am to present the Massey Medal of the Royal Canadian Geographical Society. As an almost lifelong, but now happily returned, expatriate, I am eager to emulate the interest in geography of my predecessor who instituted this medal.

"I would like to add my congratulations to those already bestowed on its recipient, for his outstanding achievements in opening up the polar seas. I

am happy to learn from the citation that his spectacular work was carried out in close collaboration with our neighbour and ally to the south. What Commodore Robertson has done reflects the highest credit not only on himself but also on the Royal Canadian Navy and upon Canada."

The citation made particular reference to Commodore Robertson's two years of exploration in Arctic waters as commanding officer of HMCS *Labrador* in 1954 and 1955. On her first voyage, the *Labrador* became the first large ship to navigate the Northwest Passage. The ship's operations in 1955 were largely in support of the supplying of DEW line stations to be constructed in the Foxe Basin Area.

Since then Commodore Robertson has made a flight in the USN blimp ZTG2 to Ice Island T3, in August 1958, has taken part in an operation under the polar pack, in January 1960, in the U.S. submarine *Sargo* and has made a trip from east to west via the North Pole, in August and September 1960, in the nuclear submarine *Seadragon*.

As a result of his studies of Arctic problems and his voyages in the north, Commodore Robertson has become internationally known as an authority on Arctic navigation.

42 Years on Lower Deck

THE CANADIAN sailor's average length of service, which runs between 20 and 30 years, pales by comparison with a Royal Navy man now in his 42nd year of service. His story has been told in the RN newspaper, *Navy News*.

Not only has he 42 years of service, but he wears the Long Service and Good Conduct Medal and clasp, is probably the only serving sailor entitled to wear First World War medals, has had "superior" assessments continuously since 1923, is the only rating ever entitled to "fly" his own insignia at the masthead of his ship, probably holds the record for length of time serving in one ship—12 years, and once used a battle ensign as a pillow.

The man is Able Seaman George Parker, who joined the Royal Navy as a second class boy in 1918 and has been serving ever since. During the Second World War, when his ship, the cruiser HMS *York*, was sunk in the Battle of Crete, he was left on board to man AA guns still poking out of the water. He used a battle ensign for a pillow and it later found its way into a museum in England. He served 12 years in the frigate *St. Kitts*, during which time Admiral Mountbatten suggested to the captain that Parker's ship should have a distinguishing mark. A copper ball was made which was secured to the truck of the mainmast. When he was transferred to HMS *Camperdown* his distinguishing mark went along.

The three-badge AB, member of a species now extinct in the RCN, is due for retirement in November 1961. Since his last regular engagement expired in 1952 he has been serving on special engagements authorized by Admiralty. He leaves the navy much against his will.



General A. G. L. McNaughton, vice-president of the Royal Canadian Geographical Society, congratulates Commodore O.C.S. Robertson, RCN, on receiving the Society's Massey Medal from His Excellency Governor General Georges P. Vanier at Government House, February 20. Commodore Robertson received the Massey Medal "for his outstanding performance of duty and contributions to geographical knowledge of the Canadian Arctic while in command of HMCS *Labrador*." Looking on are, left to right, Major-General H. A. Young, president of the Royal Canadian Geographical Society, of Ottawa, Governor General and Mrs. Vanier and Vice-Admiral H. S. Rayner, Chief of the Naval Staff. (O-13478)

In this issue The Crowsnest presents the first of a new series of recollections of life in the Navy of former days. These are not annotated historical documents but vignettes from a long and distinguished naval career.

The author, Rear-Admiral Roger E. S. Bidwell, retired from the naval service in June 1958, at which

time he relinquished the appointment of Flag Officer Atlantic Coast he had held since November 1951.

He entered the Royal Naval College of Canada at Halifax in 1915 as an officer cadet. The present article deals with his experiences there; the sudden termination of his college career by the Halifax explosion of 1917 and his service on board the battleship HMS Canada.

RANDOM MEMORIES



HY DID YOU join the Navy, my boy?

There are many answers to that one, and they must have changed a lot over the years.

And yet fundamentally they never change. A life of service, of comradeship and of adventure will always retain its appeal.

When I joined the Canadian Navy there was no security; in fact the reverse was true. It was an infant service, the Royal Canadian Navy, with all the ills of infancy to a marked degree. It seemed that its chances of survival were slim; no prospects, no security, no marriage allowance, no pension—in fact lacking in everything that the prudent youth of today will seriously consider before choosing a profession. But in spite of all these drawbacks, and after many occasions of near extinction in its troubled youth, it presented itself on its 50th anniversary last year as a proud and thriving service.

In 1915, when I joined, the RCN was only five years old; it still consisted of the original two over-age cruisers, *Niobe* and *Rainbow*, and no serious plans had been made to increase the personnel—most were on a temporary and soon-to-expire loan from the Royal Navy—or to increase the number of the ships afloat. The Royal Naval College of Canada, founded on the soundest lines in 1910 by the late Cdr. E. A. Nixon, RN, (subsequently RCN) continued to function, though its number of cadets had steadily decreased, and a policy had been adopted of giving all the early sea-training to fledgling RCN officers under the auspices of the Royal Navy.

My term consisted of only five cadets. One of our number deserted after a year and joined the Army in the ranks. He was allowed to continue and, as a sergeant, was wounded in France. Two

others were seriously injured by the Halifax Explosion of 1917, and only two of us saw any considerable service, though one of them went to sea with us in 1918 and saw a few years of service before he had to be invalided; the other became an engineer officer before his retirement.

Nearly three years of busy and happy existence lay ahead of us, rather overshadowed by the constant fear that we would not graduate and get to sea in time for the War. This caused us to work at our studies much harder than we would have done otherwise and led to our graduation in December 1917, instead of after our normal three years. So, early in December, we were ready to start on the dreaded final exams; but we were not to know how things would really happen for us.

Those preceding years had been an exciting experience. The acquisition of new and exciting arts, such as navigation, marine engineering and seamanship, had made all the difference. The strict discipline under which our lives

were ordered had begun to make us feel that we really were a part of the Navy and to cause us to look forward with keen anticipation to our lives in the fighting service. Now, even before we went to sea, we were about to take part in a great war experience which we would all remember to the end of our days—the Halifax Explosion of December 1917.



UCH HAS been written of that eventful disaster, and I would only like to record my personal experiences, and that of my fellow cadets.

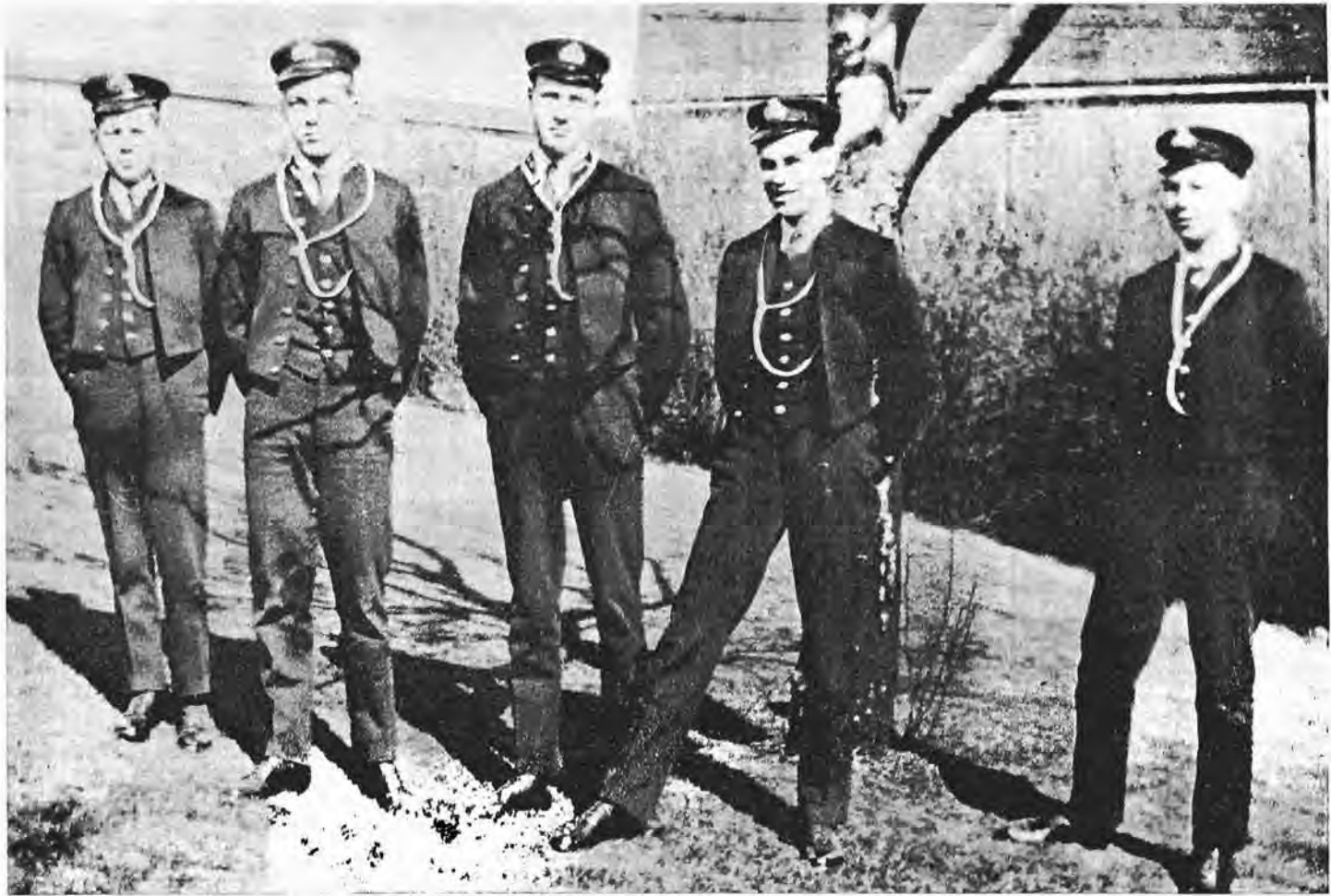
On that very morning of early December 1917 when we were about to commence our passing-out exams, a rumour was rife that a large ship was on fire in the harbour. In fact many of us, in our spare moments from brushing each others' uniforms and generally tidying up for divisions, were observing what we could of this interesting conflagration through the windows of the college.

Suddenly it happened. I only have a most confused memory of the ensuing minutes, though I realized at once that it was something to do with that burning ship. I was on the second floor of the building, and the building itself appeared to be collapsing. My one instinct was to get outside, and I struggled through a collapsed window frame and fell to the lawn outside, luckily landing in a flower bed.

It had been a beautiful spring-like day and yet it had become as dark as night. As I appeared on the scene, the first of the huge cloud of debris was commencing to rain down. I crawled clear of the tottering building and lay on the grass with my coat over my head.

The ship, the *Mont Blanc*, had exploded only about half a mile from





Officer cadets of the 6th term of the Royal Naval College of Canada, who commenced their studies in 1915. From left to right they are: K. A. Mackenzie, invalided shortly after the First World War, served again briefly in the early '20s and for most of the Second World War, retiring as a lieutenant-commander (E) in April 1945 and now living at 47 York Lane, Charlottetown, P.E.I.; A. H. L. Slipp, who defected in 1916 to the army, became a sergeant and was wounded—address not known; R. B. Brett, invalided in 1920 as a sub-lieutenant, recently known to be living at 55 Denmark Road, Gloucester, England; R. E. S. Bidwell, author of the accompanying memoirs, who was a rear-admiral and Flag Officer Atlantic Coast on his retirement in June 1958—now living in Halifax, and, at right, E. R. Mainguy, who was vice-admiral and Chief of the Naval Staff when he retired—now of Toronto. The picture was reproduced from a snapshot owned by Admiral Mainguy.

where we were. Our very proximity, added to the protection afforded by the stout dockyard wall, was all that saved our building from being demolished. After a while the lethal rain from aloft seemed to subside a trifle and I could make out flames spreading through the whole North end of Halifax.

At this time I noticed a cadet staggering out of the building who seemed badly hurt. In fact, his face and head were so badly cut that I could not recognize him. He obviously needed some attention, so I grabbed him by the arm and started to guide his footsteps up out of the dockyard, which seemed to be in a pretty good mess, and up towards Admiralty House, which at that time had been converted into a hospital and clinic for War Veterans.

I caught a glimpse of the old *Niobe* as I passed by. She seemed to have broken adrift from her alongside billet and was drifting up the harbour towards

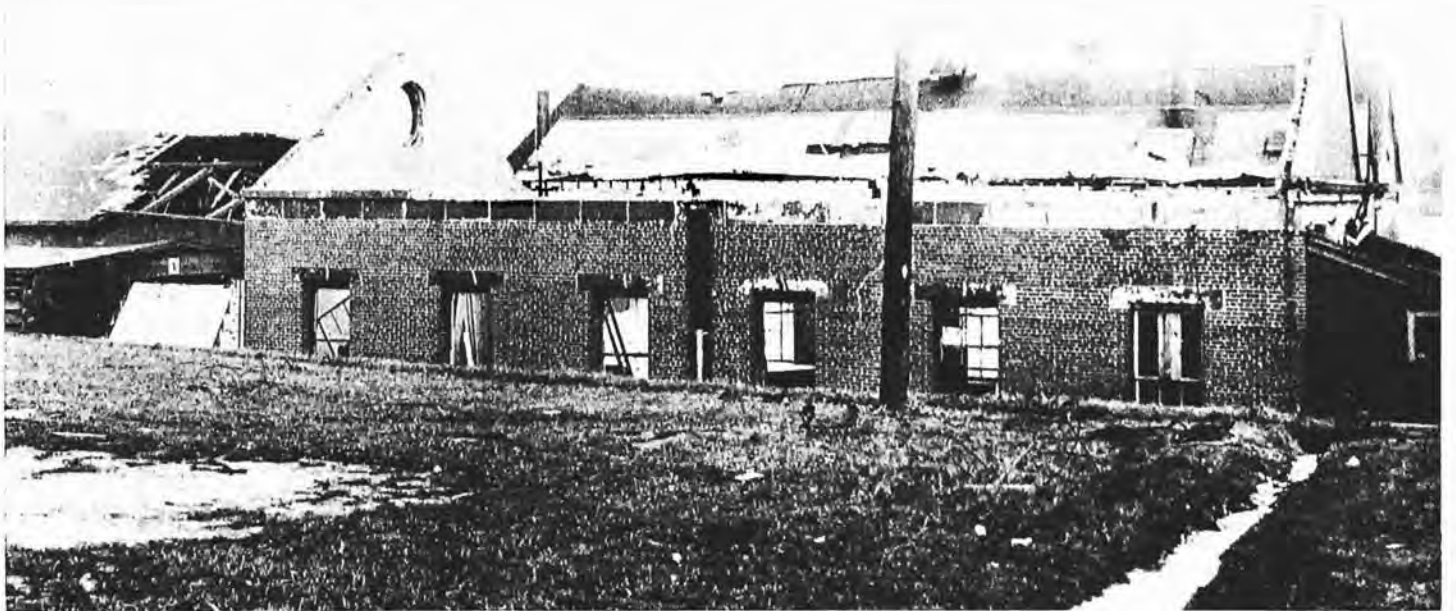
the Shipyards, minus about three of her four funnels.

On arrival at Admiralty House I found it to be on fire. Luckily an ambulance came by and I was able to stop it and persuade it to take my friend to the nearest hospital still standing. No writing of mine could hope to convey the scene of confusion that still prevailed on all sides as I made my way back to the college, and I nearly got involved in the panic rush to the south end of the city, which arose from reports that a second and much worse explosion was due at any moment owing to a fire which had broken out in the army magazine at Wellington Barracks.

