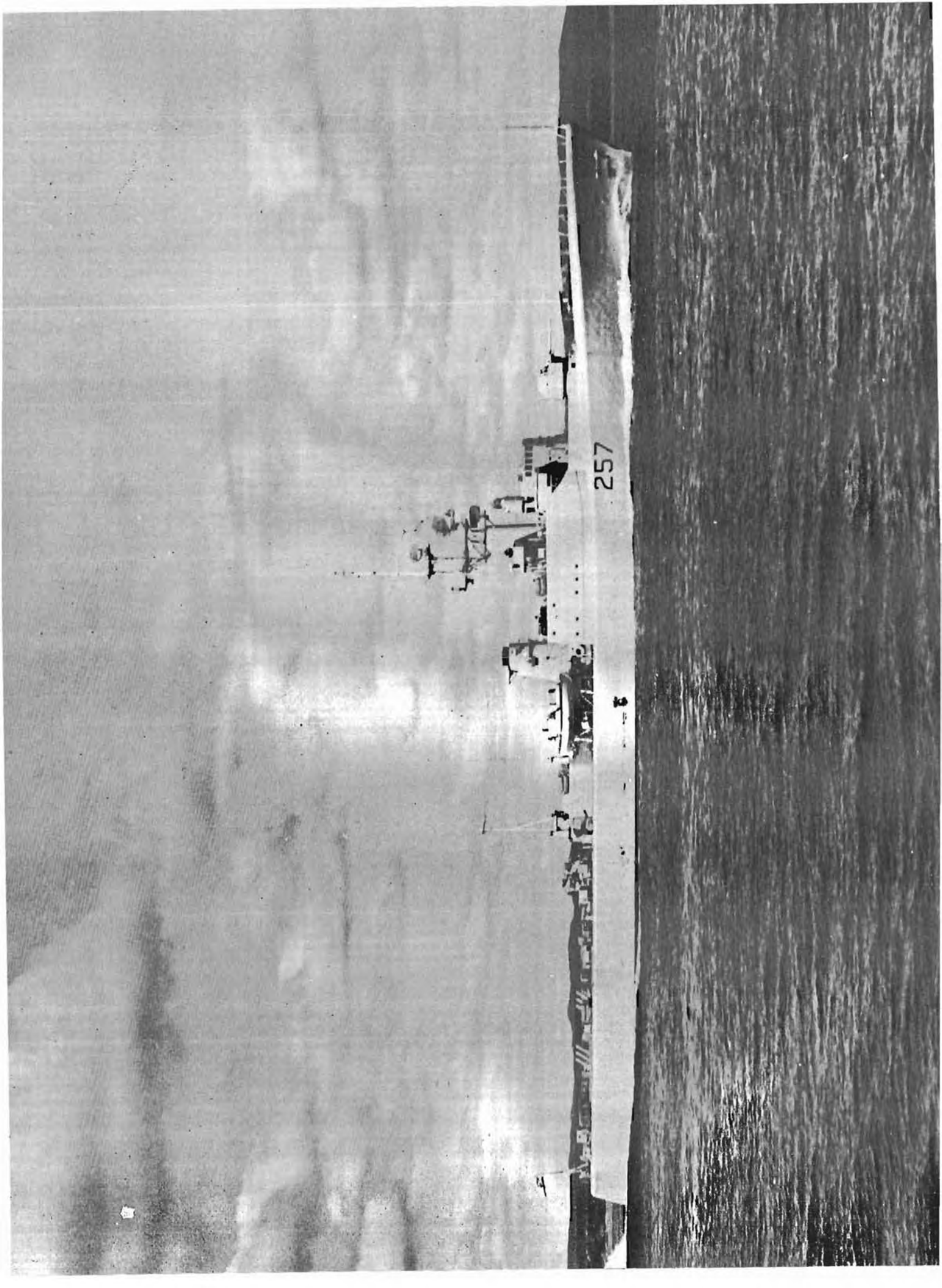


The CROWSNEST



Vol. 10 No. 9

July, 1958



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1958

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LADY OF THE MONTH

We take pleasure in introducing the lady on our left—the most completely up to date warship of her class (it may be said without fear of contradiction) in the world. She is HMCS *Restigouche*, commissioned in Montreal on June 7, and now preparing for service in the Atlantic Command.

Inheritor of a proud name from a River class destroyer which was commissioned into the Royal Canadian Navy on June 15, 1938, and which served faithfully in the North Atlantic throughout the Second World War, the new *Restigouche* is armed with weapons undreamed of 20 years ago. Then sonar was in its infancy, radar was only being guessed at and nobody had got around to homing torpedoes and proximity fuses.

May the new *Restigouche*—first of her class have a long, useful and happy career. (ML-6066)

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THE QUEEN'S PRINTER,
Department of Public Printing
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EDITOR,
"The Crowsnest"
Naval Headquarters,
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The Cover—Although he may be giving never a thought to becoming "the Ruler of the Queen's Navee", AB Douglas McLean puts a lot of cheerful energy into polishing the badge of his ship, the destroyer *Cayuga*. (CR-340)



RCN NEWS REVIEW

HMCS New Waterford appeared as "Lady of the Month" in the March issue. Here is a more recent picture of her taken on a sunny day in late April in B.C. waters. (E-44990)

RCN Ships Help Quebec Celebrate

Four units of the Third Canadian Escort Squadron were among seven warships from four countries taking part in Quebec City's 350th anniversary celebrations during the latter part of June and early July.

First to arrive, on June 26, were HMC Ships *St. Laurent*, *Ottawa*, *Saguenay* and *Assiniboine*, and the 10,000-ton British cruiser, HMS *Birmingham*.

Two of the Canadian destroyer escorts, the *Ottawa* and *Assiniboine*, arrived in Quebec after an earlier visit to St. Lawrence River and Gulf ports, which included calls at Montreal and an earlier visit to Quebec City.

During their earlier visits, the two ships, accompanied by HMCS *Sioux* had embarked Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. Open house was held in the ships to give the public an opportunity of seeing Canada's modern anti-submarine vessels, and special arrangements were made to have high school students tour the destroyer escorts.

At Montreal, the *Assiniboine* was also host to a group of more than 40 members of the Senate and House of Commons who toured naval units in the Montreal area as guests of the Hon. G. R. Pearkes, Minister of National Defence.

At the conclusion of the visits, the *Sioux* returned to Halifax while the *Assiniboine* and *Ottawa* were joined by

the *St. Laurent* and *Saguenay* from Halifax to take part in the Quebec City anniversary celebrations.

The four Canadian ships and the British cruiser were joined at Quebec by the 31,000-ton U.S. aircraft carrier, USS *Leyte*, and the French destroyer *Du Chayla*.

Guided Missiles Fitted to Banshees

Guided missiles are being fitted to the Royal Canadian Navy's Banshee jet fighter aircraft. Some Banshees already have been fitted for "Sidewinder", an

air-to-air homing missile, and the remainder will be equipped as soon as possible.

"Sidewinder" will increase very appreciably the fighting efficiency of the Banshee. The missile, which was developed by the United States Navy, has been proved thoroughly successful in operation during the past year in U.S. naval aircraft and is being purchased by the RCN from USN.

The first RCN aircraft to be equipped are from VX 10, the experimental squadron at *Shearwater*. Eventually all of the RCN's Banshee aircraft will be modified and fitted, with priority being given to the two fighter squadrons, VF 870 and VF 871.

Among the principal reasons for selecting this missile are its simplicity of operation, its suitability for the Banshee and its early availability. Only slight modification of the aircraft is necessary.

"Sidewinder" is the U.S. Navy's newest air-to-air guided missile in operational use. It is guided by an infra-red or heat-seeking device. It seeks the target by homing on the heat emitted by the aircraft.

Measuring nine feet in length and weighing about 155 pounds, "Sidewinder" is designed for destroying high-performance enemy fighters and bombers from sea level to altitudes over 50,000 feet. The missile has very few moving parts, no more electronic components than an ordinary radio, and

Old 'Rusty' Sent Terse Message

The commissioning of HMC *Restigouche* on June 7 at Montreal recalls one of the shortest messages ever passed at sea between two ships—and the first *Restigouche* was the ship that sent it.

The pennant numbers assigned to the destroyer *Restigouche* during the Second World War were H-zero-zero (HOO).

While going about her wartime duties she came upon the Royal Navy destroyer, HMS *Harvester*, whose pennant numbers, painted large upon her bows, were Y-zero-zero.

The *Restigouche* instantly seized the opportunity and flashed the message: "From HOO to YOO: YOO HOO!"

Although he does not identify the ships, Captain Jack Broome, DSC, RN, recalls the incident in his book of famous naval messages, "Make a Signal!"

requires no specialized technical training to handle and assemble effectively.

It is basically a defensive weapon to augment protection of men and ships at sea from attacks by enemy aircraft and it enables defending fighters to knock down the fastest enemy aircraft even when miles away.

Divers Sail for Northern Duty

A seven-man clearance diving team from the Royal Canadian Navy's Operational Diving Unit No. 1 sailed from Halifax in early June to assist in the 1958 resupply of radar sites in Canada's northland.

The United States Navy icebreaker *Edisto* called at Halifax to embark the Canadians and their equipment.

The team is operating under the direction of the Military Sea Transport Service, the United States authority responsible for resupply of DEW Line and Pine Tree Lines sites in the eastern Arctic.

The RCN divers are operating in northern Newfoundland, east Baffin and Labrador coastal areas. Their mission is to survey, select and prepare beaches as landing sites for shipborne supplies.

In addition to selecting and blasting out beaches, the divers are preparing tidal information of the areas concerned, are available during the landings to effect emergency repairs on landing



A diving team from Operational Diving Unit No. 1 went on board USS *Edisto* at the end of May for diving operations in northern waters. The team will survey beaches for the landing of supplies for northern radar sites. Left to right are AB Bruce Downey, AB Alex Blancher, PO Keith Power, Lt.-Cdr. Ross Dickinson, PO Patrick O'Neil, PO Brian Dillistone and Ldg. Sea. Leo Goneau. (HS-53039)

craft if required, and keep the beach area free from obstructions.

Heading the RCN team, which is made up entirely of volunteers, is Lt.-Cdr. Ross Dickinson, who has been engaged in clearance diving for four years.

Two members of his team, Petty Officers Patrick O'Neil and Brian Dillistone, have previously worked in the Far North while serving on board the Arctic patrol ship *Labrador*, which has since been transferred to the Department of Transport. Other members of the team are PO Kenneth Powers, Leading Seaman Leo Goneau, and Able Seaman Bruce Downey and Charles Blancher.

The team will return to Halifax in November.

New Duties for Cape Breton

HMCS *Cape Breton*, which served as training establishment for technical apprentices at Halifax from January 1953, sailed June 27 for the West Coast to join the Pacific Command as a mobile repair ship for fleet support. She is expected to reach Esquimalt early in August.

A sister ship, the *Cape Scott*, which is also based at Halifax, will be used for similar duties in the Atlantic Command.

The training of technical apprentices, which was formerly carried out in the *Cape Breton*, will be conducted in the new Combined Technical Training Establishment now nearing completion at Esquimalt.

The *Cape Breton* and *Cape Scott* were built as maintenance ships at the



His Excellency Governor General Vincent Massey took passage in the *Sioux* from Pictou, N.S., to Charlottetown, P.E.I., in May. His Excellency is pictured on the bridge of the destroyer escort with Cdr. Peter G. Chance, commanding officer. (HS-52961)

Burrard Drydock Company, Limited, North Vancouver, and launched in 1944. The *Cape Breton* served in the Royal Navy as the *Flamborough Head* and was acquired by the RCN in 1953, when she was renamed.

