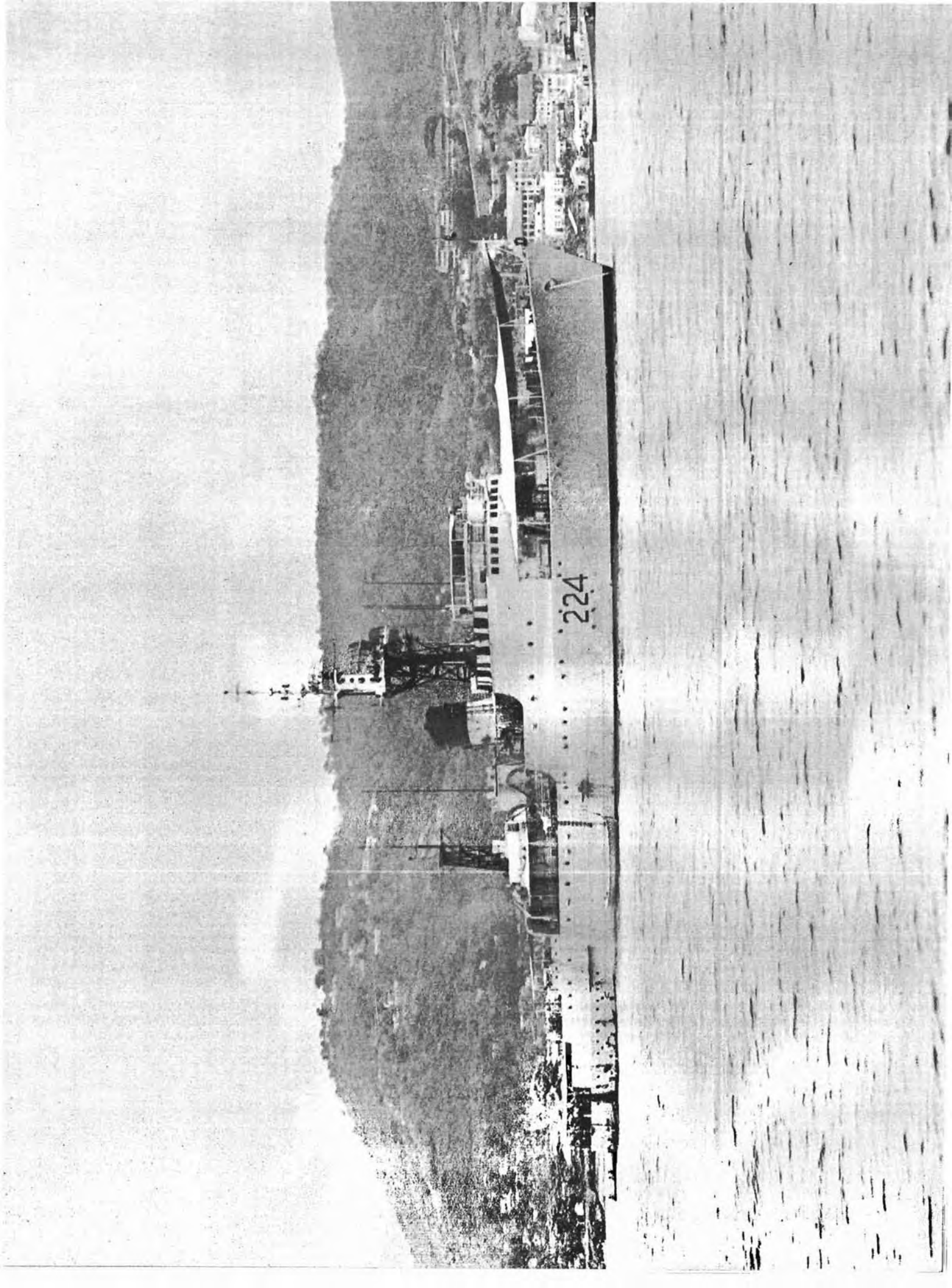


# The CROWSNEST





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Vol. 13 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST 1961

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### FAMILY PORTRAITS

Ambassadorial duties are performed frequently and willingly by ships of the Royal Canadian Navy. Seven months after HMCS *Terra Nova* had welcomed Nigeria as a new and independent member of the Commonwealth of Nations, HMCS *Algonquin* performed similar duties, on behalf of Canada's Armed Forces, in welcoming another new member of the Commonwealth, Sierra Leone.

On the opposite page, her awnings spread against the tropical heat, the *Algonquin* is shown at anchor off Freetown, capital of Sierra Leone, established long ago by Great Britain as a homeland for freed slaves (CCC-1-061)

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*The Cover*—An impressive ceremonial occasion—actually a continuation of last year's RCN Jubilee celebrations—occurred in the Pacific Command on June 16 with the presentation of a set of embossed silver drums to the Navy by the Province of British Columbia and Greater Victoria. Much of the detailed organizing of the event fell to Lt. C. H. (Jack) Humble, parade lieutenant at *Naden*, and subject of the cover picture. (E-61167)



## RCN NEWS REVIEW

An international colour guard, representing the armed forces of Canada and the United States, took part in the inauguration ceremony at the International Bridge between St. Stephen, New Brunswick, and Calais, Maine. HMCS Swansea and two American destroyers were present and landed guard personnel, who were augmented by members of the RCAF band from Greenwood, N.S., the Maine National Guard and the USAF. RCN Banshee jets from Shearwater and USAF Voodoo jets from Bangor, Maine, presented an aerial display. (Photo from Don Stitt, ex-PO, Calais, Maine).

### Carleton Heads Naval Divisions

HMCS *Carleton*, the Ottawa naval division, heads the list of 1961 winners in the annual competition for awards by naval divisions across Canada. Selection of the winners was based on the results of the annual inspection by the Commanding Officer Naval Divisions, Hamilton.

The trophy won by the Ottawa division is the Naval Divisions Efficiency Trophy presented by the Canadian Shipbuilding and Ship Repairing Association to the division scoring top standing in the year.

The Runner-up Trophy presented by *Malahat*, the Victoria naval division, was awarded jointly to HMCS *Brunswick*, Saint John, and HMCS *Chippawa*, Winnipeg, for their progress in the last year.

The Reserve Air Squadron, VC 920, at Downsview, near Toronto, was awarded the Naval Reserve Aviation Trophy, which is presented by the Fairey Aviation Company of Canada.

The University Naval Training Division Proficiency Trophy was awarded to

HMCS *Nonsuch* UNTD at Edmonton. This trophy was presented by ex-cadets of University Naval Training Divisions.

### Busy Summer For RCN Ships

RCN ships during June and July carried out numerous exercises and cruises for one of the most varied programs in years.

In the Atlantic Command, the *Bonaventure* visited Quonset Point, R.I., New York City and Norfolk, Va., in addition to exercising with U.S. naval units and taking part in NATO Exercise Rip Tide Two.

A unit of the Third Canadian Escort Squadron, the *Crescent* conducted various trials and visited Boston. The *Sioux* acted as plane guard for the *Bonaventure*, and visited Newport, Rhode Island, and New York City. The *Athabaskan* relieved the *Sioux* and accompanied the *Bonaventure* during Exercise Rip Tide Two. The *Iroquois* completed post refit trials and visited Portland, Maine.

In the Fifth Canadian Escort Squadron, the *St. Croix* visited San Juan, P.R.,

and the *Terra Nova* left Halifax June 29 for Newfoundland, where she embarked His Honour Campbell Macpherson, Lieutenant Governor, for visits to outports.

Frigates of the Seventh Escort Squadron left Port of Spain, Trinidad, May 31 completing UNTD Cruise "A" and visited Bermuda before returning to Halifax. On June 26 the squadron left Halifax on UNTD cruise "B" in the Gulf of the St. Lawrence. The *New Waterford*, on a separate cruise, visited Pictou, N.S.

The *Swansea* joined the Seventh Escort Squadron during UNTD Cruise "A" and later visited Eastport, Maine. The *Lauzon* and *Buckingham* were carrying out a Reserve Training Program in the Great Lakes under the operational control of the Commanding Officer Naval Divisions. The *Cap de la Madeleine* left Halifax July 5 on an ROTP cruise to the Caribbean, which included calls at Lucea, Jamaica, and San Juan, Puerto Rico, with further calls at American ports.

The First Canadian Minesweeping Squadron completed a program of training and courtesy visits in the Great Lakes.



The *Loon* sailed from Halifax June 20 for Reserve training in the Gulf and River St. Lawrence. The *Cape Scott* arrived at Saint John, N.B., on July 16.

In the Pacific Command, three ships of the Second Canadian Escort Squadron left Esquimalt June 19 on an ROTP cruise to *Alaska*. Lieutenant-Governor G. R. Pearkes was embarked in the *Assiniboine* until June 23 for a tour of coastal Indian villages.

All seven frigates of the Fourth Canadian Escort Squadron sailed from Esquimalt on June 19 with 210 officer cadets from the three Canadian Services Colleges and various universities embarked. The program included exercises in the Gulf of Georgia and a cruise to San Francisco.

The Second Canadian Minesweeping Squadron completed minesweeping exercises off the California coast, then visited San Francisco, California, and Portland, Oregon, before returning to Esquimalt.

HMCS *Grilse* left New London, Connecticut, June 19 en route to Esquimalt

via the Panama Canal. She visited San Diego July 7-10 before arriving at Esquimalt July 14.

### ***Astute* Returning To Halifax Duty**

HMS *Astute*, the first unit of the Royal Navy's Sixth Submarine Division to be stationed at Halifax, was to return in mid-August for another 18-month commission in the Atlantic Command.

The *Astute* worked briefly with the RCN in 1950 and, in 1955, she commenced her first 18-month tour of duty, returning to the United Kingdom in December 1956. In June 1958 she returned to Halifax and acted in a relief role to the other boats attached to the division. She returned to England in October of the same year.

The *Astute*, one of the "A" class submarines of the Royal Navy, was first commissioned in June 1945. "A" class submarines have a surface displacement of 1,385 tons and a submerged displace-

ment of 1,620 tons, with an overall length of 280 feet.

She has been fully streamlined and corresponds in the Royal Navy to the U.S. Navy's snorkel-fitted, fleet-type submarine. The class has four 21-inch torpedo tubes forward and two aft.

Lt.-Cdr. C. Ringrose-Voase, RN, will command the *Astute* during her new commission. This will be his second commission with the Sixth Submarine Division at Halifax. He previously served in the *Alderney* at Halifax in 1955-56.

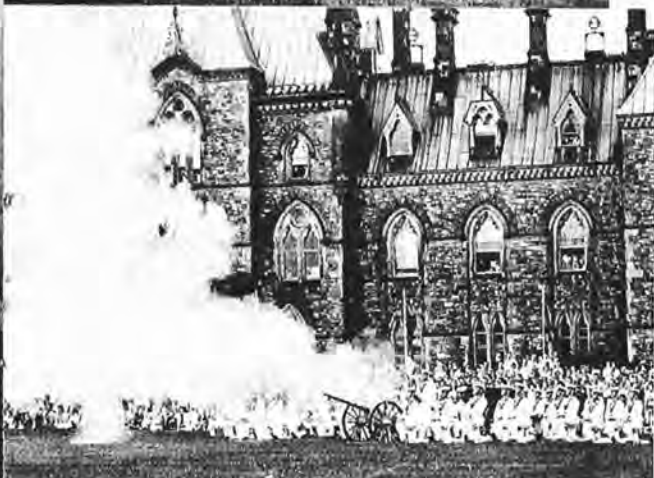
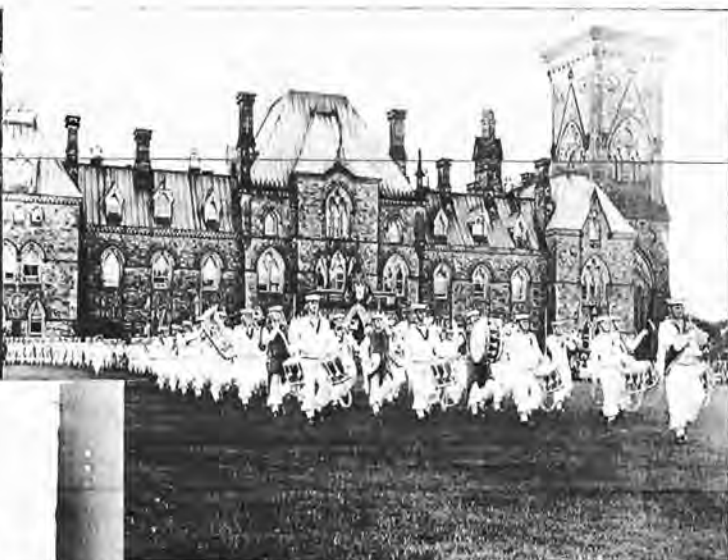
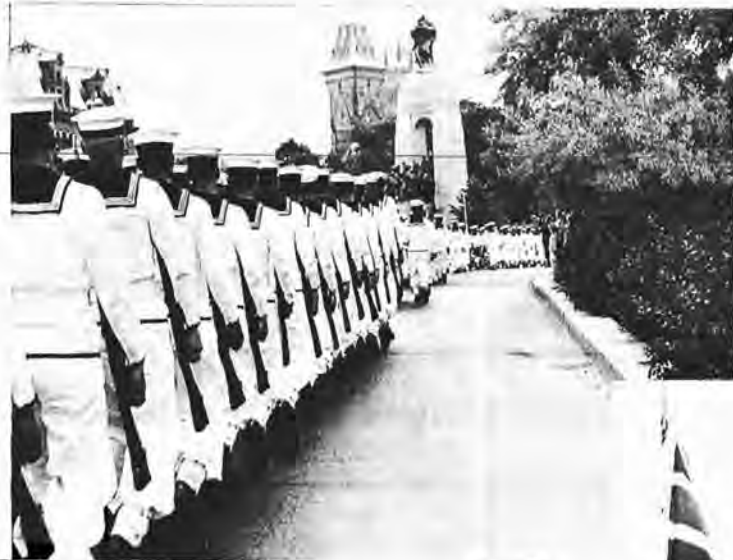
### ***Third Year Cadets Train in U.S. Ships***

Two third-year RCN officer cadets from Royal Military College, Kingston, trained with the United States Navy on an exchange with two midshipmen from the United States Naval Academy, Annapolis, Md.

This is the first exchange of cadets and midshipmen of the permanent force between the two navies.

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## Dominion Day on Parliament Hill



Cadet Midshipmen Jean J. L. Richard and Henry W. Schaumburg spent two days at Annapolis, then joined the USS *Dupont* (destroyer) at Norfolk, Va., in June. On July 14, they transferred to the USS *Northampton* (destroyer), where they remained until July 27 before returning to Canada.

Their U.S. Navy counterparts, Midshipmen First Class L. B. Lagrandeur and C. A. McNeil, took their training in the *Skeena* and *Margaree*, alongside RCN cadet midshipmen from the Royal Military College and Canadian universities.

### Sunset Ceremony In Three Cities

The Royal Canadian Navy's celebrated Sunset Ceremony was presented in three Ontario cities during the latter part of June by officers and men from *Cornwallis*.

Performances were at London, Ont. June 20 and 21, Hamilton, June 23 and 24, and Ottawa on June 29 and 30 and July 1.

There were about 180 officers and men from *Cornwallis* in the Sunset Ceremony contingent which included a guard, two field guns' crews and a 45-piece band.

### Book Benefits Benevolent Fund

A further substantial gift, representing royalties on *H.M.C.S.*, Gilbert Milne's selection of naval pictures taken by him during the Second World War, has been made to the RCN Benevolent Fund.

Thomas Allen Limited, of Toronto, publishers of the book, in June mailed a cheque for \$274.30 to the Fund, to bring the total donations up to that time to \$1,918.80.

### Official Visit to Indian Villages

With His Honour George R. Pearkes, VC, Lieutenant Governor of British Columbia, in the senior ship, three destroyer-escorts of the Pacific Command left Esquimalt on June 19 for visits to a number of Indian villages along the west coast of Vancouver Island and adjacent areas. The visits were made in conjunction with a training exercise which later saw the ships in Alaskan waters.

Officials at Government House in Victoria said this was the first time the



Perfect spring weather attracted an unusually large number of spectators to the graduation exercises at the Canadian Services College, Royal Roads, on June 2. Here is the march past, during which the salute was taken by the Lieutenant Governor of B.C., His Honour George R. Pearkes, VC. (E-61374)

Lieutenant-Governor of the province had ever made such a tour of Indian settlements.

His Honour sailed in the *Assiniboine*. Serving as escorts were sister ships *Margaree* and *Skeena*.

On board the ships were third-year Regular Officer Training Plan naval officer cadets for annual summertime sea training.

### Curator Named For B.C. Museum

The board of directors of the Maritime Museum of British Columbia has announced the appointment of Colonel John W. D. Symons, CD, Royal Canadian Artillery (Ret) as curator of the museum, effective June 15, 1961. Colonel Symons was selected by the board from among 15 applicants for the post.

