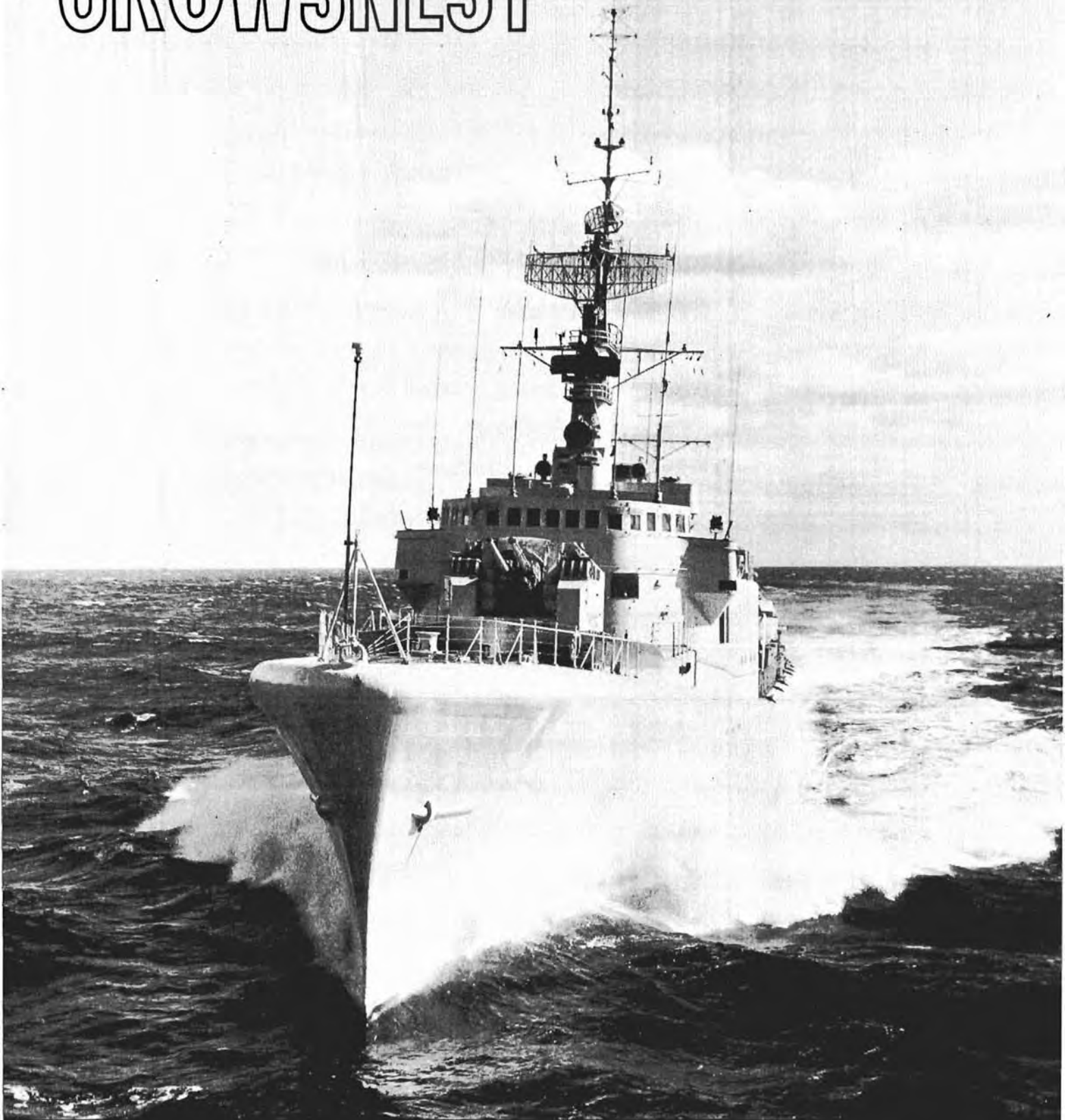
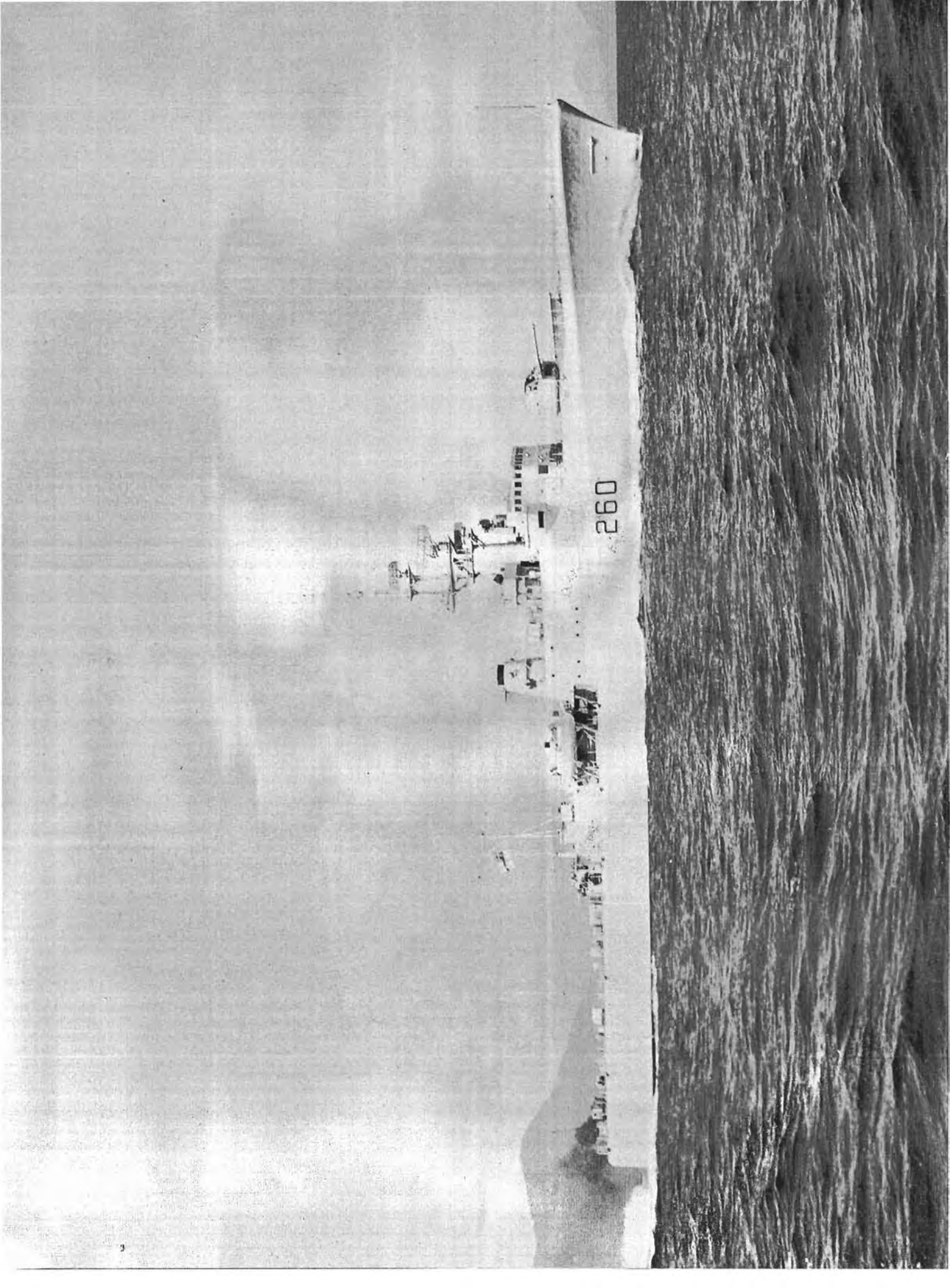


The CROWSNEST



Vol. 12 No. 2

December, 1959



260

The CROWSNEST

Vol. 12 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1959

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Oriole's Good Try</i>	5
<i>Officers and Men</i>	9
<i>The Early Days of the RNVR</i>	12
<i>Memories of 1959</i>	13
<i>The Battle of Cape Esperance</i>	17
<i>Niobe Entertains</i>	20
<i>Afloat and Ashore</i>	21
<i>The Survivors</i>	23
<i>The Navy Plays</i>	25
<i>Catamarans</i>	26
<i>Sea Control Still Vital</i>	27
<i>Lower Deck Promotions</i>	28
<i>Naval Lore Corner No. 78</i>	<i>Inside Back Cover</i>

The Cover—The single word that best translates "Chaudiere" from French to English is, perhaps, "cauldron" and, when the cover photograph was taken by AB E. E. Kemball, of the naval photographic staff at *Shearwater*, the cauldron was really steaming. The ship is, naturally, HMCS *Chaudiere*, commissioned at Halifax on November 14. (DNS-24559)

LADY OF THE MONTH

With the commissioning of HMCS *Columbia* at North Vancouver on November 7 and HMCS *Chaudiere* at Halifax on November 14, the 14-ship destroyer escort program, which began with the laying down of the *St. Laurent* on November 22, 1950, came to an end. The extensive modifications which were made to the original design, led to the last seven ships being designated "Restigouche" class. Already a new class, with further important modifications and known as the "Repeat Restigouche" class, is under construction.

The ship pictured on the opposite page is the *Columbia*, laid down, launched and commissioned in each case just a few days ahead of her sister ship, the *Chaudiere*, with which she will serve in the Atlantic Command. (E-51743)

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

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$1 for 12 issues; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
The Crowsnest,
Naval Headquarters,
Ottawa, Ont.



RCN NEWS REVIEW

A gift that costs the giver nothing, that can speed recovery from illness or even save a life—that's the meaning of a donation to the blood bank of the Canadian Red Cross, symbolized in this picture taken at HMCS Hochelaga. (ML-8085)

Storm-Beset Ships Return to Halifax

On the eve of the return Sunday, December 13, to Halifax of the five-ship Task Force under his command for the previous six weeks, Commodore James Plomer, Senior Canadian Officer Afloat, Atlantic, sent a message to the force, which had operated successfully with NATO forces overseas:

"In the past six weeks we have not been fortunate in the matter of weather . . . It was pleasing to see that the ships, usually, more than held their own. It was noticeable that they made a considerable improvement after each succeeding exercise, and credit is also due in the manner in which neither breakdown nor weather kept them out of operation.

"The air squadrons . . . whenever it was possible to be airborne either from the ship or ashore . . . were extremely effective. Nothing can keep their spirits down.

"The storm was an event whose material expense is partially off-set by the valuable experience gained. The small number of injuries among personnel is gratifying.

"All personnel are to be congratulated on their generally good behaviour and appearance ashore."

The force consisted of the aircraft carrier *Bonaventure*, and destroyer escorts *Algonquin*, *Iroquois*, *Sioux* and *Athabaskan*, whose personnel totalled 2,000 officers and men.

The task force from Halifax, after an exceptionally smooth passage, operated in a two-week NATO exercise with naval units of the British, Norwegian, Danish, French and Dutch navies in the British waters north of Ireland and met the objectives of the manoeuvres despite unfavourable weather. The *Bonaventure* also visited Portsmouth, and the four destroyer escorts visited Antwerp.

A Banshee jet was lost en route to the United Kingdom but the pilot was recovered uninjured.

A sailor from HMCS *Sioux* fell over the side in Antwerp and was drowned as he came off duty at midnight one night.

A hurricane assailed the Canadian force 500 miles northeast of the Azores December 6, causing it to heave to throughout that Sunday. The storm

caused considerable weather damage to the upper decks of the ships although the operational efficiency of the *Bonaventure* (separated by more than 100 miles from the others) and the destroyer escorts was not impaired.

The supply officer of the *Iroquois* was placed in hospital at the Azores fuelling stop of Ponta del Gada as a result of internal injuries sustained in the storm. However, despite the storm's violence, the *Bonaventure* had only five people superficially injured and few if any were hurt in the destroyers. The *Algonquin* regrettably "wrote off" 75 pounds of hamburger which hit the deck in the rough weather, but the galleys in all ships operated on schedule throughout.

Tragedy struck Saturday morning, one day away from home. The second of two Tracker aircraft to take off from the *Bonaventure* at first light for an exercise with the submarine *Alderney* nosed into the sea about a quarter-mile ahead of the carrier and left no trace of its four-man crew and no wreckage.

The ships arrived home on a gusty Sunday morning that eventually teemed rain. To this, relatives and friends were

oblivious, turning out in the hundreds and welcoming the ships home with enthusiastic beeps on car horns as well as with much more enthusiastic busses once the gangways were open.

Veterans Prepare For Sixth Reunion

The Cobourg-Port Hope Veterans Association is already making plans for the six annual reunion of naval veterans in Cobourg next June.

About 2,500 former naval men and their wives are expected to attend the two-day gathering.

No agenda has yet been drawn up for the reunion, but it is expected that association business will be discussed on the first day, and that this will be followed by a banquet and a dance. On the second day it is expected there will be a parade to the Cenotaph, and church services.

President Ed Kelly has called on all members for an all-out drive to make the reunion a success. Initial plans are being prepared by a committee whose officers are George Clinton, chairman; H. J. F. Hibbard, secretary, and Cliff Donahue, treasurer. Committee chairmen are: Claude Courville, registration; Harry McDougall, banquet; Tom Brown, dance; Joe Ham, refreshment, and Jim Baskey, reserve party.

Previous reunions have been held in Peterborough, Oshawa, Woodstock, Belleville and Hamilton.

Officer's Wife Saved from Sea

The wife of a Victoria naval officer narrowly escaped death on the late afternoon of November 18 when a late model station wagon she was driving plunged off the Esquimalt harbour naval fuelling jetty into 35 feet of icy water.

Good luck, combined with fast thinking and action by a naval officer, saved the life of Mrs. Harry Locke, wife of Lt.-Cdr. Maurice M. Locke, engineer officer in the *Margaree*.

Mrs. Locke had driven her husband to the jetty where he boarded his ship. She then proceeded to leave the scene.

"I started the car, and suddenly . . . I don't know what happened . . . it skidded or something, and went over the side." Mrs. Locke explained later.

The vehicle mounted a 10-by-10-inch guard timber and dropped 12 feet to the water.

Mrs. Locke said the door on her side was flung open as she hit the water. She was able to get out as the station wagon started to sink.

Only witness to the accident was Lt. Robert Duston, on duty at the brow of



When a naval officer's wife was carried in her station wagon over the edge of the fuelling jetty at Esquimalt into 35 feet of chill water, it was her good fortune that Lt. Robert Duston happened to see the accident. He plunged into the harbour and brought her to safety. Naval divers later assisted in raising the car. Inset is Lt. Duston's picture. (E-53095; E-53096)

the *Margaree* at the time. He immediately ran down the gangway, sprinted some 150 feet (shedding his jacket as he ran) and plunged into the water to rescue Mrs. Locke. The two managed to get to a fender log, and within minutes were picked up by a harbour craft which had raced to the scene.

A team of naval divers had been hurried to the jetty, and within 40 minutes the sunken vehicle had been reclaimed. Divers taking part were PO Jim Connolly, PO William Fenn and AB Mervyn MacDonald.

Mrs. Locke was taken by a naval ambulance to Victoria's Royal Jubilee Hospital where she underwent a check-up in the emergency ward. Soon after she was released to her home. She suffered a few minor bruises and shock.

Congratulatory messages to all concerned in the rescue operations were dispatched by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast.

In the "very well done" message to Lt. Duston, it was noted "his action was in the best traditions of the service."

Inch Arran Commissioned

Another frigate destined for service in the Atlantic Command was commissioned at Sydney, Nova Scotia, on November 25. She is HMCS *Inch Arran*,

commanded by Lt.-Cdr. Philip C. H. Cooke.

The *Inch Arran* was the fifty-eighth of sixty frigates constructed in Canada during the war. Built by the Davie Shipbuilding Co. Ltd., at Lauzon, Que., she was ready for service in November 1944, less than a year after her keel had been laid. Her name, *Inch Arran*, was chosen from several suggested by the town of Dalhousie, N.B., which adopted the ship. The new ship was not named after the town itself because there was already a *Dalhousie* in service with the Royal Indian Navy.