The *Cape Scott* also served in the Royal Navy, as the *Beachy Head*, until 1947, when she was loaned to the Royal Netherlands Navy and renamed the *Vulkaan*. Returned to the RN in 1950, she was acquired by the Royal Canadian Navy in 1952.

Parliamentarians Make Naval Tour

More than 40 members of the Senate and the House of Commons visited Montreal on Saturday, June 7, as guests of the Hon. G. R. Pearkes, Minister of National Defence, for a first-hand view of naval ships and establishments.

The parliamentarians were taken on a tour of the Naval Supply School and the Naval Supply Depot at HMCS *Hochelaga*, in Ville La Salle. Immediately obvious to them was the high standard of cookery training being given at the Supply School and they were further acquainted with the results of that training as luncheon guests.

Later in the afternoon the parliamentarians made a thorough tour of the destroyer escort, HMCS *Assiniboine*, and learned something of the electronic devices and weapons which Canada's new warships can employ against submarines. They were greeted as they came aboard by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

Subsequently the parliamentarians visited HMCS *Restigouche*, first of her class, which had just been commissioned that morning. Ship's officers, headed by the commanding officer, Cdr. J. W. McDowall, explained the changes and improvements which had been made in the *Restigouche* class.

The visit concluded with a tour through the Canadian Vickers plant and a reception and buffet supper.

Ontario Gets Gate Vessel

HMCS *Porte Dauphine*, a *Porte* class gate vessel which first joined the Royal Canadian Navy in 1952, was officially transferred on loan to the Ontario Department of Lands and Forests at Halifax on June 4.

Following her transfer, the *Porte Dauphine* was sailed from Halifax to Lake Ontario where she will serve as a research ship for the Ontario department in carrying out a geophysical study of the Great Lakes.

Built at Pictou, N.S., the 465-ton naval vessel was launched on April 24,



Rear-Admiral Bertram W. Taylor, Flag Officer Submarines, Royal Navy, stops to chat with a Canadian submariner, AB Edward Turner during the admiral's visit to the Sixth Submarine Squadron at Halifax in May. AB Turner serves in the *Amphion*. (HS-52806)

1952, and commissioned December 10, 1952. After only 13 days in commission she was paid off until March 17, 1953, when she commissioned again, this time as tender to the Halifax naval division, HMCS *Scotian*. She paid off from her second commission on December 18, 1953.

She commissioned for the third time on May 16, 1955, to take part in reserve training on the Great Lakes. On completion of her training duties she returned to Halifax and was placed in reserve in October of the same year.

She came out of reserve again in 1956, this time as an auxiliary vessel, to act as a supply ship for RCN units taking part in spring exercises in the Caribbean. This period of duty lasted from March to May of that year, after which she returned to reserve where she remained until her transfer this June.

Ships Visiting 28 B.C. Ports

Warships of the Pacific Command began in June special visits to ports along British Columbia's coastline, Vancouver Island, the Queen Charlottes and the Gulf Islands, during this B.C. Centennial summer.

Sign of the Time

The London (Ontario) Free Press reports that the following sign was posted in a naval research office:
"If it works, it's obsolete."

The ships range from the 9,000-ton training cruiser *Ontario* to 390-ton minesweepers. Their ports of call include a total of 28 B.C. cities and communities, in June, July and August.

In many instances, the visits coincide with special Centennial events planned for the places being visited. Most ships, at some time during their visits, are holding "welcome aboard" programs in which residents of the area are invited on board for a first-hand glimpse of the ships of today's modern navy.

The visits are enabling many thousands of B.C. residents to see the ships and men of their country's fleet.

Participating in the Centennial visits program, in addition to the *Ontario*, are the anti-submarine destroyer-escorts of the navy's Second Canadian Escort Squadron; frigates of the Fourth Canadian Escort Squadron, and minesweepers of the Second Canadian Minesweeping Squadron.

A number of the warships will make their Centennial visits in conjunction with prearranged training cruises for seamen and officer-cadets of the Royal Canadian Navy. In some ports of call, officers and men of the ships will go ashore to take part in Centennial celebrations.

45 Cadets Join U.S. Exercise

Forty-five cadets of the RCN(R) from universities across Canada took part in amphibious exercises in Virginia with 850 midshipmen of the United States Naval Academy, Annapolis, Maryland, for two weeks beginning June 6.

The RCN Reserve cadets, accompanied by Lt.-Cdr. George H. Marlow, left by air on June 4 from the RCN Air Station, *Shearwater*.

The exercise — nicknamed *Tramid Lex '58* — began at the USN amphibious training base at Little Creek, Norfolk, Va., and was an annual part of the summer training of Annapolis students. This is the sixth year that Canadians have taken part.

A week was spent in shore training during which the cadets attended classes on various phases of amphibious warfare and saw an amphibious landing by U.S. Marines.

In a practice landing on June 19 and the final large-scale exercise June 20, some of the midshipmen and cadets participated in landings with more than 1,000 Marines while the remainder were with naval forces.

The attacking ships included transports, landing craft, an aircraft carrier with Marine helicopters, and destroyers. U.S. Air Force troop-carrying aircraft and U.S. Army paratroopers supported the exercise.

RESTIGOUCHE

THE ROYAL CANADIAN NAVY has been joined by a new ship, of a new class and of new anti-submarine capabilities.

Speaking at the commissioning of HMCS *Restigouche* at Canadian Vickers Ltd., Montreal, on Saturday, June 7, the Hon. Leon Balcer, Solicitor General, said that the new ship was not only different from the wartime destroyer of the same name but, in every way, she went far beyond anything that had been imagined during the war by naval personnel, even in their wildest and most optimistic dreams.

Mr. Balcer, the guest of honour at the ceremony, is a former naval officer and was serving in the frigate HMCS *Annan* when she sank the *U-1006* in a night action 1,000 miles west of the Shetland Isles.

The first of a class of destroyer escort developed from the St. Laurent class, the *Restigouche* was originally to have been commissioned on November 30, 1957, but was in collision on November 21 in the St. Lawrence while returning from the contractor's final sea trials. Although extensive repairs were

necessary, the accident demonstrated the ability of the ship to withstand successfully severe impact and shock.

Constructor Captain S. M. Davis, Principal Naval Overseer, Montreal Area, who introduced the speakers, said that the commissioning of the new ship was a happy occasion for the RCN.

Speaking on behalf of the ship-builders, J. E. Richardson, managing director of Canadian Vickers Ltd., referred to the commissioning of a naval ship as being an important event not only to the Navy she was about to join, but also to the government and the people of the country concerned.

A great deal, he said, was heard today about the use of new weapons and methods, each one more deadly and terrible than its predecessor.

"But even if weapons and methods are changing, the overall strategic importance of sea power is not; so, in my opinion, every addition to the navies of the free world at the present time is of immense value," he added.

Rear-Admiral H. N. Lay, representing the Chief of the Naval Staff and himself a former commanding officer

*A famous name returns
to RCN and designates
new ship class*

Guest of Honour



*The Hon. Leon Balcer, solicitor general in the Dominion government, guest of honour at the commissioning of HMCS *Restigouche*, is a former naval officer.*

*He served in the Royal Canadian Naval Volunteer Reserve from November, 1941, to October, 1945. He spent nearly a year at sea in a *Fairmile*, on coastal patrol and convoy duty, and a further two years in the frigate *Annan*, on anti-submarine operations in the North Atlantic.*

*While he was in the *Annan*, the frigate sank the *U-1006* in a night action 1,000 miles west of the Shetland Isles. Damaged by depth charges dropped earlier in the day by the *Annan*, the *U-boat* was forced to surface. Submarine and surface ship hotly exchanged gun fire until the *Annan*, running close alongside the *U-boat*, dropped a well-placed pattern of depth charges that finished the fight.*

Mr. Balcer was demobilized, in the rank of lieutenant, in October 1945.



Cdr. J. W. McDowall, commanding officer of the *Restigouche*, is shown signing the acceptance form during the commissioning service of the RCN's newest modern destroyer escort at Canadian Vickers Ltd., Montreal, on Saturday, June 7. (ML-6849)

of the first *Restigouche*, expressed his pleasure at being present to see this latest destroyer escort being commissioned into the RCN. The new ship had improvements and modifications which were the result of continuing research, development and experience. Like the destroyer escorts of the St. Laurent class which had been commissioned and were now in service, she represented the most advanced anti-submarine vessel in the world.

Mr. Balcer, who is Member of Parliament for Three Rivers, Quebec, said he regarded it a privilege to take part in the ceremony which would bring to life "this magnificent new ship".

It was an occasion on which we should remind ourselves that, in the provision of our defence, the sea remained as important as it ever was during the past.

Referring to the threat posed by the submarine in the two world wars, Mr. Balcer said all would do well to take note of the fact that the modern submarine was today among the most dangerous weapons in existence. The *Restigouche* was part of our defence against the possibility of attack from such a source. She would now take her place in the great and growing shield provided through our membership in the North Atlantic Treaty Organization. She was a necessary addition to the strength of the NATO alliance, on which our hope for peace so largely rested, and a tangible declaration of Canadian faith in this union for peace.

"As for the ship herself," he added, "I must confess I am impatient to see



The RCN's newest ship becomes a member of the fleet as the White Ensign is raised for the first time during the commissioning of the *Restigouche* at Canadian Vickers Ltd., Montreal, where she was built. (ML-6852)

Minister Wishes Ship 'Godspeed'

"On the occasion of your departure to join the fleet I send you my best wishes for a very happy and successful commission. Live up to your motto and all will be right."

Such was the message sent to HMCS Restigouche, Canada's newest warship, by the Hon. G. R. Pearkes, Minister of National Defence, on the occasion of her departure from Montreal on June 11.

The Restigouche's motto is "Rester Droit", which is literally translated "Remain straight" or, freely and in the nautical sense "Steer a straight course".

The motto is based on a play of words, the phonetic resemblance between "Restigouche" and "Rester Gauche" suggesting the opposite, "Rester Droit".

as much as possible of a vessel of which I have heard so much.

"I note with reminiscent interest, that one can now stand on the bridge in the worst of weather, without getting one's head wet, let alone one's feet!"

Even from ashore, the complexity of the new equipment the *Restigouche* carried could be guessed at easily enough. A second thought made very clear how much was going to be expected, as yet newer developments arrived, of the fighting seamen of the fleet.

"Life in the Navy has always been very much a man's life. Life in the modern Navy obviously demands increasing technical skill, and a man who can use his head as well as his hands."

Concluding his remarks, Mr. Balcer said he wished to address his final

words to the commanding officer, the officers and men of the *Restigouche*:

"May you have all good fortune, happy sailing, and may you always remember with pride the day your new ship was commissioned."

Following the signing of the acceptance form by Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, and an address to the ship's company by Cdr. J. W. McDowall, the commanding officer, the commissioning service was conducted by the Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P), and the Rev. R. MacLean, Chaplain of the Fleet (RC).

Developed from the St. Laurent class of destroyer escort, the *Restigouche* incorporates advances in armament and submarine detection capabilities.

The advances embrace sonar, guns and homing torpedoes. The new sonar is the product of intensive study and exhaustive trials carried out jointly by technical and staff officers of the RCN and scientists of the Defence Research Board. In general, this new equipment is designed to overcome the limitations imposed by unfavourable water temperatures, salinity and other conditions. The new set also has a greater range than those previously in use.

The *Restigouche* has a twin 3-inch 70-calibre gun mounted forward, replacing the 3-inch 50-calibre gun with which the St. Laurent class is equipped. The twin 3-inch-50 aft has been retained, but there are no Bofors close-range weapons. The 3-inch-70 has a greater rate of fire than the 3-inch 50-calibre gun.

She also carries homing torpedoes with improved capabilities to those fitted in the St. Laurent class.