Colonel Symons, a resident of Victoria, graduated from the Royal Military College in 1935. During the Second World War he served in the Forty-sixth Division in Italy and in various training and Coastal Defence appointments in the United Kingdom.

He commanded 3 RCHA in Korea in the Commonwealth Brigade during the summer and fall of 1954. His last appointment, in the rank of colonel, was as commandant of the Royal Canadian School of Artillery at Shilo, Manitoba.

Colonel Symons has been a student of history for most of his life and was instrumental in establishing the Royal Canadian Artillery Museum at Shilo during his time as commandant of the school.

Lt.-Cdr. E. S. Cassels, RCN (Ret), who has been serving as temporary curator, took up the post of assistant curator when he turned over the keys of office to Colonel Symons.

### Medical Dental Cadets on Course

Twenty-six medical and dental corps cadets took an indoctrination course in the Halifax area in June.

Twelve were surgeon cadets of the Royal Canadian Navy attending universities on a 45-month government subsidization plan; the others were officer cadets of the Royal Canadian Dental Corps.

*It was not intended that the illustration at the head of July's RCN News Review section should be a puzzle picture. The caption, which disappeared somewhere along the production line, was as follows:*

All this emphasis on higher education for officers is catching. Two Navy wives, whose husbands serve in the Fifth Escort Squadron, graduated this spring from Dalhousie University, Halifax, with Bachelor of Education degrees. The graduates are Natalie Maccoll, wife of Cdr. W. W. Maccoll (left), who commands HMCS Restigouche, and Barbara Gurney, wife of Lt. Strang Gurney, of HMCS Chaudiere. (HS-65110)



The designs of all the ship's badges now in use in the Royal Canadian Navy have been executed by the author of this article. Lt.-Cdr. Beddoe, as heraldic adviser to the RCN, has been the source, also, of most of the ideas embodied in the designs.

The illuminated pages of the Books of Remembrance in the Peace Tower at Ottawa bear testimony to his artistic talent.

His austere re-designing of Canada's coat of arms and the Canadian Legion's badge have brought him many bouquets and not a few brickbats.

# SYMBOLS AND SHIPS

**T**HIS IS a tale of symbols and ships. It records the story of how Her Majesty's Canadian Ships derived their badges and, in particular, those of some of the ships at present in the Royal Canadian Navy.

The ship's badge is modern, so new in fact it is just emerging from a state of infancy into adolescence, but already showing signs of attaining an early adulthood; nevertheless, its ancestor, the household or personal badge, is centuries old, even older than the hereditary coat-of-arms, which dates back only five or six centuries.

Officially, the heraldic ship's badge came into being in the Royal Canadian Navy in 1946—barely 15 years ago, and it was patterned after one used by the Royal Navy. Prior to this date, the commanding officer of a ship was permitted to devise and pay for his own ship's badge and the results, while sometimes interesting, were not always in the best heraldic form.

In the Royal Navy, heraldic badges were first issued officially in 1919, after the close of the First World War. They were enclosed in four differently shaped frames according to the class of the ship. Capital ships were assigned a circular frame; cruisers; a pentagon; destroyers and submarines, a shield, and aircraft carriers and miscellaneous vessels a diamond-shaped enclosure.

When the Second World War came, it was discovered that a name hitherto borne by a ship of one class—say a destroyer—had now been given to an aircraft carrier, and the frame did not conform to its new place. Therefore the Admiralty Badge Committee recommended the use of the circular shape for all classes for the duration of the war. It was not until late 1945 that the Royal Navy decided to adopt this form permanently for all its badges. Only a few months later, in 1946, this policy was applied to the Canadian badge. Captain (now Rear-Admiral, Retired)

By  
Lt.-Cdr. (SB) Alan B. Beddoe,  
OBE, RCN(R) (Ret)

H. F. Pullen, at the time Director of Naval Reserves, had requested that naval reserve division badges be displayed in the circular frame. So it was that all RCN ships' badges took this form, with one difference—at the bottom of the rope surround there is a small cluster of three maple leaves.

Before the start of the Second World War, the insignia used by the famous

old River class destroyers of the RCN followed the shield pattern of the RN, and the manner in which the identifying devices within the shield were applied actually made them coats-of-arms. This, for a badge, was improper heraldry because arms may only be borne properly by those to whom they are granted by Letters Patent of the Kings of Arms through powers vested in them by the Sovereign, heraldry being a prerogative of the Sovereign.

Nevertheless, those who served in these early ships of the RCN quite naturally hold their old "badges" in



Comic strip characters played a role in the rough-and-ready heraldry of the Second World War. Daisy Mae, sweetheart of Li'l Abner, adorned the gunshield of HMCS Mayflower. The sailors called their ship the "Daisy Mae". Al Capp, creator of the comic strip, did the design (HN-1209)

great affection, and for this reason every effort has been made to adapt the original unofficial devices to the requirements of the official heraldic badges being made today.

In September 1939 Canada, starting with a mere handful of ships, eventually built herself a Navy of nearly 500 vessels during the war years. Indeed, ships were being turned out with such rapidity that it was difficult enough to find suitable names for them let alone design badges for which a demand already existed as early as 1940.

Many were the inquiries that arrived at Naval Headquarters in Ottawa for information and help on ships' badges. Proposed designs came in for approval almost as fast as ships were built, for even then the potential value of a good device was recognized generally as a factor that might be useful in promoting loyalty to a ship and fostering a high "esprit de corps" in the ship's company.

To meet this demand an "Insignia Committee" was formed at Naval Headquarters, with Dr. Gilbert Tucker, the Naval Historian, as chairman. An active and most useful member of this Committee was Lt. W. P. Wallace, RCNVR (later Lt.-Cdr.) of the Directorate of Naval Intelligence, whose sufficient knowledge of heraldry made him realize that badge designing was a job for experts. As none was available, he did yeoman work himself during the war years, steering the RCN around the numerous heraldic shoals that constantly developed.

The Insignia Committee sponsored the only policy that, for practical reason, was possible under war conditions and this policy was promulgated by a Naval Order to the effect that commanding officers of HMC Ships might devise their own badges, naturally at their own expense. These were, however, to come under the scrutiny of the Captain "D" of the Port, or in the case of shore establishments, the Secretary of the Naval Board, to see that they contained nothing offensive to propriety or good taste (references to the enemy excepted).

It was further decreed that such badges should not be regarded as "official". This was qualified by the amazingly optimistic declaration for that still critical stage of the conflict—that after the war a permanent policy on Ships' Badges would be announced and that it was highly probable that wartime insignia would be altered. Therefore it was recommended that no heavy outlay of funds should be indulged in.

Most of the "hostilities only" insignia took the form of cartoon paintings on gun shields or bridge structures and



A picture of a sailor sinking a U-boat with a mixed bag of depth charges and potatoes was the symbol dreamed up for the frigate *Charlottetown*. The design at least made it evident that the members of the ship's company regarded themselves as "Spud Islanders" by adoption. (S-1059)

there were some truly astonishing items produced. Outstanding perhaps, was the one for HMCS *Wetaskiwin* that depicted a comely "Queen of Hearts" seated in a puddle of water, which was fair heraldry if one pronounced the last two syllables "queen", thus forming the name that sailors affectionately dubbed this ship.

Then there was the one for the *Sorel*, where a cartoon-style picture showed the head of a sorrel mare with huge teeth and wearing a naval crown, gleefully biting at a U-Boat—the inference being, of course, that this sorrel (*Sorel*) will masticate the enemy.

There were representations of Popeye the Sailor, Mickey Mouse, Daisy Mae, mounties, cowboys and even Winston Churchill, cigar and all, and other lesser or unknown figures doing the most daringly rude things to the enemy, who was usually shown by a U-Boat or Hitler in dire trouble. A photographic collection of these seen together presents a most lurid spectacle. One thing they all had in common was evidence of a light-hearted bravado.

Not all this wartime "insignia" was of the above-mentioned type; there were genuine attempts made to create something in keeping with the dignified form of the RN badges then in use. An example of this is found in the one for the *Algonquin*, which was the only badge adopted without alteration in the permanent RCN collection. This shows

an Indian's arm rising from the sea holding a spear which is transfixing a snake; the reference, naturally, is to anti-submarine warfare.

Returning to the Insignia Committee, we today may be grateful to its members who were responsible for at least two permanent contributions which will be used for a long, long time—the badge of the RCN, and the flag of the Naval Board.

It was with deep regret that news of the passing of Dr. Gilbert Tucker was received. This scholarly and kindly gentleman did much to bring stability to the heraldic problems that confronted the Navy throughout the war years. In spite of a heavy load of responsibility as Naval Historian, when events were happening almost more rapidly than they could be properly recorded, Dr. Tucker remained throughout an interested and sympathetic counsellor, whose advice was always founded in wisdom, realism, and an objective approach to the subject.

In March 1943, the Insignia Committee ceased to exist, but Lt.-Cdr. Wallace continued to keep the helm at Naval Headquarters as "adviser on insignia", and it was his submission to the Secretary of the Naval Board in July 1944 that laid the foundation for the permanent postwar policy on ships' badges.

By May 1945, Lt.-Cdr. Wallace's lone vigil ended, for he was joined in his





"The most controversial of all RCN badges . . ."

watch by a permanent force officer, Lt. (S) Peter Cossette. Shortly after, with the end of the war in sight, Wallace gracefully retired from the scene, leaving behind him a complete record of all previous transactions, and a sound program for the guidance of his successors.

It is doubtful if Lt.-Cdr. Wallace's difficult and necessarily abortive task during the war years is fully appreciated, and this tribute is therefore given by one who since has had the opportunity and occasion to learn how truly he laid the keel for the future of badge work in the RCN. The mantle of office now rested on the capable shoulders of Peter Cossette, (by this time Lt.-Cdr. (S) and today Commander) and, with VE Day past, he was the force behind the establishment of the present Ships' Badges Committee at Naval Headquarters. He was appointed the first secretary of this body, which had for its chairman the Naval Secretary.

Lt.-Cdr. Cossette prepared and had printed an excellent pamphlet entitled *Ships' Badges—Their Origin and Use*, which was illustrated with his own drawings, and this undoubtedly stimulated much new interest in the subject. Having a considerable knowledge and skill in heraldry and also the advantage of being in the secretariat branch, Peter Cossette soon was able to draw up a sound memorandum suggesting the procedures that should be followed to implement a permanent policy on badging. This was submitted to the Naval Board, which recommended, on November 19, 1945, that funds be requested to carry out this work, and that on obtaining these, Sir Arthur W. Cochrane, KCVO, Clarenceaux King of Arms, London, be asked to act as Heraldic Adviser to the RCN, an appointment he

held with the British Admiralty. The Naval Board also recommended that the badge committee should prepare a draft for a naval order on ships' badges that would ultimately be issued. The Chief of the Naval Staff confirmed these recommendations and ordered that the necessary action be taken.

An interesting side-light is recorded on these discussions by the Naval Board, when the Director of Plans, Captain H. S. Rayner, who has become Vice-Admiral and Chief of the Naval Staff, expressed the opinion "that the design of ships' badges should be carried out in Canada to ensure that a design in accordance with Canadian traditions and viewpoint would be produced".

It was pointed out, however, by the secretary of the badge committee, that up to that time no one had been located in Canada who was considered qualified to design ships' badges in accordance with heraldic tradition, to which the Director of Plans replied that a certain lack of heraldic skill might be accepted in favour of the wider objective of encouraging Canadian arts and crafts. To this the present writer must utter a grateful "Amen".

Eventually the necessary finances were obtained; Sir Arthur Cochrane was appointed by Order-in-Council, and then it happened! The call of duty took Lt.-Cdr. Cossette away from Ottawa, and the task, barely started, was left to new and inexperienced, though willing, hands. But even then Peter Cossette kept in touch, and his long and most informative letters to those who were required to carry on at NSHQ, were of the greatest help in those early days, and his friendly, expressive and entirely unorthodox comments on designs submitted were often delightfully refreshing, as when he referred to one from an important ship as looking like "a forlorn teddy-bear lost in a plumber's shop".

But the real rub came when Clarenceaux submitted his first "roughs". No one at NSHQ felt competent to appraise their worth; it was something entirely out of their line and so, true to tradition, when you don't know what to do or say, you pass it along to someone else, hoping this person may have an answer to the problem. And this was exactly what occurred.

It just so happened that at that moment there was a special branch "green-striper" with a flair for art, floating around NSHQ, and he was "pressed" into service (most willingly it must be admitted). He was given the job of digging up background material on names of ships and preparing sketches for submission to Clarenceaux. Sometime earlier he had, on request,

made up a design for the badge of HMCS *Warrior*, which created a favourable impression and he was "in". The mention of the *Warrior*, whose badge is a shaggy-haired Viking, brings to mind the story about a former commanding officer, who kept a pretty taut ship. Stopping in front of the ship's badge one day, the story goes, he looked at it, then tersely ordered: "Get a haircut!"

By the end of January 1948, the 52 designs required for the post-war Navy had been completed, and the designer of them retired from the active list to take up new duties at Defence Headquarters.

Then came Korea in 1950 and with it a great renaissance in both ship and badge requirements. The arrangement with Sir Arthur Cochrane had unfortunately to be cancelled because of the urgency of the situation, and the writer was once more called upon and given two appointments as Heraldic Adviser to the Naval Service. The first was by Order-in-Council dated 31st May, 1951, and the second, on cancellation of the former, by the Chief of the Naval Staff, on 3rd July, 1953. This cancellation was found necessary under fiscal regulations but the work still went on and the badges are now produced by contract.

Today, badge designs are approved, on the recommendation of the Ships' Badges Committee, by the Chief of the Naval Staff and the Minister of National Defence, and signed by His Excellency, the Governor-General of Canada, which gives them much dignity and value. The fact that they are made in accordance with the rules of heraldry might lead one to believe that to have validity, they should be issued, or at least approved by the Officers of Arms, London. But



"Get a haircut!"



"The Naden . . . people belonged to the Raven clan of the Haidas"

such is not the case. This applies only to armorial bearings, and the ships' badges, even though heraldic, are not subject to this requirement, especially as they contain no Royal devices that must receive the Sovereign's personal permission before being used. It is therefore quite proper to have these badges designed and approved in the way they are, without reference to the Queen's Heralds. The only weak point, and an important one, is that this does not remove entirely the possibility of duplicating, to some extent, designs used by the Royal Navy, although every care is taken to avoid this.

The Ships' Badges Committee meets as the need arises to discuss and make recommendations on heraldic matters related to the RCN, and to pass on design of badges. The chairman is the Naval Secretary and members are the Naval Historian, the Adviser on Heraldry, who designs the badges, an officer from the Communications Branch, and a permanent secretary who is on the staff of the Naval Secretary.

Two identical copies of each badge-design in colour are prepared for the signatures of the approving authorities; one of these is issued to the ship concerned, the other retained at Naval Headquarters by the Naval Secretary for permanent record and reference.

The patterns and castings for the badges are made by outside contractors from the designs approved, and this work is "vetted" by the Heraldic Adviser. The finished products are finally painted in correct heraldic colours before being sent to their respective destinations.

An important and useful feature of this work is the making of miniatures

of the badges, cast in aluminum and then painted correctly. Seven sets of each badge are made at present and these are distributed at seven strategic points in Canada where the entire collection is on display, so the heraldry of the RCN may become better known.

These collections, which lend a romantic but practical touch at training centres by their colourful pageantry and challenge to the imagination, may be seen in these places: HMCS *Naden*, Esquimalt; Canadian Services Colleges, *Royal Roads*, Esquimalt; Royal Military College, Kingston; Collège Militaire Royal de St-Jean, P.Q.; Naval Board Room, Naval Headquarters, Ottawa; HMCS *Stadacona*, Halifax, and the Maritime Museum of Canada, Halifax.

The official ship's badge is 18 inches wide and 24 inches high; it is cast in bronze. Special badges, about eight inches across, also cast in bronze, are made for the ships' boats. These have no naval crown or name plate, but are contained within a rope frame with a cluster of three maple leaves at the top. These are issued for all ships' boats over 16 feet in length, and are a necessity at busy landing places for purposes of identification.

The present Garter King of Arms has described heraldry as "an art, a little science, and something of a mystery which only those who devote their lives to it can hope to understand and master". In view of this remark it will be recognized how valuable an asset it was for the designer of the badges at NSHQ to have the kindly and practical criticism and advice of Sir Arthur Cochrane during the early days of the work, Sir Arthur, bless his memory, who passed away in 1954, was always encouraging. His letters never failed to express his warm approval of any suggestion with the remark "capital design" or "excellent", and the lessons learned under his expert tutelage have been of highest value in the creation of sound work from the beginning to the present day.

This writer agrees, however, that not every badge design is of equal merit; some admittedly are better than others but, then, not every ship could possess a fiercely belligerent animal for its badge and, too, some names chosen for our ships do not lend themselves readily to representation by symbol.