To return for a moment to the facts of the case: The trouble had been caused by a Norwegian ship, SS *Imo*, awaiting convoy in Bedford Basin, which had apparently made an unauthorized move out of the harbour and collided in the Narrows with the in-

coming *Mont Blanc* with her deck cargo of benzine, in drums, probably leaky, and a main cargo in the hold of some 3,000 tons of TNT and other less stable explosives. A fire, set off by an upper deck galley, had ignited the benzine and eventually a conflagration had resulted which led to an explosion of much the same proportions as that of the first atomic bomb.

The uninjured cadets were mustered, were told to seek accommodation wherever they could and report their whereabouts. Most of us were taken in by Halifax friends in the South End, most of whose homes had broken windows and other damage, but had escaped the devastation in the north part of the city. Incidentally, there were some 2,000 people killed and over 3,000 casualties—many blinded or partially so by flying glass—and upwards of 20,000 rendered destitute and homeless by the time the count was taken.



The cadet workshop of the Royal Naval College of Canada—roofless after the great Halifax explosion of 1917. (CN-3319)



The YMCA canteen (far left) and victualling store in HMC Dockyard, Halifax, after the December 1917 explosion. The canteen was rebuilt, was used during the Second World War as a gunnery school and still stands. (CN-3321)

About ten days later transportation to elsewhere in Canada had once more been established and most of us were able to go home.

We never wrote our "passing-out" examinations! So it's an ill wind. . . .

The Grand Fleet, 1918

BY JANUARY of 1918, after some superficial examinations, we were granted the magnificent rank of Midshipman, and proudly sailed forth in a transport from Halifax to join the Grand Fleet. This ship, the *Justicia*, a large and commodious vessel, which was subsequently torpedoed, carried besides the three midshipmen RCN huge hordes of Chinese coolies, who had just been recruited (in Northern China) as a labour battalion to serve with the Allies in France.

Our ship carried the commodore of the convoy and we were pressed into service as assistant watchkeepers, a valuable experience in merchant ship procedure. The Chinese gave little trouble, as they were not allowed on deck. In fact, some of them apparently fancied they were still in the railway station at Halifax and could not understand the peculiar motion to which they were being subjected.

Our convoy avoided all excitements (luckily, as the actions of our passengers were quite unpredictable) and a fortnight later we were in London reporting to the Second Sea Lord's office.

"Here are three Canadian Midshipmen for the fleet; where will I send them?" enquired the veteran officer who received us.

"The Commander of the *Canada* was in here the other day and asked for some snotties who played rigger," replied another. "Any of you play rigger?"

We assured him that we did, and in a few days found ourselves in a troop train bound for Thurso, with our first appointments in our pockets.

We were appointed to HMS *Canada* (appropriately enough) and there we were destined to serve for over a year.

The *Canada* had been built for Chile and appropriated to the RN when half-finished at the outbreak of war. She had been built originally as a battle cruiser, changed half-way through into a battleship, and had the heaviest broadside of the Grand Fleet (10 14-inch guns), and a good turn of speed (24 knots). She subsequently became the spare fleet flagship, and after the war was returned to her original owners where she became the flagship and pride of the Chilean Navy under the name *Almirante Latorre*.

The gunroom of this mighty ship was also a slightly mixed bag. We had 12 Australians from the first and second years of their naval college, including John Collins, a subsequent Chief of Naval Staff of the RAN, Mid. E. R. Mainguy, the subsequent CNS of the Canadian Navy, three other midshipmen, who eventually became flag officers

(one of these won the VC in the Second World War) and a variety of others, including specimens of all types from Dartmouth and Public School entries to RNR and RNVR officers. It was all very friendly, and I fancy that, due in large part to our cosmopolitan mixture, we were one of the happiest gunrooms afloat.



LIFE IN THE Grand Fleet at that time was by no means a round of excitement and adventure. There was always a chance of another Jutland, and the fleet was ready for and sought action at every opportunity. Warlike patrols and sorties in force were carried out in the North Sea every week—they were known as PZ exercises—and the ships of this vast fleet, complete with seven or eight squadrons of battleships, including one American battle squadron, battle cruisers, cruisers, and many flotillas of destroyers, were daily trailing their coats off the German bases, hoping for some action.

We were at sea on the night of the Zeebrugge attack, and parts of the enemy fleet were sent to sea, but apart from some fleeting contacts with the battle cruisers, no general action took place and the German main units withdrew. That was our last chance of action in the early months of 1918.

After each return from sea, we coaled ship. In those days only our latest battleships burned oil; our own ship had



As a midshipman, Rear-Admiral R. E. S. Bidwell, RCN(Ret), doubled along the decks of this battleship, HMS *Canada*. Built for Chile, she was taken over by the Royal Navy during the First World War. She was returned to Chile after hostilities ended and, as the *Almirante Latorre*, remained in commission until the late '50s. The original photograph was given to Admiral Bidwell by Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff, who had received it from the Commander-in-Chief of the Chilean Navy when Admiral Tisdall called on him in Valparaiso in 1952. (CN-6179)

been modified to burn coal, and she burned plenty of it. Everyone coaled ship, the midshipmen worked and sweated with the ship's company, filling coal bags. It was highly competitive between ships, and we had a record of, I believe, 300 tons an hour to maintain.

But life composed of PZ exercises and coaling ship in apparently never ending succession was not quite the thrilling thing we had all expected; the fleet was based in the chilly and wind-swept haunts of the Orkneys, and there was nothing to do ashore. Everyone volunteered for anything which could mean a change—kite balloons, submarines; but nothing at all continued to happen.

Then most of the fleet was moved to Rosyth and rumour had it that a final showdown with the High Sea Fleet was imminent. But, alas, nothing happened again, and finally Armistice Day arrived on November 11, 1918, after a false start two days before—in celebration of which the gunroom had exhausted their entire month's wine bill—and the war was over.



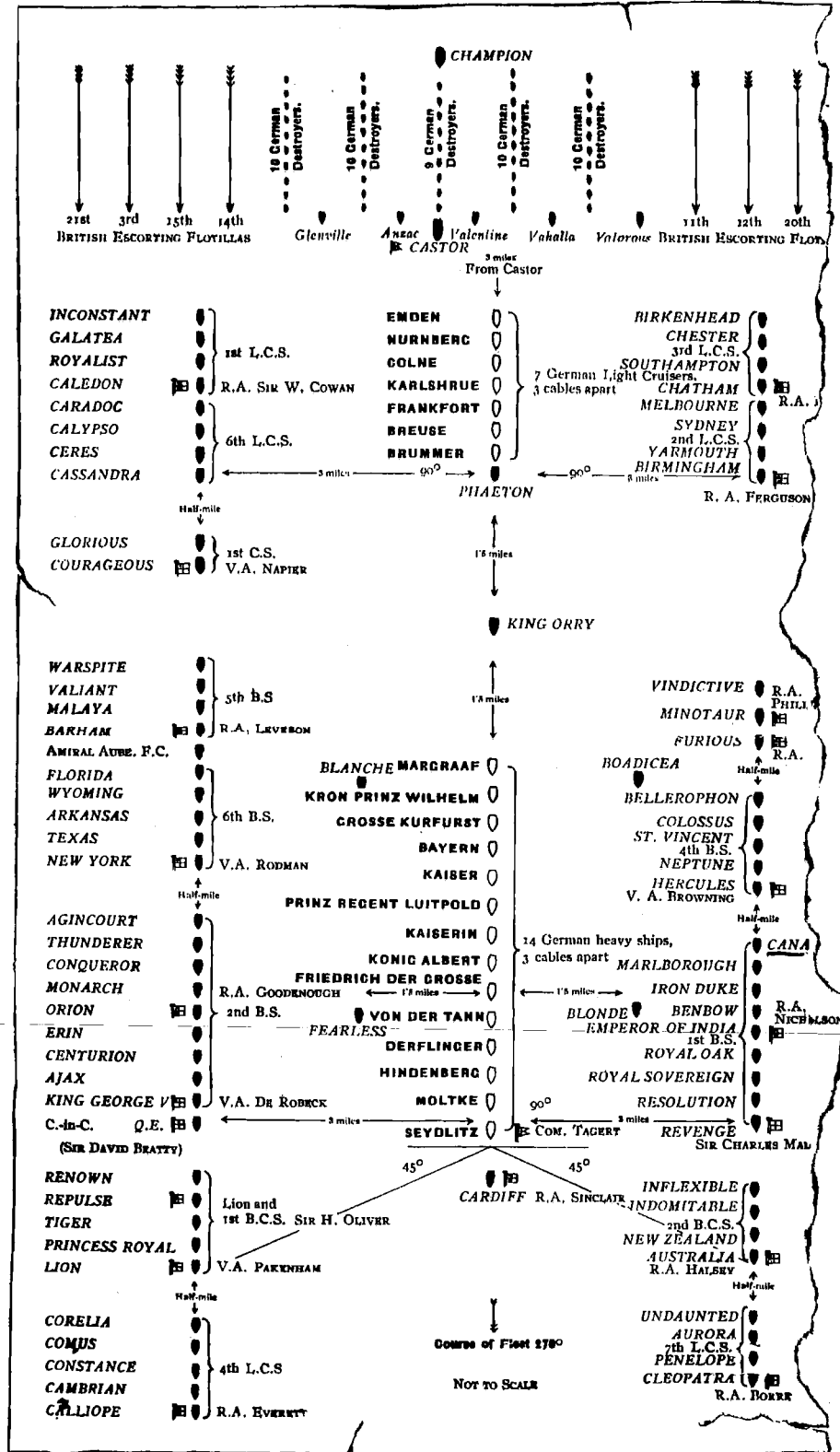
WOULD LIKE to record only one more historic event in which I took part—the surrender of the German High Seas Fleet early in 1919. A

large armada consisting of 42 battleships and battle cruisers, more than 35 cruisers and seven flotillas of destroyers steamed forth into the North Sea in two long lines to the rendezvous with the German fleet, which appeared in a long straggling line and at a given time "fell in" between the British lines. The course of the British fleet was reversed for Rosyth. As the German fleet appeared many anxious eyes were fixed on their ships, but no signs of any belligerent attempts were to be seen. Scarcely a man was visible on the upper decks, the ships looked dirty and in poor repair, the guns were covered and trained fore and aft.

All precautions were taken aboard our ships, short of training the guns, and the orderly procession steamed on through the North Sea mists. Our Commander-in-Chief, Lord Beatty, had ordered a Thanksgiving service to be held in all ships, but I could not help but notice that no great enthusiasm was displayed in our ship. It was rather an occasion of tragedy.

As we steamed slowly into Rosyth harbour at the dusk of the day a signal flew from the flagship: "At sunset the German Ensign will be hauled down. It will not again be hoisted."

One could scarcely forbear to be sad at this ignominious end of a brave foe.



An impressive and melancholy sight witnessed by Admiral Bidwell when he was serving in the battleship Canada was the surrender of the German High Seas Fleet in 1919. This time-worn document showing the disposition of the British, American and German warships has been in his possession since that day.

When they sank themselves a few months later in waters of captivity at Scapa Flow, one received the news with mixed feelings. They seemed in some way to have made the only amends pos-

sible to them, and possible to their once proud fleet.

(This is the first of four parts. Another instalment will appear in an early issue)

SUFFERING GEORGE

POOOR OLD GEORGE. He has almost been "revived to death".

Since joining the fire department of HMC Dockyard, Esquimalt, a couple of months ago, his life has been saved almost 400 times. And it looks like there'll be no end to George having his life saved over and over again.

George is a plastic dummy—a life-size torso of a man. He has but one purpose in life, and that is to serve as a subject for persons learning the mouth-to-mouth method of artificial respiration.

Last September Lt.-Cdr. Norman Stewardson, Pacific Command fire chief, attended a conference of the Canadian Association of Fire Chiefs at Calgary. A similar dummy was displayed there, and delegates witnessed its great value in instruction for the new and proven life-saving method.

At a cost of little more than \$100, the Dockyard fire department obtained one of the dummies, and they labelled him "George".

George is made of plastic, and weighs a mere eight or nine pounds. His mouth is permanently open. There are plastic tubes (air pipes) leading from his mouth to his lungs and stomach. His head can be pushed back. He wears a short-sleeved white "T" shirt. There are holes on the sides of his nose.

All these things, explains Lt.-Cdr. Stewardson, have definite—and important—purposes.

The mouth-to-mouth method of direct artificial respiration has been proven the most effective manual method of reviving a person unconscious through drowning, certain types of shock (especially electric shock), inhalation of certain gases, and choking (provided, of course, the object which caused the choking has been removed).

Indirect manual methods of artificial respiration often cannot be applied when emergency resuscitation is urgently required.

For example, in cases of severe chest and spinal injuries, indirect manual methods cannot be used. Furthermore, a victim may be partly buried in a cave-in, trapped behind a steering wheel, or located in cramped quarters as would be the case in small craft, aeroplanes and other such places.

In all these instances his survival will depend on direct artificial respiration—namely the mouth-to-mouth method.

Reviving a person by means of the mouth-to-mouth method of direct artificial respiration, in the words of the Command Fire Chief, is "a simple procedure".

"But," he stresses, "there are several points of procedure of vital importance



Here's George, the plastic dummy being used by the firefighting department of HMC Dockyard in Esquimalt for instruction in the mouth-to-mouth method of artificial respiration. With him are Lt.-Cdr. Norman Stewardson, Command Fire Chief, left; and Dockyard firefighter Edward Morgan. (E-60331)

in applying direct artificial respiration". He listed them:

1. Place victim on his back (if possible) and make sure the mouth is free of any obstruction.
2. Tilt the head back as far as possible; this allows the air being forced into the victim's mouth to go directly to the lungs and not to the stomach.
3. Place thumb inside mouth, behind lower gum. By pulling up and forward, this keeps the tongue out of the air passage.
4. Pinch the victim's nose firmly. This prevents air being given to the victim from making a direct escape through the nostrils.
5. Apply your mouth directly over that of the victim. Blow in the good air until you see the chest

rise. Remove your mouth for a new supply of good air and keep repeating the process 10 to 12 times per minute.

Even in an unconscious state, the victim's body will automatically exhale the air that has been blown into his lungs.

In the case of infants and small children tilt the head fully back, surround the mouth and nose completely with your mouth. Blow with only enough force to produce a visible rise in the victim's chest and no more. Repeat every two seconds.

Continue direct artificial respiration until victim breathes for himself, or until expert help is obtained.

George is constructed in such a way that his head can be pushed slightly backwards. This in turn shifts the air tubes in such a way that, if the respiration method is being applied properly, his chest will lift (showing that the air is going to the lungs). If, however, the head is not pushed back far enough, the air goes to the stomach, and George's stomach will lift.

The immediate purpose of George's joining the fire department of HMC Dockyard, was to provide such instruction for the naval firefighters.

News of George's presence soon got around. Within a few weeks, other departments of the naval area were asking for demonstrations. They were given, and many people had the opportunity to learn the mouth-to-mouth method of artificial respiration.

In one afternoon alone, George had his life saved nearly 50 times!

It didn't stop there. Soon there were requests from organizations outside the Dockyard and the naval base area—youth groups, Boy Scout packs, PTA groups, and even a couple of service clubs.

Where possible, the Dockyard Fire Department has fulfilled every request.

"We have done this on a voluntary basis, and on our own off-duty time," explained Lt.-Cdr. Stewardson, "and for a couple of reasons. We feel that what we are able to teach people might well mean the difference between life and death for somebody. And it is a strengthening of an already strong link between the Navy's Pacific Command and the community in which we live."

OFFICERS AND MEN

Porte St. Jean Biggest Giver

A little ship with a big heart, HMCS *Porte St. Jean*, Atlantic Command target facilities vessel, has been awarded a Red Feather plaque for outstanding achievement in the Navy's last campaign in Halifax on behalf of the United Appeal.

The *Porte St. Jean*, a 125-foot vessel with a ship's company of 25, subscribed 217 per cent of her quota.