Some change, too, has been made in the bridge structure, which now has wings, replacing the pilotage position on top of the enclosed bridge in the St. Laurent class.

The first HMCS *Restigouche*, the former HMS *Comet*, built for the Royal Navy under the 1929 program, was commissioned into the Royal Canadian Navy on June 15, 1938.

A veteran of the Battle of the Atlantic, she helped to convoy the first contingent of Canadian soldiers overseas



Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, signs the acceptance form during the *Restigouche* commissioning ceremony. At right is Constructor Captain S. M. Davis, the Principal Naval Overseer Montreal Area. (ML-6850)

in 1939, evacuated troops from France in 1940 and escorted Prime Minister Churchill to the Atlantic Charter meeting in 1942. In 1944 she participated in the Normandy landings and later in the year, with three other Canadian de-

stroyers, she disabled an enemy convoy off Brest.

Throughout the war, she was credited with taking part in the sinking of eight enemy ships. She was disposed of following the cessation of hostilities.

The *Restigouche* of Second World War fame—commissioned 20 years less eight days before the new *Restigouche*. (NP-489.)





The Second World War destroyer HMCS St. Laurent, as she appeared a few months after the Arandora Star rescue operation. (H-185OR)

Looking Astern

THE ARANDORA STAR RESCUE

EIGHTEEN YEARS ago, in the dim pre-dawn light of the morning of July 1, 1940, a large British passenger liner slipped quietly from her berth in Liverpool, England, and headed down the River Mersey.

Soon, she was lost to view, the drab greyness of her wartime paint merging with the off-shore morning haze as she set a northerly course up the Irish Sea and through the North Channel separating Ireland from Scotland.

There was little about the *Arandora Star's* departure to indicate that she was shortly to be the central figure in an ironic drama of the sea.

The British merchant ship was torpedoed barely 24 hours later northwest of Ireland as she was sailing independently for Canada, carrying between 1,500 and 2,000 German and Italian internees.

The dramatic rescue of 861 survivors was carried out by the Canadian destroyer HMCS *St. Laurent*, commanded

by Lt.-Cdr. H. G. DeWolf, now Vice-Admiral and Chief of the Naval Staff.

When she sailed from Liverpool, the *Arandora Star* had commenced zig-zagging and she carried this out continuously until she was struck at 0615 on July 2, in position 55° 20' N, 10° 33' W, about 100 miles due west of the Northern tip of Ireland, Malen Head. Her course at the time was 270 degrees and her speed, 15 knots.

The submarine which torpedoed her was the U-47, commanded by Gunther Prien, of Royal Oak fame, one of the ace commanders in the U-boat branch of the Kriegsmarine. A little more than eight months after he had sent the *Arandora Star* to the bottom, Prien lost his life when the U-47 was destroyed, presumably by HMS *Wolverine* (destroyer), during an attack on a convoy. An account of the last patrol of the U-47 appeared in the August 1949 issue of *'The Crowsnest'*.

The *Arandora Star* was struck by a torpedo on the starboard side at the after end of the engine room. Nothing was seen of the submarine or of the approaching torpedo by either the Chief Officer or the Third Officer who were on watch, or by any of the four lookouts in the British ship.

Communications from the bridge to the engine room and to the W/T room were put out of action. The engine room was wrecked and the main generator was disabled, plunging the ship into darkness. Within two minutes the engine room was flooded to sea level. The ship's distress call, however, was answered by Malin Head W/T Station. Available boats and rafts were launched from the *Arandora Star* and there were soon filled to capacity.

About 0715 the list to starboard increased and it became apparent the ship was about to sink. The captain and senior officers then abandoned ship and she sank by the stern at 0720.

GERMAN ADMIRAL RECALLS RESCUE

The gratitude of the German people for the rescue work carried out by the first HMCS St. Laurent following the Arandora Star torpedoing in July, 1940, was expressed during a visit paid to Germany last fall by ships of the First and Third Canadian Escort Squadrons, HMC Ships St. Laurent, Saguenay and Nootka under the command of Captain (now Commodore) A. G. Boulton.

At a reception held in Kiel for the visiting Canadian officers, Rear-Admiral Bernhart Rogge, of the West German Navy, speaking on behalf of Federal President Dr. Heuss, thanked the RCN for the saving of many lives during the

war and, particularly, for the "brave and unselfish work of the St. Laurent's officers and crew, despite the ever-present danger of German submarines" in the Arandora Star incident.

Referring to this, Admiral Rogge said: "The existing wind and weather conditions were very unfavourable. Only by the brave and unselfish help of the crew and the ship's command, and in spite of the danger from German submarines, could 861 German and Italian shipwrecked people be saved.

"Federal President Dr. Heuss has asked me to use this official occasion to

express his special thanks to you, Captain Boulton, and to the Royal Canadian Navy, for this noble action during World War II.

"The German nation and especially the survivors of the Arandora Star will not forget this rescuing operation of shipwrecked people."

Admiral Rogge said he hoped that it would be possible for these belated thanks to be passed in some way to the members of the ship's company of the St. Laurent who had been serving in the ship when the Arandora Star survivors were rescued.

Approximately two hours later, at 0930, a Sunderland flying boat of RAF Coastal Command arrived over the area and dropped rations, first-aid outfits, cigarettes and matches in water-tight bags. The plane remained in the area, directing the *St. Laurent* to the survivors' boats. It was 1320 when the Canadian destroyer arrived. A British destroyer, HMS *Walker*, which had been ordered to the scene later to assist the *St. Laurent*, could find no signs of life, all of the survivors having been picked up by the Canadian warship.

In a report he made at the time, Lt.-Cdr. DeWolf described the scene as the *St. Laurent* arrived:

"On reaching the position, ten lifeboats, all fairly well filled, formed a group, while the area to windward (westward) for two or three miles was littered with rafts and small wreckage, to which were clinging survivors, singly and in small groups.

"The ship was stopped in the centre of this area, and all boats sent away with instructions to pick up individuals from the water and those with poor support, while the ship was manoeuvred among the rafts and heavier wreckage picking up groups of three and four.

"This part of the work was painfully slow. Very few survivors were able to help themselves to any extent, and in many cases it was necessary to put a man over the side to pass a line around them and hoist them bodily inboard. Some were very heavy. Those taken from the water and from light wreckage were covered in oil fuel.

"During this time the lifeboats were making their way towards the ship. First to arrive was a power boat, well filled. This was quickly cleared and supplied with a fresh crew and sent away to pick up more. The coxswain, a seaman named Stewart from the *Arandora Star* remained in the boat and did excellent work, completing three trips and bringing in at least one hundred survivors.

"With the arrival of the lifeboats and return of the *St. Laurent's* boats each of which did several trips, embarkation speeded up and by 1555 the last boat had been cleared, and approximately 850 survivors embarked. The aircraft reported no more in sight and asked permission to return to its base. This was approved."

Nearly all of the survivors were taken below, filling all the *St. Laurent's* messes, officers' quarters and one boiler room. A number, however, were obliged to remain on the deck and the ship's company made these survivors as comfortable as possible by rigging canvas

Italian Survivors Expressed Thanks

Following the rescue of the survivors of the Arandora Star, a message was relayed to Naval Headquarters in Ottawa from the Italian survivors.

Transmitted through the Brazilian Ambassador in London, it asked that an expression of deep gratitude be conveyed to the officers and men of the St. Laurent for services rendered by them.

The message, sent through the Office of the Principal Secretary of State for Foreign Affairs, asked his Excellency "to be so good as to convey to the officers and crew of the Canadian destroyer St. Laurent, as well as to the naval and military authorities at Greenock, the profound gratitude of the leader of the group of interned Italians who survived the sinking of the Arandora Star, for all they did in their endeavour to save the shipwrecked and for the kind attentions which were afterwards accorded to the latter."

Two doctors who had been rescued from the torpedoed ship, a Dr. Ruhemann, a German, and a Dr. Otvos, an Austrian, worked throughout the night attending to the sick and injured.

With the help of cooks from the *Arandora Star*, a hot meal was provided for all survivors, who had last had a meal on the previous night.

The *St. Laurent* was necessarily stopped for long periods during the

operation and a continuous all-round A/S sweep was carried out. With the arrival of HMS *Walker*, the Canadian destroyer carried out a brief search while informing the *Walker* of the situation. She then departed for the Clyde where she arrived at 0630 on July 3. The survivors and four dead were landed at Albert Head.

An interesting little sequel to the story of the *Arandora Star* lies behind the acknowledgement, in the May 1958 *Crowsnest*, of a gift of \$5 to the Benevolent Fund by Hon. Cdr. John V. Farrow, RCN(R), (Ret), prominent Hollywood movie director. The \$5 was paid to Cdr. Farrow by the U.S. Naval Institute *Proceedings* for an anecdote in last October's *Proceedings*.

Early on the morning of July 3, the day of the rescue operation, the *St. Laurent's* refrigeration machinery broke down, Cdr. Farrow relates, and to keep the fresh meat on board from spoiling, all available pots and vats were assembled and the meat was simmering away when the survivors were brought on board.

Many of those rescued were Italians who made their living as restaurateurs in England and, familiar as they were with mass cooking, they were amazed at the speed with which a hot meal was prepared for the more than a thousand persons on board. It was a fortuitous circumstance that brought to mind the Miracle of the Loaves and Fishes, Cdr. Farrow observed.



OFFICERS AND MEN

Honorary Posts

For Navy Doctors

Reappointment as Queen's honorary physician for the remainder of his tenure of office has been accorded Surgeon Commodore E. H. Lee, Medical Director General, by Her Majesty the Queen. Commodore Lee is retiring this fall.

Appointed Queen's honorary surgeon for a period of two years was Surg. Cdr. Maurice Young, RCN(R), of HMCS *Discovery*, Vancouver.

Montreal Diver

Treated for Bends

A Montreal commercial diver, Renaud Clauss, became the first civilian from inland Canada to be treated in the RCN's recompression chamber at Dartmouth when he was flown to the Nova Scotia centre late in May with a severe case of the bends.

Mr. Clauss is reported to have been working 80 feet below the surface of a northern Quebec lake May 16 when he was forced to ascend in ten seconds to avoid underwater currents dragging him toward a dam. Normal ascent time for that depth is 57 minutes.

During the next week the diver suffered from increasing pain in his left arm and his vision became affected. On



Commercial diver Renaud Clauss, 32, Montreal, emerges from RCN recompression chamber at Dartmouth after 37 hours of treatment for a severe case of bends. He is assisted by PO Ronald Elliot, Montreal, a crew member of the *Granby*, the RCN's East Coast diving tender. (HS-53010)

WEDDINGS

Leading Seaman Arnold A. Barnswell, *Naden*, to Winifred Janes Cornish, of Rapid City, Man.

Constructor Sub-Lieutenant William J. Broughton, *Catarqui*, to Miss Dora Caroline Nicholson, of Ottawa.

Lieutenant Michael J. Casserly, RN, to Miss Joan Frances Dee, of Halifax.

Leading Seaman Walter E. Goulet, *York*, to Miss Janet E. C. Fleming, of Montreal.

Able Seaman Walter O. Mann, *Assiniboine*, to Miss Elizabeth Anne Blair, of Stratford, Ont.

Ordinary Seaman J. E. McEwen, *Algonquin*, to Miss Sheila Hewitt, of Digby, N.S.

Lieutenant Ian Fraser McKee, *Stadacona*, to Miss Johanne Elizabeth Zwicker, of Lunenburg, N.S.

Sub-Lieutenant (P) John A. D. Rowland, *Niagara*, to Miss Catherine Elizabeth McElmoyle, of Victoria.

Lieutenant Michael A. Smith, *Donnacona*, to Miss Ann Branch, of Inglefield Green, England.