Inch Arran is a point of land, now called Bon Ami Point, which juts into Chaleur Bay a short distance east of the town of Dalhousie. The name of the point originated with Scottish settlers of the nineteenth century and is derived from an island on the west coast of Scotland traditionally associated with Robert the Bruce, the national hero.

Shortly after her first commissioning the frigate paid a visit to Dalhousie, where she was given an overwhelming welcome. The *Inch Arran* worked up at Bermuda, following which she embarked upon escort and support group duties in the North Atlantic. Although never fortunate enough to "bag" a submarine, the *Inch Arran* took part in many attacks on suspected U-boat contacts.

Following the surrender of Germany, the *Inch Arran* began refit and tropicalization in preparation for the Pacific war, but this was forestalled by the surrender of Japan.

Stripped of her armament and technical equipment, she was sold to Marine Industries Limited. Later, an agreement was made with the firm to maintain her in a "state of partial preservation", and in this state she remained for over five years at Sorel, Quebec.

In 1951 the *Inch Arran* was repurchased by the Government, and for the next two and a half years remained at Saint John, N.B. where she was refitted and converted into a "Prestonian" class frigate. Following conversion, the *Inch Arran* was towed to Sydney, N.S., and placed in the reserve fleet.

Naval MO Heads Medical Services

Medical Director General of the Royal Canadian Navy since September 1958, Surgeon Commodore T. Blair McLean has been appointed Surgeon General of the Armed Forces, Hon. G. R. Pearkes, VC, Minister of National Defence, announced on December 8.

Coincident with Surgeon Commodore McLean's taking up his appointment on January 1 was his promotion to the rank of Surgeon Rear-Admiral.

Surgeon Commodore McLean's predecessor as Surgeon General of the

Armed Forces, Major-General Kenneth Adams Hunter, was to proceed on retirement leave on December 30.

Timothy Blair McLean was born on a homestead near Legal, Alberta, on September 29, 1910. His family moved shortly afterward to Edmonton, where he attended public and high school and the University of Alberta, from which he obtained his medical degree.

Commodore McLean entered the RCNVR as an ordinary seaman in September 1929 and served continuously in the naval reserve for the next 10 years. At the outbreak of the Second World War he was called to active service as a surgeon lieutenant.

During the early part of the war he served as medical officer in the destroyers *Ottawa*, *Saguenay*, *Fraser* and *Margaree*, surviving the sinking of the latter two. His services at the time the *Fraser* was lost were recognized with a mention in dispatches. For the balance of the war he served in various medical appointments ashore and as Principal Medical Officer of the cruiser *Uganda*.

In October 1945 Commodore McLean transferred to the regular force with the acting rank of commander. He was appointed Principal Medical Officer of the RCN Hospital at Esquimalt in March 1947 and in July was confirmed as a commander. In October 1948 he was appointed Command Medical Officer, Esquimalt.

Surgeon Commodore McLean began two years of further surgery training at the U.S. Naval Hospital, San Diego, California, in August 1950, after which he was appointed Deputy Medical Director General at Naval Headquarters. Two years later he returned to the West Coast as Principal Medical Officer of *Naden* and Command Medical Officer.

He took up the appointment of Medical Director General of the RCN in September 1958.

Rear-Admiral's Rank For Comptroller

Commodore (S) Rupert A. Wright, who has been Naval Comptroller since August 1956, has been promoted to the rank of Rear-Admiral, it was announced in December by Hon. G. R. Pearkes, VC, Minister of National Defence.

The Naval Comptroller is a member of the Naval Board. He is responsible primarily for ensuring the most effective use is made of manpower, material and financial resources available to the RCN in carrying out approved policies and programs.



REAR-ADMIRAL R. A. WRIGHT

Rear-Admiral Wright was born on August 31, 1906, in England and entered the RCN as a paymaster cadet in 1924. He has held various senior appointments, including those of Director General of Supply and Fleet Accounting, Command Supply Officer on both coasts, Naval Secretary and Secretary to the Naval Board, and Supply Officer-in-Chief. He was appointed Comptroller when the position was created in 1956.

Admiral Confers With RCN Officers

Rear-Admiral N. E. Denning, due to become Director of Naval Intelligence for the Royal Navy January 1, visited Ottawa, November 21 to 24, to confer with senior officers of the Royal Canadian Navy.

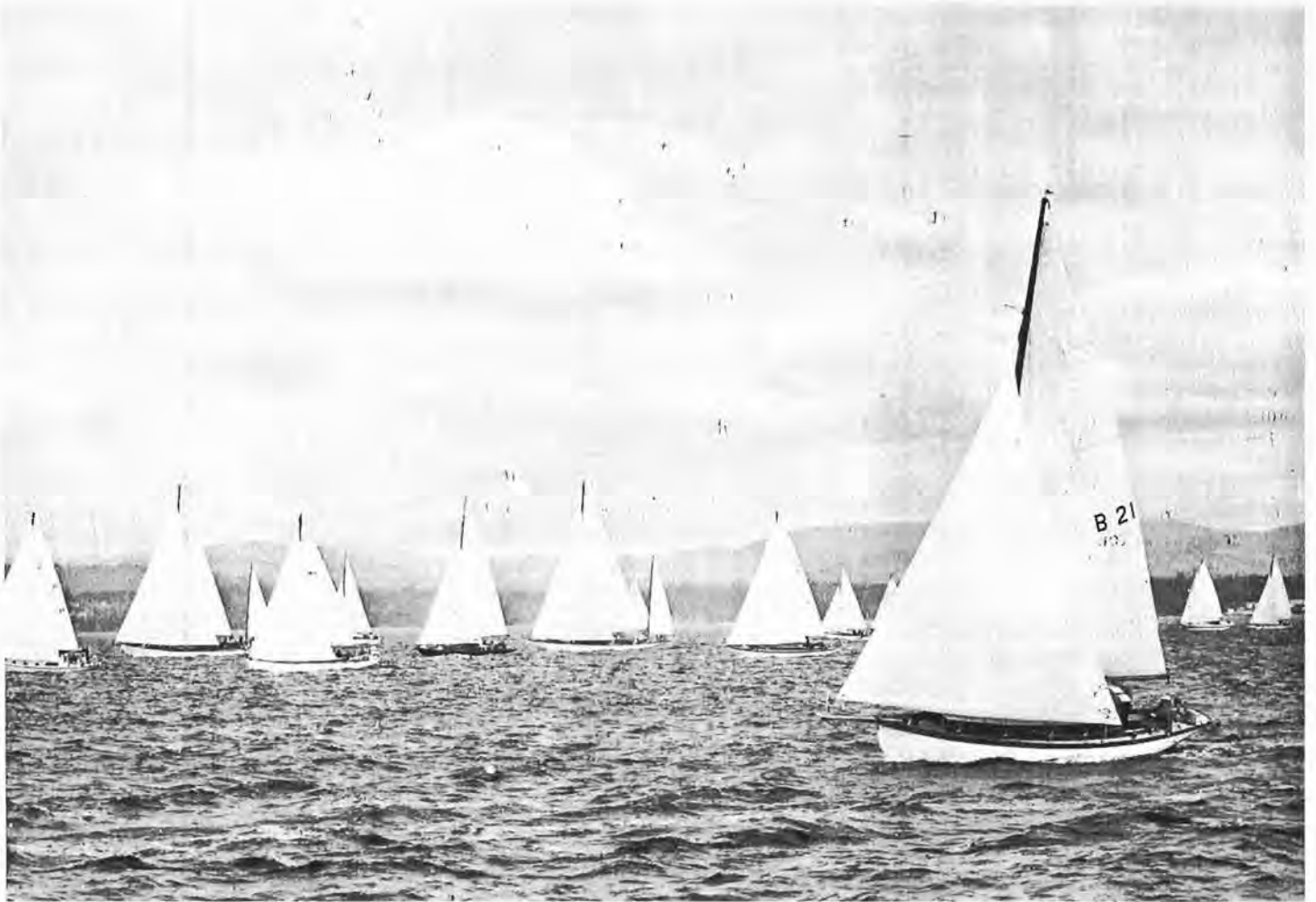
Rear-Admiral entered the Royal Navy in 1922 as a cadet and, after sea appointments, joined the staff of the Director of Naval Intelligence at the Admiralty in 1936, where he remained until the end of the Second World War.

Following the war, he served in HMS *Anson* (battleship), and the aircraft carriers *Implacable* and *Indomitable*.

He also held the appointments of Director of Administrative Planning, Director of Supply and Secretariat, Deputy Chief of Naval Personnel (Training and Manning) and Director General of Manpower.



The ship's company of the destroyer escort *Restigouche* recently presented a silver stein to be awarded to the best all round man of *Restigouche* division recently graduated from Cornwallis. The voluntary gesture on the part of the ship was greatly appreciated at Cornwallis as evidence that the Fleet is taking an active interest in what happens in the "Cradle of the Navy".



Some of the 39 starters in the 1959 Swiftsure Classic cross the line off the Victoria waterfront. Photo by James A. McVie, FPSA.

ORIOLE'S GOOD TRY

"The race is not to the swift, nor the battle to the strong . . ." (Ecclesiastes)

THE FINAL preparations for the Swiftsure Classic were completed on the day before the Race. The last minute adjustments to the *Oriole's* rigging had been accomplished and finishing touches were being applied to the paint work.

Her regular crew of six men plus 21 *Venture* cadets had been working up for the race for two weeks. The arduous training schedule had been designed to give them confidence in their teamwork and served also to heighten their anticipation for the coming contest. For the cadets, it was quite an honour to be chosen for the race.

THURSDAY, May 28, 1959

The City of Victoria rendered her traditional welcome to the competing

yachts, which assembled in the Inner Harbour on "Swiftsure Night", the eve of the race. The *Oriole* came round from Esquimalt for the ceremonies and made a suitable entrance, dressed overall, with her cadet crew aloft manning the four spreaders. Her commanding officer, Lt.-Cdr. C. A. Prosser, manoeuvred her (under power) into the crowded haven very gingerly, having in mind the precarious perch of those in the rigging overhead. The cadets, some of them 65 feet above the deck, had a grand view of some forty yachts, pennants flying, nestled together in the cove at the foot of the ivied façade of Victoria's Empress Hotel. Amid the forest of masts some old friends from previous years' races were soon recognized." The *Diamond Head* was there,

a majestic 72-foot ketch, which was last year's winner of the Victoria Cup. Her dogged rival *Maruffa* was there as well. There were other tall craft with poetic names such as *Sea Fever*, *Troubador*, *Circe* and *Spirit*. Little ones were clustered around. The *ONO* was there, last year's winner of the race and although a comparative midget (38 feet) she was a strong contender, as she carried almost three times the time allowance of the *Oriole*.

After the welcoming speeches, and the Sunset Ceremony performed by the Navy, the *Oriole* returned to Esquimalt for the night.

FRIDAY, May 29, 1959

The race was to begin at 0930. The *Oriole* slipped and motored out about

an hour beforehand and exchanged courtesies with the ships alongside. On board the *Skeena*, a gigantic placard was displayed saying, "WE HOPE YOU WIN". We hoped so too.

The *Oriole* set her working sail off Brochie Ledge, which marked the landward end of the starting line. A light westerly at right angles to the starting line filled her canvas and gave her five knots with which to manoeuvre. Thousands of townspeople watched the spectacle from Beacon Hill Park as the yachts tacked and tacked again behind the line awaiting the start of the race. The ten-minute gun was fired from the committee boat, the tug CNAV *Clifton*, which marked the seaward end of the starting line. The yachts in unison came about onto the port tack and paraded down the starting line. They continued on, intending to return on the starboard tack in a nicely-timed manoeuvre which would carry them back over the line with the starting gun. This dense pack of boats was no place for the *Oriole's* 90-foot bulk, so she lay well behind the line, sailing easily. At a carefully calculated moment she came about and made for the line, close hauled on the starb'd tack. The freshening breeze bore her along at six knots. Now the tight group of yachts were returning on their timed manoeuvre, all heeled over, each vying with the other for a favourable position on the line.

The *Oriole's* wake boiled behind her as the seconds were counted off. With 20 yards to go the *Oriole* was out in front—it looked as if she was too soon.

There was no possibility of delaying now, as the yachts were funnelling in on all sides. The *Oriole* held on, and sliced over the centre of the line as the starting gun went off. The tension was eased but there was hardly time to express relief as the course was immediately set, and sails trimmed for the first time. The 136-mile Swiftsure Race was on.

Diamond Head and *Maruffa* cut over the line together a few seconds later—they were followed by *Cotton Blossom* and a multitude of smaller boats. *Oriole* held the distance between herself and the boats astern and then, to everyone's immense satisfaction, almost amazement, she began to draw ahead of all those magnificent greyhounds astern of her. Was she really the oldest ship in the Navy? This was her one brief moment of glory in the long race. With her lee rail almost under and her bow cutting away the wake at a spanking eight knots, and with her counter showing to 37 other yachts, the prospects looked very bright indeed. Her crew was in lively spirits. The events that soon transpired however, changed the situation into a very unfavourable one for the RCN contender.



The *Oriole*, skippered by Lt.Cdr. C. A. Prosser and with her crew augmented by Venture cadets, is first across the starting line in the 1959 Swiftsure race. All 39 starters were over the line in 50 seconds. (Photo by James A. McVie, FPSA.)

Heeling over in the 15-knot westerly, the *Oriole* was being sailed harder than she liked. The large Yankee jib was providing the main driving force, enabling her to hug the wind, but the nylon sheet on this sail was stretching. The *Oriole* had to be luffed repeatedly to enable it to be taken in, and each time she did so the large boats astern gained on her. The *Diamond Head* and *Maruffa*, fighting a duel between themselves, clawed their way to windward, closed to the straits. Their mainsails luffed untidily but, on board the *Oriole*, it was their large Yankee jib which drew them powerfully to the windward.

The wind continued to freshen until it became too heavy for the light Yankee jib, and it had to be struck. The *Diamond Head* and *Maruffa* followed suit. The *Oriole* now sailed under jib topsail, working Genoa, staysail (jumbo), mainsail and mizzen sail.