At this point it may be of interest to describe how the badges of some of the ships and establishments were devised, and it is to be hoped this information may tend to soften the criticisms that some have no doubt been tempted to make.

To start, let us take a look at that most controversial of all RCN badges, that for HMCS *Discovery*, the Vancouver naval division, named after one of Captain Vancouver's two ships. Several sketches incorporating a telescope, an instrument used for the discovery of distant objects and exploration, were submitted to Clarenceaux from Ottawa, but Sir Arthur's comments were to the point, "Vancouver did not discover Canada", and Vancouver did not discover the maple leaf"—and he suggested instead the present "Disc-over-Y". This is an excellent example of what is called a rebus, an ancient and highly respected form, widely used in heraldry, where the parts of a word are represented by pictures or symbols. An outstanding instance of the rebus is found in the famous Arms of Oxford, England, in which an ox is depicted fording a stream, and many more could be cited.

The reaction by the Navy to the *Discovery* design was at first definitely negative, but time and a little "educating" of a former commanding officer of this division, by the author, sent this gentleman away feeling *Discovery* had the best badge in the entire collection. The simplicity of its clear-cut devices makes it easy to reproduce, and it is certainly one of the most striking of the RCN Ships' Badges—in fact a good example of what a badge should be.

While on the subject of the rebus, another comes to mind—that for HMCS *Comox*. The word is Indian and, from what has been learned, means "plentiful" or "abundant", evidently derived from the fact that in the place called Comox, there was at one time an abundance of game, food or other commodity needful to life. It was a common prac-



"Sentiment and commemoration"





"Call it 'corn' if you will . . ."

tice with the Indians to give a name that described the characteristic feature of the spot.

Perhaps the logical interpretation of Comox would have been the cornucopia (horn of plenty) but a search for some Indian equivalent failed to yield anything, so a new approach was made and with a gigantic flight of fancy out came a ferocious heraldic ox wearing on its head a cock's comb—hence "comb-ox (Comox). Call it "corn" if you will, but then in this particular instance "corn" may be taken as an abbreviation of cornucopia—so there you have another hidden meaning.

Yes, heraldry is fascinating, and while the foregoing may suggest a lack of appreciation of the dignity and seriousness that should accompany the preparation of a ship's badge such is not the case at all. An example of the rebus in more reserved vein is that for HMCS *Beacon Hill*, which is simply an illustration of an ancient beacon-light or cresset upon a hill-top.

Most wartime badges have been perpetuated as the occasion permitted, by using devices from the unofficial insignia for reasons of sentiment or commemoration. One of the former brings to mind

the sad but glorious recollection of HMCS *Athabaskan*, which went down on April 29, 1944, taking with her many of the ship's company, including the commanding officer, Lt.-Cdr. J. H. Stubbs, and the executive officer, Lt. R. M. Lawrence.

In the present *Athabaskan* is to be seen a badge that was presented to the new ship by Mrs. Lawrence, in memory of those gallant officers and ratings who died in this action with the enemy. The original ships' officers, shortly before going out that fateful night, had planned to have a badge made up and had prepared a design for it. After the *Athabaskan* was lost, Mr. Lawrence's father carried through to completion the carving of this badge and today it remains a constant reminder of the courage and devotion of a former ship's company. In the present official badge the elements of the original design have been tuned up a bit, but it remains substantially the same for reasons of sentiment and commemoration.

While on the subject of Indian names, reference might be made to one other, *Naden*, the home of the West Coast Navy.

The Naden, or Nedan, people belonged to the Raven clan of the Haidas. Therefore what could be more appropriate for the badge of HMCS *Naden* than a solid black raven fashioned after the unique style of the West Coast Indian art? The badge displays this mythical bird with wings extended, standing on a grassy mound to suggest that it is a shore establishment. The golden background or sky is in reference to the setting sun of the west, a derivative from the arms of British Columbia.

With so many different badge designs to choose from, it is difficult to select for comment here even what might be regarded as a representative few. One however, that deserves mention is the badge of the aircraft carrier *Bonaventure*. It is almost identical with that used by a former Royal Navy ship of the same name, with a small but telling difference. It displays on heraldic water a golden horseshoe open end uppermost, for luck, and in the curve of the shoe there sits a wyvern all in red. The

wyvern is one of the heraldic menagerie of fanciful monsters; it looks like a bat-winged dragon except it has no hind legs. This accentuates the length and vicious character of the tail.

The small but telling difference mentioned above is that this particular wyvern is shown wearing a special kind of coronet around its throat. In heraldic terms one might say "gorged of a coronet of Canada", for this coronet is comprised of a gold circlet around the rim of which are maple leaves of the same metal. This makes a novel and interesting change from the manner in which the national emblem is usually displayed, and may well become a valued addition to the heraldic jewel box of Canada.

As to the future, ships' badges are now firmly established. To date some 170 have been created for the Royal Canadian Navy. This number includes commissioned shore establishments as well as ships afloat; 12 naval air squadrons; two of them Reserve, and the new submarine *Grilse*.

It has been a most interesting field of work, and these colorful emblems are now becoming historically significant and a practical and important element in the Heraldry of Canada, as well as of the Royal Canadian Navy.



What "may well become a valued addition to the heraldic jewel box of Canada."





# OFFICERS AND MEN

## Chief and PO Win Awards

CPO Frederick C. Randall, HMCS *Bytown*, and PO Adolphe D. Chranows, VU-33, Patricia Bay have earned cash awards from the Suggestion Award Board of the Public Service of Canada and congratulatory letters from the Chief of Naval Personnel for ideas submitted to the board.

CPO Randall suggested a new type of administrative form and PO Chranows devised a modification to Tracker aircraft to eliminate the remote possibility of controls jamming. Both ideas have been adopted for use in the RCN.

## Kermesse Earns \$1,838 for Hospital

The enthusiasm of naval wives and the co-operation of men and women of the Atlantic Command realized the sum of \$1,838 for presentation to the Women's Auxiliary of the Children's Hospital in Halifax, at the annual Kermesse (village fair) held June 21 at the hospital grounds.

In order to raise this money, naval wives' organizations, and ships and establishments of the command staged various raffles, entertainment nights and donated generously to make the Kermesse a success.

Klondike nights were held at *Stadacona*, convened by Mrs. E. P. Earnshaw, at *Shearwater*, convened by Mrs.



CPO Lloyd Wallace, representing the RCN, lays a wreath on the Sergeant's Monument in St. John's, Nfld., Sunday during Newfoundland's Memorial Sunday observances. The Royal Newfoundland Regiment was all but wiped out at Beaumont-Hamel in the First World War. CPO Wallace is chief storesman at HMCS *Avalon*, the RCN's naval shore establishment in St. John's. (NFD-5828)

P. G. Chance, and at *Cornwallis*, convened by Mrs. F. C. Frewer. The *Bonaventure* held a sherry party, convened by Mrs. J. M. Paul, and HMCS *Shelburne* raffled a hat made by Mrs. Robert Dewhirst, wife of the commanding officer.

The Ladies' Guild of Shannon Park, the naval married quarters in Dartmouth, and the Jill Tars, a naval wives organization, joined in a cotton collection and sale as well as the raffle of a plastic laundry basket full of groceries. Among ships which contributed in various ways were the *Restigouche*, *Algonquin*, *Terra Nova*, *Inch Arran*, *New Waterford*, *Athabaskan*, *Huron*, *St. Croix*, *Iroquois*, *Resolute* and *Lanark*.

PO M. R. Lewis of the *Restigouche* decorated a cake which was a model

of a *Restigouche* class destroyer escort. The cake was donated to the patients of the hospital by the Navy.

Mrs. A. D. McPhee was the general convener for the entire naval effort, while the treasurer was Mrs. W. P. Hayes and the secretary Mrs. L. J. Hutchins. Others on the committee were Mrs. J. H. Huxtable, Mrs. R. A. B. Creery, Mrs. J. H. Wilkes, and Mrs. R. S. Stephens.

The *Stadacona* band under the direction of CPO E. L. Spiers, supplied the musical background for the afternoon's program.

## Changes Listed By Headquarters

The following appointments and promotions were announced recently by Naval Headquarters:

Captain Edward N. Clarke was appointed Commodore Superintendent, Atlantic Coast, and Superintendent HMC Dockyard, Halifax, July 28, and was promoted to the rank of commodore.

Captain Frank Harley will become Deputy Superintendent, Atlantic Coast, and Deputy Superintendent HMC Dockyard, Halifax, on August 28.

## BIRTHS

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

To Able Seaman K. E. Albertini, *Jonquiere* and Mrs. Albertini, a daughter.

To Able Seaman Lloyd Atwell, *Churchill*, and Mrs. Atwell, a son.

To Able Seaman G. M. Aylesworth, *Jonquiere* and Mrs. Aylesworth, a daughter.

To Lieutenant G. J. R. Boucher, *Jonquiere* and Mrs. Boucher, a son.

To Leading Seaman R. E. Cooke, *Jonquiere* and Mrs. Cooke, a daughter.

To Able Seaman William Edwards, *Jonquiere* and Mrs. Edwards, a son.

To Able Seaman M. S. Fisher, *Churchill*, and Mrs. Fisher, a daughter.

To Able Seaman J. H. Huizinga, *Jonquiere* and Mrs. Huizinga, a son.

To Lieutenant R. E. Stone, *Bytown*, and Mrs. Stone, a daughter.

To Lieutenant P. J. A. Traves, *Jonquiere* and Mrs. Traves, a son.

To Chief Petty Officer H. J. Ward, *Naden*, and Mrs. Ward, a son.

## WEDDINGS

Lieutenant-Commander Marvin Bisal, *Stadacona*, to Margaret McMunagle, of Dartmouth, N.S.

Able Seaman Aubrey Callan, *Churchill*, to Mary Fuchs, of Broadview, Sask.

Sub-Lieutenant R. A. Douglas, *Saguenay*, to Esther Lucille Beaupre, of Victoria.

Sub-Lieutenant James Robert Gregory, *Stadacona*, to Eleanor Elizabeth Anne Lacey, of Kingston, Ont.

Able Seaman Leslie A. Jackson, *Buckingham*, to Joyce Young, of Springfield, N.S.

Able Seaman D. A. Kay, *Churchill*, to Rita Beauchamp, of Ottawa.

Able Seaman G. W. Lings, *Churchill*, to Nancy Thomas, of Leamington.

Sub-Lieutenant J. Gerald Turcotte, *Fraser*, to Ernestine Lambert, of Kingston, Ont.

Able Seaman G. W. Yates, *Churchill*, to Gloria Heskin, of Churchill, Man.

Captain Arthur G. Bridgeman was to take up the appointment, on August 21, of Director of Marine and Electrical Engineering at Naval Headquarters.

Captain John C. Littler on July 21 took up the appointment of Chief of Staff to the Commanding Officer Naval Divisions at Hamilton.

Captain Richard M. Steele took command of HMCS *Cornwallis* on August 11.

Captain Frederick C. Frewer was to take command of HMCS *Bonaventure* on August 30.

Captain Arthur D. McPhee has taken up the dual appointment of Commander First Canadian Escort Squadron and commanding officer of HMCS *Algonquin*.

Captain Anthony F. Pickard has been appointed officer-in-charge of the RCN Depot at Halifax.

Captain Patrick F. X. Russell has been appointed Director of Naval Operational Requirements at Naval Headquarters.

Cdr. David L. MacKnight has been promoted to the rank of captain and will take up the appointment of Naval Attache on the staff of the Canadian Ambassador to the USSR and the Canadian Minister to Finland later this summer.

Cdr. Peter Cayley has taken command of HMCS *Crescent*, a unit of the Third Canadian Escort Squadron.

Cdr. Harold R. Tilley has been appointed to command HMCS *Saguenay*, a unit of the Second Canadian Escort Squadron, effective August 23.

Cdr. John E. Roue was promoted to the rank of captain and took up the appointment of Director of Operations Systems at Naval Headquarters on July 17.

Lt.-Cdr. Kenneth W. Salmon, Assistant Principal Naval Overseer, Montreal, has been promoted to the rank of commander.

Lt.-Cdr. Ross Dickinson has taken command of HMCS *Granby*, diving depot ship, along with the additional appointments of Commander Canadian Operational Clearance Diving Unit One, and Staff Officer (Diving) to the Flag Officer Pacific Coast.

Surgeon Captain John W. Rogers, Principal Medical Officer on the staff of the Flag Officer Pacific Coast, and Surgeon Captain Richard H. Roberts, Chief of Medicine and Regional Consultant at the Canadian Forces Hospital, Halifax, have both been confirmed in rank.

Lt.-Cdr. John H. Wilkes was appointed in command of HMCS *Waterford* (frigate) effective June 23.



Colonel John W. D. Symons, of Victoria, has been appointed curator of the Maritime Museum of B.C. Long a student of military history, Col. Symons helped to establish the Royal Canadian Artillery Museum at Camp Shilo. (E-61418)

(Story on Page Four)

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### **Navy Thanked For Campaign Aid**

Dugald Gillespie, chairman of the Victoria "Conquer Cancer" campaign, called on Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, recently to offer his personal thanks for the Pacific Command's contribution to the 1961 campaign.

Naval personnel and civilian employees of the RCN gave \$4,006 to the campaign, the largest amount yet donated by the Navy to this cause.

The drive was co-ordinated by F. D. H. Nelson, for civilian employees, and Lt.-Cdr. J. D. Newton, for the Navy.

### **Four Information Officers Moved**

Four naval information officers have taken up new appointments.

Lt.-Cdr. William L. Patton, who has been Staff Officer (Information) to the Flag Officer Atlantic Coast since November 1956, has become Staff Officer (Information) to the Flag Officer Pacific Coast.

Lt.-Cdr. R. Stuart Murray, who has served on the staff of the Director of Naval Information at Naval Headquarters since August 1958, has succeeded Lt.-Cdr. Patton.

Lt.-Cdr. James L. Wightman, Staff Officer (Information) to the Flag Officer Pacific Coast since August 1957, has been appointed to the staff of the Director of Naval Information at Naval Headquarters.

Lt. John C. Bonneau has been appointed Assistant Staff Officer (Information) on the staff of the Flag Officer Atlantic Coast. He had been serving at Naval Headquarters.

### **Visit of Royal Navy Ships Cancelled**

The visit of six ships of the Royal Navy and of two Royal Fleet Auxiliaries to various Quebec and Maritime provinces' ports in late July-early August, was cancelled. The situation in Kuwait was given as the reason for the cancellation.

Ships included the aircraft carriers *Hermes* and *Centaur*, frigates *Troubridge*, *Rhyl*, and *Chichester*, the submarine *Artful*, and the auxiliaries the *Olna* and *Tideflow*.

### **Lt. Fischer Wins Mowat Trophy**

Captain T. C. Pullen, commanding officer of HMCS *Shearwater*, recently presented the Mowat Trophy to Sub-Lt. H. C. Fischer.

The Gordon Mowat Memorial Trophy was awarded to Sub-Lt. Fischer, of VF 870, as the acting sub-lieutenant or sub-lieutenant who had made the most progress in improving his flying during the past year.

The trophy was presented to *Shearwater* by Mr. and Mrs. Leslie G. Mowat, of Montreal, the parents of Sub-Lt. Gordon Mowat who was killed in an air accident in late 1959 while flying from the *Bonaventure*.

### **RCN Officer Tops Test Pilot Course**

Top honours in his class were gained by Lt. Joseph Sosnkowski on his graduation from Test Pilots' School at the Naval Air Training Centre, Patuxent River, Maryland, in mid-June. He was presented with the trophy for outstanding performance.

Lt. Sosnkowski is the son of General G. K. Sosnkowski, Polish Army officer during the Second World War, who settled at Arundel, Quebec. A student at Loyola College, Montreal, before joining the Royal Canadian Navy, Lt. Sosnkowski began his aviation training in 1955, was awarded his pilot's qualification in November 1956 and began the test pilot course in October 1960.





The Prime Minister of Sierra Leone, Rt. Hon. Sir Milton Margai, on April 24 received the Canadian delegation to his country's independence celebrations. From left to right are Captain A. F. Pickard, commanding officer of the *Algonquin*, Thomas Carter, Canadian High Commissioner to Sierra Leone, the Prime Minister, Martin Page, private secretary to the Prime Minister, and A. B. Roger, of the Canadian Department of External Affairs. (CCC-1-057)

# VISIT TO SIERRA LEONE

THE LAND of Sierra Leone, on the western bulge of Africa where it curves to the southeast toward the Gold Coast, was known in the past as "the white man's grave" because of the prevalence of malaria and other tropical fevers. In more romantic vein, it was described by travellers as a country where diamonds could be picked from the ground, as in Sinbad the Sailor's valley of diamonds.

The former Crown colony and protectorate was visited by HMCS *Quebec*, during her journey around the African continent in 1955, and she spent several days in Freetown, painting ship and otherwise making herself tiddly after a winter voyage across the Atlantic.