Lieutenant (P) Leonard T. Zbitnew, *Shearwater*, to Miss Sheila Anne Kiley, of Imperial, N.S.

BIRTHS

To Instructor Lieutenant R. C. Harris, *Cornwallis*, and Mrs. Harris, a daughter.

To Commander Robin B. Hayward, *Patriot*, and Mrs. Hayward, a daughter.

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the advice of Jack Bathurst, Montreal diving expert and formerly a lieutenant-commander, RCN, Mr. Clauss was flown to Halifax. He made the flight via TCA at an altitude of under 7,000 feet.

Met on arrival at *Shearwater* by Surg. Lt.-Cdr. H. D. Oliver, Clauss was taken directly to the recompression chamber at the French Cable Wharf. He entered the chamber at midnight May 25 and treatment began immediately under the direction of Lt.-Cdr. C. S. Smedley, officer-in-charge of Operational Diving Unit No. One.

The pressure in the chamber was set initially at 165 feet and gradually released over a period of 37 hours. He emerged from the chamber shortly after noon May 27. During his confinement he was attended by Dr. Oliver,

who remained in the chamber with him for the first eight hours. He was fed through an air-lock in the chamber and personnel of the diving unit took turns keeping him company.

As he stepped into open air, Clauss, who is president of International Underwater Contractors Ltd. of Montreal, and a recent arrival from France, said of the chamber: "It's the nicest one I've seen, very roomy and comfortable". It was his second experience with the bends, which are caused by nitrogen bubbles in the bloodstream due to sudden change in pressure.

The Navy's Dartmouth recompression chamber is the only one in the Atlantic Command capable of therapeutic treatment. The RCN has another on the west coast at Esquimalt.

Among the divers who assisted in the operation were Lt. E. D. Thompson, Chief Petty Officers P. J. Nicholson and R. A. Wigmore, Petty Officers Norman Mitts and D. G. Pilot, and AB R. J. Corbeil.

Changes in Senior Medical Posts

New appointments for four senior medical officers of the Royal Canadian Navy were announced in May by Naval Headquarters.

Acting Surgeon Captain Frederick C. W. MacHattie, who has been Command Medical Officer and Staff Officer (Hygiene) on the staff of the Flag Officer Atlantic Coast, at Halifax, since September, 1952, will go to the University of Toronto in September for a course in hospital management.

Succeeding Captain MacHattie as Command Medical Officer will be Surgeon Commander Henry R. Ruttan, who will assume the acting rank of surgeon captain on September 8, 1958.

Captain Ruttan has been taking post-graduate studies at the University of Toronto since last August. Before that he was Commandant of the Medical Joint Training Centre, Toronto, to which he was appointed in June 1954.

Surgeon Commander John W. Rogers, who has been carrying out post-graduate training at the Hospital for Sick



The ship's company of the Micmac recently presented two television sets to the Nova Scotia Hospital at Dartmouth for use by the patients. Dr. Murray MacKay, hospital superintendent, is shown accepting the sets from Petty Officers Richard Burton and Kenneth Taylor of the Micmac. (HS-52999)

Children, Toronto, since July, 1956, becomes Principal Medical Officer of the RCN Hospital, Halifax, and Command Hygiene Officer, effective July 9.

In the former appointment, he succeeds Surgeon Commander Richard A. G. Lane, of Toronto, who will take up the appointment as dermatologist at the RCN Hospital, Halifax, on July 9.

Destroyer Leader Viewed in Halifax

The United States Navy destroyer leader *Norfolk* arrived at Halifax June 14 for a week-end visit with Rear-Admiral E. J. O'Donnell, USN, Commander Destroyer Flotilla Six, embarked.

The 7,300-ton ship, completed in 1953, is under the command of Captain L. S. Kintberger. It was open to visitors Sunday afternoon June 15.

Sightseeing tours, receptions and sports programs were arranged for the visiting sailors.

'Copter Saves Sailor's Life

An RCN helicopter, based temporarily at *Cornwallis*, was credited with saving the life of a member of the *Cornwallis* ship's company on June 3.

The seriously ill man, AB Glenn Whyte was flown at very short notice to Halifax where the aircraft landed on the Commons, only eight blocks from Victoria General Hospital.

"Weather at Halifax at the time was marginal," said the co-pilot, Sub-Lt. (P) V. A. Williams, "and finding the field was no small job."



Brigadier Clifford Milley, Salvation Army public relations officer for the Greater Victoria area, left, accepts a cheque for \$750 from Captain J. C. Littler, commanding officer of the Ontario, during a recent ceremony held in the ship. Officers and men of the Ontario were among the first in the naval base to contribute to the Salvation Army's drive for funds. Looking on is Lt. H. G. Ivany, Pacific Command co-ordinator for the Red Shield campaign. He reported a good response for the money-raising drive within the Command.

The aircraft, a Sikorsky HO4S/3, was captained by Lt. (P) W. Monkhouse, and makes up a part of HS 50 Squadron normally based at *Shearwater*. It had been based at *Cornwallis* while carrying out exercises with RCN ships in the Bay of Fundy.

"Rescue missions are not a common occurrence in this squadron; they are normally undertaken by the Utility Squadron, HU21," said the co-pilot. "We were doubtful at the first if the stretcher would even fit into the aircraft. It did, though, with nothing to spare."

A/Lt. (MED) Beanlands, RCN(R) and Ldg. Sea. Griffiths accompanied the sick man.

Reports from Victoria General Hospital indicated that the man was progressing satisfactorily after an operation.

Nearly 40 Years In Naval Service

"Have Pension—Will Travel" is the future plan of Lt. George Lipscombe who retired at the end of May, after 39 years of service in the navies of the Commonwealth, the last ten of them at HMCS *Donnacona*, the Montreal naval division.

As a second class boy seaman George Lipscombe joined the Royal Navy on August 31, 1915, and came up through the ranks to his rank of lieutenant.



Three men of the RCN come to attention along with U.S. Naval personnel awaiting inspection by Captain Gifford Grange, USN, commanding officer of the U.S. Naval Communication Station, Washington, D.C. The men, part of a group of seven RCN men attached to the station, are, from left, PO Colin Cope, Ldg. Sea. John Robitaille and Ldg. Sea. Keith Zavitski. They are assigned to the Security Group Department located at the Naval Radio Station at Cheltenham, Maryland. Captain Grange, said he was "extremely happy" to have the Canadians as a part of his command. (Photo from USN)

"Indeed there are many things that stand out in my mind", said Lt. Lipscombe, "but, probably, the most interesting was when we moved supplies

from the base to our signal station on the rock at Gibraltar by donkey." Apparently, this was the only method of moving the supplies up the 1,400 feet on "Gib" to their operational location. The donkey moved the supplies in panniers and was borne on the ship's books—and paid off in oats and one drink of water a day.

Lt. Lipscombe purchased his discharge from the RN in 1924 and came to Canada. He was employed in the installation department of the Bell Telephone Company for four years but the lure of the sea was too great and he entered the Royal Canadian Navy as a signalman in August 1928.

Service followed in all permanent force shore establishments and such Canadian warships as *Champlain*, *Armentieres*, *Vancouver*, *Saguenay* and *Skeena*. He was promoted to commissioned rank on June 1, 1941.

The remaining war years were spent in appointments to various establishments of the RCN and in HMCS *Nene* on North Atlantic convoy duty.

In 1948 Lt. Lipscombe was appointed Staff Officer Training at *Donnacona*. Since that time approximately 4,000 officers and men of the Montreal naval division have benefited in their training by his tremendous knowledge and ability.

George Lipscombe's family has been connected with navies for many years.



Members of the 67th Ottawa Pack and Troop bid farewell to Ord. Lt.-Cdr. George Fyffe, group committee chairman for two years, on leaving Ottawa for a sea appointment. At the farewell ceremony, May 20, he chats with, left to right: Cubs Ray Rosebrooks, Doug Dibble and Donald Creelman, Scouts Brian MacMillan, Dick Ramsay and Alan Dick. His son, Gregory, rose from cub to scout during his father's headquarters appointment. (O-10532)



Corporal William Archer (right) checks the controls of a Bell HTL helicopter and receives a few pointers from CPO Joseph B. Malone. Cpl. Archer is a member of an Army detachment training with the Navy's Helicopter Utility Squadron at Shearwater. (HS-51425)

His father served with the Royal Navy for 27 continuous years. One brother was killed while serving with the Royal Navy during the First World War. Two brothers served with the RCN during the Second World War. A son is serving in the air branch of the RCN as a petty officer and one daughter, Patricia, served for some time as a sub-lieutenant (MN) in the RCN(R) at *Donncona*.

Wallaceburg To Be Refitted

The Algerine class coastal escort HMCS *Wallaceburg*, which has been held in reserve, will be refitted at the Point Edward Naval Base, Sydney it was announced in late May.

The refitting of this ship will employ practically the whole of the complement of the base for a period of some four months.

In addition, a contract has been let for a new steam-heating system for the base. The construction work on this project was expected to begin at an early date and as far as possible utilize the local labour force.

U.S. Destroyers Visit Halifax

Six United States Navy destroyers, led by the 3,800-ton USS *John Paul Jones*, and three USN submarines arrived at Halifax on May 7 for a five-day visit.

The ships, which had been participating in NATO exercises New Broom VIII with Canadian warships, landed a

portion of their personnel for Battle of the Atlantic Sunday observances in Halifax.

The destroyers were the *John Paul Jones*, and the 2,800-ton destroyers *Dashiel*, *Capeton*, *Daly*, *Cotten* and *Gatling*. The submarines were the *Darter*, *Bergall* and *Becuna*.

'Aussie' Pays Visit to York

York has had a visitor from "down under" and there's a chance he may stick—as a Canadian. The Australian is AB Ken Williams from Melbourne an electrician by trade (having completed his apprenticeship in Melbourne) who now is repairing pianos.

Ken spent three and a half years in the Royal Australian Navy, six months of which was full time. He served in HMA Ships *Vengeance* and *Sydney*, both light fleet carriers.

Australia has what is known as "National Service" which is, in effect, compulsory military service for a period of six months. Under the system there is little choice of branch of service. For example a navy reservist might find



One's program number drawn and a kiss from the leading lady as the reward! What luck! And so the kiss is tenderly bestowed on the cheek of Lt. Col. G. C. Corbould, deputy commandant at the Canadian Joint Air Training Centre, Rivers, Manitoba, by the "leading lady" (ugh) of Chippawa's stage show. The "leading lady" was Lt-Cdr. (S) Charles E. Chapple, who wrote, produced and directed the show and, naturally, gave himself the choice role.

(Story on page 17)



Sgt. P. W. Phillips checks the controls of a Sikorsky helicopter under the watchful eye of AB Gordon Symnuck. Sgt. Phillips is a member of an Army detachment under training with the Navy's Helicopter Utility Squadron at Shearwater. (HS-51423)

himself in the Army. Ken Williams feels he was very fortunate to be chosen for the navy for his "go".

Ken said there are six Navy Reserve Divisions in Australia, the largest of which is HMAS *Lonsdale* in Melbourne, with a strength of from 150 to 200. He was impressed with the size of *York*, the equipment and the 500 complement. There are few differences in organization between the two navies, rank structure is similar in most respects but the uniform that Ken Williams wears has the traditional "Seven Seas" type of pressing in his uniform which went out of vogue in Canada when the new zippered seaman's rig was introduced.

Noon Brothers— 'Fore' and 'After'

The cruiser *Ontario* created considerable press interest during this spring's visit to Australia.

Among the stories was one in the *Sydney Telegraph* which said: "On the cruiser *Ontario* are two Noon brothers, both Chief Petty Officers in the same mess. Which could be very confusing. To distinguish them they're known on the ship as FORE and AFTER."