Because of her many roving assignments, the *Porte St. Jean* did not receive the award until April.

The presentation was made by Cdr. William H. Fowler, campaign co-ordinator, and was received on behalf of the ship's company by Lt. James H. Ellerton, commanding officer, and CPO Benjamin H. Grant, coxswain.

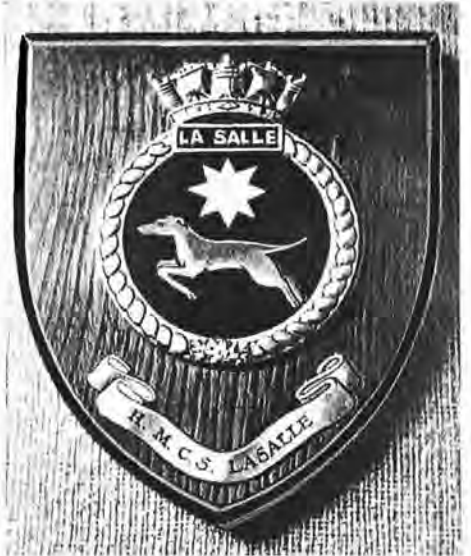
A total of \$27,405 was raised by the Command.

Injured CPO Joined by Wife

The Royal Canadian Naval Benevolent Fund proved its worth and the speed with which it can operate on March 22, when it sent a naval wife halfway around the world to the bedside of her seriously injured husband.

CPO Frank Boddy, of Victoria, serving in HMCS *Beacon Hill*, was injured in a car accident in Palmerston, New Zealand in March while his ship was visiting "down under". Doctors advised that his leg would have to be amputated below the knee. The operation was to take place on March 24 and the medical authorities suggested that the presence of CPO Boddy's wife would greatly benefit his morale.

The *Beacon Hill* sent a message to the RCN Benevolent Fund requesting a grant to enable Mrs. Boddy to fly to



A letter in the December 1960 issue of *The Crowsnest* has brought to light two badges of HMCS *LaSalle*, Second World War frigate commissioned on May 8, 1944, and paid off on November 14, 1945. The badge was sought by Major Ian Morgan, of Westmount, Que., who wished to display a copy of it with other ship's badges in the United Services Club, Montreal. The badge at the left appears to have been designed for wear on blazers. The one at the right is based on a design used on the ship's letterhead and also painted on the frigate's superstructure, which incorporated the eight-point star and running greyhound of the Lasalle (or La Salle) family's coat of arms.

her husband's side. The message was received at Naval Headquarters, Ottawa, on the morning of March 22 and within hours the Fund's Western Claims Committee had made the grant and Mrs. Boddy was winging her way to New Zealand.

Meanwhile the frigate proceeded to raise extra money to defray the cost of Mrs. Boddy's stay in Palmertson.

When the arrangements were completed, the *Beacon Hill* sent the following message ". . . On behalf of the entire ship's company our sincere appreciation and deep gratitude for the prompt action of the RCNBF in granting funds for the transportation of Mrs. Boddy . . ." The message also thanked the Flag Officer Pacific Coast for arranging the flight and facilitating her departure.

Associate Minister Visits Esquimalt

Hon. Pierre Sevigny, Associate Minister of National Defence, and Mrs. Sevigny, made their first visit to the Pacific Command January 30 to February 2. During his stay he met personnel of all three armed forces.

From the airport, where the Princess Patricia's Canadian Light Infantry paraded a guard and band, Mr. Sevigny proceeded to Government House. That afternoon (January 30), accompanied by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, the associate minister visited Royal Roads.

On the evening of January 30, Mr. and Mrs. Sevigny were guests of the Pacific Command in the wardroom of HMCS *Naden* at a reception and buffet supper.

BIRTHS

To Able Seaman P. J. Braun, *Stoux*, and Mrs. Braun, a daughter.

To Petty Officer R. C. Clark, *Naden*, and Mrs. Clark, a son.

To Leading Seaman K. L. Cunningham, *Stoux*, and Mrs. Cunningham, a daughter.

To Petty Officer A. R. Desjardins, *Chipawa*, and Mrs. Desjardins, twin sons.

To Leading Seaman D. G. Dunn, *Naden*, and Mrs. Dunn, a son.

To Leading Seaman Ralph Janes, *Cornwallis*, and Mrs. Janes, a daughter.

To Chief Petty Officer Philip Lewis, *Cornwallis*, and Mrs. Lewis, a daughter.

To Lieutenant Lloyd W. Turner, Naval Headquarters, and Mrs. Turner, a daughter.

WEDDINGS

Able Seaman Gerald W. Crozier, *Margaree*, to Patricia Ellen Banner, of Victoria.

Sub-Lieutenant David Mildon, *Naden*, to Barbara Joan Lawton, of Victoria.

Able Seaman Robert L. Morris, *Iroquois*, to Judith Dianne Hurt, of Windsor, Ont.

Able Seaman John Spindler, *Stoux*, to Sandra Jereme Miller, of Lunenburg, N.S.

On January 31, the associate minister paid his official call to Rear-Admiral Finch-Noyes in HMC Dockyard. A 17-gun salute was fired in his honour and a guard and band from HMCS *Naden* were paraded. After a meeting in the headquarters of Pacific Maritime Command, Mr. Sevigny was taken on a tour of HMC Dockyard, accompanied by Rear-Admiral Finch-Noyes, and Commodore John Deane, Commodore Superintendent Pacific Coast.

Later that morning Mr. Sevigny toured HMCS *Naden*.

On February 1, Mr. Sevigny left for the RCAF station at Comox. Later in the day the official party left for Vancouver, and a visit to Jericho Beach to meet Brigadier J. W. Bishop, Commander, B.C. Area (Army), and other members of the Joint Services Headquarters.

They departed from Vancouver on the morning of February 2 for the return flight to Ottawa.

Cdr. R. B. Hayward **Squadron Commander**

Cdr. Robin B. Hayward took up the appointment of Minesweeping Commander Atlantic Coast, Commander Minesweeping Squadron One, and Commanding Officer of HMCS *Resolute* (minesweeper) March 30.

Since August 1960, Cdr. Hayward had served on the staff of the Director of Naval Ship Requirements at Naval Headquarters.

CPO Wins Two **Story Prizes**

CPO James Bernard Doyle, recently won the first and second place cash awards in a short story writing contest at St. Mary's University in Halifax.

CPO Doyle, who serves by day at the Osborne Head naval gunnery range, takes evening classes at St. Mary's in sociology and English, towards a Bachelor of Arts degree in journalism.

His story, "The Motion", a social satire on status seekers, won first prize. "A Cold Afternoon", in second place, is based on wartime recollections of Russia related to Canada today.

CPO Doyle entered the Royal Navy on September 4, 1939, as a boy seaman. He survived the sinking in 1942 of the cruiser *Edinburgh*. He transferred that year to the Royal Canadian Navy, serving subsequently in the *St. Laurent*, during which time the Canadian destroyer sank an enemy submarine.

Since the war he has served in the destroyer *Micmac*, cruiser *Ontario* and

destroyer escort *Restigouche*. He is a weaponman surface.

He is married to a professional artist, the former Gertrude Shorter, of Coventry, England. They have five children.

CPO Doyle plans to turn his writing hobby into a career when he goes to pension in two years' time.

Appointment for **Wren Officer**

Lt. Constance Eileen Ogilvy, was appointed to the staff of the Flag Officer Atlantic Coast as Administration Officer (Wrens) with the additional appointment of Training Officer (Wrens) at *Cornwallis*, April 3. She was to be promoted to the rank of Lt.-Cdr. after taking up her new appointment, effective May 11.

She succeeded Lt.-Cdr. Winnifred Grace Lyons, who is retiring from active naval service.

Special Week-End **For Sea Cadets**

One hundred and sixty-three Royal Canadian Sea Cadets and 18 RCSC Officers took part in a Sea Cadet week-end in HMCS *Discovery* over Easter. The cadets came from the lower B.C. Mainland Corps of *Captain Vancouver* and *Dragon*, in Vancouver, *Lonsdale*, in North Vancouver, and *Fraser* in New

Westminster, as well as *Columbia*, *Aldergrave*, and *Malaspina*, Powell River.

The cadets arrived at 2000 Friday night and were bedded down on the *Discovery* drill deck on mattresses borrowed from the Army. Saturday was taken up with sports activities such as wrestling, softball, basketball, touch football, flag hoisting, boat pulling, relay and one-mile runs, high and broad jumps, shot puts .22 shoots, tug o' war, and "evolutions".

Many of the sports activities took place in the Brockton Point Stadium, made available by the Parks Board of Vancouver, just across from *Discovery* in Stanley Park. In spite of pouring rain the cadets partook in the events with great enthusiasm.

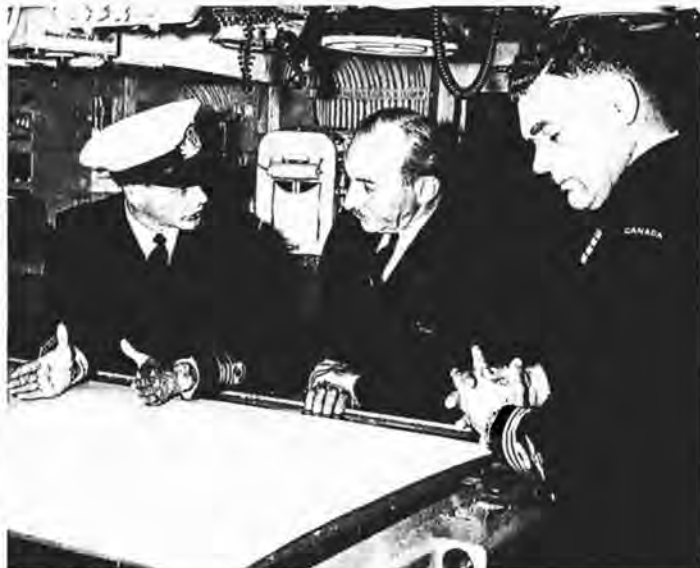
Sunday morning the church parade was inspected by Captain A. Ross, RCN(R), Commanding Officer, *Discovery*, and the Area Officer Sea Cadets, Lt.-Cdr. W. W. Bowditch. The service, held in *Discovery*, was conducted by Chaplain (P) P. Lade, from RCSCC *Lonsdale*.

The cadets were victualled from the re-activated galley in *Discovery*, under the able direction of Sgt. K. G. MacDougall, 6th Field Squadron, RCE Militia.

Through the use of *Discovery's* harbour ferry it was possible to transport the cadets from RCSCC *Lonsdale*



Ice-marooned duck hunters Parker Cooper, left, and James Clattenburg are shown in the Navy Sikorsky helicopter that picked them off Baltee Island, near Musquodoboit, Nova Scotia, in January. Ldg. Sea. Ronald Miller, right, of Peterborough, Ont., and Dartmouth, aircrewman, makes them comfortable for the trip ashore to Tangier Village which they had left three days earlier. The Sikorsky is from Helicopter Utility Squadron 21, Shearwater. (DNS-26865)



Defence Minister Douglas S. Harkness, on his first official visit to the Atlantic Command, inspects the guard mounted in his honour at HMC Dockyard. Officer-of-the-guard is Lt. T. J. Holland. (HS-64695) On board HMCS Terra Nova, Lt.-Cdr. G. G. Armstrong explains the plotting table in the operations room to the Defence Minister. On the right is Commander G. G. Smith, Commanding Officer of the Terra Nova. (HS-64709) Mrs. Harkness peers intently at radar scope on board HMCS Mallard during tour of harbour in the patrol vessel. Explaining the device is AB John Marion, a radar plotter. (HS-64684) Mrs. Harkness chats with Lt. Marylyn Peers during tea in the Wrens' mess of Stadacona. On the right are Wren PO Rosalie Auger and Wren Alma MacKenzie. (HS-64712)

to Vancouver and back by sea, and for the most of the *Malaspina* cadets this was their first introduction to life on board a naval vessel (even if it was a small one).

The entire event was suggested by the Area Officer Sea Cadets and organized by the Assistant Area Officer, Lt. Jens Gotthardt, to provide a week-end of training and sports for Greater Vancouver corps along similar lines to the annual *Naden* week-end during which corps from Vancouver Island meet for competitive training and athletics.

TAS Specialist Made Commander

Cdr. Walter S. Blandy has been promoted to that rank and appointed to the staff of the training officer at HMCS Stadacona.

Cdr. Blandy, a TAS specialist, has served on both coasts, at Naval Headquarters and in several ships including the *Magnificent*. He commanded HMCS *New Waterford* from January 1958 until late in 1959 when he took up an appointment on the staff of the Joint Maritime Warfare School at Stadacona.

Minister Visits Atlantic Command

"I have been most favourably impressed by the obvious efficiency and enthusiasm of all the officers and men I have met during the last two days spent in your Command.

"Please accept for yourself and convey to your command my thanks for a most interesting introduction to the Atlantic Command and my best wishes for the future".

This was the message from the Minister of National Defence, Hon. Douglas S. Harkness, to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, following Mr. Harkness' first official visit to Royal Canadian Navy installations since he took over his portfolio last fall.

The Minister arrived by air at HMCS *Shearwater* on Easter Monday and left for Ottawa on April 5.

Mr. Harkness had a busy itinerary, which began with a press conference the first evening. The next day, with Rear-Admiral Dyer, after inspecting a guard of honour in the Dockyard, he was briefed on Maritime Command operations at Command headquarters, toured the Dockyard, and visited HMCS Stadacona. This included stops at the RCN Tactical Trainer in the Maritime Warfare School, the Chief and Petty

Officers' Mess and the Canadian Forces Hospital.

In the afternoon, after lunch on board HMCS *Terra Nova*, he was shown through the ship and then was whisked away to Dalhousie University to sign an affiliation agreement between the University and the Canadian Armed Forces Hospital.

Later, after touring Halifax and visiting the Maritime Museum on Citadel Hill and other points of interest, he attended a reception at Government House and then a mess dinner at *Stadacona*.

On Wednesday he was taken by helicopter to HMCS *Bonaventure* at sea to witness flying operations after which he was flown to Shearwater for a tour of the station before emplaning for Ottawa.

RCN Orators Make Good Showing

Forty-seven aspiring orators competed in this year's Golden Gavel public speaking competition in Victoria and, of this number, 23 were from the Branch Officer Candidates' Education Course in *Naden*.

The first round of the competition was held on March 13 and the branch officer candidates competing were: CPO C. L. Bennett, PO R. C. Binder, PO K. Bullock, PO A. D. Chaplin, CPO V. D. Doring and PO R. W. Estes. The first and second positions eluded the naval contestants, but PO Estes placed third.

The second round, March 15, was entered by branch officer candidates CPO C. P. Gumbrill, CPO K. W. Hamilton, PO H. P. Hinkel, CPO P. B. Hunter, CPO E. B. Irwin and PO G. A. R. Irwin. This was a successful night, naval contestants CPO Hunter, CPO Irwin taking first and second places, respectively.

St. Patrick's Day found the following branch officer candidates competing in the third round. PO W. J. McDermott, CPO C. G. Morris, CPO D. A. Nairn, CPO R. T. Passmore, CPO C. R. Pattison and PO J. Plummer. Once again the first place eluded the naval contestants, but second place went to PO McDermott and third place to CPO Morris.

The fourth and final elimination round took place on March 20. Branch officer candidates competing were: PO F. Stafford, CPO D. G. Stevenson, PO G. Waddell, CPO J. R. Whyte and PO M. N. Wilson. This was yet another successful night for the navy. PO Stafford placed first and CPO Stevenson placed second.

The contestants who placed first and second in the preliminary rounds went

into the final of the competition, which was held on March 27. Of the eight finalists, five were branch officer candidates. These and the titles of their speeches were: CPO Hunter, "They Shall Not Pass"; CPO Irwin, "The Threshold to Greatness"; PO Stafford, "The Trojan Horse"; CPO Stevenson, "Terror on Blades" and PO W. J. McDermott, "The Man in the Grey Suit".