Now, Canadian sailors have visited Sierra Leone once again.

HMCS *Algonquin*, under the command of Captain A. F. Pickard, sailed from Halifax on April 11, 1961, on a special mission to represent Canada's Armed Forces at the celebration of the independence of the newest member nation of the Commonwealth—Sierra Leone. Her destination was Freetown, historic port and capital of the country.

The *Algonquin* put into Ponta Delgada in the Azores en route to Africa to make good the ravages to paintwork and rigging of storms and high seas. The

## The Author

The author of the accompanying article on the cruise of HMCS *Algonquin* to Sierra Leone, to represent Canada's Armed Forces at that country's celebration of independence and membership in the Commonwealth, is Lt. Allan B. Roger, RCN(R), of HMCS Carleton, Ottawa naval division.

As Mr. A. B. Roger, of the Foreign Service Office of the Commonwealth Division, Department of External Affairs, he was a member of the Canadian delegation to the independence celebrations.

He made the journey to Sierra Leone on board the *Algonquin* and thus was able to carry out his annual stint of naval training en route.

"tiddlyng" of the ship continued on the hot leg of the crossing beyond the Azores and south to Sierra Leone. When the "Lion Mountain", after which the country is named, came up over the misty horizon early on the morning of April 22, the *Algonquin* and her company were ready for the national independence festivities and representational duties for which she had come to Africa.

Sierra Leone is a little larger than New Brunswick. It is on the "bulge" of West Africa between Guinea and Liberia, seven and a half degrees north of the Equator. For the most part the country is hot and moist. The average annual rainfall exceeds 140 inches. The indented coastline, except for the mountainous outcropping at Freetown, is mangrove swamp, with shallow river mouths. The sandy continental shelf extends far to seaward. Inland vegetation is varied and rich especially in the east and southeast. To the north the land rises abruptly, and forests have been cleared for agriculture. Some peaks in this area reach 6,000 feet.

Most Sierra Leoneans live, as they always have, by subsistence farming,



though many are now engaged in the exploitation for export of mineral wealth, particularly iron ore and alluvial diamonds. The exports also include palm kernels, coffee, cacao, kola nuts and ginger.

Sierra Leone's history reflects the rise and decline of African slavery. From its discovery by the Portuguese, the Guinea Coast was a prime source of slaves for the American trade. In 1787-88, before the ending of the slave trade, British philanthropists settled negro freedmen from England at Freetown. In 1792 the struggling free community was increased by the addition of the Nova Scotians, 1,200 loyalist negroes, freed during the American War of Independence, who had, after the surrender at Yorktown, been settled in Nova Scotia. Later still a group of Jamaican "maroons" joined the colony.

In the early 19th century the Royal Navy landed and freed at Freetown slaves captured at sea from American, Portuguese, Spanish and Dutch slave ships. The ancient cottonwood tree where manacles were removed still casts shade over the central square of Freetown.

Sierra Leone became a crown colony in 1808 from which time British influence began to spread inland into the tribal area, the borders of which were defined by treaty with Franch in 1896.

The tribal peoples of Sierra Leone provide a colourful social heritage for the new country. The Muslim Temne people dominate the open north and the easy-going Mende tribe populates most of the forest-clad south. Together they account for 60 per cent of Sierra Leone's population of 2.4 millions. Other main tribes are the Limbo, Sherbro, Koranko, Kono, Susu, Yalunko, Vai, Kru, Gola and Bulloms. The last named are coastal people famed for their handling of "bullom boats", a type of shallow surf canoe.

The task of representing the Canadian Armed Forces was shared by all hands. Captain Pickard accompanied the Canadian High Commissioner to Sierra Leone, Thomas Carter, on a number of his official calls. Captain Pickard also participated in the presentation of Canada's independence gift to Sierra Leone, a \$5,000 library. Officers of the ship attended the Governor's garden party, the Independence Ball, a mammoth civic reception, the traditional dancing displays, a native craft regatta and the midnight Tattoo which was climaxed by the raising of Sierra Leone's new flag in the first moments of April 27, Independence Day.

A gala reception for over 200 distinguished guests was held on the

*Algonquin's* flag-decked and floodlit quarterdeck. Many of the guests wore the flowing and brilliantly-coloured native dress of Sierra Leone, which lent even more emphasis to the festivity to the occasion. Captain Pickard and the High Commissioner acted as joint hosts at this Canadian party. Later at two luncheons on the flag deck during independence week, Captain Pickard entertained some of the new country's political, commercial and educational leaders, as well as the senior Royal Navy and United States Navy officers present.

Ships of six navies came to anchor in Freetown's fine harbour. HMS *Bermuda*, HMS *Lynx*, HMS *Leopard*, HMNS *Nigeria*, the gunboat *Ghana*, the USS *Hermitage* and the Liberian presidential yacht joined the *Algonquin* at moorings in the stream off King Tom Jetty on April 24 and 26. After exchanges of naval courtesies, inter-ship calls and visitations began. Throughout the week the harbour was alive with the bustling activity of ship's cutters, admirals' barges and plodding landing-craft. Many of the townspeople were reminded of the war years when Freetown was Britain's principal naval base in West Africa.

The importance of her Commonwealth association was evident in many of Sierra Leone's independence observances. HRH the Duke of Kent represented the Queen. Prominence was also given to all Commonwealth countries

and their delegations. A party from the *Algonquin* took part, together with contingents from the Royal Marines and visiting Commonwealth ships, the smart battalions of the Sierra Leone Regiment and the Sierra Leone Naval Defence Force in the solemnly impressive midnight Tattoo which marked the actual birth of the new Dominion.



Ord. Sea. Allan F. Copping guides the sensitive fingers of a blind child over the raised letters of the *Algonquin's* name plate during a party for children from the Freetown School for the Blind. (CCC-1-063)



A hundred pints of Canadian blood were left in Freetown, Sierra Leone, by the *Algonquin's* sailors during a two-day clinic of the British Red Cross Society. Here AB James Day makes his donation and doesn't mind it a bit. (CCC-1-053)

Freetown children will not soon forget the *Algonquin* and her kindly sailors. Among organized groups from several schools which visited the ship was one of 14 blind children who felt their way from stem to stern. Later they joined to sing their appreciation for the unique experience given to them by "de Canada ship". A second group came from Freetown's Approved School for underprivileged "problem" children. The *Algonquin's* only problem with these boys was to fill them with unaccustomed treats of chocolate bars and soft drinks. Still later, representative groups of Boy Scouts and Girl Guides from the Freetown troops came on board.

During Independence Week three public holidays were declared so that the people of Freetown might participate in the celebrations, the parades and some of the official observances and ceremonies. Most colourful among the latter were the "bullom boat" regatta, the spectacular, traditional dancing by several tribal groups from the interior; the solemn, symbolic, midnight military tattoo and flag raising ceremony and the State Ball at Government House. Officers and men of the *Algonquin* were invited to attend many of these official celebrations.

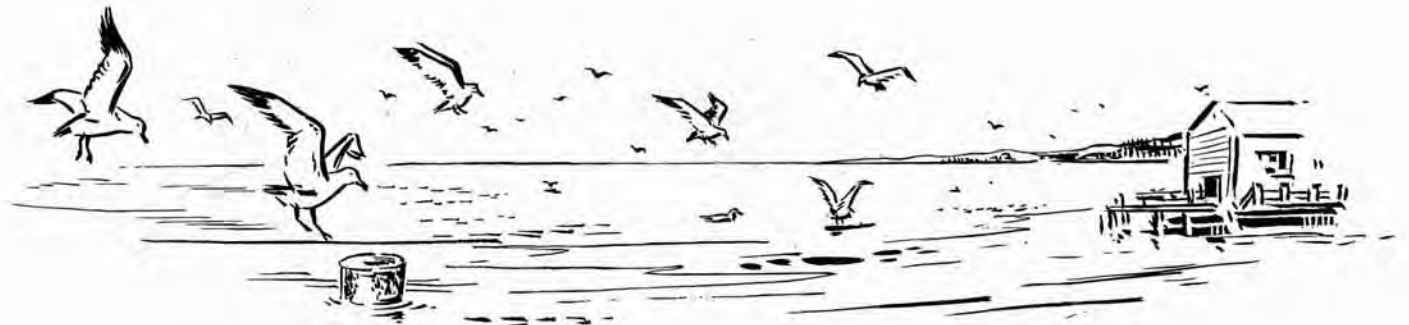
The *Algonquin* sailed on April 30 from Freetown on her return passage for Halifax. Before her departure Captain Pickard received from the Canadian High Commissioner, Mr. Carter, a letter of appreciation for the significant contribution made by the *Algonquin* and all her company in representing Canada at the birth of Sierra Leone as an independent sister-nation of the Commonwealth. There is no doubt that the



Sierra Leone's Minister of External Affairs and Defence and Mrs. John Karefa-Smart are received on the quarterdeck of the *Algonquin* by Captain A. F. Pickard and the officer-of-the-day, Lt.-Cdr. Jean Jordan, before a luncheon given by the captain on the eve of the African country's Independence Day. (CC-1-075)

presence of the Canadian destroyer and of her company aided directly in demonstrating Canada's belief in the value of the Commonwealth and in providing

visible evidence of the warm welcome which Canada has extended to Sierra Leone as a sovereign member of that family association.



This concluding instalment of Admiral Bidwell's memoirs describes what he refers to as "the highlight of my career in the RCN"—his voyage to England as Flag Officer of the Canadian Coronation Squadron in 1953. He flew his flag in the cruiser *Quebec* and the ships in company were the *Magnificent* (aircraft carrier), the *Ontario* (cruiser), the destroyer *Sioux* and the frigates *La Hullose* and *Swansea*.

Apart from that of the Royal Navy, Canada's was the largest Commonwealth representation at the Coronation review at Spithead. The three larger ships are no longer with the RCN. Caught up by the winds of change, the two cruisers have been reduced to scrap in Japan; the *Magnificent* was returned to the Royal Navy when Canada purchased the modern, angled-deck carrier *Bonaventure*.

# RANDOM MEMORIES



WE HAVE just had our 50th Anniversary Year and, in spite of its shaky infancy, the Royal Canadian Navy is now firmly established. It is constantly progressing in its training, its methods and its weapons, and, perhaps even more important, in its morale.

I was lucky enough to have a year at the Imperial Defence College after the War and from there I went to the newly-formed National Defence College of Canada, where I spent two years on the staff. In the meantime, the RCN was "sorting itself out" after the war demobilization and emerged as a permanent force of about 9,000 officers and men, one Light Fleet carrier, two cruisers, and all our late war-time Tribal and similar class destroyers. Nearly all the smaller anti-submarine vessels were sold. A few frigates were retained and later modernized. A Naval Air Arm was established, based on the Fleet Flying Station at Dartmouth, N.S. (HMCS *Shearwater*).

From the National Defence College I went to HQ staff as Assistant Chief of Naval Staff Plans, and was in on the ground floor of the formation of the NATO. For some four years I was heavily engaged in top-level planning and had some most interesting tours to NATO meetings in Europe and many in Washington.

But I was longing to have a little more direct contact with the "nuts and bolts" of my own service and see a little more of the officers and men who were now engaged on the strenuous every-day tasks—"low level planning"—of designing and manning the ships of the new Navy and training the crews for them. I was lucky indeed to have the chance;

late in the year 1950 I was sent temporarily as Commodore of the RCN Barracks at Esquimalt, and before the end of that year I received my appointment as Rear-Admiral in Chief Command of the Atlantic Coast at Halifax.

So I found myself responsible for the training and progress of the major part

*Part Four of a Series*  
by  
Rear-Admiral R. E. S. Bidwell  
RCN (Ret)

of the new RCN, and it was indeed a challenge, but one that I personally welcomed. My years of staff work seemed to stand me in good stead, not only in understanding what my responsibilities actually comprised—I wore three hats, Flag Officer Atlantic Coast, Commander of Canadian Sub-Area Atlantic (NATO), and Canadian Coastal Commander Atlantic—but also in my knowledge of all the personalities involved in these various activities.

In the meantime, I had my own excellent staff and was able to keep closely in contact with the commanding officers and others of all my ships and shore establishments. In case my few remarks above about my responsibilities, titles, etc. may sound a trifle complicated, allow me to tell you now that I prepared and memorized a short talk on the subject which I frequently gave forth to distinguished visitors, who usually seemed more muddled up afterwards than even I myself.

The Canadian Navy was gradually taking shape as a predominantly anti-submarine force, and I was fired with the idea of reorganizing the ships at our disposal into something approaching the

escort groups of war-time days. I was not able at first to do this, as the war in Korea was absorbing all our destroyers, and the major alterations to our remaining frigates were not as yet completed. The carrier was still working up with its component of the Fleet Air Arm. However, by mid-1954, these ideas began to bear fruit in the creation of the first Canadian escort squadron, consisting of the renovated destroyer *Algonquin* and three modified frigates, the *Lauzon*, *Prestonian* and *Toronto*.

From then on things moved quickly, particularly as the new-construction Canadian-built destroyer escorts began to appear, and in a few years became the backbone of the Canadian escort forces.

The organization of ships into escort squadrons, training squadrons, mine-sweeping squadrons etc. has become basic in the modern Canadian Navy and extends to both coasts.

I was again lucky in that my old friend Rollo Mainguy, whom I had relieved as the Flag Officer Atlantic Coast, was now serving as Chief of the Naval Staff. I received from him and his successor the fullest possible advice and help. The off-the-record discussions with these senior officers at Headquarters were invaluable to me, and continued to be so.



THE HIGHLIGHT of my time in the Navy was to come in 1953, when I was told I was to take a Royal Canadian Navy squadron over to the U.K. for the Coronation and the Naval Review.

I flew my flag in the cruiser *Quebec*, and the rest of my squadron consisted





HMCS Quebec, wearing the flag of Rear-Admiral R. E. S. Bidwell, as flagship of the Canadian Coronation Squadron, homeward bound for the United Kingdom. (DNS-10634)

of HMC Ships *Ontario*, *Magnificent*, *Sioux* (destroyer), and two frigates, plus a small supply ship. It was quite a formidable squadron, and equalled exactly the contributions of all the other Commonwealth navies (other than the RN) combined. I felt very proud of the RCN as I brought this all-Canadian squadron into Spithead to take our part in this historic naval review. I had acquired for this job still another title, "Flag Officer Canadian Coronation Squadron" (CANFLAGCORON), which appointment I held from May 7 to June 26, 1953.

Several excellent accounts exist of the wonderful ceremonial of Her Majesty's Coronation and I can only add that, as a privileged spectator in a good seat of the Abbey, I witnessed from start to

finish the wonderful reverence and splendour of this supreme ceremony. It left on me, as on all who were so privileged, an impression which will last forever.

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In the meantime the grand procession through London was getting underway, and in it was marching a component supplied by the Royal Canadian Navy. The officers and men had been specially chosen for this privilege and specially trained for many months—and I carried most of them to the U.K. in my squadron. Their appearance and bearing were a specially fine tribute to their service and I felt, as I saw them perform, that indeed the RCN had come a long way in its short life.

A fortnight later the Naval Review itself took place. Those concerned, including myself, had been waiting with bated breath for the weather prospects but, in spite of a not very good forecast, the weather was excellent, and the large mass of spectators could be transported to the waiting ships at Spithead without any inconvenience.

I had a group of distinguished Canadians on board the *Quebec*, including my old friend Admiral Murray, RCN (Ret). I wish I could have had everyone I knew who had followed the fortunes and had been part of the achievements of the RCN since its early days.

The Review day was climaxed by a dinner on board the Fleet Flagship (HMS *Vanguard*) at which Her Majesty was the chief guest, and the hosts were

the flag officers and captains of Her Majesty's ships. This, followed by a fine firework display, wound up the Coronation Review. Our squadron sailed back to Canada with a great sense of achievement, and a never-to-be-forgotten memory.

**G**

REAT EXPANSION years for the RCN came with the 1950s. The Korean War, now over, had brought home the realization to the country that the fighting services

must be kept in being, at any rate in the present political state of the world. Towards the end of the period the expansion in ships was nearing completion; and numbers of revolutionary changes regarding the training and employment of the personnel were being effected. One of my last actions whilst in office was to read carefully and remark on a general report on these subjects submitted by a high-powered committee of the Naval Staff (The Tisdall Report).

I had now been FOAC since November 1951—a long spell—and the time had come for me to retire. In September 1957 Rear-Admiral Hugh Pullen took over as Flag Officer Atlantic Coast, and assumed with smoothness and efficiency perhaps the most arduous and interesting job that the RCN has to offer.

My last days were rewarding! My Chief of Staff (now a Commodore, Howard Quinn) had organized a "cruise past" of all the ships in the Command, forming up in Bedford Basin and passing the saluting base in the Dockyard one by one, commencing with the new construction DEs, then the other destroyers, then the frigates, and so on down to the smallest dockyard auxiliaries. Each ship gave me her greeting vocally, and for me it was a most moving ceremony.