The brothers Noon are Victor Henry and Leslie Arthur and the *Ontario* appears to be their ship for sailing together, for they served in 1950 in the cruiser.

Both are Victoria born, Victor on April 4, 1914, and Leslie on October 19, 1920. Victor entered the RCN in April, 1938, as a steward, and his brother came in a year later as an ordinary seaman and subsequently transferred to the writer branch.

BELLEVILLE REUNION DRAWS 1,000

New Impetus for National Veterans' Group Plans

SUBSTANTIAL PROGRESS in strengthening the framework of a national organization of former naval personnel, the Canadian Naval Association, was made during the fourth annual Naval Veterans' Reunion held in Belleville, Ont., on May 17-18.

This year's reunion, the fourth of its kind to be held, was attended by representatives of the New Brunswick Main Brace Clubs and the Montreal Ex-Naval Veterans' Association, who were most warmly welcomed.

A total of close to 1,000 veterans and their wives attended the two-day event.

An important result of the reunion was the decision taken at the annual meeting to seek approval for a national charter for the steadily growing Canadian Naval Association, which it is hoped will provide a central affiliation for the various naval veterans' organizations already in existence across the length and breadth of the country, without interfering with their local autonomy.

At the meeting, Cecil McClennan, of the Peterborough Naval Association, was elected president of the Canadian Naval Association in succession to the retiring president, H. J. Hibbard, of the Naval Veterans' Association, Cobourg. Another member of the Peterborough



Representatives of the New Brunswick Main Brace Clubs and the Montreal ex-Naval Men's Association were warmly welcomed by the naval veterans from many parts of Ontario who attended the fourth annual Naval Veterans' Reunion in Belleville this year. Here welcomes are exchanged between the New Brunswick and Montreal Veterans, left to right: Zoel Gauvin, president of the Moncton Club; Edward Charles Petrony, president of the Montreal Association in 1939, 1946 and 1957; Don Taylor, treasurer of the Moncton Club, and National organizer for the Maritime Provinces, and David L. Donoghue, the founder and first president of the Montreal Ex-Naval Men's Association when it was formed in 1938. (O-10543)

Association who was elected to office in the CNA was Robert Robertson, the new secretary-treasurer.

An excellent program of varied entertainment was arranged for the weekend by the host organization, the Quinte Naval Veterans' Association of which William J. Slater is president. Participating in ceremonies held in conjunction with the reunion was a guard and band from HMCS Carleton, the Ottawa naval division, and the gun-run team from HMCS York, Toronto.

Senior naval officers who attended the reunion included: Commodore A. G. Boulton, Assistant Chief of Naval Staff (Plans), representing the Naval Board; Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, Hamilton; Commodore R. I. Hendy, Senior Naval Officer Toronto Area; Captain (SB) William Strange, Director of Naval Information, Naval Headquarters, and Captain L. D. Stupart, commanding officer, HMCS York. The naval co-ordinator for the reunion was Lt.-Cdr.

(SB) C. C. T. McNair, Staff Officer (Information), COND, Hamilton.

Belleville, noted as the Friendly City, lived up to this reputation and the naval veterans were warmly welcomed by the citizens who took great interest in the activities held in conjunction with the event. Beautiful, sunny weather added to the colourful event.

Advance registration was carried out at the Quinte Hotel on the Friday evening when the first of the out-of-town delegates began arriving. On Saturday morning the registration continued in the armouries, which were flag-bedecked especially for the occasion. To aid the naval veterans in meeting old "wingers" who might be present, the local executive printed registration cards bearing the names of ships which had served in the RCN during the war. The veterans entered their names and the periods during which they served in a particular ship and, in this way, many wartime acquaintanceships were renewed.



Commodore A. G. Boulton signs the City of Belleville's visitors' book as His Worship, Mayor Gerald Hyde looks on during the civic reception which was tendered to senior naval officers and the executive of the Quinte Naval Veterans' Association by the city. (O-10511)

Following registration, the guard and band from *Carleton* were drawn up on the armouries lawn and inspected by Commodore Boulton.

His Worship, Mayor Gerald Hyde then welcomed the naval representatives and veterans, saying that it was gratifying to have the convention held in Belleville. The city had a reputation for being friendly and he was sure that the naval veterans would be warmly welcomed by the people of Belleville during their stay.

Following the official welcome, the City of Belleville tendered a civic reception and luncheon in the Queen's Hotel to official naval representatives, their wives and the executive of the Quinte Naval Veterans' Association.

On Saturday afternoon, the naval units staged a display in Victoria Park. Musical selections were played by the *Carleton* band, conducted by Lt. Gerald Heatley, of Ottawa, following which they staged an excellent display of marching and counter-marching. The gun-run team from York, an established favourite with spectators who have seen it, carried out a flawless performance and impressed those watching with its excellent precision, as did the guard from *Carleton* which gave a display of marching.

With the business part of the reunion over, the delegates went on to enjoy the excellent social part of the get-

together, beginning with a dinner in the Masonic Temple, followed by the Reunion Ball in the Club Canara. For those who did not wish to attend the ball, a program of entertainment was staged in the Armouries, with professional entertainers from Toronto.

Speaking at the dinner, Commodore Boulton said it had given him great pleasure to be present to take part, as representative of the Naval Board, in the various functions which had been the highlights of the reunion.

"We who are still serving are extremely glad that the Canadian Naval Association exists," he said, "and that it is gaining in strength each year. It is strong evidence that the naval spirit is still alive in those who have served, and that it, too, is gaining in strength.

"We hope earnestly that this will continue, for anything that will increase support for the Navy, and understanding of the Navy's purpose, is of serious value not only to the Navy itself, but also to the nation.

"The possible threat to our security from the sea is greater today than it ever has been at any time in the history of Canada. A strong Navy is therefore vital to the defence of our freedom, and strong support of the Navy within the country is scarcely less important."

Those present, who knew the Navy through having served in it, and whose



Commodore A. G. Boulton, Assistant Chief of Naval Staff (Plans) inspects the Guard from HMCS *Carleton* on his arrival at the Belleville Armouries. Lt.-Cdr. (SB) C. C. T. McNair, Staff Officer (Information), COND, who was the naval co-ordinator for the Naval Veterans' Reunion is seen behind Commodore Boulton. (O-10547)

continued interest brought them to the reunion, could do a great deal to ensure this support, to increase it, and to bring home to fellow Canadians the truth about our service, the need for it to grow in strength, and perhaps above all the opportunities it now offered to young Canadians for useful and thoroughly worthwhile careers valuable for their aid to Canada, too, he said.

However good our new ships and aircraft might be, they were useless without good officers and men. The equipment of today was complex, and tomorrow it would—in the nuclear age—become more complex still. Only thoroughly capable officers and men, highly trained and thoroughly experienced, would be able to serve effectively the ships, aircraft, and in due course submarines, of tomorrow.

"I know that, in many instances, the associations and clubs of the Canadian Naval Association have given us real help in this direction," Commodore Boulton added. "And splendid work has been done, too, in aid of the Sea Cadets—the younger brothers of the Navy."

Commodore Boulton said that on behalf of the Naval Board he wished to express warm thanks for what had been done, and the strong hope that this work would be carried on and extended.

"We want the best that we can get, and we want plenty of them. This is particularly true in respect to our future officers, where the opportunities are first-class by any standards, and



Jim Taylor, 81, the oldest of the 1,000 delegates attending the fourth annual Naval Veterans' Reunion at Belleville, has his reunion ribbon pinned on by Wren Sharon Halladay, of HMCS *Cataraqui*. Wrens from this Division assisted the local executive with the registering of delegates. Mr. Taylor joined the Royal Navy as a sick berth attendant in August, 1914, and came to Canada in November, 1928. Keenly interested in the veterans' organization, he has attended all four of the reunions held to date. (O-10538)

the need for young men of the highest quality in the country is serious and pressing."

Commodore Boulton emphasized that the days of navies were very far from over. On the contrary, the progress of navies — and that most certainly included the Royal Canadian Navy — was a long-term and continuing necessity.

"Let us never forget that ourselves, and let us never neglect an opportunity to remind others of this truth," he added.

Commodore Boulton went on to say that all present owed a great debt to the members of the Belleville Association for the hard work and excellent organization that had made the reunion

possible. All concerned had done a splendid and impressive job.

"This has been a wonderful and inspiring day," Commodore Boulton said. "It is a great thing for former shipmates to meet again in circumstances like these. If everyone else has enjoyed themselves half as much as I, then this reunion has been—like those before it—a thundering success. May there be many more, and may each be bigger and better than the last."

During the dinner the president of the Canadian Naval Association read a message from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff:

"It is with great pleasure that I extend my personal greetings, as well as

those of the Royal Canadian Navy, to all who are attending the 1958 Naval Veterans' Reunion in Belleville.

"To those who have worked so hard in organizing this very worthwhile endeavour, and to all others who have supported it by their presence, may I offer my sincere congratulations and my best wishes for a most successful reunion."

The reunion concluded on the Sunday morning with a church parade, followed by a wreath-laying ceremony at the cenotaph, where the naval wreath was laid by Commodore Finch-Noyes, who also took the salute as the veterans marched to the cenotaph, led by the Carleton guard and band.

Light refreshments were served in the Armouries later as the veterans said *au revoir* to the many friends and acquaintances with whom they had been brought together again and the new friends they had acquired during the successful fourth annual reunion.



Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, lays a wreath during the ceremony held at the Cenotaph in Belleville at the conclusion of the naval veterans' reunion. (O-10568)

Formality Dropped During Visit Abroad

The following item is reprinted with pleasure from the May issue of All Hands, the United States Navy's Bureau of Naval Personnel Information Bulletin:

Usually, you can expect plenty of military formality when the navies of two friendly nations pay courtesy calls on each other in port, but when five sleek Canadian destroyer escorts moored at Yokosuka, Japan, neither U.S. Navymen there, nor the Canadians, relied on official visits alone to demonstrate their friendliness.

During informal, off-duty get-togethers, Canadian sailors were "welcomed as shipmates" on board USS *Wahoo* (SS 565), *Hornet* (CVS 12) and other U.S. ships at Yokosuka. Meanwhile, U.S. Navymen were enjoying similar displays of hospitality from the five DDEs which make up the Second Canadian Escort Squadron.

The U.S. Navymen were very favourably impressed with the streamlined beauty of the Canadian ships—HMCS *Skeena*, *Fraser*, *Margaree*, *Cayuga* and *Crescent*. The first three have all been in commission for less than three years, and they've attracted much attention in naval circles all over the world.





Grand finale of the Chippawa Navy Show.

CHIPPAWA TREADS THE BOARDS

Proceeds of Show Help to Furnish Children's Ward

ALTHOUGH the Canada Council is dedicated to supporting the Arts, up to now it has overlooked one of Canada's most ambitious theatrical ventures. With this oversight in mind, attention should be drawn to the thespian activities of HMCS *Chippawa*.

Early in 1957 during the course of a routine check of our facilities it was found that Winnipeg's naval division, *Chippawa*, had: (a) large quantities of ham, (b) large quantities of enthusiasm, (c) no theatrical experience, (d) no stage facilities and (e) Lt.-Cdr. (S) Charles Chapple, RCN.

Adding together (a), (b) and (e), and ignoring (c) and (d) the result was the first "Chippawa Navy Show", written, produced and directed by (e), (that's Lt.-Cdr. Chapple). Parts of it were filmed and used by the CBC in its television documentary "Prairie Sailor" in March 1957. The result of this initial venture was the raising of \$650 for the March of Dimes and the mass contraction of a lingering and virulent disease known as the "theatre bug".