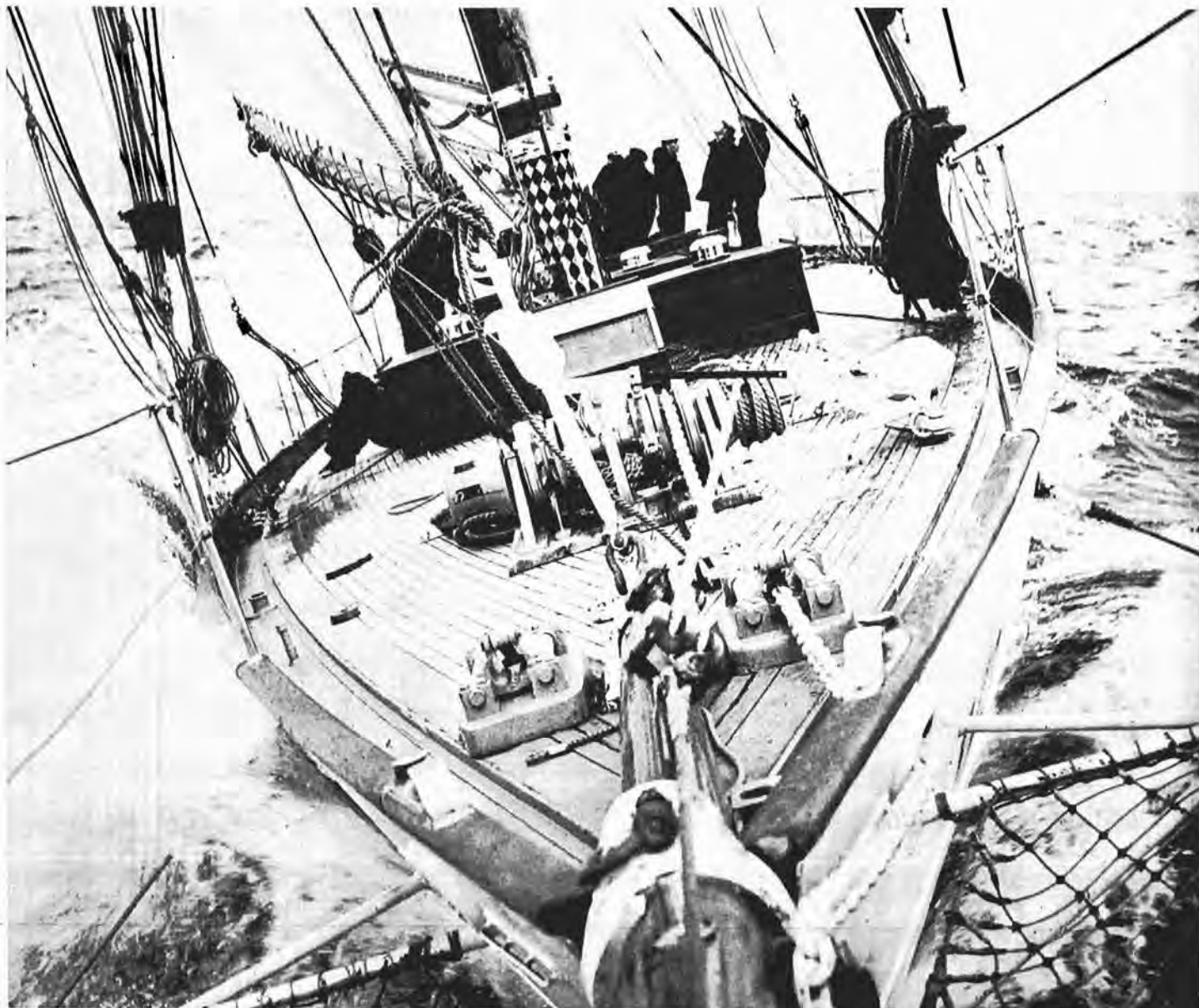
At 1145 the watch on deck was startled by a loud "BANG" from aloft. The topsail had burst and was streaming in tatters. A second topsail was hastily brought up to replace it. The other large yachts seemed to be sailing closer to the wind than the *Oriole*, so in an effort to pinch her even more the Yankee jib was sent aloft once more. Five minutes later an ominous split appeared at the leach, and it was quickly struck. The working Genoa was set again in its place.

By 2 o'clock the westerly, coming straight off the Pacific, was putting the *Oriole's* lee rail under and forced her to reduce sail again. She followed close along the American shore, picking up the ebb tide.

At 1700 another minor accident beset the *Oriole*. The watch on deck was heaving in on the nylon sheet of the Genoa when a ring bolt parted under the strain of the lead snatchblock. The watch was sent sprawling over the deck and the snatchblock lashed viciously amongst them. The *Oriole* was luffed hastily as the sheet was brought under control, and her rivals gained a few more yards to the windward.

The sheet was hardly secured before the wind burst the jib and tore it right out of her. The *Oriole* was immediately reduced to six knots. There was no replacement, and frantic efforts were made on the sail with needle and palm as her opponents drew further ahead.

At 2300 the repaired sail was hoisted, and the *Oriole* picked up again. However, the breeze slackened before she could reach the light vessel at 0100 on Saturday May 30, she was becalmed. She remained so during the night, lying 15 miles east of the light vessel.



HMCS Oriole was logging a good ten knots when James A. McVie, well-known Victoria marine photographer, clambered out on the bowsprit to take this picture during the yacht's 1959 Swiftsure "shakedown".

SATURDAY, May 30, 1959

Morning heralded a dull day with not a breath of wind. All around yachts were seen drifting on a glassy sea, their sagging sails held hopefully aloft. A few smaller boats ghosted by on their way home, having made it around the lightship before the wind had died. The *Oriole's* sails slapped back and forth in the gentle rolling swell.

At 1230 a Westerly breeze sprang up, wafting the *Oriole* along at two knots. (This was "trolling speed" to the coxswain who set his line and caught a very fine Cohoe.) She sailed over to the Canadian shore and tacked back again to round the Swiftsure Light vessel. Shortly after 1700 the *Oriole* rounded the light ship and her crew exchanged

pleasantries with the Coast Guardsmen on board.

Her spinnaker was hoisted in stops, released, and allowed to billow ahead. This gigantic canopy, 6,216 square feet of nylon, drew her along at four knots in a barely perceptible breeze. The mizzen staysail and mainsail were added to lend what additional assistance they could, and her speed increased to six knots as the breeze picked up.

Later in the evening the crew heard that the first yachts, carrying this breeze all the way, had crossed the line. The *Cotton Blossom*, a class AA boat of 49-foot length, won the Victoria Trophy for the first yacht over the line and the *Rebel*, a class BB yacht won on corrected time. However, the *Oriole's* crew, having entered the race, was in

favour of completing what it had started.

SUNDAY, May 31, 1959

The wind slackened during the middle watch; it veered to light northerly and fog descended at 0500. HMCS *New Glasgow*, the race guardship, felt her way by shortly thereafter, checking on her charges. The light breeze held until 0730 when the *Oriole* found herself becalmed three miles off Sooke Bay and 22 miles from the finish of the race. Fortunately the tide was flooding, which at least kept her heading in the right direction, although it was soon found that she was drifting inshore.

The navigational aids available in the sailing ship suddenly seemed very few,

and a certain amount of imagination was required in determining her position. The navigating officer had several sources of information to choose from—some of them perhaps not too traditional. The direction of Sherringham Point foghorn was roughly determined and a DF bearing taken of Race Rocks with a home-made DF set, which was lined up with the planks of the *Oriole's* deck. A rough bearing was taken of the sound of shotgun blasts coming from the Victoria Skeet Club, which had chosen that time on Sunday morning to have a competition at its range on Sooke Spit. The inn-keeper's dog at the Sooke Harbour House added corroborating information. All this information was carefully plotted on the chart and, yes, a sounding taken which produced, if not a 'fix', at least an "area of probability". The *Oriole's* crew was watching these proceedings with some amusement and dubbed this "the Barking Dog Fix". Fortunately for the Commanding Officer's state of nerves, the *New Glasgow* approached warily once more and confirmed the *Oriole's* position by radar. She was one mile off shore.

The *Oriole* remained becalmed for six hours, until at last a strong southeasterly breeze overtook her. The fog had by this time lifted and the *Oriole* could see Race Rocks light quite clearly which was the last point to round before heading on the last leg to Victoria Harbour and the Finnish Line.

At 1315 the *Oriole* set off under mainsail, mizzen sail and Yankee jib at 6½ knots in the 15-knot breeze. The wind direction was disappointing, as having beaten out of the straits against a westerly, the *Oriole* had now to beat her way home in an easterly.

She sailed for the short-cut through Race Passage but again ill fortune attended her. The wind slackened as she nosed back into the passage and the ebb tide threatened to send her back. Discretion was favoured so she was headed south back into the straits again, at 1600. An hour later she tacked clear of Race Rocks with nine miles to go, her speed now down to four knots.

The wind abated, and at 1800 she was making two knots under Yankee jib, mainsail, mizzen sail and mizzen staysail. The mizzen staysail was the *Oriole's* second largest sail and was made of light nylon. It enveloped a good portion of the mainsail and was ideal for this light air which could barely fill the sails.

The crew could now clearly see the Finish Line and short of that, a wind



The thrill of showing her heels to the rest of the yachting fleet faded with the wind as the *Oriole* found herself becalmed off Cape Flattery. (Photo by James A. McVie, FPSA.)

line where the breeze lifted off the water leaving a glassy surface beyond. The *Oriole* eased into this area and as anticipated the sheets slackened and she came to rest once again. The prospect of spending the night drifting aimlessly four and a half miles short of the finish was not relished. Another yacht could be seen off the harbour mouth, also becalmed.

The *Oriole* was not expecting any favours from the elements. However, her only break in the race arrived an hour later in the form of the merest breath from the northwest. It stirred the sails enough to give the *Oriole* crawling speed.

At this point the Flag Officer Pacific Coast came out in his barge and hailed the *Oriole*, offering much needed encouragement.

The *Oriole* continued her painfully slow progress on the last four miles, the crew not knowing at what point the wind might die and leave her stranded. The yacht ahead, the *Blue Wave*, gave up the struggle and motored away. Time dragged on—1900, 2000, 2100, 2200. At 2205 she crept past the breakwater—two cables to go. The wind inside was even lighter. The harbour was dark and quiet and for the *Oriole's* crew somewhat cheerless. The Race Com-

mittee at the Finish Line had long since ceased their watch. Then quite unexpectedly on the end of a breakwater a beacon fire was lit and a loud cheer rang out—"WELCOME HOME *ORIOLE!*" It was the *Oriole's* dependents, bless their hearts.

Twenty anxious minutes later she inched her way over the Finish Line and the race for her was over. A gun was discharged on deck to mark the occasion and the sails were dropped. The commanding officer of *Venture* was on hand to flash a welcoming message from shore.

Back in Esquimalt, the *Oriole* was secured to her berth at the *Venture* floats. The crew gathered on deck for a lively résumé of the race and one heard quite often—"If only . . .", and then "Next year . . .".

A messenger arrived with the following message from the Flag Officer Pacific Coast:

"WE ARE PROUD THAT ONCE AGAIN YOU HAVE FINISHED THE COURSE IN THE FACE OF DISAPPOINTING CONDITIONS. WE WILL ALWAYS REMEMBER YOUR SORTIE FROM ESQUIMALT AND ENTRY TO VICTORIA THURSDAY NIGHT. WELL DONE ALL."

—K.

OFFICERS AND MEN

RCN Course for RCAF Personnel

Throughout the years the Royal Canadian Navy has availed itself of RCAF facilities for the training of personnel in those phases of aviation common to the two services. Now the RCN is making a small payment on account.

One officer and 11 men of the RCAF on November 30 commenced a three-week course of instruction in jet engine theory and maintenance at the Naval Aircraft Maintenance School, *Shearwater*.

The members of the course are key personnel employed in the maintenance and repair of Neptune aircraft of the Maritime Air Command, based at Greenwood, Nova Scotia, and Summerside, Prince Edward Island.

The Neptunes have recently been fitted with two J34WE36 turbo-jet engines, outboard of the piston engines, in a pod beneath each wing. The engines are closely similar to the J34WE34 engines installed in the RCN's Banshee aircraft.

Since the RCAF did not have a familiarization course on the new engines, an approach was made to *Shearwater* to determine whether the standard J-34 course given at the Naval Aircraft Maintenance School could be adapted to the needs of the Air Force.

The necessary adaptations were made and the instructional staff at the school feels the course is the best possible in the time available. Two similar courses are planned for other personnel from Neptune operating units early in the new year.

Shearwater POs Win Awards

Two petty officers, both serving at *Shearwater*, have put forward suggestions which have earned them cash awards from the Suggestion Award Board of the Public Service of Canada and letters of commendation from Naval Headquarters.

They are PO John K. Wilson, who suggested a carrying rack for a radio unit used by the RCN, and PO Cleo A. Call, who recommended a modification to a compass indicator used in naval aircraft.

PO Wilson, born in Stoney Mountain, Manitoba, served in the RCNVR during



There was a wholehearted response from the officers and ship's company of Hochelaga, the Naval Supply School near Montreal, when the Canadian Red Cross set up a blood donors' clinic there. AB Edgar Mantha, aided and abetted by Red Cross assistant Nicole Clermont, parts with a pint of blood and a smile. (ML-8087)

the Second World War and in the regular force from August 1947 to August 1957. He joined the Navy for the third time in June 1958.

PO Call, who was born in Magog, Quebec, joined the RCNVR in January 1943 and served until he was demobilized November 1945. He joined the permanent force at *Donnacona* in January 1952.

Veterans Choose 1960 Executive

One of the most active naval veterans' organizations in the country, the Chief and Petty Officers' Association of Victoria has chosen its 1960 executive.

Officers are: J. S. Pettersson, president; R. R. Benson, first vice-president; C. Shipley, second vice-president, and F. B. Hilton, secretary.

The following committee chairmen have also been named: T. Dobson, constitution; R. Sears, welfare; N. Crisp, employment; F. L. Waters, sick visiting; C. Henze, membership and pub-

licity; L. E. Boutilier, entertainment; H. Kelvington, finance; F. B. Hilton, education, and J. D. McIntyre, advisory.

Commission in Engineering Branch

A former chief petty officer, William Lawford Hitch has been promoted to the rank of Acting Commissioned Engineer in the Royal Canadian Navy. He has been appointed to *Stadacona*.

A/Cd. Eng. Hitch served in the wartime RCNVR for three years and joined the permanent force at *Carleton*, Ottawa naval division, on May 8, 1951. He has served on both coasts, and saw action in the Korean theatre on board the *Iroquois*.

Main Brace Club Backs Cadet Corps

A new corps of Navy League Cadets, for boys 12 to 14 years, has been sponsored by the Main Brace Naval Veterans' Association in Charlottetown,

Prince Edward Island. Some 40 boys have joined the group since it was formed in October.

The youngsters drill once a week on board HMCS *Queen Charlotte*, the Charlottetown naval division, their syllabus being similar to that of the sea cadets.

New Officer Once Served in Army

A former chief petty officer, Walter Edward Miles Cole has been promoted to the rank of Acting Commissioned Writer Officer. He has been appointed to *Naden*.

A/Cd. Off. Cole served in the Canadian Army before enlisting in the RCN at *Unicorn*, Saskatoon naval division, in October 1945 as a probationary writer. He has served on both coasts and saw action in the Korean theatre on board the *Crusader*.

Dilley President Of Lakehead NOA

W. C. Dilley was elected president of the Naval Officers' Association of Canada (Lakehead Branch) at the annual meeting December 9 in the wardroom of HMCS *Griffon*. He succeeds C. W. King.

Other officers elected were: Frank Bryan, first vice-president; J. C. Campbell, secretary-treasurer; directors, J. Simpson, J. Crooks and T. Luck.

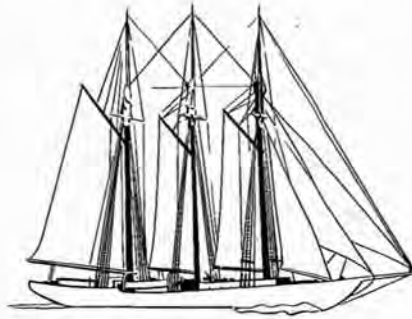
The group discussed ways and means of forming a local squadron of the Royal Canadian Navy Sailing Association. Following the meeting a successful turkey shoot was held at the *Griffon* rifle range.

Ambush Assigned To Singapore

A submarine well-known to Canadian sailors through her long service in the Atlantic Command as a member of the Sixth Submarine Squadron, HMS *Ambush* has been assigned to the Royal Navy's 10th Submarine Squadron, officially formed at Singapore on November 30, for service on the Far East Station.

The squadron's first commanding officer is Cdr. A. J. Boyall, DSC, RN, who has himself commanded submarines and until recently was Flotilla Operations Officer on the staff of Flag Officer, Submarines. He will also be submarine adviser to the Commander-in-Chief, Far East.

The 10th Submarine Squadron, which will form the submarine arm of the



Far East Fleet, will also provide operational boats to meet the increased training needs of the Commonwealth navies, especially India, Pakistan and Ceylon.

In this role it will be additional to the Fourth Submarine Squadron, based on Sydney, which works primarily with the Royal Australian Navy and the Royal New Zealand Navy, in the same way that the Sixth Squadron at Halifax works with the Royal Canadian Navy.

First boats for the new squadron, which will have berthing and accommodation facilities at the RN Barracks, will be HMS *Tactician*, which has been refitting in the dockyard, and is being transferred from the Fourth Squadron,

and the *Ambush*, arriving at the base from the United Kingdom. Other submarines will join the squadron in 1960.

Supply Branch PO Wins Commission

A former petty officer, Robert Douglas Crockatt has been promoted to the rank of Acting Commissioned Stores Officer. He has been appointed to the *Saguenay*.

A/Cd. Off. Crockatt entered the RCN March 22, 1946, at *Discovery*, Vancouver naval division, as a probationary storesman. He has served on both coasts and saw action in the Korean theatre on board the *Sioux*.

Ex-PO Appointed To Gloucester

A former petty officer, Edward Arthur Burke has been promoted to the rank of Acting Commissioned Officer (Special Branch). He has been appointed to *Gloucester* naval radio station near Ottawa.