The final night, although not producing a navy Golden Gavel winner, saw second place go to CPO Hunter and third place to CPO Irwin.

At the completion of the contest the Toastmaster of the evening, Gordon Williscroft, remarked on the fine quality and high order of both the speaking and the subjects that had been chosen.

The competition statistics, five finalists out of eight, and two of these five taking second and third places, prove that the Silent Service can, when the occasion demands, prove effectively voluble.

Promotion for New A/CS (Air)

Lt.-Cdr. Robert C. MacLean, has been appointed to the staff of the Flag Officer Atlantic Coast as Assistant Chief of Staff (Air) and promoted to the rank of commander.

Since November 1960 he had served with the VU 32 naval air squadron based at *Shearwater*.

Cubs, Scouts See RCN Fire Hall

A group of cubs and scouts from the City of Dartmouth visited the Halifax Dockyard fire hall in late March, played with hoses, slid down the pole, toured the fire tug, went up the aerial ladder, and jumped off the roof into rescue nets.

Forty cubs and eight scouts from the 8th Dartmouth Cub Pack and Scout Group of St. Andrew's Presbyterian Church attended the special forenoon demonstration. Their cubmaster, Lt. Richard Dorcken, *Stadacona*, arranged the tour with Lt. D. A. A. Arnold, Base Fire Chief.

Fire Captain Roy Pickering gave the lads quite a program. Along with the fun, they learned quite a bit about proper fire-fighting methods, for the demonstration included extinguishing of oil pan fires.

Lt. Dorcken was accompanied on the tour by his assistant Mrs. Ward Palmer, a naval officer's wife who is "Baloo" to the cubs.

Background for Course Provided

A new course in the RCN called "The Weapon Officers' Preparatory Course" is being given at HMCS *Venture*.

The object of the 22-week course is to provide officers selected for the weapons course with an adequate background in mathematics and science. The academic level ranges, approximately, from senior matriculation to third-year university.

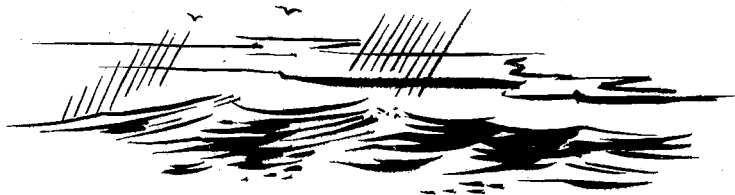
The first course commenced March 6 and consisted of eight officers. The three instructors responsible for conducting this course are all officers on the staff of *Venture*.

24 Petty Officers Complete Course

In late March, 24 petty officers second class left the Leadership School and proceeded to many points of the RCN compass. Eight of them remained in *Cornwallis*, seven radiomen to begin a trade group three course in the Communication Division, and one boatswain to join the staff of the Seamanship School.

For a period of two weeks the Leadership School was in the hands of the painters and the results are most satisfactory. The colours are much brighter than those used in the past.

On April 7 the school opened its doors to No. 114 Chief and Petty Officers Course and No. 115 Petty Officers Second Class Course which will spend six weeks under instruction. Many sporting events have been arranged and it is expected that competition will be keen. Both courses complete their training on May 22.





Rigging sheerlegs is a favourite test of seamanship during General Drill and, considering the shortage of spare spars in modern warships, some ingenuity is required. This and other pictures illustrating the accompanying article were taken on board the 'Gatineau during last year's Portugal cruise. Ships in company were the Terra Nova, St. Croix and Kootenay. (O-13123-36)

GENERAL DRILL

SHEER MADNESS is what it must look like to visitors from other fleets—this sudden, wild flurry of activity, the climbing of masts, the pounding of sailors about the deck, the lowering of boats and other apparently aimless goings-on.

Sailors raised in the tradition of the Royal Navy and the RCN know what the hubbub is all about. It is a highly organized and highly competitive form of activity known as "General Drill", a diabolical method of testing the seamanship and ingenuity of the ship's company.

Most of the standard drills are listed in the *Drill Signal Table*, (BR 88(2)), in which each drill is preceded by a two-letter signal, which in other days was passed by flag hoist, the answering pennant remaining at the dip until the drill was completed.

The *Drill Signal Table* has no time for foolery, all drills being designed to test the efficiency of the participating ships. Some examples:

"Lay out kedge anchor." "Rig deck tackle." "Away number of seaboats indicated, pull around ship." "Prepare to abandon ship." "Operate foam gun on forecastle." "Fire a gun." "Land portable voice set at nearest landing place and establish communication with flagship on—megacycles." And so on.

It was left to the diabolical ingenuity of the squadron commander or training officer to devise more demanding drills, such as ordering the cook of the watch to deliver a serving of bacon and red lead to the masthead.

On one occasion, while a group of ships was working up in Bermuda during the Second World War, general drill reached a glorious climax with the

final drill of the day: "Away boats and floats; abandon ship."

One of the ships won handily and wished she hadn't. Boats and floats hit the water in record time and the ship's company worked far into the night replacing slashed lashings and hoisting the heavy rafts and floats back in place.

If the senior officer thought he could make things difficult for the competitors, many cunning ships' companies were equally under the impression that they could outwit him.

A few months before the Second World War, on the West Indies Station, a Royal Navy cruiser resorted to the fiendish stratagem of fashioning a bower anchor out of balsa wood, leading it with a gantline and shipping it to the port hawse.

Now they were ready for the signal: "Send a bower anchor to the Flagship".

This was a gruelling performance, as one might imagine, if the real McCoy were used.

But shades of mice and men! The message came: "Let go port anchor."

There was nothing for it but to let go and watch, ruefully, as the anchor floated slowly away, bobbing gently in the light sea—to the glee of the competing ships.

As carried out in the past, the nature of the drill to be performed was communicated to other ships of the squadron by means of a flag hoist from the senior ship. On reading the message, usually a numerical hoist based on the *Drill Signal Table*, the answering pennant would be hoisted to the dip by each competing ship. On completion of the drill, the pennant would be hauled close up.



Some of the evolutions carried out during General Drill have an extremely practical side—such as clearing the hatches from the anti-submarine mortar well and getting away a shot in record time. (O-13123-23; O-13123-29)

The result was that each ship would carry out the order with one eye on the job at hand and the other on the answering pennants of the other ships. Speed was of the essence and the ship that completed the greatest number of evolutions in the least time was the winner.

The conclusion of general drill was signalled by the flagship hoisting Pennant Three. So, naturally, the sailor, his appetite whetted by the unusual exertion, would start chanting: "Pennant Three, hands to tea."

Things have changed since father was a sailor. Now each squadron commander usually makes up his own series of drills, sticks them in numbered envelopes and sends them to the ships in company. All communication is by voice/radio, with each competing ship assigned a separate channel. The control ship says which envelope is to be opened, handles all incoming traffic and keeps score. No more keeping an eye cocked to see what's happening on the signal halyards round about. The glory has departed.

Even under these conditions, general drill, can have its moments, and in a single ship, with no possibility of competition, it can build up quite a head of steam.

General drill on board an unattached warship usually occurs at the end of the working-up period, by which time everything is supposed to be going smoothly on board and usually isn't.

For an account of what happens in these circumstances one need go no further than the January 31 issue of the *London Times*, where a correspondent gives a personal account of his experiences under the heading "General Drill" and "The Commander-in-Chief Inspects HMS *Pandemonium*". The article, which is copyright, is reprinted here by kind permission of *The Times*.

DIES IRAE, DIES ILLA—it comes to every ship in the Fleet sooner or later: the day of the Commander-in-Chief's inspection.

The warning signal had been in HMS *Pandemonium* for three weeks. For three weeks she had stood up to an all-out assault with scrapers, scrubbers, and paint-brushes. For three weeks we had been donning overalls and crawling through spaces whose existence we had hitherto barely heard of, looking for traces of rust in dark corners, identifying unidentifiable stores items, carrying out first-ever routines on remotely sited and long-neglected instruments. Less hardy heads of departments had been putting in for the balance of foreign service leave they were entitled



"Transfer stretcher case" is an exercise that has to be carried out carefully if the ship doesn't want a real stretcher case on her hands. (O-13123-29)

to, but they were too late: the Captain had stopped all leave.

Now, much too soon, the day was upon us and the paintwork hardly dry. Before dawn men moved noiselessly about the decks, applying finishing touches and rigging our magnificently appointed accommodation ladder, acquired from a benevolent dockyard at the cost of Heaven knew how many bottles of gin.

During the night boat-loads of the accumulated unofficial rubbish that no first lieutenant can bear to part with had gone over to sympathetic consorts for safe-keeping—we would do the same for them, when their turn came. Zero hour approached and the Captain emerged from his fifth and final "Rounds", pale but not panicking. The *Pandemonium* was spotless, inside and out.

Eight minutes to nine. Two signalmen, stationed aloft with orders to keep their telescopes trained on the flagship, breathlessly announced that the Admiral's barge was under way. Four hundred sailors in their best suits stopped examining each other for microscopic specks of dust and fell in by divisions.

Six minutes to nine. An alarmed yeoman clattered up to the bridge with a signal: INTEND TO BOARD YOU PORT SIDE. I turned a shade paler, and with good reason: our showpiece, the only ladder we possessed, occupied the starboard side and took an hour, at best, to get in or out.

"That old pilot-ladder at the bottom of the cable-locker," snapped the bo'sun. We flew forward for it, grabbing a couple of hands from a weakly protesting Electrical Officer as we passed

his division. At the cable-locker hatch I tripped over my sword and fell in on top of a neatly rolled and stowed heap of canvas, underneath which—there was about four tons of it—we found the rope ladder, likewise neatly rolled and stowed.

The Admiral was already alongside, already drumming his fingers on the barge's gunwale.

"You are not proposing to dangle that filthy thing over my canopy, I hope?" he said icily. Hatless and sweating, I assured him it was quite clean. But, as I spoke, the ladder ran out and bedewed the barge's snowy woodwork with a shower of red paint chippings. They, too, had been doing a bit of last-minute touching-up, to judge by the way it stuck.

With compressed lips the Commander-in-Chief climbed on board—to be greeted, not with a blare of bugles and a flurry of salutes, but with a back-view of the whole ship's company drawn up facing the wrong way.

By one of those incredible slips that occur only on momentous occasions, the *Pandemonium's* Captain hadn't yet received the signal. He stood at attention and at the salute by the starboard gangway, his heads of departments lined up stiffly beside him, all waiting for the barge to come round the stern.

Oddly enough, after a start more catastrophic than any nightmare could have made it, the inspection went well. The Admiral paid no compliments, but he seemed to nod approvingly to his staff as he went round, and looked positively affable, in spite of the smudge of grey paint on his sleeve, when he left—by the proper ladder, this time—for lunch.

But it was a gloomy meal in the *Pandemonium's* ward room. This was only half the battle. The afternoon was to be devoted to General Drill—a series of exhausting heat tests, involving feats of seamanship undreamt of by most of us, designed to test the professional knowledge and mental agility of every member of the crew. It was the kind of ordeal that made Commanding Officers wish themselves back at war, when no one had time for General Drills. They would never be called on to face an enemy more ruthless and implacable than an inspecting Admiral bent on exposing deficiencies in training and morale.

All too soon the barge was back, poker-faced staff officers were distributing little envelopes, we went to action stations with sinking hearts and in five minutes were in the thick of it.

Number One, plump and panting, lumbered round the upper deck, per-



"Apple pie to the bridge" is a drill for which there could well be an ulterior motive. (O-13123-20)

forming miracles of useless endeavour. The midshipmen, detailed to weigh anchor by hand—"Them deck-tackles was there when we come out o' dry dock, that I'm certain of," the bo'sun kept saying—formed an unhappy little group on the forecastle. The Dental Officer, worriedly blinking behind his spectacles, superintended the rigging of a carley-float with sheets and pillowcases, on which four unenthusiastic, non-swimming stewards were expected shortly to sail round the ship.

Down below, the Engineer Officer, who had made black smoke all the way from Portsmouth to the Captain's constant annoyance, vainly tried to make black smoke to order; while his second-in-command directed imaginary fire-fighting operations with one hand and searched his divisional records with the other, looking for an unmarried stoker with blue eyes and one good conduct badge who was not entitled to grog but made a weekly allotment to his mother.

Three supply assistants, rate-book in hand, were arguing about dry-saltery—they had just been ordered to produce some from the store. The petty officer cook, required to provide anchovy savouries for six, sat in a tangle of ropes that were intended to support the quarter-deckmen's jury-mast, with his charred toast and sardines around him. All the lights had gone out.

I sat and watched it all from the chartroom. Apart from the Admiral, I, the Navigating Officer, was the calmest man aboard. They had given me only one little envelope to last me all afternoon. The printed slip inside said: YOU ARE DEAD.

AFLOAT AND ASHORE

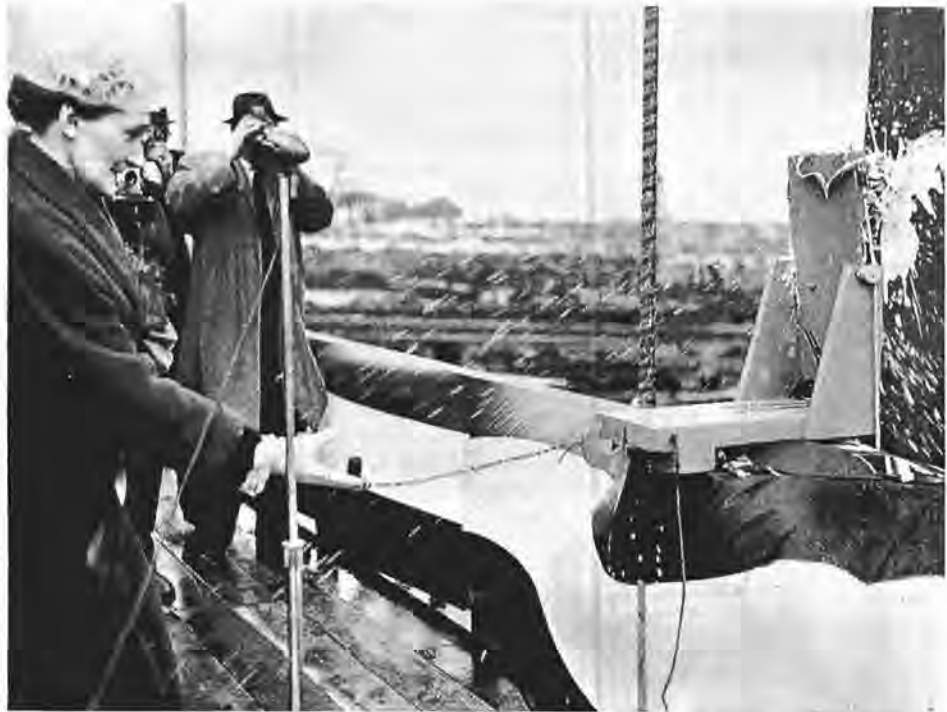
PACIFIC COMMAND

HMCS *Sussexvale*

While in Sydney, Australia, the *Sussexvale* received a call from a lady who wished to thank the ship for a service rendered a year before.

In February 1960, the *Sussexvale* visited Post Office Bay in the Galapagos Islands and carried out the ancient custom of picking up letters from the barrel post office.

This institution, which does not operate within the framework of the Universal Postal Union, is at least 150 years old. The early British and New England whalers started the practice of leaving letters in the barrel, in hope that some homeward bound vessel would pick up the mail. The *Sussexvale* removed a large packet of letters from the barrel, all of which had the special rubber stamp impressed by someone who comes over regularly from the other side of the island. This mail was then taken to the next port of call, Callao, Peru, and sent on its way, with an additional rubber stamp impression of the Commanding Officer, HMCS *Sussexvale*, February 12, 1960.