One of the symptoms of "theatre bug" is a desire to "Go on the Stage" and, with the success of the first show in mind, it was decided to "Go on the Stage" again. At the beginning of the new training season in the fall Lt.-Cdr. Chapple retired to his own poet's corner and came up with a new script, this time a take-off on the CBC Television

network to be called "RCN-TV". The show itself was broken down (unfortunate phrase) into six sections:

(a) a variety program called the Jackie Bray Show;

(b) a take-off on a local show called "Spotlight"

(similar to "Tabloid" in the east, "Gazette" in Halifax and "Almanac" in Vancouver);



There was a lot of hard work (and a lot of fun, too) involved in producing and presenting Chippawa's variety show, "RCN-TV". The moment of greatest reward came when a five-bed ward, financed by the show, was dedicated in the Winnipeg Children's Hospital. Captain L. B. McIlhagga, commanding officer, is shown here with a young patient on the occasion of the dedication. Just behind him is Captain A. R. Picard, Chief of Staff, Naval Reserve Headquarters, Hamilton, and (almost hidden) CPO A. MacPherson. Others shown are Mr. Robertson, administrator of the hospital and Mrs. Hunter, chairman of the board of directors.

- (c) RCN-TV Television News;
- (d) The Dead Sullivan Show;
- (e) Crafty Theatre, an operetta based on the court martial of Captain Dan Druff, and
- (f) The World Famous Chippawa Men's Ballet Company, a la "Folio".

In true television style commercials were put in at every opportunity for such things as "Scalpo Wax" for bald-headed men, do-it-yourself burglary kits, dog houses for penitent husbands and "corsets for sagging officers".

After six weeks of work the show was presented on November 1, 2 and 3 and again on November 10. It was an unqualified success. The drill deck was filled to capacity on all four nights, nobody left early and everyone laughed in all the right places and in only a few wrong places. Altogether \$1,300 dollars was raised and the money was deposited in a fund to furnish a five-bed ward at the Winnipeg Children's Hospital.

Somehow the word spread on the prairies that vaudeville wasn't dead yet, and before long the Canadian Joint Training Command at Rivers, Manitoba, was asking to have a look at the show. On November 22 the curtains, scenery, costumes and loudspeakers were transported to the air station at Rivers and the whole set up in their auditorium. The cast of 90 arrived Saturday afternoon, November 23, and was all set to go for the first two shows in quick time. The afternoon show was for children and while they seemed to enjoy themselves, there were a few things in the show that seemed funnier to their parents in the evening performance.

The weekend was a success in more ways than one. Not only did everyone have a fine time, but the Children's Hospital Ward Fund almost reached its goal of \$2,000. At the next quarterly pay, a few collection boxes strategically placed on the pay tables put the fund over the top.

During the annual inspection of divisions, the Chief of Staff, Naval Divisions, Captain A. R. Picard, was asked to take part in the dedication ceremonies of the ward. On Sunday, March 2, 1958, Senior Protestant Chaplain E. J. Hoad gave the prayer of dedication, and Captain Picard declared the ward open. For those present, the sight of the five children in the "Chippawa Ward" of the Winnipeg Sick Children's Hospital made it all seem more than worthwhile.

The "Theatre Bug" causes a pretty pleasant disease. When last seen Lt-Cdr. Chapple was disappearing into his poet's corner once again, and the diagnosis for the future is a recurrence of the fever.—W.D.



Wrens and wren officers perform the Sailor's Hornpipe, the "Nairobi Trio" (loosely identified as Petty Officers Sargeant, Gilraine and Cook) gives out music of a sort and the corps de ballet offers a little number called "Flightdeck Fantasy". Chippawa's Navy Show was good fun and it made possible the equipping of a ward in the Winnipeg Children's Hospital.

THE BULLETIN BOARD

Examination Centre Planned

Plans to establish a naval examination centre to centralize the conducting of rank and trade examinations in line with the requirements of the new personnel structure were announced by Naval Headquarters in June.

It was said that the naval examination centre would likely be located in *Stadacona*. Inst. Lt.-Cdr. J. C. Mark, of *Stadacona*, has been appointed as project officer to prepare the way for the establishment of the centre. His appointment was effective June 30.

Order Answers Tax Questions

Officers and men of the Royal Canadian Navy or Reserve who wonder how new income tax regulations affect them can find the answers to their questions in General Orders, Part 1.

The former order on Federal Income Tax has been superseded and recent amendments have been embodied in 203.00/1 of General Orders, promulgated on May 23.

Instructions are given on filing income tax returns on non-service income, personal exemptions for a wide variety of dependents and on which allowances are taxable and which are not.

The new order also includes advice on the new provisions for claiming deductions for charitable donations or for registered retirement savings plans. In connection with the latter, it is suggested that before personnel register annuity contracts, with a view to claiming exemptions, they should ensure that it is to their advantage to do so.



Rev. Canon H. L. Puxley and Rear-Admiral H. F. Pullen discuss the establishment of the University of King's College Naval Bursary on the occasion of its announcement late in May.

An appendix to the order gives examples of problems which may arise in connection with personal exemptions and the rules to be followed in answering them.

Naval Bursary Established

The establishment of a fund to create a King's College Naval Bursary in an amount of over \$500 has been announced by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and the Rev. Canon H. L. Puxley, MA., DD., President and Vice-Chancellor of the University of King's College.

Admiral Pullen said that this fund has been created by ships and establishments of the Atlantic Command, all of whom have been invited to make contributions to commemorate the unique and valuable relationship between the Royal Canadian Navy and the University of King's College. The oldest university in the Commonwealth overseas, King's College also is the only university in Canada which has actually been commissioned as one of HMC Ships, and rendered valuable service to

Canada as an officers' training establishment for the RCN during the Second World War, as *HMCS Kings*.

The bursary will be given to the college-age son or daughter of an officer or man who is in the Royal Canadian Navy or who has retired from the RCN on pension, so that the son or daughter may attend the University of King's College. The candidate will be selected primarily on the basis of academic achievements and promise and secondly on the basis of purpose, industry, and character. The bursary may be held for four or five years by one candidate so that he or she may complete studies for a degree at the University of King's College.

Every officer and man in the Atlantic Command has been invited to assist in this enterprise by contributing through his ship or establishment. Several meetings have been held to formulate plans for this scheme and an executive committee has been established which will administer the fund and select candidates. The committee will accept applications this summer and select the first recipient from those applying, about September 1, 1958.

AFLOAT AND ASHORE

ATLANTIC COMMAND

1st Minesweeping Squadron

Units of the Royal Canadian Navy's First Minesweeping Squadron sailed from Halifax May 26 for a three-week period of minesweeping exercises in Canadian waters.

They are HMC Ships *Resolute*, *Thunder*, *Chaleur*, *Fundy*, *Chignecto* and *Quinte*, all of which are based at Halifax.

During the exercises the squadron was scheduled to visit Sydney, N.S., May 27-29, St. Pierre May 30-June 2, Quebec City June 7-9, Charlottetown June 11-16 and Sydney again June 17-19, returning to Halifax June 20.

The squadron is commanded by Cdr. A. C. Campbell, Vancouver.

HMCS *Ottawa*

Cdr. William H. Willson took command of the *Ottawa* on July 7. The *Ottawa* is a unit of the Halifax-based Third Canadian Escort Squadron.



An altar was erected on the stage of the Naden gymnasium for Roman Catholic services in observance of Battle of the Atlantic Sunday. (E-45138)

Buyers Compete For RCN Avengers

There's no lack of a market for the RCN's Avenger anti-submarine aircraft, according to an article by Roy K. Cooke, in the June issue of *Aircraft*, published in Toronto. And there are good reasons for their popularity.

The Avengers became surplus to Navy requirements as a result of the introduction of the Tracker and, once they were offered for sale, there was a rush of buyers. Most of them wanted to convert the aircraft to forest spraying or crop dusting uses.

"The ability of the Avenger to operate from small areas and to carry a heavy load, makes it ideal for spraying purposes. Its rugged undercarriage and large flaps, characteristic of carrier aircraft, makes it readily adaptable to its new role," writes Mr. Cooke.

"Because of the excellent condition of the Avengers, and the top maintenance record of the RCN, a number of American companies wanted to buy them. One firm was interested in making a deal for the entire lot."

As it stands, the aircraft are being sold to both Canadian and American companies. A number of them will join the continuing battle against spruce bud worm in New Brunswick forests this summer.



Meteorological officer in charge of Canada's first ice-forecasting service, now in operation at Shearwater, is Lt.-Cdr. William E. Markham, shown here with his assistant, Alexander P. Beaton.

He succeeds Cdr. Charles R. Parker who had been in command of the *Ottawa* since she commissioned in November 1956. Cdr. Parker will assume the appointment of Deputy Director of Naval Plans and Operations at Headquarters on July 28.

Cdr. Willson has been Deputy Director of Manning and Staff Officer (Seaman Personnel) at Headquarters since May 1956.

PACIFIC COMMAND

HMCS Cayuga

Cdr. Michael H. E. Page took command of the *Cayuga* on June 23.

He has been succeeded in his appointment as Assistant Director of Personnel (Officers and Career Planning) at Headquarters, by Cdr. Peter C. Berry. Cdr. Berry was formerly Operations Officer in HMCS *Bonaventure* (aircraft carrier).

HMCS Jonquiere

Lt.-Cdr. E. V. P. Sunderland took command of HMCS *Jonquiere* when the frigate was commissioned on June 16, at Esquimalt following an extensive refit.

He has been serving at Naval Headquarters, Ottawa, on the staff of the Director of Undersea Warfare.

NAVAL DIVISIONS

HMCS Brunswick

The presentation of prizes and awards highlighted ceremonial divisions held on board HMCS *Brunswick* on June 11 as the current training year came to an end.

During the divisions the ship's company was inspected by Cdr. Roland



Cadet Stewart E. McGowan receives the Navy League Officer's Sword from Cdr. T. R. Durley, RCN(R) (Ret'd), president of the Montreal Branch of the League, at graduation exercises of Collège Militaire Royale de Saint Jean. The son of Group Captain E. A. McGowan, RCAF, he plans on entering the RCN as an executive officer. The Navy League sword is awarded to RCN executive branch cadets of CMR and RMC with the highest academic standing. A former Sea Cadet, he won the Best Sea Cadet of the Year Award in 1955 in RCSCC Rainbow, Victoria, then served as an ordinary seaman in the RCN (Reserve) for a year before entering CMR. During the past term he held the rank of deputy cadet wing commander at the college. Cdr. Dunn Lantier, vice-commandant of the college, is shown on the extreme right. (O-10590)

Canadian-Built Ship for Burma

The Canadian-built Algerine minesweeper *Mariner*, which was acquired by the Royal Navy at the end of the Second World War, was transferred by the RN to the Burmese Navy at a ceremony at Tower Pier in the Pool of London on April 18.

The *Mariner* was built by Port Arthur Shipbuilding Limited and was completed in May 1945, shortly after the surrender in Europe. She was originally named *Kincardine*, after the Ontario town of that name, but on her transfer to Britain before completion she was renamed *Mariner*. The name *Kincardine* was acquired by a Castle class corvette built in the United Kingdom for the Royal Canadian Navy. The *Mariner's* name in the Burmese Navy is *Yan Myo Aung*.

M. Black, commanding officer of the division, following which Cdr. Black presented prizes and awards to six members of the division for proficiency in their respective branches and classes.

The award for general proficiency, presented to the rating displaying the most keenness and interest in division during the training year, was awarded to Ldg. Wren Jean G. Hayes, with the award for the best member of the new entry class going to Ord. Sea. Edward W. Alexander. Second prize was presented to Ord. Sea. Allan E. Edgett.

Ldg. Wren V. Rose Lockhart was awarded the general proficiency prize

in the supply branch and AB Thomas D. McGovern and Ronald W. Fullerton were awarded proficiency prizes in the torpedo anti-submarine, and communications branches respectively.