A/Cd. Off. Burke served in the Royal Navy from 1943 to 1946. He enlisted in the RCN on September 11, 1950, at *Star*, Hamilton naval division, as a radio operator. He has served in naval radio stations at Ottawa, Aklavik, Churchill and Coverdale, N.B.



Brown Owl Mrs. Dot Peterson was especially happy to present the above Brownie with her "wings", in order that she could "fly up" to the Shannon Park 2nd Guide Company. The Brownie being honoured was Colleen Peterson, Brown Owl Peterson's daughter. After receiving the award, Colleen, whose father is CPO Lloyd Peterson, made her way through a "tunnel of Brownies" to a waiting group of Girl Guides. (HS-59649)



The pattern of disturbed patches on the smooth surface of Thule Harbour, in Greenland, indicates that the polynia system, installed with the assistance of RCN divers, is functioning as it should. The slightly warmer water of the harbour bottom is carried to the surface by air bubbles to prevent the formation of ice. (Official U.S. Navy Photograph)

Arctic Supply Season Closes

The 1959 Arctic Operations came to a close at Thule, Greenland, as the Military Sea Transportation Service cargo ship USNS *Mizar* completed rapid discharge of the season's last northbound cargo in late October. After offloading Thule's cargo the ice-strengthened *Mizar* travelled south to Sondrestrom, Greenland, where she unloaded her remaining cargo and sealed that port to winter cargo shipping.

It was necessary for Thule port facilities to be kept open several weeks after its usual closing date to complete the unloading operations. In doing this, the late cargo life became the first MSTS operation to use the fully developed polynia system which has been installed with the assistance of RCN clearance divers. The entire length of the port's DeLong pier was ice-free for the ship's docking and unloading operation. The "bubbling" system had to be turned off during the two days of unloading because the air bubbles

pulled in through the ship's cooling system could cause damage to the engines. This allowed some skim ice to form in the pier areas. However, the system was again put into operation and the skim ice rapidly dispersed.

Task Force Six, which conducted the "Sealift for Security" Arctic program, is commanded by Rear-Admiral Donald T. Eller, USN, who is also Commander Military Sea Transportation Service, Atlantic Area, with headquarters at the Brooklyn Army Terminal.

The work of the RCN diving team code-named "UDU Bravo", commanded by Lt. R. W. Rowse, in installing the polynia system at Thule and carrying out other work in the North was the subject of a message from Vice-Admiral Roy A. Gano, over-all commander of the Military Sea Transportation Service. Admiral Gano said:

"The performance of duty exhibited by UDU Bravo officers and men in support of MSTSLANT Arctic Operations East 1959 has reflected great credit upon the Royal Canadian Navy. The pro-

fessional skill, courage, initiative and dependability displayed by Royal Canadian Naval clearance divers under the leadership of Lt. Rowse, while working on special projects at Goose Bay and Thule, was outstanding. Please extend my appreciation and congratulations to all hands for jobs well done."

Relay Tester for Guns Suggested

Cash and a certificate have been awarded to CPO Andrews by the Suggestion Award Board of the Public Service of Canada.

CPO Andrews suggested a relay tester for automatic guns used in the RCN. The modification which has been adopted by the RCN, is expected to result in increased efficiency of the armament.

CPO Andrews was born in Dartmouth April 27, 1922, and saw service during the Second World War and in the Korean Theatre. He has served on both coasts and at sea in various ships. He is now in *Stadacona*.

THE EARLY DAYS OF THE RNVR

The group of enthusiastic civilians, who banded themselves together in 1913 to launch the Royal Naval Canadian Volunteer Reserve, were greeted rather coldly in official circles, but their persistence at last won them official recognition. A similar situation existed when the RNVR was formed ten years earlier in the United Kingdom. Lt. Stanley Geary, RNVR, joined the organization in 1904 and was also one of the earliest members of the RNCVR. He makes his home in England where he is chairman of the council of the Royal Naval Volunteer Association. Lt. Geary's account of the early days of the RNCVR appeared in the March 1959 issue of *The Crow'snest*. Here he dips further back into history to tell of the beginnings of the RNVR.

THE ROYAL Naval Volunteer Reserve was officially formed in October 1903.

At its inception Senior Service personnel were very sceptical. They could not conceive that men drawn from all walks of civil life could ever prove an efficient reserve for the Royal Navy. Was it to be wondered at, then, that there arose unfortunate and sometimes amusing incidents in those days?

As an example here is an authentic account (published in the *Military Mail*) of the first party of volunteers to proceed for a fortnight's gunnery course in 1904:

The party presented themselves before the commander of one of our Naval Stations. Through some oversight at Headquarters, however, he had not been apprised of their visit, and stared at the intruders. Anyway their papers seemed all in order and, assuming some omission had been made, put the best face on the matter.

Turning to the first man he said: "What are you? "I am an electrician, Sir." "Oh go down below and report yourself to the electrician. I expect he can find you something to do."

And turning to the second man: "What are you?" "I am an engineer, Sir." "Very well, go down to the engine room and see what they can show you."

In this way the commander got slowly down the line, racking his brains as to how to fit these new hands to their work. His patience was getting exhausted, as luck would have it, as he was approaching the knottiest problem.

"And what are you?" he said to a sprightly young man. "A journalist," came the answer. "A what?" gasped the commander. "A journalist—a writer, sir." "Oh you go to h—," was the reply. "You go for'd

and stay there." There was only one more left. "And what are you?" said the commander in despairing tones. "Me? I'm a stockbroker." "A stockbroker, eh? Well, we've got no d—d money or stocks and shares for you to handle here. See what they can find you to do down below."

And so it was that these keen volunteers returned to Headquarters complaining that for a fortnight they were employed on scraping paint off the ship's sides, mopping decks and so forth with never a single period of instruction in gunnery.

As a result of this unfortunate episode questions were asked in Parliament, and rightly so, for the naval volunteers were exceptionally keen about their work and hardly thought this kind of treatment proper or encouraging.

Shortly after this rumours got afloat to the effect that the new Reserve was to be disbanded. The following reply, however, was given to a question by Mr. Smeaton in the House of Commons:

Mr. E. Robertson, Financial Secretary to the Admiralty, said there was no intention whatever of disbanding the RNVR. The Admiralty regarded them as an efficient and essential part of the naval service. He took the opportunity of denying one of the mischievous and baseless rumours that had been floating about regarding the intentions of the Admiralty. In point of fact, there was a bill before Parliament, which he hoped the House would pass, for strengthening their position.

In spite of this official announcement it took some time for the RN to appreciate the possibilities and growing efficiency of this reserve.

An amusing story of an RNVR ex-public school boy, who was serving in one of HM Cruisers for a month's training, is worth recording here.

"Hands to bathe" had been piped for the ship's company. Our young friend, being an exceptionally strong swimmer, swam out a long distance, as was his wont. The hands were recalled but, at such a distance, it was some time before he could reach the ship. When he did he was promptly ushered on to the quarterdeck by the master-at-arms, as a defaulter before the officer of the watch.

The jaunty made the charge of disregarding the order when piped. The OOW then turned to the delinquent and said: "Have you anything to say, my man?"

The reply came in a most natural way.

"Sir, (pointing to the MAA) I deny this gentleman's allegations in toto."

Finale . . . The OOW, restraining with difficulty his emotions hurriedly dismissed the case and evidently went below to recount this unheard of incident to the wardroom, while the MAA was stunned, thinking the culprit was talking in a foreign language or was crackers. Incidentally, the volunteer later received his commission in the Royal Naval Air Service and, as a pilot, over Dusseldorf, won one of the first DSOs of the First World War.

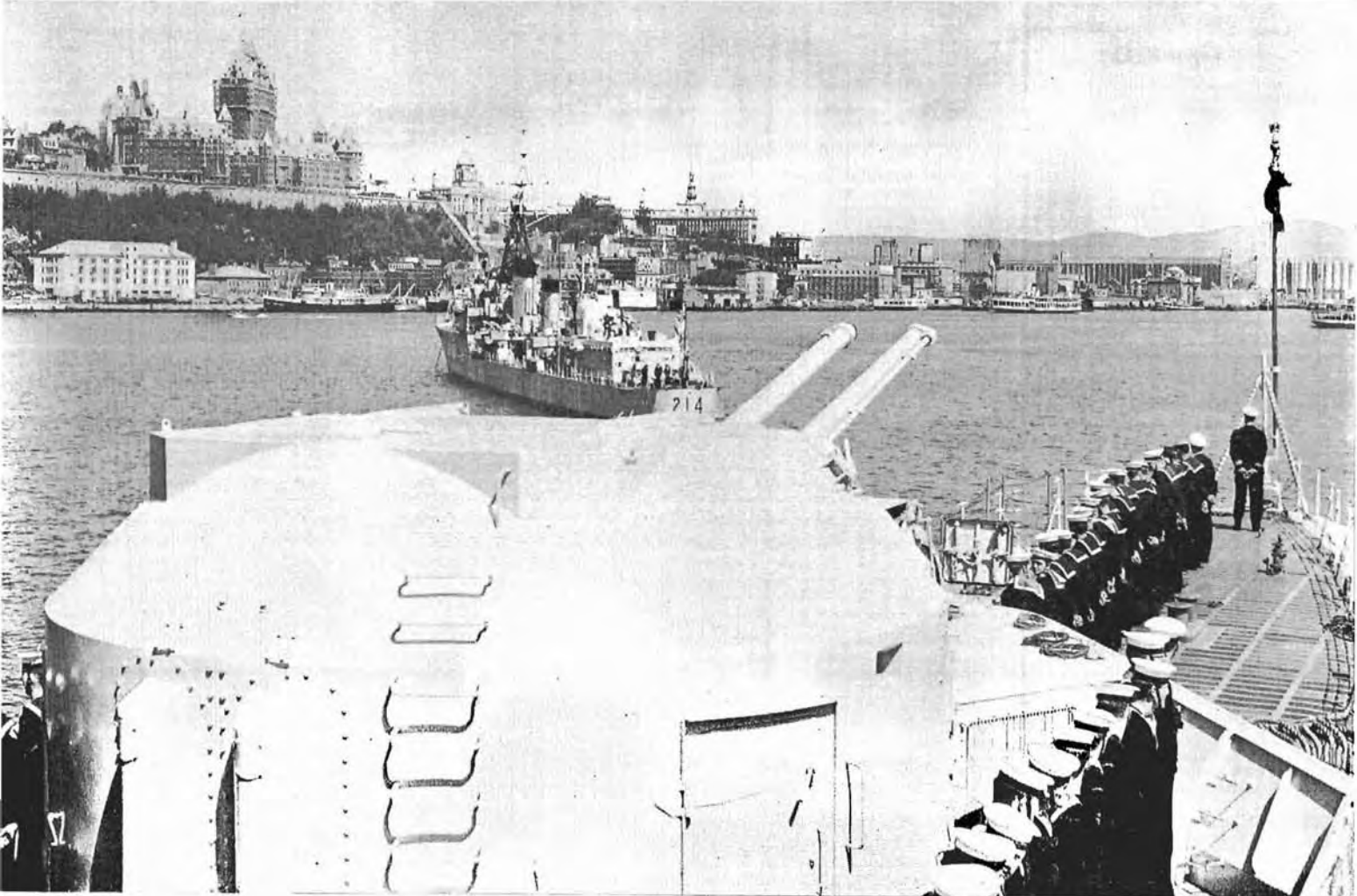
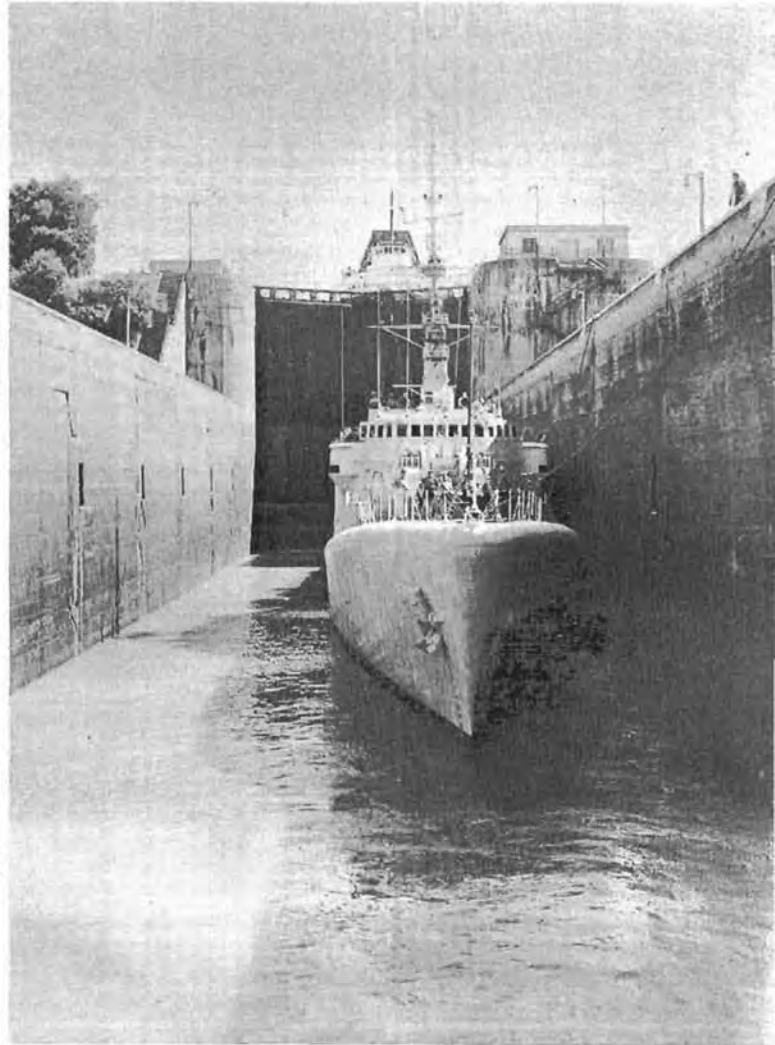
One other story demonstrates the various types of rookies in those early days. All ratings could volunteer for 14 to 28 days training in one of HM's fully commissioned ships. During one of these cruises a certain keen rating was detailed by a PO to be captain of the head. In his blissful ignorance he was elated rushed down to inform his messmates that he had already been promoted and beaten them all. When greeted with derisive roars of laughter at this startling news, he received a shock and that episode was never forgotten.