A tug on a lanyard and a bottle of champagne crashes against the bows of a new destroyer escort. Mrs. Rayner, wife of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, was sponsor of the Saskatchewan when the new ship was launched in Victoria on February 1, (E-5971)

Natives Go Commercial

Life has its photographic frustrations in tropical Samoa.

Naval photographer PO William John learned this as official photographer with the three frigates of the Pacific Command during this year's training cruise to Australia and New Zealand.

On their homeward voyage, the ships visited Pago Pago.

Swaying palms, dark-skinned natives, golden sandy beaches . . . a beautiful background for movies showing the Canadian sailors "going places".

PO John swung into action. He shot introductory scenes, close-ups of some Canadian sailors. He spent most of a morning, in 110-degree heat, doing the preliminary work.

He intended to complete the film with a scene showing sailors buying grass skirts and other souvenirs of the islands.

"I was all set to shoot when all the natives walked away," reports Petty Officer John. "They wouldn't 'act' unless I paid them five dollars each!"

One of the letters was mailed by a Mr. Hunter of Sydney, who was sailing from England to Australia in his 72-foot ketch the *Goodwinde*. The letter was addressed to his fiancée in England. She has since joined him in Australia and they were recently married.

On reading of the *Sussexvale's* arrival in Sydney, Mrs. Hunter called and spoke to the executive officer, Lt.-Cdr. J. J. Brooks, who is the only officer remaining of those serving in the *Sussexvale* while in the Galapagos, and thanked the ship for playing a small part in her romance.

Mr. and Mrs. Hunter were entertained on board and given a belated wedding present, a picture of the *Sussexvale*, suitably inscribed.

HMCS *Naden* (Band Division)

March is a difficult month for bands—not many engagements, but tremendous numbers of rehearsals and preparations for a busy summer.

On March 1 the band gave a concert and played for dancing at the Silver

Threads Association. On March 16 the band performed at a mess dinner, at Royal Roads in the honour of General C. Foulkes, former Chairman of the Chiefs of Staff of the Canadian Armed Forces. Then on March 24, the band split into two small groups, one playing a return engagement at Royal Roads, the other at *Naden* wardroom.

A proud band has won the winter cock-o'-the-walk for the fourth time, the second time in a row. Congratulations are in order to PO Bill Scott, the band's sports representative, for his team organization and coaching.

At the School of Music, Class No. 13 is fully qualified. To them the school gives its congratulations and wishes them a rewarding future as musicians. —S.S.

ATLANTIC COMMAND

Ninth Escort Squadron

Plenty of sunshine and sea time marked spring activities in the Ninth Escort Squadron, with the exception of HMCS *Lauzon*, trapped in Sydney after refit by 30 feet of ice.

The *La Hullose*, *Swansea* and *Buckingham* began the season off Bermuda on Wintex duties and returned, after a brief visit to Halifax in February, for a further six weeks in the sun, conducting submarine exercises for the Operational Training Team. In early March they were joined by the *Cap de la Madeleine*, fresh from refit and a three-week work-up off Bermuda. After a few busy days in St. George, chipping and painting from dawn to dark, the Squadron sailed for Fort Lauderdale, Florida, which has rapidly emerged as a favourite liberty port among the Atlantic Command ships' companies.

Excellent weather in the Sargasso Sea and the Bahamas permitted evolutions and boatwork of every type, and even allowed first lieutenants to press on with incomplete paintwork. New Providence Channel, off Nassau, once the home station of all rum-runners, provided the captains with a sleepless night reminiscent of peak hours in the Seaway. At one critical turn in the channel the Ninth, in line ahead, was overtaken and joined by two cruise liners, a tanker, a cargo ship, a yacht and what appeared to be a schooner under full canvas, making 11 knots.

Identifying Fort Lauderdale's channel markers on the low Florida coastline provided an interesting problem. Fleets of sports fishing boats obscured all channel buoys, while inshore leading marks were overshadowed by dazzling apartment hotels. As usual, local knowledge won the day after several veterans of previous cruises successfully identified the Yankee Clipper bar and the Pier 66 Club, both slightly north of the small ditch-like channel.

The natives, on arrival, proved to be both friendly and restless, and broke all



Rear-Admiral R. B. Moore, USN, Commander Barrier Forces, U.S. Atlantic Fleet, visited Halifax, March 17-18, and had discussions with Rear-Admiral K. L. Dyer, Maritime Commander Atlantic, and Air Commodore W. I. Clements, RCAF, Deputy Maritime Commander. Admiral Moore's headquarters are in Argentina, Nfld. (HS-64558)

records for their proverbial hospitality. The idea that anybody would visit Florida to get work done was rejected instantly, and "self maintenance" projects were continually menaced by a local campaign of dances for the Squadron, sight-seeing tours, swimming and boating parties. After dark, Fort Lauderdale's miles of glittering night clubs relieved visiting Canadians of any remaining U.S. dollars in the pleasantest possible manner.

The Squadron was photographed and televised at Sunday divisions, 600 strong in white uniforms. Later a 50-man guard, principally of On-the-Job Trainees, took part in an impressive parade on the last day in port.

The anti-climax of the long journey home was brightened briefly, 30 miles off Cape Canaveral, with a ring-side seat at the launching into orbit of the "Explorer X" satellite shortly after 2000 on March 25. The missile was sighted rising steadily from the western horizon, a golden speck several times brighter than Venus. About 60 degrees above the horizon a brief glitter marked the separation of the first rocket stage. Then a blue-white glare followed, the rocket picked up speed visibly and passed over the masthead leaving a broad blue

ribbon of rocket-trail behind. It faded from view after four minutes about forty degrees above the eastern skyline.

The remainder of the spring season in Nova Scotian waters consisted of a Squadron exercise period, with submarine and surface shoots, then a navigation training cruise for 24 JOLTC officers in the Bay of Fundy. The *Cap de la Madeleine* detached on April 28 for Barbados to attend opening ceremonies of the island's new deep-water port, then steamed to Saint John, New Brunswick, for the city's centennial celebrations.

Although the summer program will send the *Lauzon* and *Buckingham* to the Great Lakes, and the *La Hullose* to refit at Lauzon, Quebec, the "Fighting Ninth" are looking ahead to further operations together in the autumn months when they hope to illustrate again that their frigates are "Second to None" and "Ready for Anything".—K.E.G.

HMCS *Terra Nova*

On January 28, the *Terra Nova* sailed from Halifax to take part in Wintex '61 in the Bermuda area. The first exercise was an ASW demonstration off Norfolk

Naval Career Planned Early

A ten-year-old Toronto boy has things figured out so well that the RCN seems assured of a bright and aggressive recruit about seven or eight years from now.

This is the letter he wrote to Naval Headquarters:

Dear Navy:

I have made up my mind to be in the navy. Though I am only 10 years old. My name is Allan McD... I have read a lot of my navy books. I wish you could send me a letter back with some books on the mine sweepers. I ask you this because when you send back letters to me I get marks on my schooling. The more marks the sooner I get to be a sailor. I can not think of anything more so good-bye.

Yours truly,
ALLAN McD . . .

by units of the Fifth Escort Squadron, HMCS *Bonaventure* and HM Submarines *Aurochs* and *Auriga*. This demonstration was the active part of a NATO ASW symposium and for it several senior officers from various NATO countries embarked in the Canadian warships to observe Canadian tactics.

On February 15, the *Terra Nova*, *Columbia* and *Chaudiere* sailed from Norfolk to Bermuda. On the 20th, the *Chaudiere*, flying the flag of Rear-Admiral Dyer, with the *Terra Nova* in company, went alongside in Hamilton, Bermuda. The next day Major-General Sir Julian Gascoigne, the Governor of Bermuda, called on Rear-Admiral Dyer. He was met by a 20-man guard provided by the *Terra Nova* and under the command of Lt. C. G. Freill. The Governor commented on the smart turnout and drill of the men as well as the appearance of the ships.

On completion of two anti-submarine exercises in which she took part, the *Terra Nova*, *Chaudiere* and *Bonaventure* sailed for their respective leave ports.

After six days of sunshine and painting a refurbished *Terra Nova* sailed to rendezvous with the *Bonaventure* and *Chaudiere* to begin their trip north, arriving in Halifax March 17.

HMCS Nootka

On March 8, shortly after the *Nootka* returned from Wintex 61, Commander S. M. King assumed command of the ship.

Commander King's first voyage was far from uneventful. During Exercise Beagle One, a man sustained a hand injury, and it was necessary to return to Halifax.

The *Nootka* encountered 50-knot winds from the north which lashed the ship with a salt spray that quickly froze in the 25-degree weather. By the time she neared Halifax, it was estimated that 120-180 tons of ice had accumulated aboard; a great deal of it being well up on the bridge structure and the directors.

The ship developed a slight but uncomfortable roll, and it was tricky work to alter course.

The ship's company was happy to reach port and rid her of this unfamiliar (to the *Nootka*) and dangerous material.

HMCS Cape Scott

The married officers and men on board the *Cape Scott*, headquarters and repair ship for the RCN winter exercise forces, brought back to Halifax, and their wives, a modification of a medal which last year became a collectors' item.

At the end of the 1960 exercises in Bermuda, *Cape Scott* personnel struck a medal, "The Order of the Snow Shovel", for presentation to wives in home port who had to cope with record snowfalls while their husbands were serving from mid-January to late March in a far more benevolent climate.

This year a similar medal was cast in aluminum, for those in the *Cape Scott* who were not on board for the 1960 period. A brass medal was struck for the repeaters on the winter exercises in the Bermuda area. The medals again recognized the manner in which their wives coped with another hard winter at home.

Both types of medals were fitted with ribbons of green (St. Patrick's Day falling the day after the ship returned to Halifax) and white (for winter).

The medals were cast from scrap metal and the nominal sum of 25 cents was charged to cover the cost of ribbon. Money left over will be donated to some charitable organization. Last year, such profits made a worthwhile contribution to the Nova Scotia drive for World Refugee Year.

880 Squadron

VS-880, Tracker anti-submarine squadron at Shearwater, is understandably proud of its 1960 activities, and feels it was a most successful year. During 1960 the squadron flew more hours, participated in more A/S exercises, had a higher serviceability rate and a lower accident rate than in any previous year.

VS-880 is composed of two detachments, training and operational, and between them they recorded 15,000 flying hours. This was accomplished by adhering to a rigid program of crew training during which A/S patrols and exercises were conducted. Various fleet commitments were met, instrument flying, field carrier landing practice and armament familiarization were carried out. In addition, it assisted the RCAF in Maritime patrol and reconnaissance sorties for a total of 3,900 hours.

In one of the several A/S exercises, Seahawk One, held in April 1960, the squadron maintained three aircraft airborne on continuous day and night patrols for the ten days of the exercise. During this month they had a combined serviceability rate of 85.5 per cent and amassed 1,700 flying hours, the highest monthly total ever recorded in the RCN.

Also in April 1960, the sea detachment, embarked in the *Bonaventure*, flew over 1,000 hours, a record for a 12-plane detachment. On at least three

occasions the whole squadron was launched. In addition, throughout the year, the sea detachment logged 1,477 day and 374 night landings, accident free.

Later in the year the two operations departments of 880 provided continuous day and night patrols for Exercise Seven-Sixty, flying 104 sorties for 453 hours by the sea detachment and 388 hours by the training detachment before bad weather forced the exercise to be cancelled.

NAVAL DIVISIONS

HMCS Chippawa

Chosen as the best all round University Naval Training Division cadet in HMCS *Chippawa*, Winnipeg naval division, was Cadet Captain Douglas C. Rowland, son of Mr. and Mrs. W. L. Rowland, of 504 Greene Avenue, East Kildonan.

Cadet Rowland is graduating this year with a Bachelor of Arts degree from St. John's College.

He was presented with the Naval Officers' Association trophy by B. L. Marrin, president of the Winnipeg branch of the NOA.

HMCS York

Three years' hard work ended in March for eight cadets of the University of Toronto UNTD when they received their graduation scrolls.

Ontario's Lieutenant-Governor Keiller Mackay presented the scrolls in the drill deck of HMCS *York* where the cadets had drilled weekly for the past three years. The graduates are D. F. Bousefield, P. S. Canham, A. K. Copping, T. W. Coulston, H. Foell, J. C. George, D. P. Jackson and G. C. Wright.

HMCS Montcalm

The Quebec naval division was in festive mood from January 28 to February 14 during the annual Quebec Winter Carnival.

This year *Montcalm* made an ice monument near the main entrance to divisional headquarters. Construction was under the guidance of CPO E. Levesque, who was assisted by members of the division. Beholders considered it a masterpiece and a credit to *Montcalm*.

Members of the division did not neglect preparations for the end of the training year examinations and are enthusiastic about the prospect of summer training.

The glacier on Mount Cook, New Zealand's highest mountain, shining in the distance, CPO James Maxwell clings to the face of a rugged summit. (CCC4-637)

MOUNTAINEERING IN NEW ZEALAND

MOUNTAINEERING sailors of the Pacific Command have gained some unusual publicity for themselves and the RCN in New Zealand.

Three frigates of the Command's Fourth Canadian Escort Squadron paid visits to several New Zealand ports in the course of a three-and-a-half-month training cruise to the South Pacific.

Eight officers and men of the ships formed a mountain-climbing team for an expedition in New Zealand's famed Mount Cook National Park.

Taking part were:

Lt. Fred Crickard, Surgeon-Lt. C. J. Knight, CPO J. A. Maxwell, PO J. G.

LeBlanc, and Able Seamen D. T. Davidson, Mark Kuipers, R. L. Poels and R. A. Stackhouse.

With the exception of Lt. Crickard, none of the climbers had previous mountain climbing experience. Members of the team had "saved" part of their annual leave for the venture.

Lt. Crickard, who conceived the idea of the climbing expedition, took his volunteers in hand while the ship was still at sea to condition them for the main event. Using packs and ropes, the group could be found most afternoons scaling the superstructure onto the after gundeck or brushing up on bends and hitches.



Though they may not climb the rigging like their daddies used to do, Canadian sailors proved their competence in mountain-climbing when they scaled four towering peaks in New Zealand early this year. In the foreground is AB Ralph Poels and, in the distance, Lt. Fred Crickard. (CCC4-635)

Before the cruise he organized several climbs on Vancouver Island and the mainland.

Original plans for the 12-day expedition called for the scaling of 12,349-foot Mount Cook, highest peak in New Zealand. This climb was not attempted, however, due to unsuitable weather conditions, and because the glacier which provides access to the mountain

had been blocked by a premature break-up of ice.

This development only served to whet the appetite of the navy's mountain climbing team. They carried on and scaled four peaks: Malte Brun, 10,421 feet; Hochsetter Dome, 9,258 feet; Glacier Dome, 8,047 feet, and Mount Turnbull, 8,100 feet—a vertical total of more than seven miles.

With the group was H. Ayres, noted New Zealand snow and ice climber, and member of the IGY expedition which some time ago crossed the Antarctic.

The three frigates—HMC Ships *Sussexvale*, *New Glasgow* and *Beacon Hill*—left Esquimalt, early in January and arrived home in late April.

History Via Hole in Wall

THE FLEET MAIL Office in HMC Dockyard, Halifax, yielded a little bit of history in February, but it wasn't as ancient as its instigators may have expected it to be.

In a wall section being removed during renovations was found a manila envelope addressed to the "Foreman-in-Charge, Demolition Gang."

Inside was a note dated January 18, 1940, giving the local time of 2248Q. The note was written on an old-time signal form. Under the heading "W/T STAFF: HALIFAX NAVAL W/T STATION" were four names, along with the plea: "May all our relatives, grand or great grand children, be informed of our being present here at this date."