In addition, Cdr. Black presented awards for the division's rifle shooting competition conducted during the training year to: First division, Lt. A. P. Gregory; second division, Ord. Sea. Alexander; third division, Lt. D. C. MacLeod, and fourth division, AB C. D. Taylor.

Receiving the Canadian Forces Decoration for 12 years or more service was the ship's executive officer, Lt.-Cdr.

William Mellelieu. The medal was also presented by Cdr. Black.

Following the presentations, Cdr. Black addressed the ship's company, complimenting the men and wrens on their splendid turn-out. He encouraged them to take an active interest in the Navy, particularly the Reserve, pointing out to them the role the Navy is playing and will have to play in the event of war.

Following divisions and general payment, a ship's company party was held in the Chief and Petty Officers' Mess.

Regular weekly drills will commence again in September.

HMCS Discovery

The final cruise of the training year saw eight officers and 23 men board the frigate HMCS *Stettler* for a weekend visit to Powell River.

Discovery personnel were assigned part of ship for night-time steaming and officers shared responsibility for officer-of-the-watch duties during the time the frigate was at sea.

Harbour routines at Powell River included familiarization tours and ship duties for *Discovery* men, while the officers under Lt. (P) Bob Jackes handled officer-of-the-day duties.

Ashore *Discovery* personnel were rooters for the *Stettler* softball nine which took on a Powell River Company team at Westview. The sailors lost 4-3 after an exciting game. About 40 sailors took advantage of a chance to tour the huge paper plant at Powell River, while still others were able to squeeze in 18 holes of golf as guests of the management of the Powell River Company.

J. A. Lundie, resident director of public relations for the company, provided transportation and arranged the sporting events.

For the final cruise of the year Sunday saw exercises at sea with an Aven-

Retired Sailors Go Back to Sea

What kind of jobs do sailors look for after they leave the Navy?

Well, it appears from the latest issue of the *Imperial Oil Fleet News* that quite a few of them go back to sea. Out of a list of 13 seamen serving on board Imperial Oil tankers and who have received ten-year service buttons, six served with the Royal Canadian Navy during the Second World War as members of the RCNVR.

Their names (wartime ranks are not given): Ken Munro, Louis J. Sullivan, Angus Campbell (who married Nursing Sister Beryl Challis, RCN), Joseph G. Poirier, Roy D. McKay and Linwood H. Kidson.



PO Robert Desgagne, a reserve from HMCS Carleton, Ottawa naval division, stands guard at the National War Memorial during Battle of the Atlantic Sunday observances. Wreaths to the war dead of the Canadian Armed Forces and to the naval and merchant service were placed there by Prince Bernhard of The Netherlands and Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff. (O-10518)

ger aircraft from VU-922 at Patricia Bay, conducted during the forenoon period on the run to Vancouver. The cruise came alongside in Vancouver at 1730 Sunday afternoon.

HMCS Donnacona

The seventh annual dinner dance of the Chief's and Petty Officer's Mess at *Donnacona*, the Montreal naval division, was held on the drill deck on April 19.

Approximately 100 members and their wives were in attendance and it was the general opinion that this was one of the finest held.

A reception preceded the dinner served by a Montreal catering firm and

dancing followed into the wee hours of the morning. During the evening a presentation of flowers was made to the bride-to-be of PO John McKinnon. In addition, a radio, on which tickets were sold by the Ladies Auxiliary to the mess, was presented to the winner.

The special guests in attendance were Captain Ross Webster, Cdr. R. E. Bell, Lt.-Cdr. R. A. Heater and Lt. (S) H. H. Richardson and their wives.

This year's event was under the chairmanship of the mess president, CPO Robert Rourke, and he was assisted by CPO Jack Bates and POs Claude Munccey, George Churchill and Frank Lightbound.

THE ABUNDANT LIFE OF THE SEA

Even Ocean's Great Wealth Not Inexhaustible

CONFRONTED by teeming life on land, in the air or at sea, man has rarely been able to restrain himself from wholesale slaughter or destruction for profit or pleasure.

Thus the great herds of buffalo, which once thundered over the western plains are gone, the skies will never again be darkened by flocks of millions of migrating passenger pigeons, the forests of North Africa, which once sheltered lions and herds of wild elephants, have been laid waste and become desert. The sad story has been told over and over again and it is still being told, with man showing only a mild interest in profiting from his past mistakes.

The message that is stressed by John Crompton in his new book, "The Living Sea", is that even the bounties of the

ocean are not inexhaustible and that some forms of sea life—among them the whales, the greatest animals the world has ever seen, not excluding the dinosaurs—are being hounded to extinction.

"One views the future with misgivings," says Crompton. "When they go (and they are declining in numbers) an increased world population will face (among other shortages) a serious diminution in its fat supplies."

"The Living Sea" is a popularization of the subject of marine biology and, like other popularizations, there is a tendency at times to sacrifice scientific accuracy in the interests of excitement and a good story. Too frequently, some readers will complain, human impulses are attributed to sub-human species. This may or may not be a fault. The book does not purport to be a scientific treatise and there can be few volumes of sea-lore in which the high level of interest is so consistently maintained.

The first section of the book discusses theories of the origin of life in the sea

and continues with the story of how life came ashore and certain species returned to the sea again. This leads to a discussion of the various species of whales, whose ancestors were once land animals, and such creatures as the polar bear and sea otter which have begun to adapt themselves to an almost wholly aquatic existence.

Further chapters deal with the sharks, the bony fishes, the crustaceans, the molluscs and the creatures inhabiting the depths of the oceans.

For sheer entertainment this book is the equal of an exciting novel. It should provide a useful starting point for the sailor who wishes to know more about the living creatures of the environment of which he is a part. The writer avoids scientific jargon and he has the knack of presenting clear and logical answers to difficult problems.—C.

THE LIVING SEA, by John Crompton; published by Collins, 10 Dyas Road, Don Mills, Ont.; 256 pages, illustrated with drawings by Denys Ovenden; \$3.50.

Why Whales Don't Suffer from Bends

Why don't whales get the bends?

The formation of nitrogen bubbles in the blood and the consequent distressing symptoms are well known to human divers and they take elaborate measures to avoid them.

But what about whales, which are air-breathing mammals and which dive to depths of 500 feet and beyond? One authority states that the Greenland whale may go as deep as 800 fathoms (4,800 feet), where the water pressure must be reckoned in terms of more than a ton a square inch, or 150 atmospheres.

The whale has no continuous air supply, like the diver, so it must make a prompt return to the surface. Human divers often take hours to ascend. Why, then, doesn't a whale suffer the crippling agony of bends?

John Crompton, author of "The Living Sea", answers it in this way:

"This question . . . was once classed as a problem but a little thought soon solved it. It was, in fact, no problem at all. A human diver has air pumped to him during the whole of his submerged time. He takes part of a lung-full every few seconds. He is therefore receiving a continuous supply of nitrogen. The whale makes its whole dive on one lung-full of air, so from first to last it has very little nitrogen to cope with.

"Even so, it is prepared for any eventuality. Before reaching the main nervous system (where any nitrogen bubbles would be dangerous) the blood has to pass through a meshwork of small blood vessels which would certainly trap any bubbles. At any rate, these small blood vessels are there, though whether their function is to trap nitrogen bubbles we do not really know."

BOLD PRIVATEER

IN HIS BOOK, "The Rover" Thomas H. Raddall gives an interesting saga of the little known happenings during the wars of the late 18th and 19th centuries as they affected Nova Scotia—particularly in her trade with the West Indies. The author clearly enjoys his subject, substantiating his narrative with known facts but nevertheless maintaining his interest from the first chapter, which is a history of the activities of the Canadian privateers.

In 1798 Nova Scotia was suffering badly from French and Spanish privateering raids on her West Indian trading ships. The town of Liverpool had been hurt most sorely and one of the local merchants Simeon Perkins, having fitted out a suitable vessel, journeyed to Halifax and obtained from the Governor a letter of marque and reprisal—official name for a privateer's hunting licence.

This ship was the first of many to seek enemy prizes in the Caribbean Sea.

The rules for Nova Scotia privateers were very strict and included the depositing of a large sum of money with the authorities to be forfeited in the event of the ship being found guilty of piracy. Official privateers were supposed to be exempt from the press gang but were often stopped at sea by HM Ships, who took members of their crews and sometimes claimed their prizes.

The story of the "Rover" is of the voyages of one Liverpool privateer (the writer is himself a resident of Liverpool, N.S.). The most exciting incident may be likened to the gallant fight of the "Revenge" off the Azores in 1591. On this occasion there is a happy ending, but excitement rises to fever pitch as the heavily outnumbered Nova Scotians fight their way out of a Spanish trap.

Well illustrated with etchings by Vernon Gould, this is a book with a strong appeal to the adventurous spirit of youth.—J.D.F.K.

THE ROVER, by Thomas H. Raddall, published by the Macmillan Company of Canada, Limited, Toronto, 156 pages, illustrated; \$2.00.

BOOKS for the SAILOR

HERE AND THERE IN THE RCN



The 26th Annual Annapolis Valley Apple Blossom Festival was held from May 30 to June 2. With 13 other princesses from the valley towns, "Princess Cornwallis" entered the contest for Apple Blossom Queen, which was won by "Princess Berwick". Cornwallis was proud of its representative who acquitted herself well and ably represented the RCN training establishment. Here she is as "Princess Cornwallis"—otherwise Ord. Wren Sheila Neilson. She is at present undergoing new entry training.



Twin orphans, Nhung and Nhien, were among 150 children entertained by sailors on board the Crescent at Saigon, South Vietnam. "Pirate" hosts are Ldg. Sea. Bob Heans and Ldg. Sea. Bill Blades. (CR-329)



His Worship Mayor Arthur LaTour, of Buckingham, Quebec, was guest of honour at the commissioning of HMCS Buckingham in May. He is shown here chatting with Lt.-Cdr. Donald M. MacLennan, commanding officer of the frigate. (HS-52782)



A prairie resident was top man in the first class of new entry reserve seamen to complete two weeks of training on the Great Lakes this summer. Ord. Sea. R. E. Patterson, of HMCS Queen, Regina, received a silver bosun's call from Cdr. R. B. Hayward, officer-in-charge Great Lakes Training Centre Hamilton for his achievement. Ord. Sea. Patterson who trained in the Portage lives in Moose Jaw. (COND-4801)

THE NAVY PLAYS

Cayuga Takes Soccer Final

The *Cayuga* outplayed *Naden* in the finals of the Pacific Command Soccer Tournament, by a score of 7-0.

There were 16 entries in the tournament.

Children Learn To Swim at Naden

April and May were busy months for the swimming pool at *Naden*.

During April, 784 children of naval personnel attended swimming classes. They received instruction in water safety and artificial respiration, leading to examinations in June which will qualify them for their buttons and badges.

In May 5,253 swimmers were logged as having used the pool.

Wrens Off to Good Basketball Start

Stadacona wrens appeared for the first time on the Halifax basketball scene this past winter with good effect.

The team, formed in January under Miss M. McWilliams, a dental nurse with the Civil Service in *Stadacona* was too late to enter the City League. As the season advanced the team began to show power and was entered in the naval section of the Women's Basketball Association tournament.

In the tournament the wrens lost to *Scotian* and went into the intermediate playoffs.

Pitted against Beaverbank airwomen the wrens put up a terrific fight and won 40-16. Later, after attending the association's annual banquet at noon, the girls outplayed Windsor, 35-28, to make the playoffs against Middleton.