On the day of my turn-over to Admiral Pullen I bade a formal goodbye to all my staff and then embarked in a whaler opposite my office in the dockyard. The whaler was suitably manned by my Command Supply Officer, Captain Morland as cox, Commodores Finch-Noyes, Quinn and MacGillivray and Captains Browne and Welland. With slow and measured stroke, this boat's crew solemnly pulled from one end of the Dockyard to the other and finally disembarked me. It was a send-off which I will not forget.

This century has seen the slow but steady growth of the nationhood of



Rear-Admiral R. E. S. Bidwell, Flag Officer Coronation Squadron, is shown at the final inspection of the naval component of the Canadian Coronation Contingent before it sailed for Portsmouth. Above, he stops to chat with Lt. M. J. Waymouth, since deceased, to whom went the honour of bearing the Flag of Canada during the Coronation parade. (HS-25387)

Canada, and an important part of this has been our understanding of the true concept of sea power. The growth of our Navy has coincided with the gradual realization throughout the country of the true nature of this concept. We must stand on our own feet—and this we are beginning to do.

In these very random and incomplete notes I have tried, inadequately, to

sketch some of my personal memories of the ups-and-downs, and the gradual development of our sea service. There is much to come; we lack a proper sea-going merchant marine for instance; but I feel sure that this will come over the next years. We lack many things indeed, but we do not lack the spirit which will some day make us a Great Nation.

(This is the last of four articles by Admiral Bidwell. The previous instalments appeared in the April, May and July issues.)

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS *Skeena*

Officers and men of the *Skeena* have a soft spot in their hearts for the youngsters in the Shriners' Hospital for Crippled Children in Portland, Oregon.

Last year, while the destroyer escort was visiting the city and taking part in its famous Rose Festival, a group of the *Skeena* sailors dressed as clowns visited the hospital and presented a lengthy comedy program for the handicapped youngsters.

The little patients loved every minute of it and wished they could go on board the Canadian warship. This was impossible, but the sailors did the next best thing. They got a large framed photo of their ship.

Recently PO John G. Gillott, from the *Skeena*, was in Portland on other business. He visited the children's hospital, and presented the framed photograph to them.

Today the picture of the *Skeena* hangs in a conspicuous place in the largest ward of the hospital.

## ATLANTIC COMMAND

### HMCS *Bonaventure*

The *Bonaventure* sailed from Halifax on May 23 for a five-week training and exercise program. With the *Sioux* in company, the first week was spent qualifying new pilots of VS 880 and HS 50 in deck landings, navigation, and anti-submarine tactics. Good weather prevailed, and the resulting heavy flying program allowed good progress to be achieved.

The ship then proceeded to Quonset Point, Rhode Island, for a three-day visit. While there, several good will gestures were exchanged by the ship and the local populace. A 48-man company was landed to march in the Memorial Day parade at Woonsocket, R.I., while the same town provided a dance for the ship's company. Many visitors were shown through the ship and took the opportunity to compare the *Bonaventure* with the USN anti-sub-

marine carrier *Essex* which was secured to the opposite side of the jetty.

The ship sailed on June 1 for flying operations. Trackers and helicopters exercised intensively in preparation for exercises with Task Group 83.3 later in the month.

On Tuesday, June 6, the carrier arrived alongside the Brooklyn Army Terminal in New York for a six-day recreational visit. Forty-eight hours' leave was arranged for all members of the ship's company. The ship was overwhelmed with the entertainment available in such a large city and most found it a difficult decision indeed to choose between the tours, shows, dances, baseball games and private invitations.

Somewhat reluctantly, the *Bonaventure* sailed on June 12 to rendezvous with the *Athabaskan* and ships of Task Group 83.3, comprising the carrier *Essex*, five destroyers and two submarines, including the larger nuclear boat *Triton*. The embarked squadrons received two weeks of valuable training, especially in cross deck flight operations and in dealing with the nuclear submarine threat. As often as possible, personnel were exchanged between the American and Canadian ships to give each the opportunity of observing the other at work. On June 20 and 21, Rear-Admiral G. P. Koch, USN, the Task Group Commander, transferred to *Bonaventure* with his staff to direct operations from the Canadian carrier.

The *Bonaventure* and *Athabaskan* bade farewell to their American friends on June 24 and arrived in Halifax on June 26 for a ten-day rest and maintenance period. All in all, it had been a busy five weeks during which time the *Bonaventure's* embarked squadrons logged 1,840 hours flying time and made 762 arrested landings.

## NAVAL DIVISIONS

### HMCS *York*

This year's award of the Naval Reserve Aviation Trophy has been made to VC 920, the reserve air squadron attached to the Toronto naval division, it was announced recently by the Com-

manding Officer Naval Divisions. The squadron is based at Downsview airport.

In addition, VC 920 was commended in June by COND for having completed more than two years without a flying accident.

The Naval Reserve Aviation Trophy was presented by the Fairey Aviation Company of Canada and is held for one year by the squadron judged to be the most efficient for the preceding year.

—A.W.

### HMCS *Bytown*

Shall Ye Test Matches be played in Canada?

This was the issue more or less at stake when Naval Headquarters and the staff of the Officer of the U.K. High Commissioner for Canada crossed bats on the cricket pitch at Rideau Hall on June 16.

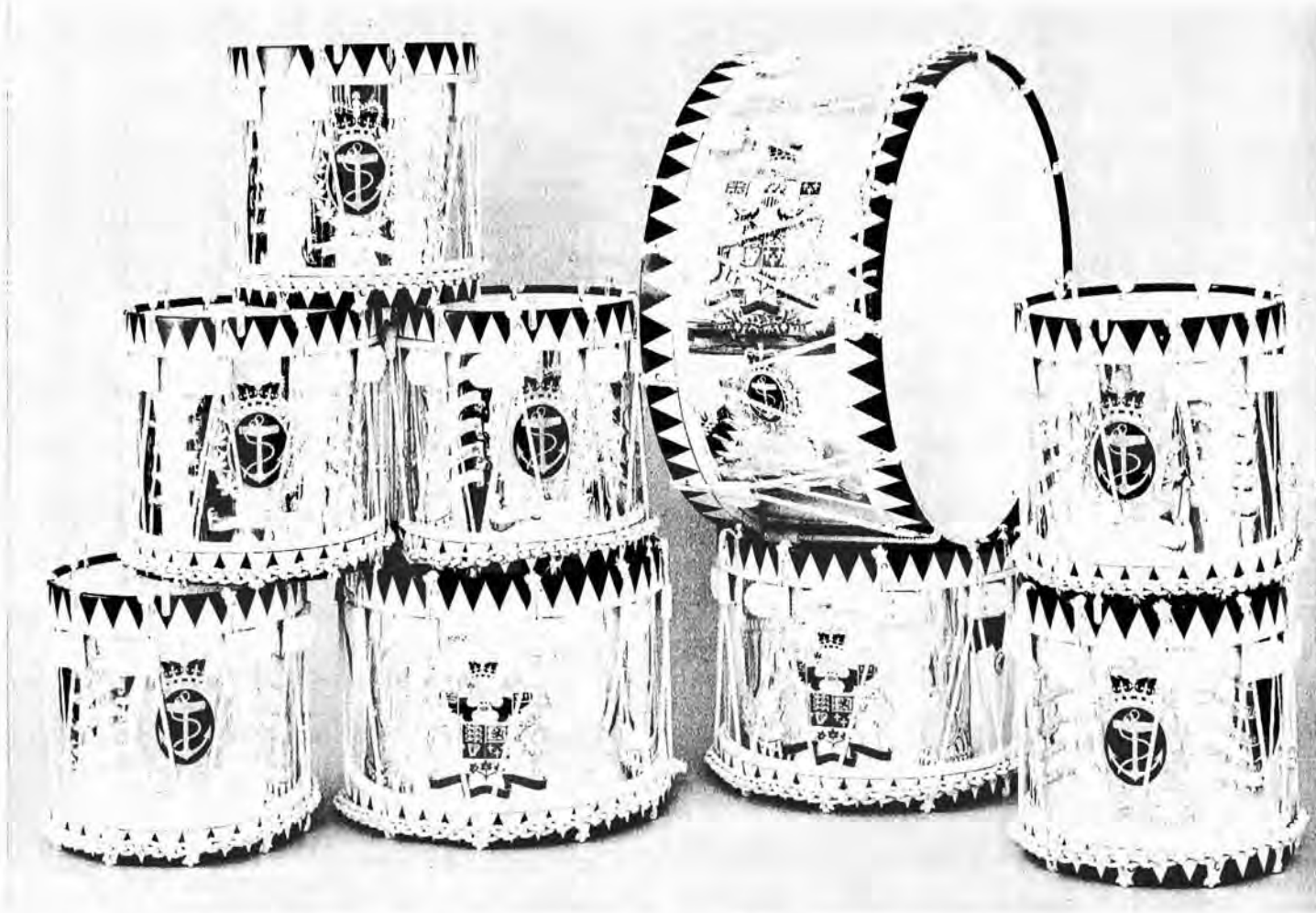
An artistic challenge from Naval Headquarters disputed the "belief . . . generally held that Anglo-Saxons are endowed with superior gifts in this gracious art of cricket. . . ."

This brought from the Britishers the bland reply, even more highly illuminated, that "ye August Representatives of Her Majesty's United Kingdom Government Anticipate that We have Superior Skills at ye Game of Cricket to any of Her Majesty's Subjects in ye New World. Many of Such We have observed to Consider ye New Game of Baseball, Known in ye Olde Countries as Rounders, to be fitt Game for those of Mature Years."

The final flick of the gauntlet was: "Ye aforesaid Staff of the High Commission Expect to Show ye New Worlde Navigators why ye Test Matches are not played in Canada."

Fortified by tea and crumpets and a set of ground rules that limited batsmen to individual scores of 20 runs, the Canadians triumphed over the Anglo-Saxons by a score of something-or-other and gave support, in some degree, to the proposition that "Ye Test Matches shall, in future, be played on Canadian soil."





Formal portrait of the sterling drums—a 50th anniversary present to the Pacific Command of the Royal Canadian Navy from the Province of British Columbia, the City of Victoria, the Municipalities of Oak Bay and Saanich and the Township of Esquimalt. The sterling silver shells of the drums have been ornamented with scrolls listing the battle honours of the RCN and beautifully coloured enamelled replicas of the coat of arms of Canada and the badge of the RCN. (E-61294)

## SILVER DRUMS PRESENTED

**E**IGHT HUNDRED officers and men from ships and shore establishments of the Pacific Command were on parade Friday, June 16, when Major General the Hon. George R. Pearkes, VC, Lieutenant Governor of British Columbia, presented a set of sterling silver drums to the Command.

The drums, purchased jointly by the Province of British Columbia, the City of Victoria, the Municipalities of Oak Bay and Saanich and the Township of Esquimalt, are a 50th anniversary gift to the Navy on the Pacific Coast.

They were ordered from England in 1960, the 50th anniversary year of the formation of the Royal Canadian Navy.

The presentation took place in Beacon Hill park and the parade was fallen in at 7:05 pm, with the silver drums on display on tables in front of the official dais.

At 7:30 pm the Lieutenant Governor arrived and received a Royal Salute from the Royal Guard and Band, which he then inspected.

The band carried out a "troop"—a ceremonial march through the ranks of the Royal Guard. At the rear of the square, the drummers relinquished the old drums, the band counter-marched and returned to a position in front of the dais.

His Honour at that time formally presented the drums to the Command, and spoke on behalf of the donors. The Premier of British Columbia was represented by the Hon. W. D. Black, Provincial Secretary; Mayor Percy B. Scurrah attended for the City of Victoria; Reeve A. I. Wurtele, the Township of Esquimalt; Reeve G. H. Murdoch, the Municipality of Oak Bay, and Councillor L. H. Passmore represented the Reeve of Saanich.

Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, expressed the thanks of all officers and men of the Pacific Command for the magnificent gift and formally accepted the drums.

Chaplain (P) Horatio Todd and Chaplain (RC) J. P. Belanger conducted a brief dedication service. The assembled naval personnel and spectators joined in singing the hymn "Eternal Father, Strong to Save".

Now the drummers took up the new drums, turned about and marched off, the band playing.

The band carried out a second "troop", this time around the perimeter of the square in front of the spectators and the official dais, giving all present the opportunity to see the new drums.

This was the end of the ceremony. The band halted behind the guard and the National Anthem was played.

Following the ceremony, Admiral Finch-Noyes sent this general message:

"All of us in the Pacific Command can be extremely proud of all those who participated in any way in this evening's presentation of the drums ceremony. The bearing, drill and steadiness of all on parade were of a very high order and the band played with feeling and beauty. In addition to those actually on parade, great credit and thanks are due to the many men and women who made the ceremony the success it was by their unstinted and magnificent work behind the scenes. Their tasks were many and varied, but their efforts blended with those parading to produce a memorable result blessed by perfect weather."

In preparation for the ceremony an open field in Beacon Hill Park had to be transformed into a 5,000-seat amphitheatre and a way had to be found to move the 800 participating sailors through Victoria's rush-hour traffic with a minimum of inconvenience to the public.

At the invitation of the donors of the silver drums, the Pacific Command undertook the whole task of organizing the ceremony. Commodore H. V. W. Groos, Commodore RCN Barracks, and his staff in the Fleet School at *Naden* did most of the planning, the co-ordinator was Cdr. E. V. P. Sunderland and arranging the fine details of the ceremony was largely the responsibility of Lt. C. H. (Jack) Humble, parade lieutenant at *Naden*.

Back in January, Cdr. Sunderland scouted the Victoria area for a suitable spot for the ceremony. The review ground in Beacon Hill park proved the

## Well Done, Navy!

"*Well Done, Navy!*" was the heading of an editorial in *The Victoria Times*, commenting on the ceremony attending the presentation of embossed silver drums to the Royal Canadian Navy's Pacific Command by the municipalities of Victoria, Saanich, Oak Bay and Esquimalt, and the Province of British Columbia. The *Times* editorial said:

"The Navy, which can always be counted upon to conduct its ceremonial functions with great elan and style, surpassed itself in the Silver Drums presentation over the week-end.

"An audience of more than 6,000 was thrilled with the precision of 800 marching men, bespeaking dis-

ciplined drill that has its roots in centuries-old tradition. As Lieutenant-Governor Pearkes pointed out, the exact execution of intricate manoeuvres becomes a matter of individual pride and challenge; each man has his role to perform; the successful conclusion of the parade conveys an impression of simplicity which is denied by the long hours of preparation and rehearsal required.

"The drums themselves are an elegant symbol of the warmth felt by people of this province, and this community, towards the RCN. They will add to the tradition of the HMCS *Naden* band, acknowledged to be one of the finest in Canada."

most suitable, but presented the problem of finding seating for the spectators.

The chairs came from *Naden*, Work Point Army Barracks and *Royal Roads*. The bleachers came from anywhere they could be found and included Beacon Hill park benches and the seating from the band shell. The boxing ring from the *Naden* gymnasium became a large dais for the official guests.

Early in the year, Lt. Humble and his staff began the training of the 750 sailors who would take part in the ceremony. To draw 300 men from the destroyer escorts and another 150 from

the frigates, the drill program had to be co-ordinated with the ships' movements. The 300 *Naden* personnel were mostly undergoing courses for advancement and their drill times had to be adjusted so as not to interfere with their studies.

Part of *Naden's* sports field was marked off to the exact measurements of the parade ground in Beacon Hill park and long hours of rehearsals took place there to bring the guard, band and four escort companies to the state of perfection demanded by the elaborate silver drums ceremony.

## Founder of RCN Bands Dies at 82

A man who became known as the "father of the Royal Canadian Navy bands", Lt.-Cdr. Alfred E. Zealley, RCNVR (Ret.), died at his home in Toronto in May, aged 82 years.

Lt.-Cdr. Zealley formed the first RCN band in 1939 and exactly five years later had completed the formation of his 17th band for the Navy. Some of these bands were divided and sent to other bases where they expanded into larger aggregations.

He organized the first band in 1939 when the Naval Service accepted his offer to organize one at no cost to the Crown.

On January 8, 1940, he was commissioned a lieutenant in the RCNVR and appointed to *Stadacona* along with his band.

In the summer of 1942 the original *Stadacona* band was divided into three parts, with one section going to HMCS *St. Hyacinthe*, another to *Cornwallis* and the remainder to *Avalon*.

In October of that year another band was formed for *Stadacona*. In 1943 part of the *Stadacona* band went to HMCS *Protector* at Sydney, N.S.

The School of Music was organized by Lt.-Cdr. Zealley in November 1942 and from this Toronto establishment there emanated 12 more bands, for HMCS *York*, in March 1943, HMCS *Shelburne*, October 1943, HMCS *Brunswick*, a pipe band, in January 1944, *Chippawa*, February 1944, *Niobe*, March 1944, *HMS Nabob*, March 1944, *Uganda*, May 1944, *Ontario* 1945, *Discovery*, July 1944, and *Peregrine*, December 1944. HMCS *Chatham*, Prince Rupert naval division, had a local band and this was supplemented by trained personnel from the School of Music.