Heading the list was PO Tel. D. G. Willcocks, in charge, followed by Ldg. Tel. Joseph E. Belanger, Tel. Cyril A. Norris, and Tel. A. W. Armstrong.

Whose idea it was to place the envelope in the wall is not known. Alterations were taking place at the time and the envelope was dropped into a wall section before it was closed up. The note was signed by Norris and initialled by Willcocks.

Over the years the building changed hands, Halifax Naval W/T transmitters moved to Newport Corners midway in the Second World War, and the Fleet Mail Office took over the building.

What of the four who left their names for posterity?

Telegraphists Armstrong and Norris went back to sea soon after, drafted to the destroyer *Fraser*. They survived the *Fraser* disaster in June 1940, only to be

S. 1320e. Naval Message.
5800 Pads of 200
9-27-1953
N.S. 915-9-1329C

CALL SIGNS, DISTINGUISHING SIGNALS, SERVICE INSTRUCTIONS, ETC.

For use in Signal Department only
FOREMAN IN CHARGE

TO: **DEMOLITION GANG** FROM:

Text and Time of Origin. (Write Across)

18 th JANUARY 1940:				5
				10
				15
W/T STAFF: HALIFAX NAVAL W/T STATION				20
				25
D. G. WILLCOCKS, F.O. TEL. 1/2 R.C.N.				30
J. E. BELANGER, Ldg. TEL. R.C.N.				35
C. A. NORRIS, TEL. T.O. R.C.N.				40
A. W. ARMSTRONG, TEL. T.O. R.C.N.				45
				50
MAY ALL OUR RELATIVES, GRAND OR GREAT GRAND CHILDREN, BE INFORMED OF OUR BEING PRESENT HERE AT THIS DATE:				55
				60
				65
				70
				75
<i>Cyril A. Norris</i>				80
				85
18 th January 1940. 2248 Q.				90
				95
				100

System or Wave Frequency	P.O. of Watch	Ldg. Hand of D.O.	Time Rec'd. in D.O.
Type of Code or P/I.	Router	Time of dispatch	Time Recd. in Coding Office
Cabinet No.	Sender	Time of receipt	Date

This 21-year-old note came to light in February when a wall section of the Fleet Mail Office in the Halifax Dockyard was removed. "Tel. T.O." means Telegraphist, Trained Operator. (CN-6166)

lost in the destroyer *Margaree* in October 1940.

PO Willcocks served until the end of the war and then worked for an electronics company before returning to England.

Ldg. Tel. Belanger continued in the service and was retired in the rank of CPO. He then entered the Civil Service and is with the Communications Division of the Department of External Affairs in Ottawa.



THE ATLANTIC BATTLE RECONSIDERED

When Captain Donald Macintyre, RN, brought out his personal recollections of the war at sea under the title *U-Boat Killer*, there was some feeling among those who read the book that he had been less than fair to the young and enthusiastic Royal Canadian Navy.

Captain Macintyre has now summed up anti-submarine operations from the outbreak of the Second World War to May 1943 (by which time he considers the sea battle had been won) in *The Battle of the Atlantic*. In it, the RCN again comes under his scrutiny and he is critical of both the training and equipment of the RCN in the early part of the war.

How fair are his criticisms? This was the question put to Vice-Admiral E. R. Mainguy, former Chief of the Naval Staff, who now resides in Toronto. Admiral Mainguy commanded destroyers, was senior officer of escort groups and served as Captain (D) Newfoundland during some of the bitterest months of the Atlantic battle. This is how he rates Captain Macintyre's book:

THIS IS an accurate and readable account of the vital "Battle", which clearly and simply illustrates the many lessons learnt, and re-learnt, having been forgotten or ignored.

BOOKS for the SAILOR

The comments regarding Canadian naval forces are quite fair, and it would be stupid for anyone to take offence at any of the occasional impartial criticisms.

However, there were more reasons than mere "national pride" for our wishing to keep our ships in Canadian groups. They were equipped with a mixture of British, American, and Canadian gear, to some extent whatever was available. Naturally we received new British or American equipment some considerable time after it has been established in their own ships. The stores problem was complicated, to put it mildly. Also Canadian ordinary living conditions, customs, and even language were not the same as British or American!

But, as this account points out, our main problem was lack of trained manpower. Ships could be built far more quickly than it was possible to provide

them with efficient companies. Owing to the almost complete, pre-war Canadian lack of interest in naval affairs, we suffered a pathetic dearth of people who knew anything of men-of-war or, even, anything about the sea. The expansion from 12 to over 350 ships, and from less than 3,000 officers and men (including all types of Reserves) to over 90,000 in less than six years indicates, roughly, the difficulty. Nearly everything started from scratch—barracks, training establishments, dockyards, bases, etc., etc.

In early 1939, the year the war began, there were eight naval officers at Headquarters in Ottawa; one was "on loan" from the RN!

Practically all had to learn on the job and they did remarkably well.

The lesson should be remembered by all Canadians until it is definitely proven that navies are of no use.—E.R.M.

THE BATTLE OF THE ATLANTIC, by Captain Donald Macintyre, RN; published in Canada by British Book Service (Canada) Ltd.; Kingswood House, 1068 Broadview Avenue, Toronto 6; 208 pages; \$5.

TREES ASSIGNED SHIPS' NAMES

The trees which were planted throughout HMC Dockyard, Halifax, to perpetuate the names of Her Majesty's Canadian Ships in commission at Halifax during 1960, the 50th Anniversary Year of the RCN, have now been numbered and each has been identified with a ship of the Command as follows:

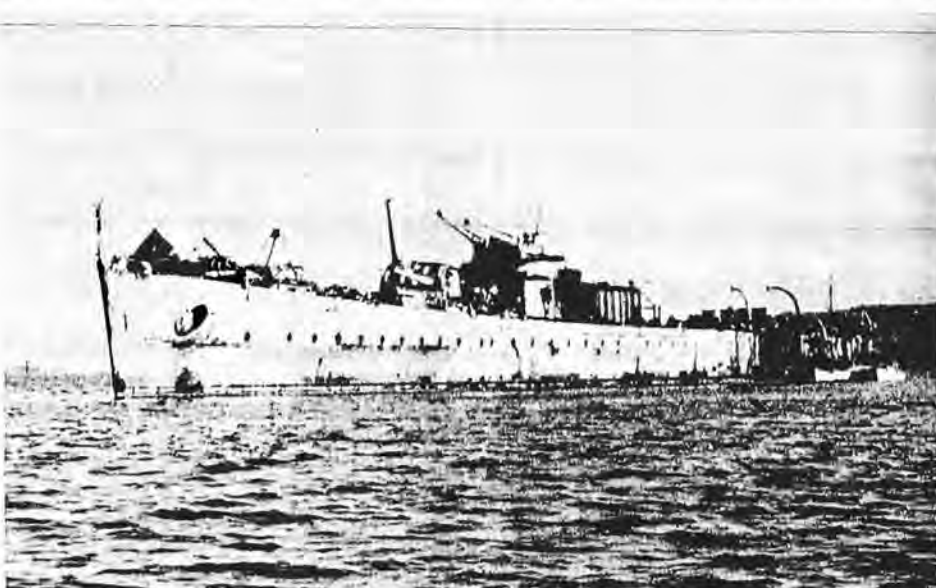
1. *Bonaventure*; 2. *Cape Scott*; 3. *Quinte*; 4. *Resolute*; 5. *Fundy*; 6. *Chignecto*; 7. *Thunder*; 8. *Chaleur*; 9. *Porte St. Jean*; 10. *Granby*.

11. *Nootka*; 12. *Micmac*; 13. *Huron*; 14. *Haida*; 15. *Iroquois*; 16. *Cayuga*; 17. *Athabaskan*; 18. *Algonquin*; 19. *Sioux*; 20. *Crescent*.

21. *Chaudiere*; 22. *Gatineau*; 23. *St. Croix*; 24. *Restigouche*; 25. *Kootenay*; 26. *Terra Nova*; 27. *Columbia*; 28. *New Waterford*; 29. *La Hullose*; 30. *Swansea*.

31. *Inch Arran*; 32. *Outremont*; 33. *Fort Erie*; 34. *Buckingham*; 35. *Cap de la Madeleine*; 36. *Victoriaville*; 37. *Lanark*; 38. *Lauzon*; 39. *Loon*; 40. *Corporant and*, 41. *Mallard*.

Wooden name-boards are being placed by each tree.



Reference was made in the "Letters to the Editor" in the February Crowsnest to the loss of HMS York in Suda Bay, Crete, in 1941. Now, from Lt. J. Smith, of RCSCC Agamemnon, Windsor, Ontario, comes this picture he took of the hulk while he was serving in HMS Phoebe in 1947. He points out that the footnote, in which the last days of the cruiser were described, "made no mention of the heroic efforts of the fleet salvage officer and naval divers who, working under extreme conditions and constant enemy dive bomber attacks, came within days of saving the York."—(CN-6181)

LETTERS

Dear Sir:

L.W.T., in his enjoyable and nostalgic article "The Last Midshipman," in the February, 1961, issue of *The Crownsnest*, says, in paragraph eight: "This appellation came from the uniform he was given in 1748, that of warrant officer with three buttons placed horizontally on the sleeve. It was alleged the buttons were there to make it difficult for him to use his sleeve for a handkerchief."

Actually, except that it was some time during the XVIII Century, it is not known when or why the sobriquet "Snotty" came into use. And, in spite of the story, sometimes attributed to Lord Nelson when a captain, who ordered the boatswain "sew three buttons on these little snotters' sleeves," the three buttons obviously had nothing to do with it.

The uniform given to midshipmen in 1748 was not that of a warrant officer, nor were the sleeve buttons placed horizontally! The original uniforms were prescribed for flag-officers, captains (of over and below three years' seniority), masters - and - commanders, lieutenants and midshipmen. The three sleeve buttons on the full dress uniform were placed horizontally for all ranks of commissioned officer, and, on the frock uniform, horizontally for flag-officers and lieutenants, and vertically on a slash; they continued to be so worn until 17 November, 1787, when they were ordered to be worn horizontally on a round cuff. Warrant officers were not given a uniform until the latter date!

In paragraph twenty-five, L.W.T. says: "Midshipmen's clothing underwent many changes through the years, although his uniform only extends to the mid-1700s when he was ordered to wear the uniform of the warrant. He had a stand-up collar with white facing and it is from this facing turning outward that the white patch comes." He thus repeats the "warrant" error. The collar on the original midshipman's coat did not stand up. It lay down and was covered with white velvet. It had a plain buttonhole in the left end and a plain button on the underside of the right end so that, in cold weather, it could be turned up and buttoned across from left to right, appearing then as a blue standing collar.

There is a specimen of the midshipman's original coat in the National

Maritime Museum at Greenwich, England. In the Museum of the Royal United Service Institute in London, there is an original full dress coat and a frock of a lieutenant. I have both seen and handled these uniforms.

L.W.T. states, in paragraph twenty-six: "It is not known when he was first issued a sword, but in later years when the old midshipman began to give way to the young gentleman, it was found the sword was too long for him to handle and he was required to provide himself with a dirk." This is completely misleading. Although a certain uniformity in officers' swords may have automatically developed, there was no regulation pattern until 4 August, 1805, when officers were ordered to wear "the ornamental sword by Admirals. Captain & Commanders & the plain sword by Lieutenants & Midshipmen."

Official concern over the inconvenient length of the sword for midshipmen was not evinced until 1 January, 1825, when the Regulations prescribed for midshipmen: "Swords.—Of the same pattern as Masters, but of such length as may be convenient." Further, on 14 January of the same year, Commanders-in-Chief

were instructed to "observe that the Young Gentlemen are to wear Swords of such proportionate lengths as they may think proper, but that the use of Dirks and weapons of that description is discontinued." Dirks of various patterns had been worn *unofficially* as a matter of convenience for many years previously, not only by midshipmen but by other officers as well; in fact there is a portrait in the National Maritime Museum of Vice-Admiral George Darby in undress uniform which shows him wearing a dirk! This portrait is by George Romney and was commenced in 1783 and probably finished in 1786.

The first official mention that a dirk WAS to be worn is contained in the Regulations of 19 June, 1827, when: "Masters, Mates, Masters'-Assistants, and Midshipmen, are to wear a sword of the above pattern, and Volunteers of both classes are to wear dirks only." It was not until 1856, by the Regulations of 11 April, that midshipmen were finally ordered to wear the dirk! Incidentally, swords were not an "issue."

Yours very truly,

D. R. OVERALL-HATSWELL,
Sometime Midshipman,
Royal Navy.

"Rancho de Loma,"
4695 White Oak Avenue,
Encino, California.

ABOUT HMS IROQUOIS

Dear Sir:

The interesting article about the badge of HMS *Iroquois* in the February *Crownsnest* prompted me to look through some old issues of the British "Navy List" and of Jane's Fighting Ships. In the 1919 edition of the latter I find her listed by name, not by "Q" number, as one of the "24" Class of minesweepers. This was one of several classes of double-ended craft (it was very difficult to tell which way they were going, especially when observing through a periscope), they were 24 in number and were named after Derby winners. Other names were *Cicero*, *Flying Fox*, *Sir Bevis*, *Ormonde*, *Silvio* and *Merry Hampton*. They were sometimes called the "Race-horse" Class but Jane's preferred "24" Class to avoid confusion with the *Racecourse* Class of paddle minesweepers: HM Ships *Epsom*, *Goodwood*, *Ascot* etc.

The 1923 issue lists the *Iroquois* as having been converted for surveying service. That for 1934 shows the *Iroquois*, *Ormonde* and *Herald* (ex-*Merry Hampton*) in the RN and the *Moresby* (ex-*Silvio*) in the RAN, all as surveying ships. Successive issues of the *Navy List* shows the *Iroquois* as "Commissioned at Devonport on 30th November 1922", "Recommissioned at Hong Kong, 10th June 1925", "Recommissioned at Hong Kong on 5th March 1928" and finally that she was paid off and laid up at Portsmouth on 26th January 1932. The issue for May 1936 is the first to omit her name. *British Warship Names*, by Manning and Walker, states that she was sold in 1937.

How her badge got to Londonderry is still a mystery, but it seems possible that it was "rabbitted" when the ship paid off or when she was broken up (which may have been at Derry) and later presented to the canteen where the Sea Cadets found it.

E. C. RUSSELL.

Office of the Naval Historian,
Naval Headquarters.



THE NAVY PLAYS

Ottawa Rink Wins Sixth Annual 'Spiel

The championship event in the Royal Canadian Navy Curling Association's fifth annual bonspiel, in Ottawa March 27 to 30, went to Commodore W. G. Ross, of Naval Headquarters. He won the Westinghouse trophy.

Thirty-three rinks from 11 ships and establishments were entered in the 'spiel. In addition to the established Westinghouse and Ross trophies, they competed for two new awards, the MacGillivray and RCN Curling Association trophies, donated this year by Commodore John MacGillivray and Rear-Admiral R. A. Wright, respectively.

Other winners in the four-day spiel were CPO Hal Davis, of Naval Headquarters, who took the RCN Curling Association Trophy, Lt.-Cdr. Vic Skinner, of Naval Headquarters, who won the MacGillivray trophy, and out-of-towner CPO Bruce Tobin, *Shearwater*, captor of the Ross trophy.

Guest speaker at the bonspiel banquet was Lt.-Cdr. C. B. (Tiny) Hermann, RCN(R) (Ret) president of the Ottawa Valley Curling Association. Among the honours dispensed at the banquet was one to Cdr. Bill Onysko, from HMCS *Niagara*, for being the only skip to lose five games.

Host rink again was the RCN Curling Association of Ottawa. The committee chairman was Cdr. G. H. Dawson, and other committee members were Lt.-Cdr. E. R. Harper, Lt.-Cdr. E. Y. Porter, Lt.-Cdr. K. H. Doolittle, Lt.-Cdr. D. H. McNicol, Don Moir, CPO H. E. Davis, CPO Doug Howes, Staff Sgt. George Sibbald and F. Hickman.