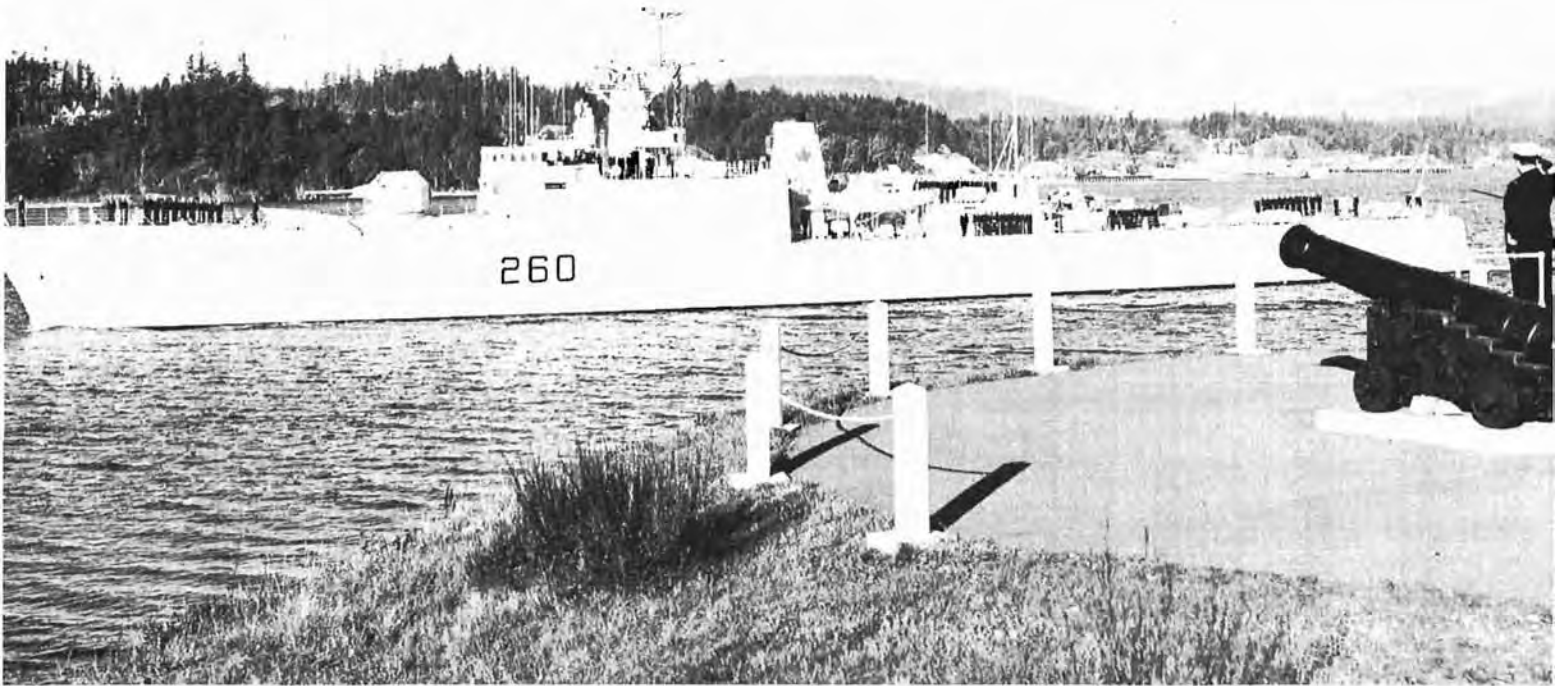
The point to emphasize is that in those early days, whatever a man's position in civil life, he joined up from a loyal sense of duty to his country and his one objective was eventually to become as efficient as the pucker matelot. How well they succeeded especially in the Second World War, is now naval history.

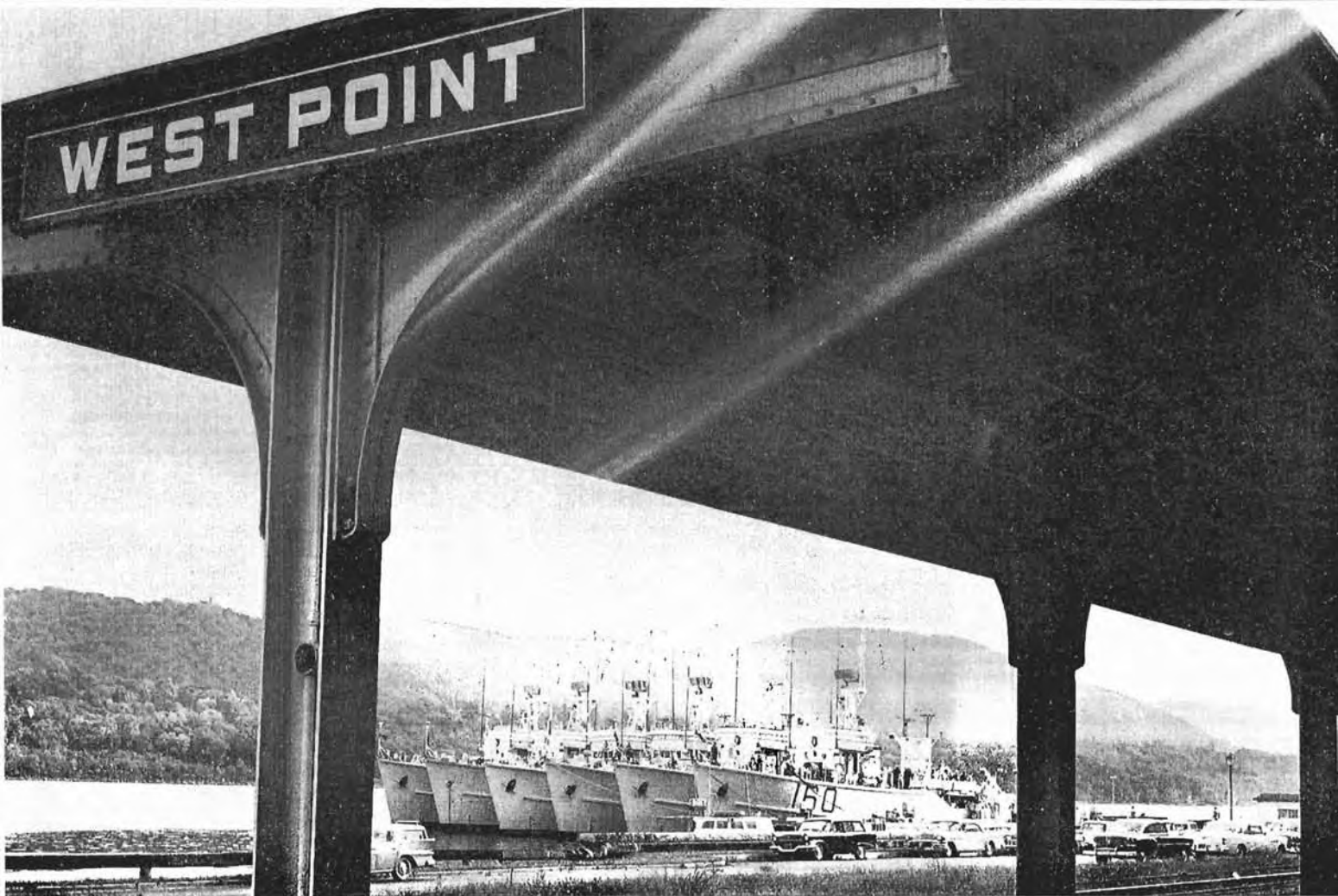
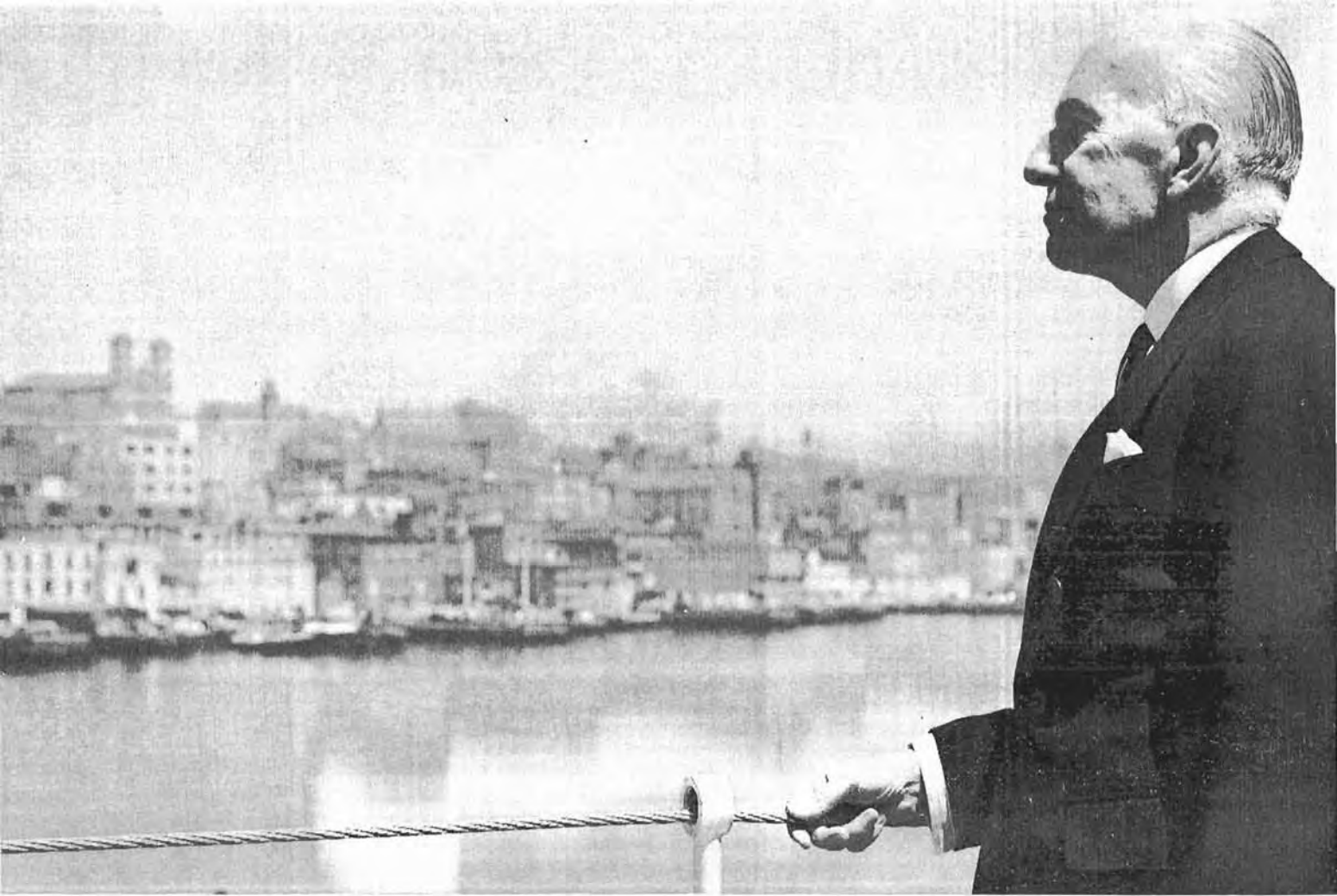
Had those early pioneers not displayed the enthusiasm they did and not stuck to their training in spite of adverse criticism and discouragement, the RN would never have had sufficient officers or ratings to man the Fleet in the Second World War.—S.G.

Memories of 1959









THE BATTLE OF CAPE ESPERANCE

This much-needed victory in the South Pacific taught many valuable lessons

THE NIGHT Surface Battle of Cape Esperance was unique in many ways and the lessons learned are deserving of more consideration than history has so far recorded. A lot of water has rolled over the dam since that fateful night of October 11-12, 1942, and if ever the facts are to be correctly recorded, now is the time when most of the few individuals that had a ring side view are still around to tell about it.

The U.S. ships participating in the battle were an accumulation of all the cruisers and destroyers that could be spared in the area. They had never exercised together as a unit. Their mission was to help cover the landing of U.S. soldiers from Noumea, to reinforce the hard pressed Marines, and at the same time, to stop the "Tokyo Express", which was frequently running down the "slot" by night and shelling our beachhead, and landing reinforcements and supplies to their army units.

The cruiser task group was under the command of Rear-Admiral Norman Scott ("Death Valley Scotty" from that day on to those who fought under him). This group covered the area from the south-west, the gateway to Iron Bottom Bay. The force consisted of the heavy cruisers *San Francisco* (flagship) and *Salt Lake City*, light cruisers *Helena* and *Boise* and five destroyers under the command of Captain R. G. Tobin, ComDesRon 12, in the *Farenholt*. This group left Espiritu Santo and arrived off Guadalcanal. On October 11, after watching and waiting while troops were being unloaded with little enemy interference, intelligence reports were received that indicated that a strong Japanese surface force was headed toward "Guadal". Imperial Cruiser Division Six, the proud victors of Savo Island under command of Admiral Goto, was starting down the "Slot". His ships consisted of the heavy cruisers *Aoba* (F), *Furutaka* and *Kinugasa*, screened by the destroyers *Fubuki* and *Hatsuyuki*.

Just prior to contact, the American force was steaming in a north-east direction in the following order: *Farenholt*, *Duncan*, and *Laffey* in the van with the cruisers *San Francisco*, *Boise*, *Salt Lake City* and *Helena* followed by

the destroyers *Buchanan* and *McCalla*. About 2330 the *Helena's* radar picked up the enemy at about 27,800 yards. About this time (2332 according to Admiral Morison)* and in order to better counter the Japanese approach, Admiral Scott reversed the direction of his force without giving the leading destroyers a chance to get around. The cruisers completed a column movement and were in the most favourable tactical position that an American commander had ever positioned his force. The "T" was "capped"! However, the van destroyers were on the engaged side and

By

CAPTAIN L. J. BAIRD, USN

trying vainly at small speed differential to reach an ahead attack position.

When fire was opened, Admiral Goto blindly swung his ships around possibly thinking that his own troop carriers were firing at his force. The *Fubuki* never completed the turn and sank immediately. The heavy cruiser *Aoba*, with Admiral Goto dead, and the *Furutaka* (later sunk) were blazing and almost impotent hulks by the time they completed their turn. Only the *Kinugasa* and *Hatsuyuki*, with minor damage, were able to carry on the Japanese

retaliatory fire. The American casualties consisted of the *Duncan* sunk, *Boise* heavily damaged, and *Farenholt* and *Salt Lake City* receiving minor damage. The *Farenholt* was struck several times, possibly by our own force.

Shortly after the battle was over, Admiral Scott detached the destroyer *McCalla* to search for survivors. The *McCalla* found the burning and abandoned *Duncan*. A boarding party was sent, but the ship was too far gone for salvage. About daylight, the floating survivors of the *Duncan* were rescued from the shark-infested water's near Savo Island. A short time before and not too far away, the Japanese destroyer *Murakumo* had rescued many Japanese survivors. The crippled *Boise* and *Farenholt* later rejoined the group under their own power.

Why was the battle unique? For one thing, although its presence was not noted by Samuel Eliot Morison in his account of the battle, it is believed to be the first time that a U.S. submarine was employed with an American battle force during an actual engagement. This was a departure from customary tactics, even though the submarine actually played no part in the battle other than performing pre-battle reconnaissance. On the other hand, it was the exception for the Japanese not to use their submarines offensively with their battle force. Later, the American advances across the Pacific forced her to rely on subs as the primary means of supply for her many by-passed troops.

Next, this was the first surface battle in which radar gave our forces a definite advantage. Radar, up to that time had been veiled in a "hush hush" status and few seniors had a chance to become fully acquainted with all of its capabilities. Two of our cruisers (*Helena* and *Boise*) had the new "Sugar George" radar and were, for the first time in night battle, able to search and track the enemy at significant ranges in a land-locked area. This capability was partly nullified, however, by the fact that the OTC chose to ride one of our heavy cruisers with inadequate

Editor's Note

Captain L. J. Baird, USN, has contributed to The Crow'snest the accompanying interesting account of a sea battle in the South Pacific that gave the United States Navy a much-needed victory after many reverses. Captain Baird is commanding officer of USS Chuckawan, a 25,000-ton fleet oiler. He had a ring-side seat and active part at the Battle of Cape Esperance as the forward AA secondary battery control officer in the USS Helena. The opinions or assertions contained in the article are the private ones of the author and are not to be construed as official or reflecting the views of the Navy Department of the United States.

* Rear-Admiral Samuel Eliot Morison, USNR, who has written the official history of the USN in the Second World War.

radar, literally letting "the blind" lead "the seeing". This was excusable, since his flagship the USS *San Francisco* was the only ship present with flag quarters and space for his staff. The picture was further complicated by the fact that the *Helena* reported the enemy on true bearings and the *Boise* on relative bearings, probably creating the impression in the Admiral's mind that his force was surrounded. (Admiral Morrison in his account mentions a Japanese reinforcement group which was also in the vicinity. The *Helena* at no time had radar contact with this group). Nevertheless, the enemy was picked up at a then-phenomenal range of about 14 miles. The battle could have been fought outside of torpedo range if all or most of the U.S. ships had been equipped with the new SG radar.

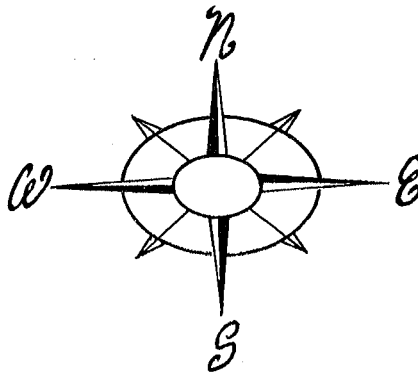
The battle was a perfect example of crossing the "T", where all of the ships capping the "T" can utilize full broadsides and the capped column has most of its guns and torpedo tubes masked. Not since Britain's Admiral Jellicoe caught German Admiral Scheer's battle line in the Battle of Jutland during the First World War has such a favourable advantage occurred in battle. Scheer was able to extricate his battle line with little damage by the then-revolutionary manoeuvre of a simultaneous "ships about".