In December 1944 the School of Music was disbanded and Lt.-Cdr. Zealley was appointed to the RCN Depot at Halifax as bands drafting officer until he retired in June 1945.

Pre-war bands had been composed of volunteers from among ships companies. From 1939 until the end of the war only two bands escaped the organizing of Lt.-Cdr. Zealley. One was a volunteer band at *Donnacona*, and the other was at HMCS *Naden*, where Lt. H. G. Cuthbert (now Lt.-Cdr.) had been ordered to form a band.

Following the war it was decided the RCN would continue to have bands and at present these are located at *Naden*, *Stadacona*, *Shearwater* and *Cornwallis*, with elements at sea in HMCS *Bona-venture*. Training of naval bandsmen is carried out at the School of Music at *Naden*, under Lt.-Cdr. Stan Sunderland.



THESE STEPS WERE DEDICATED IN 1956  
 TO THE MEMORY OF  
**JUDGE ALEXANDER DAVID HARDY**  
 1859 — 1951  
 WHO WAS INSTRUMENTAL IN OBTAINING THE  
 ANDREW CARNEGIE GRANT FOR THE ERECTION OF  
 THIS LIBRARY WHICH WAS OPENED TO THE PUBLIC  
 IN 1904.

Members and wives of the official party on the steps of the Library for the official opening of the Naval Veterans' Reunion by Mayor R. B. Beckett of Brantford. (COND-7144)

# VETERANS' REUNION



Three members of the Brantford Naval Veterans' Association are shown at the cenotaph following the remembrance service during the seventh annual Naval Veterans' Reunion in Brantford. Left to right are Joe Kozma, Ross McKinley, parade marshal, and Tom Hounam. (COND-7111)

**T**HE SEVENTH ANNUAL Naval Veterans' Reunion, sponsored by the Canadian Naval Association, was held at Brantford, Ontario, on May 19, 20 and 21, with an enthusiastic attendance of about 2,000 persons.

Naval veterans from at least 15 affiliated associations attended as well as veterans from as far away as Halifax and Dartmouth.

The highlights of the reunion were a civic reception, naval ball and church and memorial services.

Before the civic reception, the guard of honour paraded to the Brantford Library where they were inspected by Commodore P. D. Taylor, Commanding Officer Naval Divisions, accompanied by His Worship Mayor R. B. Beckett and

Ernie Fish, president of the Brant Naval Veterans' Association. The guard and band were from HMCS *York*, the Toronto naval division.

A banquet at the Brantford Armories on Saturday evening was followed by a ball.

Speakers included Senator the Hon. W. Ross Macdonald, Commodore P. D. Taylor, Commanding Officer Naval Divisions, who also represented the Chief of the Naval Staff, Commodore R. I. Hendy, Senior Naval Officer, Toronto Area, and Captain J. W. F. Goodchild, commanding officer of *York*.

The *York* band played during the dinner.

On Sunday morning, the veterans paraded to Grace Anglican Church and



St. Basil's Roman Catholic Church. In addition to the veterans, the guard and band of HMCS *York* and RCSCC *Lion* took part.

At Grace Church, the service was conducted by Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P); Commodore P. D. Taylor read the lesson. At St. Basil's the mass was celebrated by Rev. J. E. Whelly, Chaplain of the Fleet (RC).

Following the church services, parties re-assembled at the Brantford Armouries from where they attended the ceremony at the Cenotaph. The first wreath was laid by Senator Macdonald on behalf of the Canadian Government and Commodore P. D. Taylor laid the RCN wreath. Other delegates placed wreaths on behalf of the 15 associations represented at the Reunion.

Veterans were impressed by the expert and business-like way in which the reunion committee had handled all arrangements.

The Canadian Naval Association, which sponsors the annual reunions; reports that enthusiastic interest is already being shown in planning for next year's get-together at Kingston.

The association, itself, is continuing to expand, the latest unit to join it being the Main Brace Naval Veterans' Association, of Bathurst, New Brunswick.

Thought is already being given to the celebration of the 40th anniversary of the RCNR and RCNVR, which were established in January 1923. Looking even further ahead, the CNA hopes to celebrate in a special way the centennial of Confederation in 1967.

At the annual meeting of the CNA in Toronto on June 18, the election of officers resolved itself into a vote of confidence in the men who headed the association during the previous year. All officers were re-elected as follows:

H. A. Maynard, of Oshawa, president; W. J. Slater, of Belleville, executive vice-president; S. R. Piner, of Hamilton, first vice-president; C. C. McClenan, of Peterborough, second vice-president, and N. J. Yorston, of Toronto, executive secretary-treasurer.

The next directors' meeting of the CNA will be held in September, with the Sarnia branch as host.



Shown at the wreath laying ceremony at the Brantford cenotaph are Ross McKinley, parade marshal, Senator the Hon. W. Ross Macdonald, guest of honour, and Commodore P. D. Taylor, Commanding Officer Naval Divisions. The occasion was the seventh annual Naval Veterans' Reunion. (COND-7143)



Registration officials were kept busy during the seventh annual Naval Veteran's Reunion at Brantford, Ontario, over the Victoria Day week end. Here the youngest and farthest meet at the registration desk: George Mesley, of Halifax, Master Mark C. Harding, age two, of Brantford, and Mr. and Mrs. James Hinds, of Halifax. (COND-7105)

# THE PIRACY OF THE NANCHANG

A PROBLEM as intricate as the traditional Chinese puzzle was set by the capture of four officers of the British merchant ship *Nanchang* in broad daylight by a band of Chinese pirates in March 1933.

The British officers were held prisoner on board a junk in Manchurian waters; Manchuria was more or less ruled by a puppet government established by the Japanese; the pirates represented themselves as loyal Chinese and demanded that the ransom be paid in arms with which to drive out the Japanese; the British government refused to pay ransom of any kind on the ground that such payment would only encourage further piracy.

J. V. Davidson-Houston, author of *The Piracy of the Nanchang*, was in those days an assistant military attache, sent to Newchwang to serve with a British "rescue team". Protracted negotiations were begun, with the object of wearing down the pirates' demands and, at the same time, assuring the safety of the prisoners. Then, without warning,

## BOOKS for the SAILOR

the prisoners were seized by a second band of pirates who asked an exorbitant \$4,000,000 in ransom.

The whole thing became a game of political hide-and-seek and an exercise in face-saving, with the Japanese (without admitting it) buying off the pirates for a paltry \$20,000.

Conditions parallel to the state of anarchy existing in China 30 years ago have developed in the world of today, and Davidson-Houston's suspense story might well serve as a textbook for truce teams trying to negotiate the un-negotiable.—H.M.C.

THE PIRACY OF THE NANCHANG, by J. V. Davidson-Houston; published in Canada by British Book Service (Canada) Ltd.; 144 pages, illustrated; \$3.75.

Force College, Armour Heights, Toronto 12, Ontario. Payment may be forwarded with subscriptions or individuals may be invoiced when *Journals* are forwarded. Cheques should be made payable to the *Air Force College Journal* (including exchange).

## LETTERS

Mr. Editor:

I was reading through the May issue of *The Crownsnest* and noticed on page five your article on HMCS *Grilse*. It's a very fine article on all counts except that it was not the *Stadacona* band that embarked in HMCS *Terra Nova* and also it was not the *Stadacona* band that played "With a Little Bit of Luck" going through the bridge, but the *Cornwallis* band, reinforced with men from the *Shearwater* band.

I would appreciate it, and so would members of both bands, if you would correct this mistake in your next issue of *The Crownsnest*. Thank you.

JEAN-PAUL DUBE,  
P2BD3  
*Cornwallis* Band.

## AIR FORCE COLLEGE JOURNAL READY SOON

THE 1961 issue of the *Air Force College Journal* will be published in October this year. This publication is the former *RCAF Staff College Journal* re-named in line with the introduction of the *Air Force College* in the RCAF.

The list of authors for this year will include such authorities as Dr. Bernard Brodie, of the RAND Corporation, Melvin Conant, of the Council of Foreign Relations (US), Dr. Richard A. Preston of RMC, General Foulkes, the recently retired Chairman of the COS Committee, Commodore R. L. Hennessy, RCN, Colonel Wilson-Smith, Canadian Army, A/Vice-Marshal Heath, Commandant of the RAF Staff College, Dr. George Lindsey, of the Defence Systems Analysis Group in Ottawa, Air Commodore Bean, RCAF, and John Gratwick of the CNR Operational Research Group.

Books will be reviewed by J. I. Jackson, of the Air Force College, James Eayrs, of the University of Toronto, Peyton V. Lyon of the University of Western Ontario; John Gellner, retired RCAF wing commander, now well

known as a military affairs commentator, and Colonel C. P. Stacey, former Canadian Army Historian, now of the University of Toronto.

Members of the Air Force College staff will round out an impressive array of worthwhile comment on recent books of considerable military significance.

An interesting development this year will be the introduction of an exchange of prize winning essays between the RAF and RCAF Colleges. It is also intended to start printing worthwhile Staff College student opinion expressed through the medium of the course essay exercise, "Hobby Horse".

The prize-winning essay of the annual *Journal* contest will be printed as well as a number of the better entries as a means of encouraging greater interest in this contest, and to bring to the attention of the *Journal* reader some of the worthwhile original opinion received.

The price of the *Journal* is \$1 a copy. Subscriptions should be sent to: The Editor, *Air Force College Journal*, Air

HMCS *Cornwallis*.

Sir:

The "Good Story But Can It Be True" on page 19 of the March number of *The Crownsnest* can well be true.

In the early summer of 1918 HMML 542 was escorting an X-Lighter converted to a minelayer from Sheerness to a minefield between the Goodwin Sands and the Kentish Knock. We were keeping station about a mile off the starboard quarter of the lighter when we got a semaphore signal from her: "Please pick up my man".

We went at full speed to the bobbing head and hauled him aboard. In reply to my question as to how he went overboard, he said:

"I was priming mines and tripped, sir."

Then, noting that he was wearing hip-length leather seaboots, I asked why he had not kicked them off. His answer: "They were on charge to me, sir."

As I was talking to him a signal from the X-Lighter was handed to me and I said: "Mr. Leith wants to know what in hell you did with his spanner?"

(This spanner, by the way, was the only one on board for priming the mines).

His answer: "Threw it back on deck as I was going overboard, sir."

Very truly yours,

JOHN H. KIMBALL  
Lieutenant, RNVR.

Harding's Point,  
New Brunswick.

Dear Sir:

I read with interest an item on the 50th anniversary of the Canadian Postal Corps, with special reference to the Fleet Mail Office, in the May 1961 issue of *The Crow'snest*.

This item would convey, to the uninitiated, the idea that the Army had handled naval mail during the entire 50-year period. It would be interesting to enlarge on this with a history of the Navy's Fleet Mail Service during World War II.

I believe I was the first rating to be enlisted for postal duties as AB (Postal) RCNR (Official No. A-4144). My enlistment date was January 15, 1941, after 13½ years of postal experience with the Toronto Post Office. There were, of course, naval ratings doing postal duties

before that, but these were all transfers from other branches.

The Fleet Mail Officer at Halifax at that time was Lt. (SB) Wm. Just, RCNVR, who later became Commander (SB) RCNVR as Fleet Mail Officer at NSHQ, Ottawa.

I, myself, after three years at Halifax as AB, Ldg. Sea. and A/PO, was promoted to Warrant Officer (SB) and was Fleet Mail Officer at Toronto, Cornwallis and Gaspé and assistant to FMO Atlantic at Halifax.

All mail for RCN ships and establishments at home and overseas was handled, as well as money order service, post office savings bond and postage stamp sales. The financial figures were astounding.

A complete history of this war-time postal service would make interesting reading.

F. RICE,  
Cd. Off. (SB), RCN(R) (Ret)

40 Amroth Avenue,  
Toronto 13, Ontario.

Dear Sir:

Just a few lines to keep the records straight. In the April 1961 edition, there

is an article on page four, entitled "42 Years on the Lower Deck".

In it, it is mentioned that AB Parker is a three-badge man, "a species now extinct in the RCN". This is not so. Besides being a "Stripey" myself, I know of two other three-badgers serving in the RCN. We might be few, but we are far from extinct.

And promotion being what it is today, I guess the species won't die out for at least another five years, when I pension off, by which time we might have bred some more "Stripeys".

J. P. BROWN,  
ABWS 37660-H

HMS *Truncheon*,  
FMO,  
Devonport, Devon,  
England.

NOTE: This is another case in which theory and fact (and statistics, too) are in mortal conflict. Theoretically, under the new personnel scheme, a seaman has somewhat less chance of becoming a three-badge AB than of flying to the moon. A search by Machine Records at Headquarters failed to disclose a single member of the species among ABs with sufficient continuous service to have earned three good conduct badges. AB Brown is himself one of the exceptions that prove the rule. A former RN submariner, he joined the RCN in 1957 as an AB and was awarded all three badges on entry.

## AJAX LAUNCHES PRIVATE NAVY

"Ajax council made history last night when it became the first town in Canada to have its own navy.

"Right after passing the necessary by-law, it ordered its flotilla of three cabin cruisers to be christened in Ajax harbour Thursday."

THUS BEGAN a report in the June 13 issue of *The Toronto Daily Star* about 20th anniversary celebrations in a navy-conscious town, on the north shore of Lake Ontario, 30-odd miles east of Toronto. The town is named after HMS *Ajax*, one of the trio of RN cruisers that drove the *Graf Spee* from the high seas.

As for the claim that Ajax is the first town in Canada to possess its own navy, that is something which had better be amicably settled with Corner Brook, Newfoundland, which not only had its own navy, but a shooting one, back in 1942. An "out" for Ajax lies in the fact that Corner Brook was not in Canadian territory at that time.

One bothersome little technicality arose with the formation of the Corner Brook Navy. The three craft of which

it was comprised were privately-owned and, under International Law, a pirate force, despite the fact they sailed under the White Ensign rather than the Jolly Roger. The RCN solved this difficulty quickly and economically by chartering the vessels at \$1 a year.

*The Toronto Star* account of the formation of the Ajax Navy continues:

"The Navy came into being to take part in the town's Old Home Week from June 18 to 24, celebrating the 20th anniversary of the incorporation of Ajax.



"The boats, to be bought by a local manufacturer, will be christened HWS (His Worship's Ship) *Ajax*, HWS *Achilles* and HWS *Exeter*.

"Mayor William Parrish became the town's First Lord of Admiralty.

"Council, in forming its own navy, stressed it had no aggressive intentions towards any of its neighbours. It felt, however, the necessity of protecting itself and specified these fears in a long list of 'whereases' which preambled the by-law. These included:

"Protection against Ontario County, in which Ajax is 'woefully under-represented and savagely over-taxed.

"Protection against the 'gravest peril' that the huge, grasping corporation, the Municipality of Metropolitan Toronto, will annex and seize the town of Ajax.

"Guarding the unprotected southern boundary of the town which lies close to the northern boundary of the United States.

"Sole objection to creating the navy came from Councillor Owen Ashley, who claimed the move should not have been made while disarmament talks were still in progress in Geneva."



# THE NAVY PLAYS

## *Jones Shield to CPO Walter Fall*

CPO Walter J. Fall has been awarded the Admiral Jones Shield for 1961. The award is made annually to the man who contributes most in conduct, sportsmanship and character to sports in HMCS *Stadacona* during the year.

CPO Fall was outstanding as an organizer and an active participant in sports events at *Stadacona* and Shannon Park last year and his interest and enthusiasm, together with his ability to win co-operation from others, were taken into consideration in making the award.

Commodore M. A. Medland, Commodore RCN Barracks, Halifax, made the presentation. This is the 15th occasion on which the shield, which commemorates the late Vice-Admiral G. C. Jones, Chief of the Naval Staff from 1944 to 1946, has been awarded.

## *Cornwallis Golfer Gets Hole-in-One*

Lt.-Cdr. Herbert Addison, of *Cornwallis*, holds the distinction of getting the first hole-in-one on the Digby Pines Hotel-Golf Course this season.

Lt.-Cdr. Addison scored his "ace" on the second hole, in June.

## *Carleton Takes Sailing Trophy*

HMCS *Carleton* has won the "Gloucester Trophy" for the third time in five years.

The naval establishments in the Ottawa area compete annually for this trophy in a two-part sailing regatta under the auspices of the RCNSA. The three stone frigates that enter teams are *Bytown* (Naval Headquarters), *Gloucester* (radio station) and *Carleton* (Ottawa naval division). *Bytown*, which came second in this year's regatta, has won the trophy twice.

Since the sea room in Dow's Lake is restricted, the events are limited to 14-foot dinghy races. They are sailed on two summer Sunday afternoons, one in June and one in July, four races each day.