Visiting rinks, who travelled at their own expense, were accommodated by members of the host club.

Shearwater Tops Swimming Meet

Shearwater took major honours in the Nova Scotia teen-age swimming championships in April. It was a surprise victory over the strong Halifax YMCA Neptunes.

Thirty-one teen-age records were broken. In the overall standing *Shearwater* posted 361 points, while "Y" had 299, Greenwood 139, Banook 135, *Corn-*



Commodore Paul D. Taylor, Commanding Officer Naval Divisions, centre, congratulates the first rink to win the Navy Trophy presented this year for annual competition between curling rinks from the three armed forces and RCMP in the Toronto-Hamilton-London area. Members of the winning rink from York, Toronto's naval division are, left to right, E. L. Lansdown, Sub-Lt. Brad Sumner (skip), Commodore Taylor, Lt. W. H. Wilson and Lt. T. J. MacGougan. (COND-7029)

wallis 123, *Stadacona* 53, Beaverbank 29 and Halifax City Recreation 28.

The girls' aggregate showed: *Shearwater* 186, "Y" 131, Banook 99, Greenwood 68, *Cornwallis* 35, Halifax 23, *Stadacona* 10 and Beaverbank 5.

Boys' aggregate: *Shearwater* 175, "Y" 168, *Cornwallis* 88, Greenwood 71, *Stadacona* 43, Banook 36, Beaverbank 24, and Halifax 5.

Prairie Cadets Hold Bonspiel

Sea Cadets, Air Cadets and Army Cadets in Alberta competed in an annual tri-service cadet bonspiel in mid-April with the Sea Cadets coming out well in the play. RCSCC *Cayuga* was host to the bonspiel at the Wainwright curling rink. Nineteen rinks were entered and the main event was won by RCAC Derwent.

RCSCC *Cayuga*, Wainwright, "B" entry took the third event and RCSCC *Athabaskan* rink from Fort Saskatchewan won the fourth event.

A banquet was held in the clubrooms following the bonspiel.

Montrealer Wins Squash Title

Lt. R. H. Gaunt, RCN(R), of Montreal, took the Maritime open squash championship in the "A" Class; CPO John Stoddard, *Cornwallis*, won the

"B" Class; J. Russell, of Hamilton, Ont., won in the "C" Class, and CPO A. E. Coe, FOAC staff, won in the Veteran's Division.

The meet was held on April 7, 8 and 9 at *Stadacona*.

Hockey Title To Shearwater

Les Shatford fired three goals on April 8 to lead *Shearwater* Flyers to the Atlantic Command hockey championship for the second consecutive year.

Flyers defeated Fifth Escort Squadron, 7-4, to nail down the crown.

Flyers led 2-1 at the end of the first period, increased their margin to 5-2 in the second and each team fired a brace of goals in the third period.

Rugged Types up Before Breakfast

Engineering artificers in the *Terra Nova* set up a "breakfast club" of petty officers second class during a cruise to Charlotte Amalie, Virgin Islands, following exercises in the Bermuda area.

But the breakfast club wasn't exactly that. It consisted of members mustering at dawn daily on the quarterdeck for PT and fresh air. Penalties were provided for those late or missing and

membership was forfeited for being absent twice in a row. Attendance was good at sea but began to fall off after four days in Charlotte Amalie.

The "First Lighters", as they were known, spent their time running, swimming, playing ball and taking PT.

Shore 'A' Team Hockey Champs

A Nova Scotia tri-service hockey series saw Naval Shore Establishment "A" down all comers and then eliminate HMC Ships in the final to take the trophy.

Leading up to the finals, Army "A" downed Naval Shore Establishment "B"; NSE "A" defeated Army "B"; HMC Ships defeated Greenwood; NSE "A" downed Army "A"; NSE "B" downed Army "B", and Greenwood defeated Army "A".

In the consolation Greenwood edged out NSE "B".

York Winner of Tri-Service 'Spiel

HMCS York curlers topped the 16 Navy, Army, Air Force and RCMP rinks from the Hamilton, London, Toronto areas when they curled the first area Tri-Service Bonspiel on April 5. Held in Hamilton, the event, it is hoped, will become an annual affair.

The winning rink was the first to be presented with a new award, the Navy Trophy, donated by the RCN Curling Association (Hamilton).

York's rink consisted of Lt. E. L. Lansdown, Sub-Lt. Brad Sumner (skip), Lt. W. H. Wilson and Lt. T. J. MacGougan.

Members of the York rink had taken an active part in the formation of the HMCS York Curling Club earlier in the year. All messes are represented and eight rinks curled on Sundays at RCAF Downsview Curling Rink.

Shearwater Has Judo Club

A judo club has been formed at HMCS Shearwater and application has been made to the Nova Scotia Black Belt Association for admission.

At a recent meeting club president CPO Ken Busch welcomed Stadacona Judo Club instructor Perry W. Teale (Black Belt) and Alan N. Swaney (Blue Belt), who gave a demonstration of judo. Friendly rivalry was predicted between the Shearwater club and the Stadacona and RCAF Greenwood clubs.



There's no curling in Washington, D.C., but that didn't stop four former prairie residents attached to HMCS Niagara from forming a rink and journeying north to the RCN Curling Association's bonspiel in Ottawa to defy all comers. Lack of practice told its tale, but the jaunty plumes on their blue and white hats never drooped. The foursome was made up of (front row) Lt.-Cdr. Ben Southon and Cdr. Bill Onysko (skip) and, behind them, Cdr. Jim Thomson and Lt. Cliff Way.

Identity Card For Pensioners

A laminated wallet-size Certificate of Service has been introduced by the RCN for issue to officers and men honourably released and qualified for an annuity under the Canadian Forces Superannuation Act or a pension under the Defence Services Pension Continuation Act.

The purpose of the certificate is to provide retired officers and men with a

readily available identification card denoting former service in the RCN. It is expected to prove useful when pensioned personnel apply for membership in naval messes or other naval institutions, when applying for employment and for identification in the event of mobilization or during an emergency.

The front of the card has spaces for official number, rank, name and dates of enlistment and retirement. On the back are spaces for date of birth, physical characteristics, medals and awards, blood group and signature.

The certificate (Form CNS 4007) will be prepared in Naval Headquarters and forwarded to eligible personnel at the time of their release from the RCN.



RETIREMENTS

CPO ARTHUR BOWDEN, CIHT4, of North Shields, Northumberland, England; joined RCNR April 14, 1941; transferred RCN January 31, 1945; served in Montreal division, *Stadacona*, *Columbia*, *Star*, *Hochelaga*, *Mattane*, *Niobe*, *Peregrine*, *Scotian*, *St. Hyacinthe*, *Warrior*, RCNAS Dartmouth, *Cornwallis*, *Portage*, *Shearwater*, *Donnacona*, *Quebec*, *Patriot*, PNO Quebec, PNO Montreal; awarded CD; retired April 15, 1961.

CPO ALEXANDER BROWN, C2ER3, of Winnipeg, Manitoba; joined RN January 20, 1932; transferred RCN April 29, 1944; served in *Niobe*, *Avalon*, *Stadacona*, *Hochelaga II*, *Chaleur II*, *Glace Bay*, *Scotian*, *Quinte*, *Stadacona*, *Givenchy*, *Naden*, *Cayuga*, *Rockcliffe*, *Ontario*, *Magnificent*, *Cornwallis*; awarded RCN Long Service & Good Conduct Medal and CD; retired April 28, 1961.

CPO HARRY HERBERT STANLEY CARSON, C1SN4, of Strasbourg, Sask.; joined January 15, 1940; served in *Naden*, *Stadacona*, *Acadia*, *Spikenard*, *Camrose*, *Cornwallis*, *Niobe*, *HMS Osprey*, *Somers Isles*, *Hunter*, *Swansea*, *Huron*, *Wallaceburg*, *Haida*, *Stadacona*, *New Liskeard*, *Assiniboine*; awarded CD; retired March 30, 1961.

CPO ROLAND JOSEPH PIERRE COTE, C2AT4, of Montreal, Que.; joined March 20, 1946; served in *Donnacona*, *Naden*, *Stadacona*, *Niobe*, RNAS Worthy Down, RCNAS Dartmouth, *Warrior* (803), RNAS Eglinton (19CAG), *Magnificent*, *Shearwater*, *Montcalm*, *D'Iberville*; awarded CD; retired April 30, 1961.

CPO GILBERT MAURICE COX, C2HT3, of Harrington, Labrador; joined July 19, 1938; served in *Stadacona*, *Prince Henry*, *Protector*, *Scotian*, *Avalon*, *Peregrine*, *Cornwallis*, *Iroquois*, *Warrior*, *Magnificent*, *Quebec*, *Cape Scott*; awarded Long Service and Good Conduct Medal; retired April 17, 1961.

CPO NORMAN BENJAMIN CROMPTON, P1ER4, of Carleton Place, Ont.; served in RCN July 15, 1940, to Aug. 14, 1947; transferred RCN(R) Aug. 22, 1949; rejoined RCN March 27, 1950; served in *Carleton*, *Naden*, *Wolf*, *Malaspina*, *Bytown*, *Cataracqui*, *Trentonian*, *Niobe*, *Peregrine*, *Iroquois*, *Stadacona*, *Haida*, *Nootka*, *Wallaceburg*, *Antigonish*, *Athabaskan*, *Ontario*, *Beacon Hill*, *Micmac*; awarded CD; retired April 8, 1961.

CPO WILLIAM GEORGE CURRIE, C2WS4, of Saskatoon, Sask.; joined RCNVR Sept 20, 1939; transferred RCN Jan. 15, 1940; served in Ottawa Division, *Naden*, *Stadacona*, *Gaspé*, *Venture*, (*Raccoon*), *Drummondville*, *Lunenburg*, *Stratford*, *Avalon*, *Brandon*, *Collingwood*, *Cornwallis*, *Iroquois*, *Bytown*, *Warrior*, *Scotian*, *Carleton*, *Magnificent*, *Haida*, *Huron*, *Swansea*, *Quebec*, *Lauzon*, *Micmac*, *Patriot*, *Victoriaville*; awarded CD; retired April 16, 1961.

CPO HOWARD CLIFTON DOWLE, C2BN4, of Winnipeg, Man., served in RCNVR March 24, 1938—April 16, 1939; transferred RCN April 17, 1939; served in *Naden*, *Stadacona*, *Assiniboine*, *Skeena*, *Niobe*, *Eyebright*, *Avalon*, *Givenchy*, *Prince Rupert*, *Cornwallis*, *Capitano*, *Prestonian*, *Unicorn*, *Ontario*, *Niobe*, *HMS Excellent*, *Malahat*, *Crescent*; awarded CD; retired April 16, 1961.



Ord. Sea. Jim Daley, of the *Sussexvale*, explores the amusing, and possibly educational, simulated jungle in Luna Park, Sydney, Australia, during this year's training cruise to New Zealand and Australia. (E60340)

CPO BENOIT FOUQUET, C1CM4, of East Angus, Quebec; joined March 18, 1936; served in *Stadacona*, *Saguenay*, *Ottawa*, *Naden*, *Avalon*, *York*, *Peregrine*, *St. Hyacinthe*, *Uganda*, *Naden*, *Warrior*, *Montcalm*, *D'Iberville*, *Shearwater*, *Magnificent*, *Bonaventure*, *Donnacona*; awarded CD; retired March 17, 1961.

CPO LLOYD DOUGLAS GREENWOOD, C1ER4, of Toronto, Ontario; joined RN Feb. 27, 1933; transferred RCN Jan. 30, 1937; served in *St. Laurent*, *Skeena*, *Stadacona*, *Fundy*, *Saguenay*, *Mayflower*, *Naden*, *Collingwood*, *Avalon*, *Etrick*, *Givenchy*, *Niobe*, *Warrior*, *Scotian*, *Nootka*, *Magnificent*, *Labrador*, *Bonaventure*; awarded Long Service and Good Conduct Medal; retired April 17, 1961.

PO WILLIAM LEE HOWIE, P1ER4, of Simpson, Sask.; joined March 24, 1941; served in *Naden*, *Stadacona*, *Avalon*, *Fort William*, *Cornwallis*, *Niobe*, *Long Branch*, *Arnprior*, *Iroquois*, *Victoriaville*, *Peregrine*, *Warrior*, *Magnificent*, *Huron*, *New Liskeard*, *Fort Erie*; awarded CD; retired March 24, 1961.

CPO RICHARD EDMUND THOMAS JAMES, C1FC4, of Shetland Islands, Scotland; joined September 16, 1940; served in *Naden*, *Cougar*, *Outarde*, *Givenchy*, *Beaconhill*, *Grou*, *Rockcliffe*, *Crescent*, *Cornwallis*,

Stadacona, *Niobe*, *HMS Excellent*, *Cayuga*, *Assiniboine*; awarded CD; retired April 22, 1961.

CPO LLOYD GEORGE KIRKPATRICK, C2SG3, of Fredericton, N.B.; joined RCNVR April 7, 1938—Aug 28, 1945; transferred RCN March 11, 1946; served in Saint John division, *Stadacona*, *Peregrine*, *Captor II*, *Haligonian*, *St. Stephen*, *Albro Lake* radio station, *Nootka*, *Shearwater*, *Magnificent*, *New Liskeard*, *Cornwallis*, *Algonquin*, *Brunswick*; served as convoy signalman in *Beaverburn*, *Hoperidge* and *Britannia*; awarded LS & GC Medal; retired March 21, 1961.

CPO FRANCIS HERBERT McDONALD LOWE, C2RP3, of Red Deer, Alberta; joined April 17, 1939; served in *Naden*, *Stadacona*, *Assiniboine*, *St. Francis*, *HMS Candytuft*, *Arvida*, *Avalon*, *Shawinigan*, *Sorel*, *Ambler*, *Albani*, *HMS Stayner*, *Niobe*, *Monnow*, *Peregrine*, *Warrior*, *Ontario*, *Magnificent*, *Cornwallis*, *Algonquin*, *Labrador*, *Queen Charlotte*; awarded LS & GC Medal; retired April 16, 1961.

CPO JAMES ALEXANDER MACKIE, C1SG4, of Vancouver, B.C.; joined March 1, 1937; served in *Naden*, *Stadacona*, *HMS Victory*, *Restigouche*, *St. Laurent*, *Niagara*,

Givenchy, St. Hyacinthe, Givenchy, Prince Robert, Peregrine, Athabaskan, Cornwallis, Ontario, Venture, Oriole; awarded LS & GC Medal; retired April 21, 1961.

RALSTON MacVICAR, P1CK3, of Cape Breton, N.S.; joined March 24, 1941; served in *Naden, Prince Robert, Timmins, Bellechasse, Givenchy, Stadacona, SNO Lunenburg, Micmac, Scotian, Warrior, Magnificent, Swansea, Toronto, Cornwallis, Iroquois, La Hullose, Fort Erie*; awarded CD; retired April 25, 1961.

CPO WOODROW FOCH MASKELL, C2WS4, of West Jeddore, N.S.; joined RCNVR May 21, 1940; transferred RCN December 1, 1941; served in *Stadacona, Hochelaga II, Weyburn, Carleton, Cornwallis, Peregrine, Poundmaker, Micmac, Givenchy, Naden, Catarauit, Magnificent, New Liskeard, Niobe, HMS Excellent, Huron, Iroquois, Cape Breton, Hunter, York*; awarded CD; retired March 10, 1961.

CPO GEORGE HUNTER MCGINN, C2ER4, of Kamloops, B.C.; joined April 21, 1939; served in *Naden, Ottawa, Avalon, Stadacona, Gatineau, Scotian, Peregrine, Huron, Iroquois, Micmac, Qu'Appelle, Portage, St. Stephen, Cornwallis, Haida, La Hullose, Montcalm*; awarded LS & GC Medal; retired April 20, 1961.