The U.S. force was also unable to take full advantage of its excellent tactical position, partly due to the confused picture of the enemy's position, but mostly because the three van destroyers left behind during the counter-march were still fouling the range. This was caused by an incorrect signal. Admiral Scott had been manoeuvring his force in a circular formation during most of the day for air protection. He gave a "wheel" order appropriate for a ring formation instead of a column or turn signal. None of his ships was sure of what to do. When nothing happened, he ordered his flagship to turn and the ships astern followed around in column, leaving the van destroyers behind. A counter-march in the face of the enemy is considered bad tactics! Admiral Burke has stated that he has never heard of anything of the sort being done before or since.

As the range closed and the tension mounted, another circumstance added to the problem. The word "Roger" was used both for the acknowledgement of messages and for the signal book order "Commence Fire".

This was an undesirable combination—but in this instance, due to the close range, it may have saved many American lives.

The USS *Helena* (CL-50) had picked up the enemy at about 27,800 yards (at least this was the first range from the sky forward radar, which was coached on to the contact by the SG radar), and soon began reporting the composition, true bearing, and distance of the enemy to the flagship and task group. When the force was well within gun range, from about 18,000 yards on down, the *Helena* frequently asked for permission to open fire in the hopes of engaging the enemy outside of torpedo range. She had aboard a few survivors from the sunken heavy cruisers *Quincy*, *Vincennes* and *Astoria* and the heavily-damaged *Chicago*. These cruisers had, to their regret, tangled with Japanese surface ships two months earlier and the survivors furnished plenty of first-hand reasons for not wanting to give the enemy more torpedo targets.



Finally, the *Helena's* captain (Captain Gilbert Hoover), hoping to open fire before being "rammed", asked the flagship if his request to "open fire" had been received. The question was answered with "ROGER" which, no doubt, meant "Received" to the communicators on the flagship, but it meant "Commence Fire" to the *Helena's* CO and her eager gunners. The range to the closest Japanese destroyer at the moment of open fire was 3,800 yards and closing fast.

Another mistake or, if you will, a lesson from the battle was contributed by the Japanese. They were overconfident and intent upon bombarding Henderson Field. Hence, their torpedo tubes were trained in and bombardment rather than armour-piercing ammunition was in their ready racks. Further, the reinforcement group was separated and out of contact with the support force. Thus, a numerically inferior but concentrated U.S. force was able to capitalize on its position.

Another lesson of the battle was that the use of searchlights in combat was proven to be an immediate invitation to destruction. Most of the personnel

concerned on the ships with "SG" radar had surmised, as they became more familiar with their new equipment, that the use of searchlights was a faulty battle doctrine. However, one of the U.S. cruisers momentarily turned her searchlights on one of our own attacking destroyers, which was slowly pulling up to the van on the engaged side, and "let go" with an eight-inch salvo at close range. The destroyer attempted to show her recognition lights but could only get off an emergency flare due to loss of power. The cruiser immediately saw her error, but it was too late! She ceased fire and doused her lights, but enough damage had occurred, along with what the Japs inflicted, to injure mortally a brave fighting ship, the USS *Duncan* (commanded by Lt.-Cdr. Edmon B. "Whitey" Taylor, now Rear-Admiral, USN).

The searchlights had furnished the Japs a point of aim and a necessary range. Almost immediately the heavy cruiser concerned took several hits and some of the other U.S. ships were straddled. The next ship to turn on her searchlights was the USS *Boise*. She was immediately "clobbered" for her efforts. Her number one and two turrets blew up from shell hits in the magazine below and she had to haul out of the battle line with her bow a mass of flames. Her blazing bow and the many dead more than convinced the remaining ships that their searchlights were excess baggage.

The next unique circumstance refers to an aftermath of the battle. The USS *Boise* claimed the sinking of six Japanese ships and had painted six ship silhouettes on each side of her bridge by the time she reached Espiritu Santo. The inclination to exaggerate claims is not uncommon in war and at times our fighting forces as well as our enemies suffered from this disease! During hostilities doubtful claims sometimes stand for a while because of the lack of practical ways to confirm them or because of morale purposes. Nevertheless, in this instance the publicity was a demoralizing influence to those who remained behind and knew differently. The *Boise* did some good shooting that night before heavy damage forced her to haul out of the battle. However, five Japanese ships were engaged and only two were sunk (cruiser *Furutaka* and destroyer *Fubuki*).

In a night battle with multi-ships and multi-battery firing, many at the same target, it is not possible for any one ship to be positive as to its claims concerning specific sinkings. The cruiser *Helena*, for instance, did pretty well that night and managed to keep

her guns off friendly ships and, with both batteries, managed to fire at what was believed to be all five enemy ships. But, she like the others could not be sure that she sank a single ship.

An additional and unusual aspect of the battle was that in such a technical day and age when the airplane had changed the whole concept of naval warfare and, according to some, had even made warships obsolete, aircraft played little or no significant part. Why? It was a period of few airfields and aircraft production on both sides had not been geared to replace battle attrition.

All U.S. carriers except the *Hornet* (soon to be sunk) had been sunk or damaged and had left the area.

Having four Marine fighter pilots like Joe Foss (now Governor of South Dakota) and their Grumman planes from Henderson Field as fighter escort during the day seemed almost like keeping our money in the mint. It was adequate and the only air coverage available. Occasionally a Jap Mavis flying boat would accompany our task group just outside of gun range. Jokingly, it was called "the escort" and usually appeared when the Henderson Field fighters were out of range or needed elsewhere.

Japanese carriers were reported to the north (Truk area), but large-scale air raids had not yet commenced.

Each cruiser's aircraft consisted of two ancient SOCs (Scout Observation Curtis) and they usually took turns scouting and performing anti-submarine coverage during daylight hours. At times they even seemed to accompany the Jap Mavis on the horizon. On the evening of the battle, the anti-submarine patrol (four SOCs) landed at Tulagi Harbor with instructions to rejoin the next day. At about 2200 when battle was certain, the remaining plane from each cruiser was catapulted for battle observation and illumination purposes as well as to reduce the fire hazards aboard ship. The second *Helena* plane had to be jettisoned over the side because of engine failure and the *Salt Lake's* second plane caught fire immediately after being launched. The burning plane illuminated the entire area and it appeared that this disaster would surely tip off the enemy as to our force's presence. Fortunately, such was not the case and the pilot and observer were able to make it by rubber raft to our beachhead. Also, the primary pre-battle intelligence was derived from Australian coast watchers (usually pre-war planters or government workers who had been driven from their plantations or had volunteered for this work) and not from air reconnaissance.

The Japanese sortie, speed and destination was firmly estimated and

reported. With this initial information the OTC was able and did utilize to full advantage the primitive and timely intelligence received. The information furnished, along with its verification by search planes permitted Admiral Scott to be at the right place at the right time with sufficient force ("Firstus with the mostus" as the Confederate General Forrest once expressed it!).

In addition to the unusual tactical aspects, it is considered appropriate to mention some of the more important strategical results of the battle. It was the very first battle after several reverses in which United States surface ships had "slugged it out" with Japanese ships and more than held their own. Although not fully realized at the time, just breaking even with Japan in ship losses was a distinct victory due to the differences in industrial capabilities of the nations involved. Further, at last a sea victory had been achieved, even if not all the claimed ships had been sunk. The Japs were stoppable, their ship superiority in the area was reduced and the Savo Island battle had been partially avenged, the Marines on Guadalcanal were reinforced, and above all there was renewed hope. "The Golden Gate by '48" was now more than a dream.

Esperance, meaning HOPE in French, was appropriately named!



HMCS New Waterford, en route from Esquimalt to her new base at Halifax. (E-44990)



"Fill your hearts with love for little children and you will never grow old."

Dr. Thomas John Barnardo, who wrote these words, planned to become a medical missionary in China. The chance discovery that a small boy who attended the Ragged School in the London slums was literally homeless led to the discovery that hundreds of other children were in like predicament. The need was so great that he abandoned his earlier plans, and began to establish shelters for the homeless waifs. From this grew that great and world-famous enterprise, Dr. Barnardo's Homes.

Every Christmas Royal Canadian Navy personnel at the Canadian Joint Staff in London entertain a group of Barnardo children on an afternoon outing. The children are first taken to the Bertram Mills Circus at Olympia and are then taken to a large restaurant for a tea party. After the party the children—all boys from six to 16 years of age—are returned to their Dr. Barnardo's Homes, the Dalziel of Wooler house and William Baker Technical School, where they find individual Christmas gifts awaiting them.

The two accompanying pictures were taken while the boys were attending the circus. The boys who are petting the burro in the lower picture are probably aware that the Ragged School, which so greatly affected Dr. Barnardo's career, held its classes in a dilapidated donkey shed.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Crusader*

Eighteen youngsters from Kentville, Nova Scotia, spent five hours November 30 in the world of the sailor.

The Grade V students, mostly boys, were the special guests of the *Crusader's* officers and men for a cruise outside and inside Halifax Harbour.

A highlight of the day was the presentation from the 161 members of the destroyer escort's crew of a cheque for \$200 to the Kentville Elementary School. Ldg. Sea. Glen Hernden, representing his shipmates, turned the gift over to R. L. Barnes, the ex-Navy teacher in the Kentville school who had originally approached the Navy for a student tour.

Some 50 wives and children of the sailors were included in the 11 a.m. to 4 p.m. cruise. The galley and canteen staffs produced a seemingly endless supply of hot dogs, hamburgers, cakes, cookies, sweets, ice cream, peanuts and pop for the voracious youngsters.

But the Kentville kiddies were way ahead. Practically all of them wheedled an old cap from their indulgent sailor hosts. Lt.-Cdr. Fred Little, the executive officer, observed drily: "They've managed more than I could ever do. I've been trying, vainly, to get the men to clear out their old caps ever since I joined the ship!"

The cruise for the Kentville class came about from a plea from their teacher, Mr. Barnes, who wrote to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. The admiral heartily endorsed the request and the *Crusader* proceeded to do the honours.

HMCS *Avalon*

The Buckmaster's Players, formed in September 1959, with the objective of forming an outlet for the dramatic and entertainment talents of Service and civilian personnel, have made a successful debut in St. John's.

Membership in the group is open to all personnel of Her Majesty's Forces in St. John's, Newfoundland, who are serving in or have served in Buckmaster's Field and RCAF Station, Torbay, as well as their immediate families and civilians employed by the Department of National Defence.



The Buckmaster's Players, composed of service personnel and their civilian associates in St. John's and Torbay, Newfoundland, have successfully presented their first play, "While the Sun Shines". The producer, Lt.-Cdr. R. S. Portchmouth (front row, left) is shown with members of the cast: Mrs. Portchmouth, Pat Treacher, Mrs. G. T. White and Lt. G. T. White, and (standing), Sub-Lt. W. Westcott, Mrs. T. Giannou and Captain J. Allston, Canadian Army.

Buckmaster's Field, war-time barracks of the RCN, contains the Joint Services Headquarters of which HMCS *Avalon* is the naval establishment. HMCS *Cabot*, which is also in the confines of the Field, is the reserve establishment.

The group's first production was the sophisticated war-time comedy "While the Sun Shines" by Terence Rattigan. It was presented for three nights, November 26, 27 and 28.

The group was fortunate in having the talents of Lt.-Cdr. R. S. Portchmouth in directing this production. He will be remembered in the Shearwater Players in which he and his wife were most active. Other naval members of the group are Lt. and Mrs. G. T. White and Sub-Lt. W. Westcott. Sound engineering was directed by Lt. T. E. Giannou, RCN(R) (Ret.). The difficult task of prompting was done by Mrs. Giannou.

The colourful set, which was used for the play, showed the artistic talents of Ldg. Sea. J. Jodoin. The task of the front of house manager, with its numerous difficulties, was ably handled by PO G. Sherwood, assisted by Ldg. Sea. G. Dinn. Photography for the group was handled by PO E. Miller.

The first production was so successful that the group is anxious now to go on to another production. Mentioned among these is the comedy "The Middle Watch".

NAVAL DIVISIONS

HMCS *Queen*

The annual Trafalgar Day Ball, held at *Queen*, has become Regina's social event of the season, thanks to the efforts of the officers who have undertaken its organization.

A highlight of this year's ball was the presentation of 12 Regina debutantes to His Honour F. L. Bastedo, Lieutenant-Governor of Saskatchewan.

HMCS *Griffon*

In commemoration of Nelson's victory at the Battle of Trafalgar, a ball was held at *Griffon* Friday evening, October 23.

In keeping with the nautical theme, all guests were "piped" aboard on arrival. For the occasion, the drill deck presented an old-world atmosphere of gay formality.

In receiving line were Cdr. T. C. Luck, commanding officer of *Griffon*,

THE SURVIVORS

BEFORE the Second World War fewer than one man in a hundred survived for more than 28 days in open boats adrift on the world's oceans. It was thus believed that the maximum period any man could hope to survive in an open boat was somewhere between 30 and 40 days, but the fallacy of this was time and again disproved during the war in cases which have been investigated and substantiated by the British Admiralty.

We have on record a drift of 77 days and another which must set a world record, of a Chinese waiter who managed to board a raft after being torpedoed and who drifted about fully exposed to the elements for 130 days before being rescued. He survived.

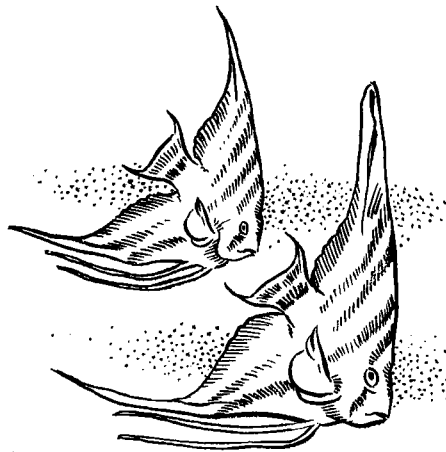
In the spring of 1943 an able seaman named Henry Heinson, of London, received the British Empire Medal for his "spirit and resources in living for 18 days on a piece of wrecked ship still afloat." This was reported by the Ministry of War Transport in 1944. What actually happened was that Heinson's case was unique. He was thrown into the water after his ship was torpedoed and managed to reach a half section of an invasion barge which, miraculously, was still afloat, albeit barely a few inches clear of the surface.

Soaked through and cold, the sea being 50 degrees Fahrenheit, Heinson found a locker which was just above water level and crept into it. He saw something bumping against the wreckage and fetched it from the water to find a piece of sea-soaked cabbage. It began to rain soon after, and this was followed by snow and hail. Using a piece of canvas which he tore from a canvas door, Heinson collected rain-water and snow, but it was not until 14 days later that he discovered a two-gallon jar of distilled water of the type used for batteries, and with this he eked out his meagre supply of drinking water.

To overcome the monotony, Heinson took a watersoaked photograph of his wife from his shirt pocket and talked to it for hours. Other times he carefully walked up and down the wreckage in order to exercise his legs, and daily he massaged his legs, arms and body. Heinson was found on the 18th day and rescued. He not only survived the ordeal—all he had had for food during the whole period was the piece of cabbage—but within a short time the tough

Londoner was back, serving under the Red Duster. His voyage was the only one exceeding 15 days in length at a temperature below 50 degrees Fahrenheit (in actual fact it was a few degrees below) in which a seaman survived.

Captain Donald Blyth, a one-legged ship's master, received the OBE for courage. While many men claimed that it was impossible to survive for long in water which is colder than 65 degrees Fahrenheit, Captain Blyth led eight of his men—the only survivors after his ship was torpedoed—in swimming for



11 hours in the open sea before they were spotted by an Allied seaplane which dropped them two rubber dinghies. They were rescued soon afterwards and all the men survived.

During the war men sustained life by diving overboard and scraping seaweed from the keels of lifeboats and chewing it and by catching flying fish. But very few men can claim to have had their lives saved with toothpaste.