Dow's Lake, for the benefit of those who sail only salt water, is an artificial



During the *Bonaventure's* recent call at New York, several members of the ship's company visited Yankee Stadium. Shown here with the Yankees' star slugger and outfielder, Mickey Mantle, are from left to right; PO George Woodward, PO Kenneth Brown, Ldg. Sea. Thomas Main and Ldg. Sea. Victor Jordan. (BN-4126)

lake on the southern outskirts of Ottawa, a by-product of the Rideau Canal. It occupies the site of a former swamp and is a great improvement. It is about half a mile long and just over a quarter across—statute miles that is, not nautical measure. HMCS *Carleton* is on its northwestern shore and provides the necessary facilities for the Ottawa Squadron of the RCNSA, whose boats were used for the regatta.

## *Summer Program In Shannon Park*

The Shannon Park recreational program for the summer of 1961 got under way in early July.

Some 400 children between the ages of seven and 17 are participating. The children are classed in three age groups: midgets (7-9), juniors (10-11) and seniors (12 and over). Each age group is sub-divided into groups of 15 children each.

The summer program includes games of all types such as softball, soccer, volleyball, swimming, badminton, and gymnastics. Special events are boat trips, visits to local industries, picnics,

hikes, arts and crafts, singing and storytelling, and many others.

Forty teen-aged youth leaders from the Park's successful recreational program of last year are supervising the many sports and activities under the direction of PO B. A. Hughes, recreational director.

This is one of the major activities of the Recreational Council of the 521 families in naval married quarters. Most of the action takes place in the Shannon School gym and in the Park recreational area.

## *Swimmers Achieve Distinction Award*

Giving up more than 200 lunch hours has brought three technical apprentices at *Naden* the Distinction Award of the Royal Life Saving Society.

To receive the proper coaching and to concentrate on perfecting their skill in the water, the apprentices found the noon hour was the only time available at the barracks swimming pool. During these periods the three able seamen, Clarence Trach, Jack McLelland and Bruce Graves, managed to get in a mile

of swimming every day for a period of nine months.

The Distinction Award is the second highest objective of the Royal Life Saving Society. The months of hard work and practice proved their worth to the navy swimmers who passed the qualifying examinations with high honours.

The examinations were given by Dr. Max Howell, Assistant Director of Physical Education at the University of British Columbia, and Andy Wong, of the Victoria Red Cross Water Safety Society.

To pass for this award a candidate must demonstrate four methods of artificial respiration and have a thorough knowledge of first aid for the apparently drowned; be able to undress on land, enter the water and swim head-up to a subject at a distance of 100 yards, tow the person to the beach and begin arti-

ficial respiration all in 10 minutes; swim 800 yards continuously within a 30-minute time limit, using the breast stroke, side stroke, legs alone, and an optional stroke for 200 yards each; give a demonstration of floating motionless for 60 seconds, scull 30 feet head first and return feet first; do four consecutive somersaults, two forward and two backward and perform five additional synchronized water skills to show complete control of the body in the water.

Holders of the Distinction Award are fully qualified to perform life guard duties at any swimming place in the Commonwealth or the United States.

The highest qualification swimmers may receive is the "Diploma of the Society", which these three able seamen have set their sights on for next year.

The motto of the Royal Life Saving Society, "Whomsoever you see in dis-

tress, recognize in him a fellow man", is aptly demonstrated by this trio of navy swimmers and their swimming instructor PO Alfred Aylward. Each Friday evening between 7 and 9 o'clock they freely give their time instructing and aiding persons who have been handicapped by such crippling afflictions as polio, arthritis and cerebral palsy and they are taking water therapy in the swimming pool at *Naden*.

### **Shearwater Track Team Tops Meet**

The 1961 Atlantic Command track and field championships were held on June 24 at *Stadacona*. Taking part were teams from *Stad*, *Shearwater*, *Cornwallis* and HMC Ships. *Shearwater* took top honours in the team competition with 56 points, three points over the runner-up, HMC Ships.

## SEA CADETS, NAVY LEAGUE HONOUR OFFICER

AN ALMOST life-long association with the Sea Cadet movement was recognized by the Ontario division of the Navy League of Canada recently when the *Vanguard* Sea Cadet Corps and the organization dined Lt.-Cdr. J. F. Jefferies at *York*, the Toronto naval division, recently.

Lt.-Cdr. Jefferies, who has been Area Sea Cadet Officer, Ontario Area, for the past two years, proceeded on retirement leave on July 14.

A logical choice as speaker for the dinner was Rear-Admiral P. D. Budge, Chief of Naval Personnel, whose friendship with the guest of honour goes back more than 30 years. Present at the head tables were Vice-Admiral E. R. Main-guy, former Chief of the Naval Staff, who is president of the Ontario division of the Navy League; Commodore R. I. Hendy, Senior Naval Officer Toronto Area; Captain J. W. F. Goodchild, commanding officer, HMCS *York*; and Cdr. G. J. Manson, Command Sea Cadet Officer, Hamilton.

In all 70 diners, who valued their friendship with Joe Jefferies in the Navy and the Sea Cadet movement, were present, and they included executives of the Navy League and officers of the RCN, RCN(R) and Royal Canadian Sea Cadets.

"If you reflect," said Admiral Budge, in opening his address, "it is only a matter of good fortune that some of us, and very few at that, commence the job in our youth for which we are mentally, physically and characteristically suited—and anyone that does so will be bound

to ensure maximum satisfaction in his daily work.

"Joe Jefferies was one of these fortunate, as he knew what he wanted to do very early in life. It has often been thought that he was born in bell-bottoms and this is nearly true, for he was in them at a very early age when he joined the Boys' Naval Brigade. Later, in Kingston, at the ripe age of nine, he was a sea cadet and, smartly dressed as he always is and particularly in square rig, he assisted in entertaining the warriors of the First World War with his singing. Also, having learned to blow the bugle, which he did with skill, he was in great demand at their functions to play Reveille and the Last Post."

Admiral Budge said he had been informed that the Navy League of Canada, celebrating its 60th anniversary, gave a prize to the individual with the earliest association with the Navy League. It later turned out that Lt.-Cdr. Jefferies had a longer association than the prize winner.

At the age of 16, he joined the newly-formed Toronto half company of the RCNVR as a boy bugler and was the ninth entry into what is now *York*, the Toronto naval division.

"My friendship with Joe started in the spring of 1928 in Halifax when, as a Leading Seaman, I was the sole Reserve instructor for the East Coast. He was also a leading seaman and, being a very competent one, he assisted me as an instructor. I can remember many a frosty morning at 6 o'clock when I

had Joe take away some of the men under training in the cutter while I took the remainder in the warm No. 8 building, which still exists in the Dockyard and which then we used as a gymnasium.

"Our association has been a close and happy one ever since," said Admiral Budge.

He recalled an occasion when a group of ships, mostly corvettes, was lying at anchor off Londonderry during the Second World War. CPO Jefferies (as he was then) had found a bugle and, hiding behind the afterdeck one summer evening, he "gave a splendid rendition of that most beautiful and plaintive of all naval bugle calls, 'Sunset'. Everyone wondered where the 'battleship' was. Joe was soon found out and, as a consequence, his senior officer had him repeat the performance on every possible occasion."

Admiral Budge said he did not think there was a sea cadet corps in Canada which, if not personally, did not know Lt.-Cdr. Jefferies at least by reputation, "which is a high one."

The work of Lt.-Cdr. Jefferies for the past few years has been concerned with the sea cadets, his duties including that of executive officer of HMCS *Acadia*, the summer training establishment at Point Edward, the naval base across the harbour from Sydney, N.S.

Although Lt.-Cdr. Jefferies is retiring from the Navy, his services have been retained by the Ontario division of the Navy League.

# RETIREMENTS

CPO VICTOR JOHN ABBOTT, C2ET4, of Montreal, joined June 3, 1936, served in *Stadacona, Saguenay, St. Laurent, Skeena, Venture, Cornwallis, Niobe, HMS Marlborough, Naden, Iroquois, Haida, Micmac, Buckingham, Domacona, Hochelaga, St. Croix*; awarded CD and First Clasp; retired June 2, 1961.

CPO JOHN EDWARD BARKER CALLARD, C2AT4, of Langley, B.C., joined June 2, 1941, served in *Naden, Quesnel, Givenchy, Burard, Stadacona, Niobe, Chaudiere, Avalon, Peregrine, HMS Fledgling, Niobe, HMS Jackdaw, HMS Kestrel, HMS Peewit, HMS Owl, RCNAS Dartmouth, HMS Heron (RNAS Yeovillon), Magnificent (19CAG), Shearwater, Cornwallis, Shearwater (18CAG), Magnificent (30CAG), Shearwater (1TAG)*; awarded CD; retired June 2, 1961.

CPO HOWARD BERNARD CARTIER C1BN4, of Stettler, Alberta, joined June 1, 1936, served in *Naden, Skeena, St. Laurent, Stadacona, Ottawa, Avalon II, Cornwallis, Saskatchewan, Peregrine, Bytown, Ontario, Malahat, Sussexvale*; awarded Long Service and Good Conduct medal; retired June 7, 1961.

PO SIDNEY AUGUSTUS BRENTON DOBELL, P1ER4, of Milestone, Sask., joined June 2, 1941, served in *Naden, Prince Robert, Givenchy, Chatham, Outarde, Matane, Ontario, Rockcliffe, Stadacona, Magnificent, Cayuga, Sioux, New Glasgow, Skeena*; awarded CD; retired June 1, 1961.

CPO CARMAN FRANCIS DRISCOLL, C2SW3, of Halifax, N.S., joined June 2, 1941, served in *Naden, Stadacona, Battleford, Avalon, St. Hyacinthe, Peregrine, Niobe, Scotian, Iroquois, St. Stephen, Magnificent, Shearwater, Algonquin, Assiniboine, Hochelaga*; awarded CD; retired June 1, 1961.

CPO RONALD RANDOLPH FRASER, C1ER4, of Brooklyn, N.S., joined June 13, 1936, served in *Stadacona, Saguenay, Gaspé, Skeena, Assiniboine, St. Clair, Spikenard, Collingwood, Orillia, Restigouche, Naden, Outarde, Nonsuch, Morden, Canso, Caraque, Niobe, Peregrine, Whitethroat, Scotian, Dundurn, Iroquois, Warrior, Magnificent, La Hullose, New Liskeard, Haida, Quebec, Micmac, Thunder*; awarded Long Service and Good Conduct Medal; retired June 12, 1961.

CPO THOMAS HALLUM GRAHAM, C2LT4, of Sedgewick, Alta., joined June 2, 1941; served in *Naden, Stadacona, Assiniboine, HMS Osprey, HMS Nimrod, Niobe, Lunenburg, Peregrine, Captor II, Cornwallis, Lachine, Winnipeg, Uganda, Oshawa, Givenchy, Crescent, Rockcliffe, Cayuga, Rockcliffe, Cedarwood, Antigonish, Sioux, Matsqui, St. Therese, Patriot, York*; awarded CD; retired June 15, 1961.

PO FRANK JAMES GUNN, P1NS3, of Halifax, N.S., joined RCNVR June 28, 1940, transferred to RCN Jan. 10, 1941; served in *Stadacona, Venture, Matapedia, Fort Ramsay, La Malbaie, Orkney, Niobe, 65th MTB Flotilla, Haida, York, Micmac, Cornwallis, Cape Breton, Labrador, Naden, Shearwater, Hochelaga, Magnificent, Swansea*; retired June 28, 1961.

CPO CLARENCE JOSEPH HENRY, C2BN4, of Lintlaw, Sask., and Vancouver, B.C., joined RCNR June 23, 1940 transferred to RCN March 1, 1944; served in *Naden, Sans Peur, Wolf, Stadacona, Agassiz, Baddeck, Niobe, HMS Puncher, Peregrine, Mahone, Trail, Middlesex, Charlottetown, Chippawa, Beacon Hill, Cornwallis, Crusader, Sussexvale, Royal Roads, Ste. Therese, New Glasgow, Venture*; awarded CD; retired June 23, 1961.

CPO JACK WILLIAM HUMPHRIES, C2LT4, of Raymore, Sask., and Victoria, B.C., joined June 2, 1941; served in *Naden, Stadacona, Goderich, Cornwallis, Star, Kenora, Moose Jaw, Beacon Hill, Discovery, Antigonish, Aldergrove, Athabaskan, Matsqui, Sioux*; awarded CD; retired June 1, 1961.

PO MAYNARD VIVIAN JOHNSON, P1ER4, of Lelman, Sask., joined June 2, 1941, served in *Naden, Prince Robert, Quatsino, Vencedor, Givenchy, Crescent, Athabaskan, Ontario, Cornwallis, Antigonish, Stettler, Stadacona, Magnificent, Wallaceburg, Cayuga, St. Laurent*; retired June 29, 1961.

CPO WILLIAM GEORGE KITCHIN, C1SG4, of Fairlight, Sask. and Haney, B.C., joined June 2, 1941; served in *Naden, Bayfield, Van Isle, Timmins, Kelowna, Givenchy, Stadacona, Avalon, Saskatchewan, Cornwallis, St. Hyacinthe, Three Rivers, Peregrine, Niobe, Stadacona, Rockcliffe, Ontario, Aldergrove,*

*Stettler, Algonquin, Bonaventure*; awarded CD June 5, 1953, retired June 1, 1961.

PO NELSON JOSEPH LACHANCE, P1SW3, of Ottawa, and Halifax, served in RCN Aug. 24, 1931 to Nov. 29, 1938, Sept 3, 1939 to July 9, 1945, and from May 16, 1951; served in *Naden, Skeena, Vancouver, Champlain, Stadacona, Restigouche, Saguenay, Ulna, Fundy, Avalon, Protector, Hunter, Cornwallis, Quebec, New Liskeard, Nootka, Bonaventure, La Hullose*; awarded CD and 1st Clasp; retired June 8, 1961.

CPO ARTHUR LANG LENDRUM, C1SG4, of Edmonton, joined RCNVR April 17, 1934, transferred to RCN Jan 5, 1937; served in *Naden, Stadacona, HMS Victory, HMS Boscacon (Hebe), Ottawa, Fraser, HM Signal School, Portsmouth, Skeena, St. Hyacinthe, Venture, Hamilton, Dunver, Peregrine, Niobe, J-3370, Ontario, Athabaskan*; awarded CD; retired June 6, 1961.

CPO PETER PAUL LOVRIC, C1WR4, of Zagieh, Yugo-slavia, and Hamilton, joined June 2, 1941; served in *Naden, Prince Henry, Givenchy, Givenchy III, Hochelaga, Avalon, Thorlock, Cornwallis, Scotian, York, Magnificent, Rockcliffe, Jonquiere, Sioux, Ontario*; awarded CD; retired June 1, 1961.

CPO NORMAN ROBERT MACKIE, C2ER4, of Newcastle-on-Tyne, England, and Vancouver, joined June 2, 1941; served in *Naden, Malaspina, Givenchy, Stadacona, Eyebright,*



Imagine the RCN going in for ballet! Thumbing through some sports pictures, PO William John was struck by the terpsichorean quality of some shots of AB Melvin Cooper, now in HMCS Margaree, tackling the high jump at a Naden track meet. So, working on into the silent hours with a razor blade, a picture of a stage from an old magazine and the photographs, he brought this work of art into being. The fellow in the foreground? Just somebody who was cheering a tug-o-war team.



*Buctouche, Niobe, Hespeler, Scotian, Peregrine, Cornwallis, Micmac, Givenchy, HMS Mastadon, Ontario, Athabaskan, Cayuga, Crusader, Sussevale, Antigonish, Cape Breton*; awarded CD; retired June 22, 1961.

PO GERALD EARL McDORMAND, PIER4, of Westport, N.S. and Victoria, served in RCNVR May 29, 1941, to October 1, 1945, RCN March 1, 1946; served in Saint John Div Str., *Stadacona, Bytown, Preserver, Avalon, ML-061, North Wind, Naden, Burrard (CN 750) ML-125, Chatham, Q-127, Malahat, Royal Roads, Ontario, RCN College, Crusader, Athabaskan, Sioux, Cayuga, Assiniboine, Ottawa, Margaree*; awarded CD; retired June 22, 1961.

PO HENRY TAYLOR McMILLAN, PICK2, of Dunbarton, Scotland, and Hampton, N.B., joined RCNVR Sept 27, 1939; transferred to RCN Sept 13, 1940; served in NCSO Saint John, *Murray Stewart, Zoarces, Captor II, York, Venetia, Cornwallis, Niobe, Crusader, Ontario, Stadacona, Lloyd George, Coverdale, Naden, Magnificent, Haida, La Hullose, Huron, Shearwater, Micmac, Coverdale*; awarded CD; retired June 19, 1961.