CPO WALTER DAVID NETTLETON, C1WS4, of Leeds, England, joined March 18, 1936; served in *Stadacona, St. Laurent, Saguenay, HMS Excellent, Restigouche, St. Croix, Cornwallis, Niobe, HMS Belfast, HMS Glasgow, Uganda, Naden, Catarauit, Magnificent, Micmac, Shearwater, Carleton, Bytown*; awarded LS & GC Medal; retired March 17, 1961.

CPO JAMES CONLEY OSBORNE, C2SN4, of Fernie, B.C.; joined April 24, 1939; served in *Naden, Ottawa, Stadacona, St. Malo, Camrose, Q-072, Chambly, Beaver, Matapedia, Moncton, Hochelaga, Cobourg, Avalon, Scotian, Cornwallis, Niobe, Crusader, Peregrine, Micmac, Magnificent, Haida, Huron, Shearwater, Algonquin, HMS Vernon, Saguenay, Chaudiere*; awarded LS & GC Medal; retired April 21, 1961.

CPO FRANCIS ARTHUR PELLOW, C2ER4, of Calgary, Alberta, joined April 29, 1939; served in *Naden, Restigouche, Stadacona, Vison, Marlis, MJE Pictou, St. Francis, Chedabucto, Hochelaga II, HMS Lightfoot, Niobe, HMS Monnow, Petrolia, Avalon, Protector, Humberstone, Orangeville, Huntsville, Scotian, RCNAS Dartmouth, Givenchy, Antigonish, Rockcliffe, M124, Athabaskan, Ontario, Crescent, Assiniboine*; awarded LS & GC Medal; retired April 28, 1961.

CPO JOSEPH RAYMOND POIRIER, C1ER4, of Quebec, Que.; joined April 24, 1939; served in *Stadacona, Saguenay, Swift Current, Scotian, Peregrine, Cape Breton, Portage, Iroquois, Magnificent, Toronto, Quebec, Montcalm, D'Iberville*; awarded LS & GS Medal; retired April 23, 1961.

PO JOHN AUGUSTINE SUTHERLAND, P1PW3, of St. Peters, P.E.I., joined March 24, 1941; served in *Naden, Givenchy, Prince Henry, Stadacona, Niobe, Peregrine, Cornwallis, Haida, RCNAS Dartmouth, Shearwater, Magnificent, Bytown, Labrador, Star, Saguenay, Micmac*; awarded CD; retired March 31, 1961.

PO ARTHUR ROBERT TAYLOR, P1ER4, of Ryckmans Corners, Ont., joined RCNVR June 4, 1940; transferred RCN April 21, 1941; served in *Toronto division, Stadacona, Avalon, Coltingwood, Kenogami, Avalon II, Chilliwack, Hochelaga, Border Cities, Cornwallis, Peregrine, Grandmere, Shelburne, Provider, Scotian, Micmac, Iroquois, New Liskeard, York, Magnificent, Shearwater, Montcalm, La Hullose, Algonquin, Lauzon, Minas, Wallaceburg, Sault Ste. Marie, Bonaventure, Lauzon, Star*; awarded CD; retired April 20, 1961.

CPO JOHN PETER TOFIN, C2ER4, of Ashcroft, B.C.; joined April 24, 1939; served in *Naden, St. Laurent, Stadacona, Swift Current, Cornwallis, Quesnel, Peregrine, Arrprior, Lewis II, Givenchy, Uganda, Griffon, Crescent, Sioux, Beaconhill, Sault Ste. Marie,*

Ontario, Digby, Cayuga, St. Laurent; awarded LS & GC Medal; retired April 23, 1961.

CPO JOSEPH ALPHONSE PAUL-EMILE VEZINA, C1HT4, of St. Michel, Que.; joined RCNVR January 4, 1931; transferred RCN Sept. 17, 1943; served in *Stadacona, St. Laurent, Prince Henry, St. Hyacinthe, Avalon, Cornwallis, HMS Puncher, Scotian, Bytown, Donnacona, Labrador, Huron, D'Iberville*; awarded CD; retired March 17, 1961.

PO CURTIS ROBERT YOOL, P1PH4, of Quesnel, B.C., joined January 27, 1941; served in *Naden, Givenchy, New Westminster, Stadacona, Cornwallis, Elk, Peregrine, Noranda, Scotian, Ontario, Bytown, Niagara, Labrador, Saguenay*; awarded CD; retired March 24, 1961.

OFFICERS RETIRE

LT.-CDR. FRANK BERTHON BARCLAY, CD, of London, England, and Victoria; joined RCNVR June 9, 1940, RCN(R) Ret'd List October 11, 1945, transferred RCN August 17, 1951; served in *Stadacona, Bittersweet, Captor, Givenchy, Strathadam, Naden, Malahat, Chatham, Bytown, Magnificent, Sioux*; last appointment, naval adviser with the Canadian Delegation to Vietnam; commenced leave April 6, 1961; retires August 17, 1961.

LT. MAURICE A. CAREY, DSM, CD, Sutton, Surrey, England, and Mimico, Ont.; joined RCN November 6, 1928, as a boy seaman, promoted to warrant rank July 27, 1945; served in *Stadacona, Champlain, Ypres, Saguenay, HMS Victory, HMS Excellent, HMS Warspite, Venture, Gaspé, Arrowhead, Peregrine, Niobe, HMS President, Magnificent, Donnacona, Labrador, Cornwallis*; awarded Long Service and Good Conduct Medal and CD; last appointment, on the staff of the Operations Division, Fleet School, Stadacona; commenced leave March 26, 1961, retires on November 11, 1961.

LT.-CDR. ERNEST CASSELS, CD, of Singapore, and Halifax; joined RCNR as a mate November 25, 1940, promoted lieutenant December 1, 1942, discharged January 1946; joined RCN(R) active list May 1940, transferred RCN March 1954; served in *Stadacona, St. Eloi, Thomas J. Carroll, Venture, Beaver, Chambly, Avalon, Cobalt, Bittersweet,*

Scotian, Sackville, Cornwallis, Brockville, Naden; last appointment officer-in-charge, Seamanship Training Centre, Fleet School, HMCS Naden; commenced leave March 7, 1961, retired June 20, 1961.

LT.-CDR. KENNETH HARVEY DOOLITTLE, CD, BEd, BA, of Maymont, Sask., and Ottawa; joined RCNVR July 11, 1924, as an ordinary seaman, promoted to warrant rank June 1, 1943, transferred RCN July 20, 1951; served in *Naden, Divisional Headquarters, Victoria, Stadacona, Cornwallis, Chippawa, Unicorn, Uganda, Ontario, Hochelaga, Bytown*; last appointment, on staff of Director of Naval Training at Naval Headquarters, Ottawa; commenced leave April 22, 1961, retires July 20, 1961.

LT.-CDR. ROBERT MICHAEL DUNBAR, CD, of Ottawa; joined RCN as an ordinary seaman, promoted to warrant rank October 18, 1941; served in *Naden, HMS Victory, HMS Courageous, HMS Furious, Vancouver, HMS Pembroke, Ottawa, RN Signal School, HMS Dominion, Stadacona, Naval Headquarters, St. Hyacinthe, Burrard, Avalon, Wentworth, Scotian, Bytown, Givenchy, Warrior, Niobe, Magnificent, Cornwallis*; last appointment, on staff of the Director of Naval Communications, Naval Headquarters, Ottawa; commenced leave March 7, 1961, retires on October 2, 1961.

LT.-CDR. ERIC RAYLAND FLEMING, CD, of Bella Coola, B.C., and Victoria; joined RCNR May 26, 1941, transferred RCN January 20, 1949; served in *Niobe, Stadacona, Venture, Chaleur, St. Laurent, Givenchy, Uganda, Rockcliffe, Naden, Malahat, Bytown, Athabaskan, Donnacona, Hochelaga*; last appointment, Inspector Supply and Fleet Accounting West Coast; commenced leave April 2, 1961, retires July 14, 1961.

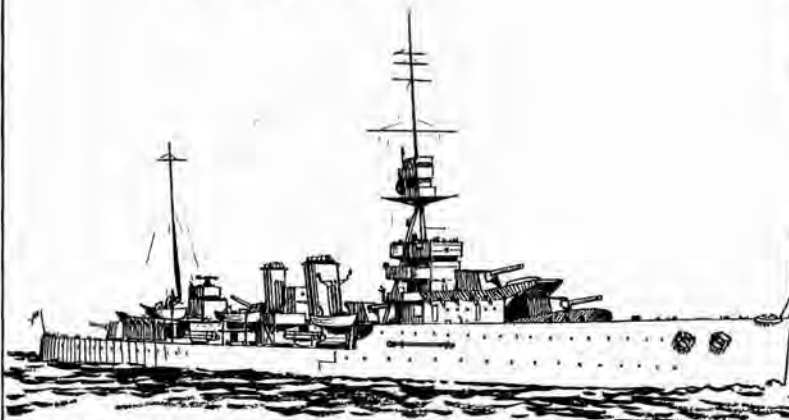
LT.-CDR. JOHN OGILVIE TAYLOR LEE, CD, of Vancouver and Victoria, joined RCNVR April 24, 1940, transferred RCN December 22, 1949; served in *Stone Frigate, Naden, Givenchy, Cougar, Stadacona, St. Clair, Niobe, Bytown, Shelburne, Scotian, Discovery, Cayuga, Patriot*; last appointment for duty with Command Technical Officer on staff of the Flag Officer Pacific Coast, commenced leave April 14, 1961, retires July 26, 1961.



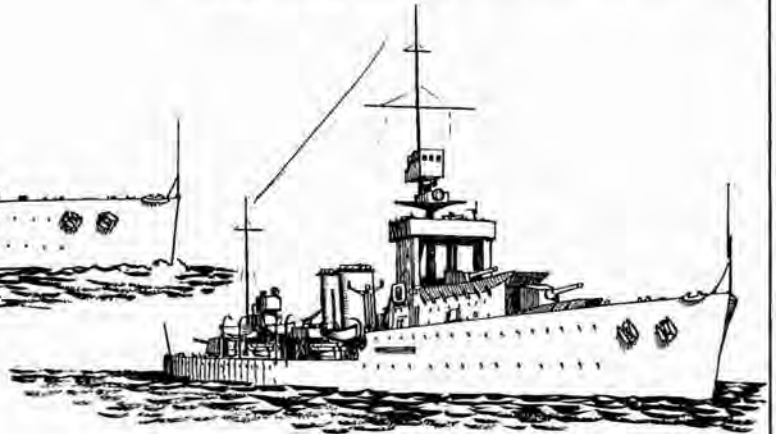
Naval Lore Corner

Number 92 THE DOUGHTY "D's"

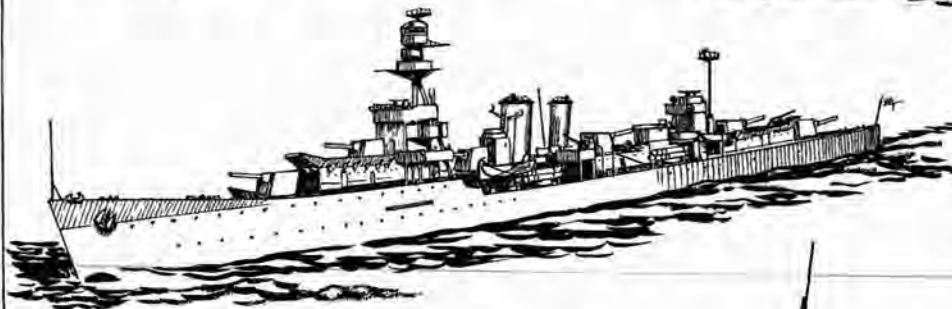
THE 'D' CLASS WERE THE LAST OF A LONG LINE OF SMALL LIGHT CRUISERS CONCEIVED DURING WORLD WAR I. OF 8 SHIPS COMPLETED (4 WERE CANCELLED) 'DANAÉ', 'DAUNTLESS', AND 'DRAGON' SAW SERVICE BEFORE THE END OF THE WAR. SMALLER THAN THEIR FOREIGN CONTEMPORARIES, THEY WERE HANDY VESSELS AND GAVE A GOOD ACCOUNT OF THEMSELVES IN WORLD WAR II. ALL EXCEPT 'DESPATCH' WERE FITTED AS FLAGSHIPS. 'DUNEDIN' AND 'DIOMEDE' SERVED IN THE R.N.Z.N. OF 4,850 TONS, THEY MOUNTED SIX 6-INCH GUNS IN SINGLE MOUNTINGS PLUS THREE 4-INCH GUNS AND 12 TORPEDO TUBES. SPEED WAS 29 KNOTS....



HMS DAUNTLESS AS SHE APPEARED IN 1928 WHEN SHE WAS BADLY DAMAGED BY GROUNDING OFF HALIFAX, NOVA SCOTIA. SHE WAS SOLD FOR SCRAP IN 1946...

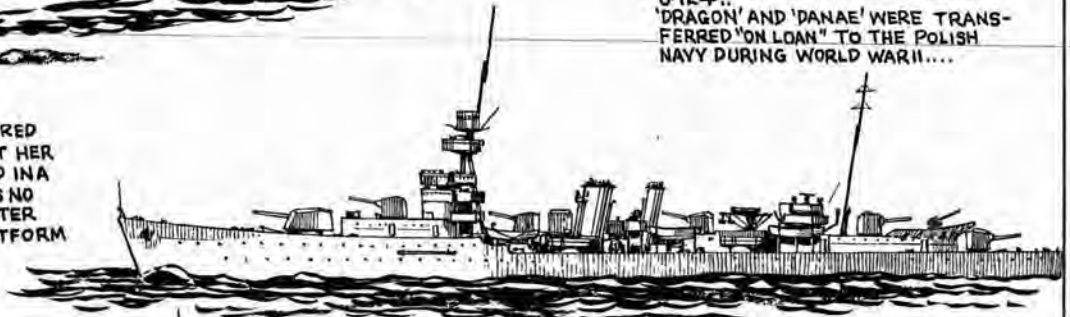


HMS DAUNTLESS (ABOVE) WITH SEA-PLANE HANGAR BENEATH HER BRIDGE (1918). IT WAS LATER REMOVED.



H.M.S. DUNEDIN (LEFT) AND HER SISTERS 'DELHI', 'DURBAN', 'DESPATCH' AND 'DIOMEDE' WERE PROVIDED WITH TRAWLER BOWS TO IMPROVE THEIR SEA-KEEPING QUALITIES. 'DUNEDIN' WAS SUNK IN THE SOUTH ATLANTIC IN 1941 BY U-124... 'DRAGON' AND 'DANAÉ' WERE TRANSFERRED 'ON LOAN' TO THE POLISH NAVY DURING WORLD WAR II....

H.M.S. DIOMEDE (RIGHT) DIFFERED FROM HER SISTERS IN THAT HER FORWARD GUN WAS MOUNTED IN A GUN-HOUSE AND THERE WAS NO BLAST SCREEN ON THE SHELTER DECK. NOTE AIRCRAFT PLATFORM ABAFT FUNNELS.



H.M.S. DELHI (LEFT) AS REFITTED AND REARMED LATE IN WORLD WAR II. HER BRIDGE WAS MODERNIZED AND LIGHTER MASTS WERE STEPPED NEGATIVE CONTROL PLATFORMS. SHE WAS RE-ARMED WITH FIVE 6-INCH 38 CAL. (U.S.) GUNS AND NUMEROUS 40 AND 20 MM A.A. GUNS IN U.S.A. 'DELHI' WAS SCRAPPED IN 1948. HER SISTERS 'DRAGON' AND 'DURBAN' WERE EXPENDED AS BLOCK SHIPS FOR THE ARTIFICIAL HARBOUR AT ARROMANCHES, FRANCE IN 1944..

Roger Duhamel

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