In July 1941, when the *Saint Anselm* was torpedoed and sunk, her survivors were in an open boat for 18 days. On the eighteenth day one of the seamen appeared to be dying. There was no water on board and the chief engineer began to wonder about a tube of toothpaste which he had in his pocket. What would happen if one mixed a little toothpaste with seawater? Would it perhaps become drinkable? He thought to make the dying man's end a little easier by moistening his lips and scooped up some sea water into which he squeezed a liberal helping of toothpaste, mixing it thoroughly and then holding it to the man's lips. The dying man gulped the water down.

Within an hour the "dying" man sat up! The survivors were picked up about five hours later by a Spanish ship and upon their return to Britain reported the toothpaste incident to the Ministry who asked the toothpaste manufacturers whether it contained anything which would account for the seaman's recovery. The manufacturers replied that to the best of their knowledge it did not—yet the fact remains that the man recovered.

One of the oddest rescues occurred when the *San Florentino* was lost. The vessel was struck by four torpedoes and broke in two, the forepart upending, floating vertically in the Atlantic with the stem protruding 100 feet in the air.

Third Officer G. D. Todd and Able Seaman T. Clayton climbed the stem and remained perched in their dangerous position for 13 hours, their legs clasping the bow 100 feet above the sea all the time with a high westerly wind blowing and the sea storming beneath them. When help eventually arrived, the two men had to climb 150 feet down the foretopmast stay. Neither man had had anything to eat or drink for some 20 hours but both survived to serve again.

Ingenious ideas saved men from almost certain death. When his ship was sunk in Arctic waters near Nova Zemla a British seaman, who had had little to eat for two days, made two landings on Nova Zemla to get water. When he landed the second time in the autumn of 1942, he saw an immense number of ducks on the rocks below him.

He fetched a rope from his boat and made a running bowline which he let down carefully among the ducks. The moment a duck placed his head in the noose, the man drew the bowline taut and up came the duck. In this manner, he caught no less than 140 ducks. In addition he made a fire without matches, roasted the ducks—and survived to sail again.

Without water no man can survive for long on the wild, almost inaccessible coast of northern South West Africa. Thus there was little hope for the 22 survivors of the British *Bradford City* who reached the desert coast some 130 miles north of Walvis Bay on November 7, 1941 after their ship had been torpedoed on November 1 in long. 22° 59' S, lat. 09° 49' E by U-68.

The castaways, without a drop of water, tried to distill water but with meagre success, then scrawled on the

wet beach in huge letters "Food and Water". On their second day an Anson aircraft of the South African Air Force spotted the survivors but realized it would be many days before military trucks could reach them.

The aircraft sped back to base and hastily filled a few inner tubes of cars with fresh water, flew back and dropped these together with some rations and a note reading, "Help coming from land and sea. Love and kisses from South African Air Force." The gallant pilots kept up the feeding and watering of the desperate men until they were rescued. Tubes were used because the plane, coming in low could drop them safely on the sand without bursting them.

There are some cases of endurance which no man would be apt to believe were it not for the abundant proof. One such case was that of Captain D. J. Williams, OBE.

After Captain Williams' ship was torpedoed and sunk he kept two lifeboats together for 14 days under such rigid discipline against drinking sea water that he did not lose a single one of his 49 men, this in spite of the fact that they had no water to start with. Upon sighting land on the fourteenth day, Captain Williams wrote: "So I got up. I had not slept night or day for 13 days. The weather and worry kept me awake. We had been getting weaker each day. It was pitiful to see the men, in fact, all of us, when it rained trying to catch

water, all standing up, tongues out, tins ready, to get the rain.

The voyage of longest duration lasted 77 days. There were no deaths until the 35th day after which the men had neither food nor water. When the boat was eventually found after more than two and a half months, there was only one survivor.

Probably the longest voyage in an open boat during the war was one which covered 1,200 miles. There were 50 men in two boats with the master in charge of one and the chief officer in the second. The master' boat drifted 1,200 miles in 28 days and fetched upon St. Bartholomew's Island; the other boat was picked up on the 26th day only 450 miles from where their ship had been torpedoed.

There are some other remarkable cases of men surviving although every card in the deck was stacked against them. One master, aged 27 was torpedoed no fewer than six times while a chief steward, aged 40, who was landed in Scotland late in the war, had survived ten torpedoings. There was also the oddity of the seaman who, landed on the same quay after his second torpedoing, said: "Well, third time lucky. I'll bet next time I'll be put off here, too." And he was! Barely months later a ship picked him up in mid-ocean after his own ship had been torpedoed and brought him to Britain and landed him at the very same quay as his first two landings.

One captain arrived in Britain in shirt and trousers only after being adrift in an open boat near Iceland for seven days. A few months later the same captain was picked up in the Atlantic after being adrift in an open boat for 24 days, living off what food he could scrounge from the sea and rationing himself to a couple of table spoonfuls of fresh water from his small supply daily.

Human endurance knows no limit and we might end this saga of the survivors with the brief story of a Lascar who went overboard some 250 miles off the African coast in 1941. He clung to a piece of driftwood, saw an upturned lifeboat and clambered onto it.

He managed to catch a few flying fish and one unwary smallish shark; it rained and he lived. When he eventually fetched upon the shore he was found by aboriginals who took him in and nursed him back to health.

Sometime in 1949 a Lascar arrived in Dahomey and began to hunt for the tribe who had rescued and helped him. When he found them, he presented them with a sum of money he had meticulously saved up for that day—£50, which, need we say, to a Lascar is a mighty big sum of money. But the grateful seaman never forgot that tribe of savages who turned out to be his saviours when the sea tossed him up on their shores.

(Article by Bill Wharton in Commando, official magazine of the South African Defence Forces.)



THE NAVY PLAYS

Pearkes Trophy Taken by RCAF

Early in November, a representative RCN soccer team went down to defeat in the tri-service match for the Pearkes Trophy, losing to RCAF Station, St. John's, Quebec. The game was played at RCAF Station Rockcliffe, Ottawa.

Hon. G. R. Pearkes, Minister of National Defence, presented the trophy following the match. RCAF St. John's was the Pearkes Trophy winner last year as well.

In the Ottawa area four service teams have been competing throughout the year, and the winner in this league was the RCN team, captained by Cdr. P. C. Berry. Cdr. Berry is also the new president of the Department of National Defence Soccer League.

The team was composed of personnel from HMCS *Bytown* and HMCS *Gloucester* and the new trophy for this league will spend six months at *Gloucester* and six months on display at *Bytown*.

Blandy Commodore Of Halifax RCNSA

Lt.-Cdr. Walter S. Blandy, *Stadacona*, was elected Commodore of the RCN Sailing Association, Halifax Squadron, at the annual meeting held in mid-December in their new clubhouse near the Royal Nova Scotia Yacht Squadron anchorage.

Others elected included: CPO Charles Church, *Crusader*, vice-commodore; CPO Lester Bell, *Stadacona*, rear-commodore; Lt.-Cdr. J. J. Coates, *Stadacona*, fleet captain (yachts); Lt. J. W. Lane, *Shearwater*, fleet captain (service craft); and Lt. John Goudy, *Stadacona*, secretary-treasurer.

Ex-officio members include Captain M. A. Davidson, *Stadacona*; Captain A. F. Pickard, *Algonquin*; L. J. Payzant, Naval Research Establishment, and William Baxter, HMC Dockyard.

Former vice-commodore Cdr. F. W. Bradley, acting commodore for the latter part of the season, turned over the association to the new slate.

At the meeting it was announced that "catamarans" (twin-hulled yachts) would be introduced next summer by Captain Basil Seaton, Garrison sailing enthusiast.



The Wolfenden Trophy, presented annually for the highest aggregate points in races sailed by the Ottawa Squadron of the Royal Canadian Naval Sailing Association, was awarded to Henry A. "Sandy" McCandless, 15, son of Captain (S) H. A. McCandless, Deputy Supply Officer in Chief. The trophy was presented by Lt.-Cdr. T. E. Appleton, RCN(R) (Ret) in the Officers' Mess of HMCS *Bytown*, on November 27. (O-12335)

Members of the Army's Halifax Garrison Sailing Club attended the meeting. The RCNSA had its roots in the old *Shearwater* Yacht Club of 1949-50 and the Army joined forces with it about a year ago. The combined membership numbers about 150 men and women sailing private and service boats, including well-known international racers. The clubhouse was built entirely by the members and was occupied last summer.

Cornwallis Brings Back Football

Canadian football was revived at *Cornwallis* in 1959 when it was added to the new entries' training program. The game had been played at *Cornwallis*, until 1953, under the Nova Scotia Football League. It was shelved due to training commitments.

Last fall, under the direction of CPO Charles (Skip) Bryan and head coach CPO Lawrence (Ginger) O'Brien, 13 league and exhibition games were played with ten teams taking part.

Navy Hoopsters Bow to Middleton

A strong second half attack carried Middleton to a 56-54 exhibition basket-

ball victory on home grounds over *Cornwallis* in early December. *Cornwallis* led 22-15 at the half but the locals, led by Barry Isaac's 26-point performance, outplayed the visitors in the late stages.

Atlantic Command Boxers in Training

Training of up-and-coming boxers is under way in *Stadacona* gymnasium in preparation for the Atlantic Command boxing championships, to be held in February.

The *Stadacona* boxers work out under PO Eddie Roberts and Ldg. Sea. D. B. Scopie. Aspirants from HMC Ships are training under the direction of PO Bob Coe.

Submariners Win Soccer Title

Royal Navy Sixth Submarine Squadron, taking its cue from a defence which plugged nearly all entrances, pummeled RCAF Chatham Dynamos 7-1 at Halifax to capture the Maritime soccer championship.

To the victors went the Angus L. Macdonald trophy, long contested.

After the game, Nova Scotia Football

(Soccer) Association president Roy Clements, presented the trophy to team captain Dave Davis.

Davis, centre forward, personally led the onslaught against the New Brun-

wick squad, kicking three goals, one in the first half and two in the second. Bob Roberts added two tallies and Peter Robinson and Allen Stafford each booted one.

Dick Shaw accounted for the Dynamos' only marker, late in the first half. He booted the ball from in close, it hit a Subs player standing in front of the net and dribbled in.

THE CATAMARAN

— *This fast, double-hulled craft wins new favour*

CATAMARANS, says a recent announcement by the Council of the Royal Yachting Association, have come to stay. Thus the seal of authority is added to the claims of those who have been enthusiastically sailing these craft for the last two or three seasons. Despite the gloomy predictions of anti-catamaran prophets, these sleek, twin-hulled boats have proved to be not only safe but fast, nimble—and popular. Air Service Training, one of the first British catamaran builders, has sold over 200 of its 16-foot "Jumpahead" catamarans, both racing and family models, the latter being a modified version designed for those who like to sail in limousine comfort.

While the "Jumpahead" proved the perfect craft for the open water enthusiast, AST catamaran designer Bill O'Brien felt that something smaller was needed for congested waterways. Now, as a result, appears the "River Cat", a 12-foot catamaran designed for two adults, but docile enough to be sailed by a girl in anything but the most severe conditions.

So far only a few connoisseurs have sailed the "River Cat", and each has sung her praises as an astonishingly manoeuvrable craft with a remarkable turn of speed which rivals that of her bigger sister, the "Jumpahead". In addition, the "River Cat" retains all the inherent stability of twin-hulled craft. Mr. O'Brien compares the catamaran's stability with that of a motor car.

"The two hulls are equivalent to the off-side and nearside wheels of a motor

car", he explains. "If the boat rolls over, the whole weight of crew, mast and the other hull tends to bring it back on an even keel. A sailing dinghy, on the other hand, is like a motor-cycle: you have to learn to balance it before you can control it".

The yachting correspondent of a well-known newspaper recently summed up what this means in human terms. "Many wives and girl friends", he wrote, "find the idea of projecting themselves over the gunwale of a racing dinghy, with their feet hooked into toe-straps, quite distasteful. Here, the racing man—while retaining all the speed he wants—can offer his passenger a comfortable ride on a stable platform".

Although the "River Cat" is designed for inland waterways where conditions are seldom rough, this is certainly no fair-weather boat. A correspondent who sailed her in very squally weather at the beginning of March confirms this.

"I wanted to try out this new Cat in the worst possible conditions", he writes. "I got them. It was wet, squally, cold and bleak when I picked up the boat at Hamble. The river was quite smooth near the shore, but some 200 yards out was very choppy. There wasn't a single other boat sailing".

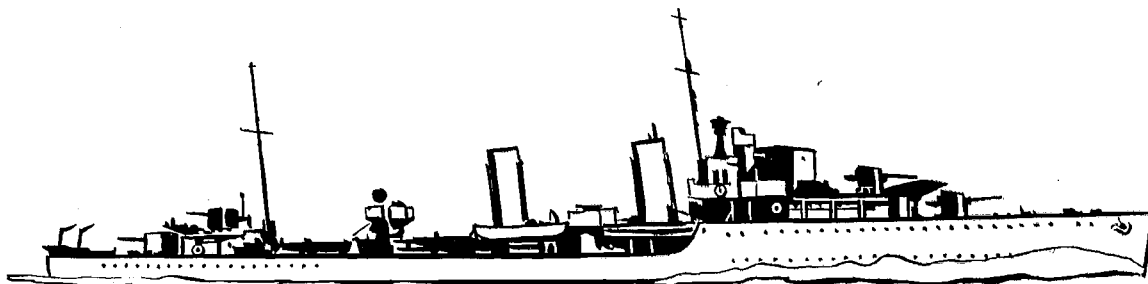
After praising the ease with which the mast, rigging and terylene sails of the "River Cat" are fixed in position (six minutes flat, he reports), the correspondent goes on to describe his trip. "We glided out from the shore as smoothly as a luxury motor car on a boulevard. The boat seemed to make

no effort: there was no discomfort at all. When we caught the breeze we sliced through the water at an easy 12 or 13 knots. It was not until we reached the really rough water that the spray hit us, by which time we were touching about 18 knots, I would estimate".

These conditions are much more severe than the "River Cat" is designed for, yet even then the boat remained absolutely stable and extremely manoeuvrable. "We went about in a matter of seconds," writes our correspondent. "She tacked in a manner that no dinghy could ever equal."

Mr. O'Brien considers this the final vindication of the catamaran. "The great argument against the early catamarans was that they could not tack", he recalls. "They were far too heavy, owing to the weight of the twin hulls. Nowadays, a catamaran can be made from very light-weight plywood and fibreglass, and can alter course much more easily than any other type of sailing boat."

The "River Cat" is extremely light—she weighs only 275 pounds complete with sails, etc—and can be towed on a trailer behind a small motor car. With a beam of nearly 6 feet 4 inches (just over half her length) and a height of 23 feet, 6 inches she combines a comforting impression of stability with an elegantly high aspect ratio. Like the "Jumpahead" and the "Family Cat", the boat may be bought complete or in kit form.—*Hawker Siddeley Review.*



Sea Control Still Vital

In a speech at Plymouth on September 24 Field-Marshal Viscount Montgomery said that in any future war the essence of the struggle would be, as it had been in the late war, for the control of sea communications.

"Some people thought that air power had made sea power obsolete. Never was there a greater error. The aircraft functioned as an instrument of sea power. The aircraft carrier won for itself in Hitler's war a place in the fleet second to none.

"In the future, the nuclear-powered submarine will represent a revolutionary advance in naval warfare as great as the change from sail to steam.

"Indeed, I look forward to the day when all the ships of the Royal Navy will be nuclear-powered—as, of course, they must be," the Field-Marshal said.

British strategy had always been based on sea power, and after giving some examples Viscount Montgomery went on: "There are some who think that there will be no role for the British Navy in future war. Don't believe such people.

"The late war was, in essence, a struggle for the control of sea communications and, until we had won that struggle, and could use sea-borne transportation freely, we could not proceed with our plans to win the war. It will be the same in future war.

"Three-quarters of the surface of the world is under water. The western Alliance must have the free use of the water areas in peace and in war.

"The teaching of history is that from the days of early Rome the nation which had control of the major oceans and seas, and of the transit areas, in the end prevailed.