CPO ALEXANDER TAYLOR MURRAY, C2RM3, of Baggott, Man., and New Westminster, B.C., joined June 2, 1941; served in Naden, San Thomas, *Givenchy, Stadacona, Niobe, Gatineau, Avalon, Ottawa, Nanoose, Peregrine, HMS Searcher, Niobe, J-3393, St. Hyacinthe, Scotian, Ontario, Aldergrove, Crescent, Cayuga, Cornwallis, Cedarwood, Athabaskan, Jonquiere, Discovery*; awarded CD; retired June 1, 1961.

CPO VICTOR MYTRUK, C2LT4, of Vegreville and New Norway, Alta., joined June 2, 1941; served in Naden, *Prince Robert, Star, Stadacona, Three Rivers, Cornwallis, Hoche-laga II, Dunver, Peregrine, Petrolia, Avalon, Givenchy, Rockcliffe, New Liskeard, Algonquin, Ottawa, St. Laurent, Cayuga, Bonaventure*; awarded CD June 2, 1953; retired June 1, 1961.

CPO JOHN ANTHONY PAONE, C2ER4, of Saanich and Vancouver, B.C., joined June 2, 1941; served in Naden, *Prince Robert, Givenchy, Stadacona, Cornwallis, Peregrine, Rimouski, Peregrine, Burlington, Uganda, Kuitan, Ontario, Rockcliffe, Sioux, ML 121, Cedarwood, YNG 185, James Bay*; awarded CD; retired June 1, 1961.

CPO JOHN BRYAN RICKARD, C2C14, of London, England and Chilliwack, B.C., joined November 19, 1938; served in Naden, *Van Isle, Malaspina, Prince Robert, Ingonish, Prince David, Givenchy, Stadacona, Hoche-laga, Winnipeg, HMS Nabob, HMS Marlborough, Niobe, Loch Achanalt, Cornwallis, Protector, Peregrine, Observer, Border Cities, Protector, Shelburne, Charlottetown II, Warrior, Crescent, Rockcliffe, (Div Tender 2), Niagara, Athabaskan, Discovery, New Waterford*; awarded CD March 2, 1951; retired June 4, 1961.

CPO EARL JAMES SUTHERLAND, C2ER4, of Ponteix, Sask. and Moose Jaw, joined June 2, 1941; served in Naden, *Prince Robert, Givenchy, Stadacona, Peregrine, Niobe, HMS Ferret, Strathadam, Cornwallis, Niobe,*

*Warrior, Uganda, Ontario, Unicorn, Algonquin, Sussevale, Royal Roads, Ottawa*; awarded CD; retired June 1, 1961.

PO ROGER QUINTON TWISS, P1WV2, of Galiano and Vancouver, joined RCNVR Sept 19, 1939, RCN July 30, 1939-Aug 1, 1939 and May 6, 1940; served in Naden, *Quesnel, Givenchy, William Head, Prince Robert, Niobe, Prince David, Q 069, Q 126, Q 124 Ontario, Unicorn, Athabaskan, Antigonish, Cornwallis, Stadacona, Fortune, Chatham, Miramichi*; awarded CD; retired June 24, 1961.

## OFFICERS RETIRE

LT.-CDR. ALISTAIR MAITLAND HUNTER, CD, RCN, of Simcoe, Ont., joined the RCNVR as an ordinary seaman June 17, 1940, promoted to probationary sub-lieutenant April 27, 1942, demobilized August 13, 1945. Entered RCN(R) on active list October 10, 1950, transferred to RCN February 1, 1952. Served in *Stadacona, DEMS, Royal Roads, Avalon II, Rosthern, Cornwallis, York, Runnymede, Avalon, Haida, Patriot*; last appointment on the staff of the Commanding Officer Naval Divisions; commenced leave June 24, 1961, retires on September 21, 1961.

LT.-CDR. LAWRENCE CHANEY, MBE, CD, RCN, of Vernon, B.C., joined RCN as a boy seaman March 1, 1929, promoted to warrant rank August 21, 1942; served in *Naden, Armentieres, Thiepval, Vancouver, HMS Victory, HMS Warspite, Skeena, HMS Vernon, HMS Excellent, HMS Nelson, HMS Iron Duke, Fraser, Nootka, Assiniboine, Stadacona, Hamilton, Ottawa, Preserver, Avalon, Rockcliffe, Ontario, Caribou*; last appointment Diving Officer West Coast and officer-in-charge of Operational Diving Unit; commenced leave June 13, 1961, retires February 28, 1962.

LT.-CDR. JOHN ALLAN WILSON, CD, RCN, of Victoria, joined RCN August 12, 1936, as an electrical artificer 4/c, promoted to warrant rank July 1, 1944; served in *Naden, HMS Vernon, HMS Courageous, HMS Excellent, Restigouche, Stadacona, Niobe, HMS Newcastle, Iroquois, Warrior, Cornwallis*; last appointment on the staff of the Officer-in-Charge, RCN Depot, Esquimalt; commenced leave June 23, 1961, retires January 18, 1962.

LT.-CDR. CHARLES EDWARD GEORGE CHAPPLE, CD, RCN, of Dartmouth, N.S., served in the Royal Navy from 1940 to September 1946; entered RCN June 1948; served in *Prevost, Naden, Shearwater, Bytown, Ontario, Chippawa, Patriot, York*; last appointment Supply Officer and Staff Officer (Administration) *HMS Prevost*; commenced leave June 5, 1961, retires September 23, 1961.

LT.-CDR. JULIUS EDWARD FORSTER, CD, RCN, of Ottawa, joined RCNVR September 5, 1940, demobilized October 18, 1945, entered on retired list, transferred RCN September 10, 1951; served in *Stadacona, NOIC Sydney, Bytown, Cornwallis, Avalon, Chaleur, Charlottetown, Carleton, Scotian, Star, Bytown*; last appointment Director of Naval Works on staff of Director General of Support Facilities; commenced leave June 13, 1961; retires September 10, 1961.



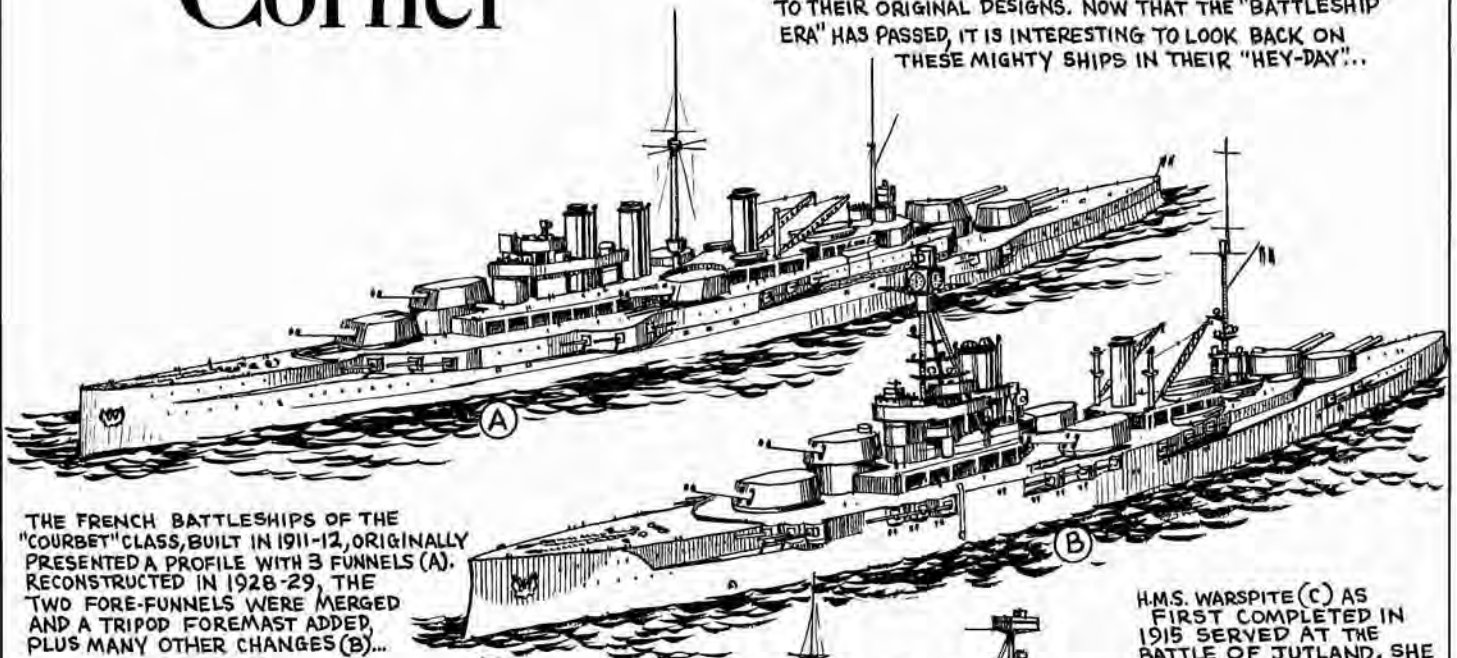
On display at the British Columbia Maritime Museum is this fine model of HMS Vanguard. Built by Keith Gray, left, and Gerry Skinner, both of Victoria, in their spare time over a two-year period, the 52-inch model has been presented to the museum by the two young men. It was accepted with thanks by Commodore H. V. W. Groos, chairman of the museum's board of directors. The model, built to scale, can actually be operated with a battery. It won the top award in its class at the 1960 Pacific National Exhibition and the two young builders also captured top model honours at the Vancouver Island Fair. (E-61066).

# Naval Lore Corner

Number 96

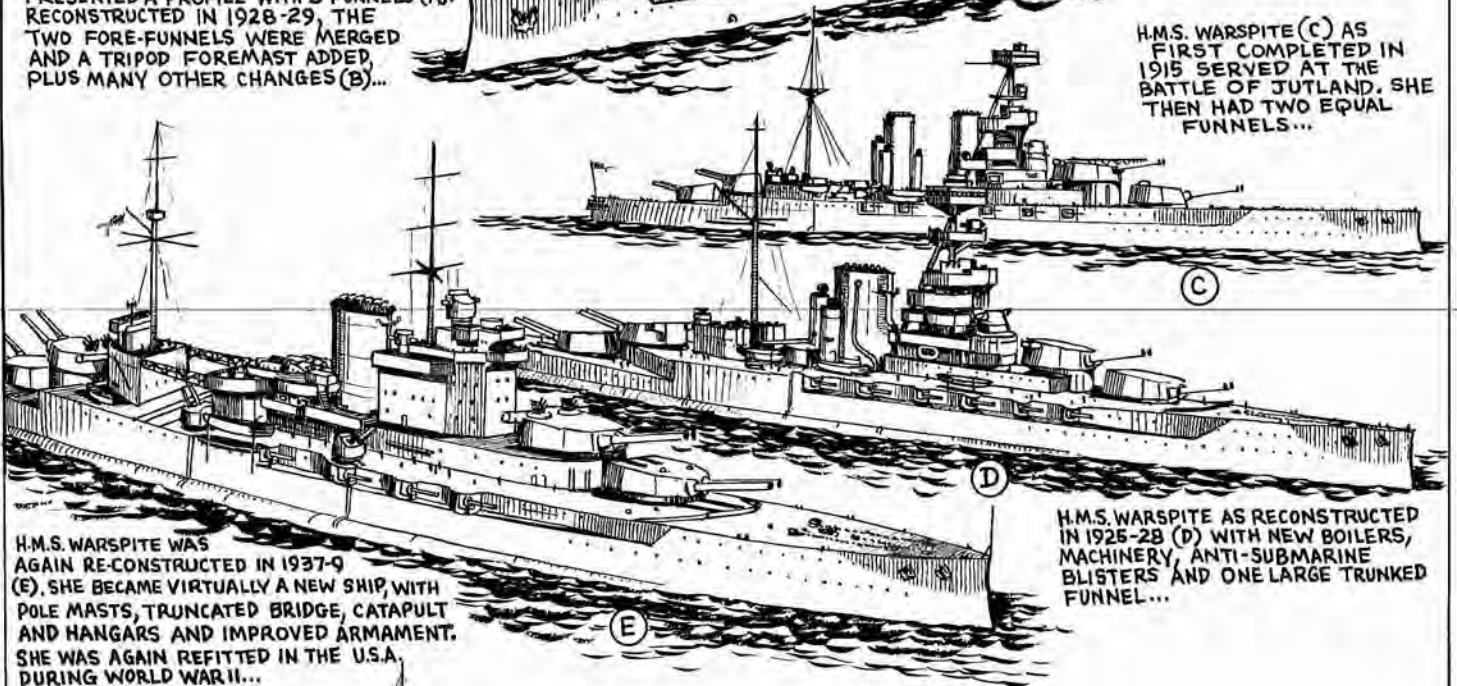
## MODERNIZATIONS (I)

THE LONDON NAVAL TREATY OF 1930 RESTRICTED THE BUILDING OF NEW BATTLESHIPS. THIS STARTED A SURGE OF MODERNIZATIONS IN THE WORLD'S MAJOR FLEETS AND SOME OF THE REFITTED VESSELS BORE LITTLE RESEMBLANCE TO THEIR ORIGINAL DESIGNS. NOW THAT THE "BATTLESHIP ERA" HAS PASSED, IT IS INTERESTING TO LOOK BACK ON THESE MIGHTY SHIPS IN THEIR "HEY-DAY"...



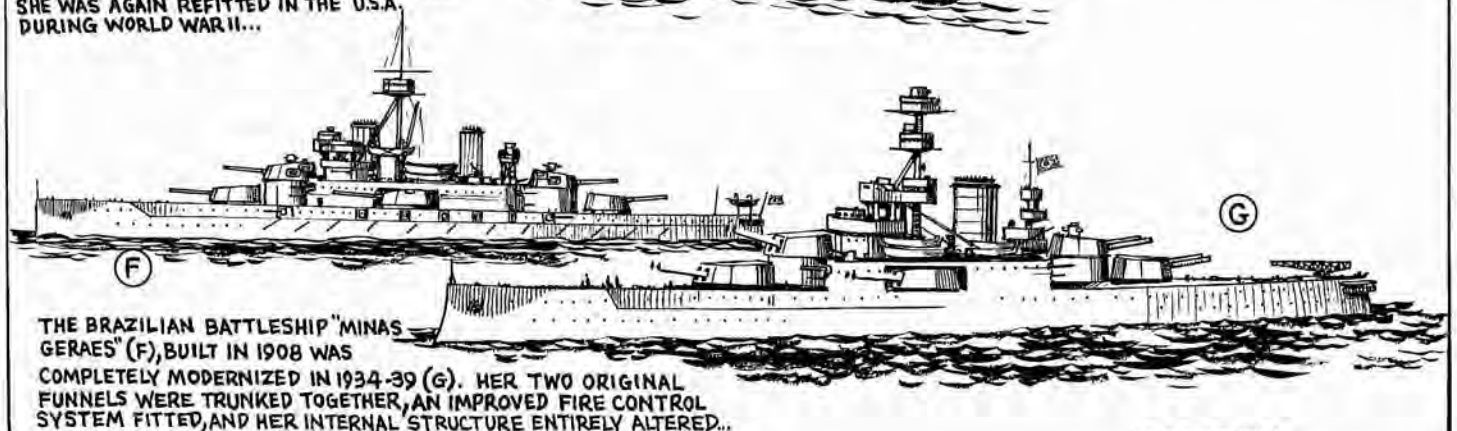
THE FRENCH BATTLESHIPS OF THE "COURBET" CLASS, BUILT IN 1911-12, ORIGINALLY PRESENTED A PROFILE WITH 3 FUNNELS (A). RECONSTRUCTED IN 1928-29, THE TWO FORE-FUNNELS WERE MERGED AND A TRIPOD FOREMAST ADDED, PLUS MANY OTHER CHANGES (B)...

H.M.S. WARSPITE (C) AS FIRST COMPLETED IN 1915 SERVED AT THE BATTLE OF JUTLAND. SHE THEN HAD TWO EQUAL FUNNELS...



H.M.S. WARSPITE WAS AGAIN RE-CONSTRUCTED IN 1937-9 (E). SHE BECAME VIRTUALLY A NEW SHIP, WITH POLE MASTS, TRUNCATED BRIDGE, CATAPULT AND HANGARS AND IMPROVED ARMAMENT. SHE WAS AGAIN REFITTED IN THE U.S.A. DURING WORLD WAR II...

H.M.S. WARSPITE AS RECONSTRUCTED IN 1925-28 (D) WITH NEW BOILERS, MACHINERY, ANTI-SUBMARINE BLISTERS AND ONE LARGE TRUNKED FUNNEL...



THE BRAZILIAN BATTLESHIP "MINAS GERAES" (F), BUILT IN 1908 WAS COMPLETELY MODERNIZED IN 1934-39 (G). HER TWO ORIGINAL FUNNELS WERE TRUNKED TOGETHER, AN IMPROVED FIRE CONTROL SYSTEM FITTED, AND HER INTERNAL STRUCTURE ENTIRELY ALTERED..

*Roger Duhamel*

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