"Today the sea must be exploited increasingly to provide strategic and tactical mobility and to provide mobile launching sites for nuclear weapons."

Lord Montgomery was opening the restored Guildhall at Plymouth which was burnt-out during an air-raid on the city in 1941.—*Admiralty News Summary.*



The Old Colour was laid up in the Church of St. Nicholas, HMCS Stadacona, on Trafalgar Day, October 21. Shown at the end of the brief afternoon service are, left to right, Chaplain Bruce A. Peglar, Command Chaplain (P), who conducted the service; Rear-Admiral H. F. Pullen, who delivered the Colour to his hands; Chaplain A. Gordon Faraday and Cdr. Joseph Paul. Admiral Pullen was in command of the escort company when the King's Colour was presented in 1939 to the RCN on Vancouver Island and Cdr. Paul was in the Colour party. (HS-59253)



CPO C. L. Benjamin, Shearwater, is awarded a pin recognizing his 30 blood donations to the Red Cross by Major General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia. There were 11 naval personnel among the citizens of Halifax and Dartmouth awarded 20-donation scrolls and 30-donation pins during the ceremony October 26 in the Red Chamber of Province House. (HS-59276)



LOWER DECK PROMOTIONS

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

ATKINS, Ambrose A.P2CS3
 BALTIMORE, Elmer W.P2CR2
 BLACK, Edward J.C2A04
 BRUCE, Donald E.P1CR3
 BRYGADYR, David M.LSEF2
 CAKE, David G.P2CR2
 COAKLEY, David J.P2OM2
 DAROWSKI, StanleyP1CS3
 FEARON, James C.LSED2
 FITZGERALD, Malcolm G.LSCR1
 FLETCHER, Ronald J.P2OM2
 FOWLER, SidneyP1CS3
 FRASER, John S.LSCS2
 HAMILTON, John H.LSBD2
 HANNAH, Lynn E.LSAF2
 HUFF, Warren B.C2CR3
 HUTCHINSON, BoydC2CR3
 JACKLIN, Charles G.P1A03
 LEMIEUX, LucienLSCS2
 LEPPARD, Edward A.C2CR3
 MASER, William J.LSRT2
 MEAD, Kenneth E.C2PC4
 MEDCRAFT, Francis M.LSCV1
 MacDONALD, Stephen J.P1PC3
 McPHERSON, Robert R.P1CR3
 NELSON, Brian M.LSEG2
 OTWAY, Albert A.LSCS2

PHILLIPS, Terrence A.LSEF2
 POECKENS, Dennis E.LSCS2
 PRINGLE, Gilbert J.P1AC3
 ROBERTS, ArthurP1CR3
 ROY, Leon F.P1PC3

SEWARD, William K.P2CR2
 SEYMOUR, Paul A.P2BD3
 VANDEWATER, Vernon R.C2PC4
 WIGHT, Roy W.LSCV1
 WILSON, Frederick W.P2CR2

RETIREMENTS

CPO WILLIAM VERNON ADIE, 43, C2CK3, of Victoria, B.C., joined November 18, 1938; served in *Naden, Ottawa, Stadacona, Cornwallis, St. Croix, Avalon, York, Protector, Ontario, Beacon Hill, Cuyuga*; awarded Long Service and Good Conduct Medal November 18, 1953; retired November 17, 1959.

CPO JOSEPH HERMENEGILDE MAURICE DARVEAU, 45, C1G14, of Quebec, P.Q. joined RCNVR April 28, 1932, RCN August 18, 1934; served in *Stadacona, Saguenay, Champlain, St. Laurent, HMS Excellent, Prince Henry, Cornwallis, Annapolis, Huron, Peregrine, Niobe, Ontario, Naden, Haligonian, Nootka, Magnificent, Montcalm, D'Iberville*; awarded Long Service and Good Conduct Medal April 24, 1950; retired November 19, 1959.

CPO LAWRENCE WILLIAM THOMAS HOWE, 45, C1EM3, of Halifax, N.S.; joined November 12, 1934; served in *Stadacona, Saguenay, St. Laurent, Skeena, HMS Victory, Assiniboine, Scotian, Iroquois, La Hullose, Micmac*; awarded Long Service and Good Conduct Medal November 12, 1949; retired November 11, 1959.

CPO HARRY KILVINGTON, 39, C2Q14, of Calgary, Alberta; joined April 17, 1939; served in *Naden, Stadacona, Assiniboine, HMS Excellent, Eyebright, Avalon, Hepatica, Oakville, Cornwallis, Niobe, Saskatchewan, Edmunston, Peregrine, HMS Ferret, Matane, Gryme, Givenchy, Ehkoli, Chippawa, Crusader, Beacon Hill, New Glasgow*; awarded Long Service and Good Conduct Medal December 7, 1953; retired November 25, 1959.

CPO GORDON WILLIAM MacNEILL, 42, C1RT4, of Ottawa, Ont.; joined RCNVR Feb. 7, 1939; transferred to RCN Dec. 11, 1939; served on Div. Strength, Ottawa, and in *Stadacona, Assiniboine, HMS Dominion, Ottawa, St. Hyacinthe, Venture, Lamalbaie, Scotian, Bytown, Newport Corner, Warrior, Magnificent, Gloucester, Quebec, Donnacona, Albro Lake, Lanark*; awarded CD March 16, 1953; retired November 6, 1959.

CPO CHARLES PHILIP MORAN, 50, C1ST4, of Bethune, Sask.; joined RCNVR September 14, 1939, RCN Jan. 14, 1941; served in *Naden, Givenchy, NOIC Vancouver, Prince Robert, Burrard, Peregrine, Chaleur, Discovery, Tecumseh, Ontario, Cornwallis, Stadacona, Shearwater*; awarded CD September, 1952; retired November, 1959.

CPO RALPH SYDNEY MOTT, 42, C2EM4, of Dartmouth, N.S.; joined RCNR Nov. 15, 1939; transferred to RCN March 1, 1941; served in *Stadacona, Interceptor, Collingwood, Cornwallis, Protector, BD3, Niobe, Devonshire, Uganda, Kincardine, Scotian, Nootka, St. Stephen, La Hullose, Crescent, Quebec, Huron, Cape Breton, Hunter, Iroquois*; awarded CD January 21, 1952; retired November 14, 1959.

CPO HENRI LOUIS PARE, 40, C1CK3, of Lake Magantic, Que.; joined RCNR November 24, 1939; transferred to RCN September 4, 1945; served in *Stadacona, Prince David, Prince Henry, Naden, St. Hyacinthe, Cornwallis, Avalon, Scotian, Warrior, Magnificent, Shearwater, Nootka, Bonaventure*; awarded CD April 22, 1952; retired November 24, 1959.

LDG. SEA. JOHN LACKIE PATTERSON, 38, LSQM2, of Nanton, Alberta; joined September 16, 1940; served in *Naden, HMS Dominion, Saguenay, Stadacona, Venture, Q-053, Niobe, Avalon, Brandon, Sunbeam, Hochelega II, Peregrine, Micmac, Llewellyn, Scotian, Iroquois, Warrior, RCNAS Dartmouth, Lloyd George, Antigonish, Sault Ste. Marie, Tecumseh, Quebec, Magnificent, Bonaventure*; awarded CD August 6, 1953; retired November 16, 1959.

CPO ROBERT RYAN RICHARDS, 43, C2ER4, of Quebec, P.Q.; joined RCNVR February 16, 1934; transferred to RCN October 5, 1945; served on Quebec Div. strength and in *Stadacona, Viernoe, Marlis, Ste. Eloi, Mata-pedia, Niobe, HMS Ferret, Avalon, Lethbridge, Peregrine, Vegreville, Cornwallis, Sussexvale, Shelburne, Montcalm, Orangeville, Scotian, Crescent, Swansea, Prestonian, RNEO Pictou, Lauzon, Labrador*; awarded CD October 30, 1951; retired November, 1959.

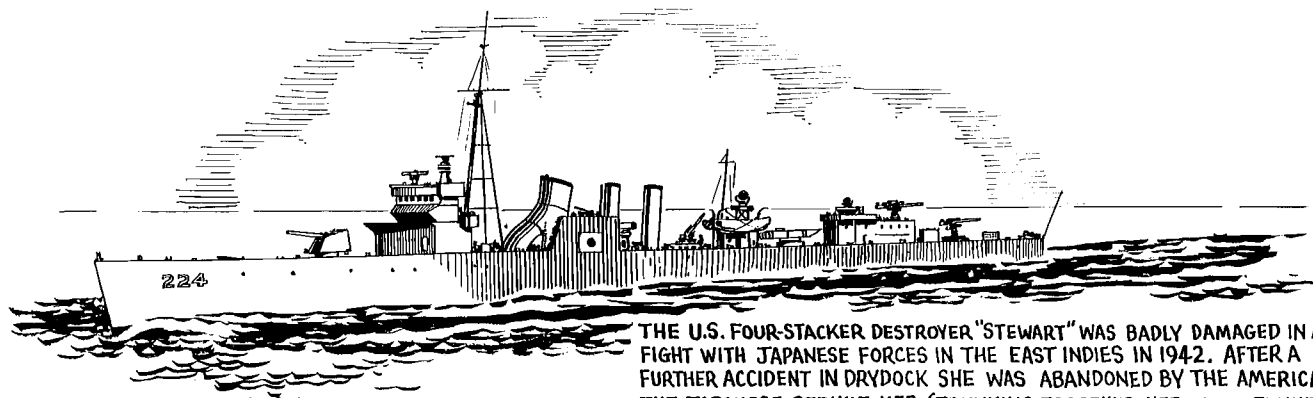
CPO JOHN CHARLES SPIDELL, 40, C1SH3, of Halifax, N.S.; joined RCNVR November 10, 1939; transferred to RCN Feb. 17, 1944; served *Stadacona, NOIC Toronto, HMS Puncher, Cornwallis, Niobe, Scotian, Warrior, Magnificent, Sydney, Cape Scott*; awarded CD November 20, 1951; retired November 10, 1959.



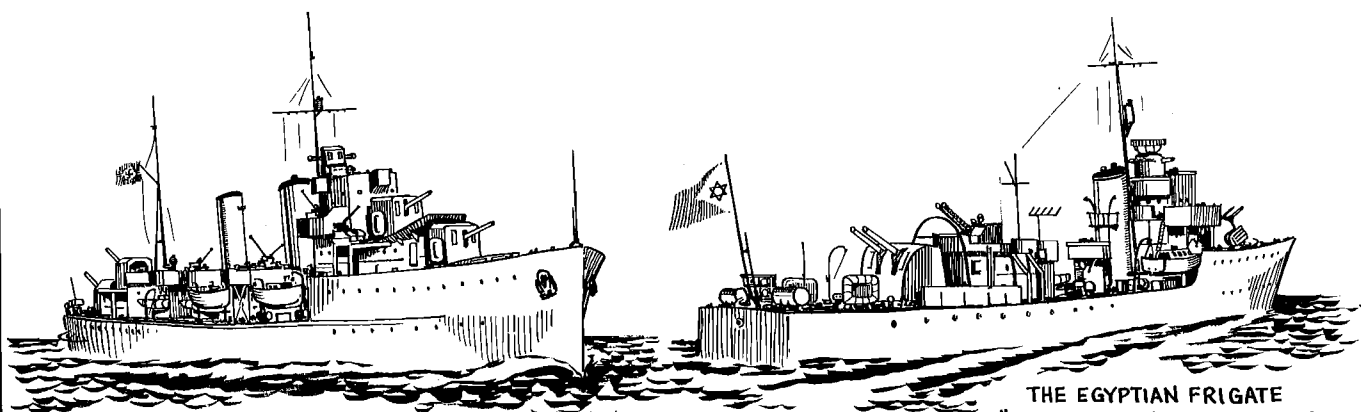
The Second Branch Officer Candidates' Educational Course got underway at Naden in October, rather than in January as similar previous courses. The 18 candidates will complete a course consisting of science, mathematics, political geography, history and literature built around a core of communication of ideas with the pen and voice. Candidates are (left to right) front row: Chief Petty Officers J. H. Gower, M. T. Semenick, K. A. Day, J. W. Williamson; H. E. Warman; H. J. Achtzener; William Curry; W. E. Rhodes, and D. J. De Ste. Croix. Rear row: Chief Petty Officer Steve Cowell; C. D. Allen; H. B. Cutler, and N. H. Thompson; Petty Officers W. G. Gray and J. C. Jessop; CPO K. B. Leadley and PO C. S. Brown. (E-52800)

Naval Lore Corner

Number 78
"SHIPS THAT CHANGED SIDES"

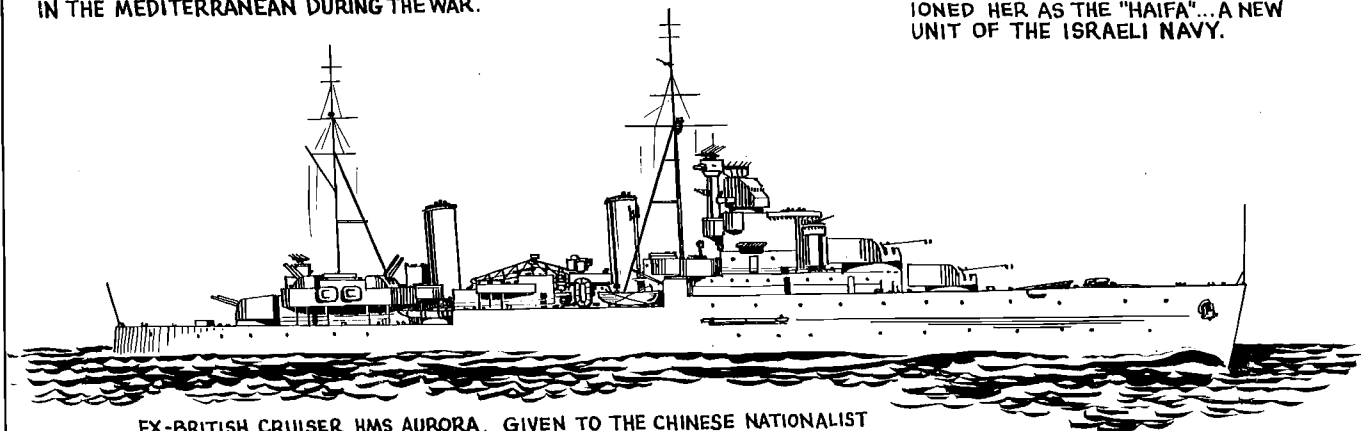


THE U.S. FOUR-STACKER DESTROYER "STEWART" WAS BADLY DAMAGED IN A FIGHT WITH JAPANESE FORCES IN THE EAST INDIES IN 1942. AFTER A FURTHER ACCIDENT IN DRYDOCK SHE WAS ABANDONED BY THE AMERICANS. THE JAPANESE REBUILT HER (TRUNKING TOGETHER HER FORE-FUNNELS). SHE SURVIVED THE WAR AND FELL BACK INTO U.S. HANDS IN 1945.



EX-GREEK DESTROYER "VASILEFS GEORGIOS I" CAPTURED BY AXIS FORCES AND RENAMED "HERMES". SHE WAS ONE OF THE VERY FEW GERMAN-MANNED SURFACE UNITS IN THE MEDITERRANEAN DURING THE WAR.

THE EGYPTIAN FRIGATE "IBRAHIM AWAL" SURRENDERED TO ISRAELI NAVAL FORCES HALF AN HOUR AFTER SHE COMMENCED SHELLING HAIFA BAY ON 31 OCT, 1956. THE ISRAELIS TOWED HER INTO PORT AND RE-COMMISSIONED HER AS THE "HAIFA"... A NEW UNIT OF THE ISRAELI NAVY.



EX-BRITISH CRUISER HMS AURORA, GIVEN TO THE CHINESE NATIONALIST NAVY IN 1948, DEFECTED TO THE COMMUNISTS IN EARLY 1949. SHE WAS LATER BOMBED AND SUNK BY HER FORMER OWNERS, BUT WAS SALVAGED AND RE-COMMISSIONED BY THE REDS. SHE IS NOW NO LONGER EFFECTIVE.

The Queen's Printer
OTTAWA

11

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