Admiral H. G. DeWolf, Chief of the Naval Staff, congratulates CPO D. R. Clarke, of Halifax, on winning a place on the Dominion of Canada Rifle Association Bisley Team. The two met at National Defence Headquarters, Ottawa, following an inspection of the team by Hon. George Pearkes, Minister of National Defence. CPO Clarke is the second man ever to represent the Royal Canadian Navy at the Empire meeting. (Z-8266-3)

The wrens lost to Middleton, 43-19, but were awarded the consolation prize, a stuffed dog, which will remain with them for this year.

They hope to return "Deadbeat", their prize, to the association next year and bring back the trophy.

'Go Ahead' Given Curling Club Plans

The third annual general meeting of the RCN Curling Club (Ottawa) saw a new executive elected, a number of

amendments to the bylaws approved and more pending, an increase in curling membership and a crystallization of plans many weeks in the planning stage. An increase in curling activity over the previous season was also noted.

Among the new executive are: Lt. (MAd) V. H. Skinner, president; Captain (CE) J. B. Roper, vice-president; Lt.-Cdr. (S) E. S. Lloyd, treasurer; J. D. Milne, secretary, and six members, Captain (S) S. A. Clemens, Surg. Captain G. W. Chapman, Lt. (SB) Norman Stewardson, Lt. (L) R. L. Henry, CPO



H. E. Davis, and W. P. Kingston. Immediate past president is Ord. Commodore W. G. Ross, who also heads the finance committee.

Plans are now in the final stages for the construction of a four-sheet curling rink. The rink, to be built at HMCS Carleton, will cost an estimated \$60,000. The cost of the building will be amortized over 40 years on a fixed rental basis with the curling club putting up an initial sum of \$20,000 for equipment and fixtures. The curling club's share is being raised through entrance fees and loans from members and other sources.

The curling club already has had donations of four pairs of stones and offers of loans towards furnishing the clubhouse, and is actively seeking loans or donations of stones, furniture and other equipment.

An increase in membership was noted, now standing at 106 confirmed members, and a target of at least 150 male ordinary members was set. The bylaws were amended to admit female members, and several classes of memberships were approved.

Types of memberships approved were honorary, ordinary, associate, and non-resident male members, and lady members, lady associate, and lady non-resident.

It was also decided to assess an entrance fee of \$100 for "ordinary" members and wives, and a \$50 fee for associate members and single lady members. All entrance fees are to be refunded within 18 months of transfer or withdrawal from the club.

Annual dues were fixed at \$40 for made ordinary members and \$15 for female curling members, with dues on a reduced scale for associate and other types of memberships.

It has been estimated that the above dues, together with anticipated revenue from ice rentals and social activities, will permit the club to meet all fixed and operating expenses and provide funds for retirement of loan obligations.

LETTER TO EDITOR

Dear Sir:

I read with interest your report in the April issue about the new table of visual standards for the RCN. I am sure that a great deal of research and long hours of discussion were needed to effect this important change, and I move a vote of thanks to those members of the RCN Medical Branch who were instrumental in having the new, realistic visual acuity requirements adopted.

Yours sincerely,

A. L. HALPERN, MD.

Warren,
Pennsylvania.



The Royal Navy felt its demonstration of helicopter rescue techniques, which was being prepared for the Royal Tournament in London on June 4 might be a bit on the dull side—so it was wrens to the rescue. The display was staged on a "desert island", hit by disaster, with the wrens appearing as charming natives. Shown rehearsing for the show are Ldg. Wren Zahra Ingram, of Aden, and Wren Pauline Carr in a hula sequence. (Photo from U.K. Information Services)



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.

AERSSSEN, Alfred S.LSEM1
 ALLAN, Robert G.LSEM1
 ALLEN, Kenneth L.LSQM1
 ANDERSON, Francis O.LSAA1
 ARCHAMBAULT, Paul J.LSRP2
 ATKINS, Peter H.P2AR2

BACHORSKI, Ernest F.LSNS2
 BALLARD, JohnLSRT3
 BAMBER, George F.P2AW2
 BAXTER, Glenn W.LSCR1
 BEATTY, James F.LSEM1
 BEAUCHAMP, Claude J.P2VS2
 BEAUCHAMP, Raymond J.P1VS3
 BELANGER, Gaston J.LSQM1
 BELLEFONTAINE, William P. P1CK3
 BENSON, LaurieLSQR1
 BERDAN, Gordon D.LSPW2
 BERNEY, James B.LSEM1
 BERNIER, Benoit P1CK3
 BILLINGTON-WHITELEY,

Edwin M.LSPW1
 BINNS, Charles G.LSEM1
 BISSETT, Alan R.C1WR4
 BLACK, William R.P2EM2
 BLACKBEARD, Donald G.P2PW2
 BLONDEAU, Alexandre J.LSAW1
 BONNER, Douglas G.LSBD2
 BOONE, JosephLSSW1
 BREILAND, RonaldLSCV1
 BRESSETTE, Alexander J.LSCR1
 BROWN, Francis J.P1SW3
 BROWN, James E.P1AW3
 BROWNING, John A.P2PW2
 BROWNLESS, GeorgeP1ER4
 BRUNET, Yvon, J.LSRT2
 BUCHANAN, Lorne G.LSVS1
 BURLEIGH, Charles F.LSCS2
 BUTLER, Arthur E.LSAW2
 BUTLER, Russell G.P2NS2

CARROLL, George W.P1SW3
 CARROLL, Rowan J.P2PR3
 CARTER, Ronald H.LSSE1
 CHANDLER, Ralph N.P2SW2
 CHARLES, Garfield R.C2CK3
 CHASE, James D.LSCS2
 CHILDS, William J.LSNS1
 CLARK, James W.LSCV1
 CLARK, Rolfe R.LSNS2
 CLOHOSY, Martin A.LSQR1
 CODE, Ronald W.P2AW2
 COLPMAN, Robert A.LSTD1
 COLQUHON, Gordon E.LSTD1
 CONRAD, William A.P2NS2
 COPEMAN, Derek S.LSCV1
 COTTON, Mervyn D.P1PW3
 CROSSLEY, Peter A.LSAF1
 CROWE, Richard G.P2BD3
 CUTHBERT, Lawrence J.LSRT2

DALEY, Augustine J.LSVS2
 DALTON, John J.P2PW2
 DALY, Patrick J.P2PW2
 DAVIDSON, Hjalmar P.P1SW3
 DAVIS, FrederickLSRA2

DAVIS, Frederick A.P1ER4
 DENEAU, Harold A.C2CT4
 DESJEAN, Gerard J.P2NS2
 DOHERTY, Douglas G.P1PW3
 DRABBLE, Norman L.P1VS3

EATON, Beecher S.LSAF1
 ELLINGSON, Ivan H.LSRP2
 EMBERTON, TrevorLSPW1
 EMSLEY, Jack L.P2VS2
 ETHIER, RogerP1ER4

FAY, Bernard J.LSEM1
 FINNIGAN, Douglas G.LSNS1
 FITZGERALD, James P.LSSW1
 FONTAINE, William F.LSCR1

GAREL, Randolph D.P2RT3
 GENDRE, Georges C.LSMA2



GIBBS, William O.P1NS3
 GIBSON, Jack S.P2NS2
 GILHAM, Robert D.LSCR1
 GILLESPIE, Douglas R.P1ER4
 GIRARD, Raymond-MarieLSNS2
 GOBEIL, Ludovic D.LSCK2
 GOODMAN, John E.P1CK3
 GRANT, Leslie L.LSTD2
 GRANT, Reginald P.P1AW3
 GRAY, Archibald A.LSVS2
 GREER, Gerald E.LSCV1
 GREGORY, Harold V.P1RP3
 GUBBINS, Joseph W.LSEM1
 GUILLETTE, Rejean J.LSQM2
 GUILLOTTE, Roland J.P1NS3

HAMMOND, Harvey D.LSCS2
 HANNA, John A.LSAA1
 HANNA, Lloyd E.LSQM1
 HARKNESS, William A.LSAA1
 HARRIS, Donald V.LSNS2
 HARRISON, Thomas L.LSCK2
 HEDDINGTON, Thomas E.P2CV2
 HENSBERGEN, LucasP1ER4
 HENSON, John C.P1EM4

HEUMAN, Albert W.LSQR1
 HEWER, Robert E.LSVS1
 HODGKIN, William P.C1WR4
 HOGG, William R.P2RS3
 HOLDEN, Edouard J.LSCV1
 HOLMES, Robert J.P1SW3
 HUDOCK, AndrewLSQM1
 HULME, Ronald E.LSCV1
 HYSON, William R.LSRA2

JENSEN, Douglas C.P2SW2
 JESSOP, Charles J.P1AW3
 JOHNSON, Alvin A.LSCV1
 JOHNSON, Robert B.P1CK3
 JOY, William E.C2WR4

KEMP, Harold D.LSTD1
 KERR, William H.P2CV2
 KINSELLA, Joseph A.LSNS1

LAGACE, George A.LSPW2
 LAMBERT, Victor F.C2NS3
 LANDRY, Gerald J.LSQM2
 LAVIOLETTE, John A.LSTD2
 LECK, Glen E.P1NS3
 LEGENDRE, Lucien B.LSEA2
 LEVAC, ClarenceLSEM1
 LEVACK, William A.P2PW2
 LEVESQUE, Andre J.LSCR1
 LEVESQUE, Eddy M.LSCR1
 LIDDICOAT, Allan D.LSPW2
 LOCHERER, John P.LSBD2
 LUNDY, John G.LSRP2

MacDOUGALL, Bruce J.P2NS2
 MacFARLANE, Donald W.LSPW2
 MacNICHOL, Paul R.P1PW3
 MacPHAIL, Thomas G.P2SW2
 MacRAE, Lewis S.LSQM2
 McDONALD, Kenneth A.LSCV1
 McDONOUGH, Robert F.LSQM1
 McDOUGALL, Daniel W.LSQR2
 McGOWAN, Andrew G.LSRA2
 McKINNON, Gordon R.LSEM1
 McLEAN, Dwayne M.LSMO1
 McLEAN, Gerald I.LSRP2
 McLEAN, John H.LSVS2
 McNAB, David G.LSVS2
 McNEILAGE, James W.LSCV1
 MARLOW, Russel B.LSCR1
 MARSH, Paul H.P2VS2
 MARTIN, Wilfred J.LSCV1
 MARTINDALE, Gordon F.P1VS3
 MAXWELL, Vincent J.P2PW2
 MILLAR, Donald C.LSVS2
 MILLER, Robert E.LSAW2
 MITCHEL, Marvin E.LSAR2
 MONDOUX, Jacques P.C2ST4
 MOORE, Allan E.P2OM2
 MOORE, Kenneth W.LSEA2
 MOORE, Percy W.P2PW2
 MOORE, William E.LSAA1
 MORIN, Norman J.P2NS2
 MURCHY, Lloyd R.P1ER4
 MURPHY, Edward A.P1CK3
 MYERS, Leo A.P2CK2

NEELY, John E.LSAW2
 NELSON, Angus M.C2CK4
 NORGAARD, DanielLSRT2
 NOVAK, John S.LSEM1



The scene on the Grand Parade in Halifax on Battle of the Atlantic Sunday, observed there on May 11. (HS-52905)

PELLERIN, Jean L.LSEM1
 PERKINS, Allen V.LSPW2
 PERRIER, Bernard A.P2PW2
 PETERS, Clarke B.LSRC1
 PETERS, James A.LSCS2
 PLUMMER, John G.PINS2
 POCKETT, Ivan K.LSEA2
 PROULX, Bernard J.LSSW1

RAMSEYER, Armand R.LSCR1
 RANKIN, Donald K.LSTD1
 ROACH, John R.P2PW2
 ROBERTS, Stanley B.LSAO2
 RODGER, James R.LSPW2
 ROSS, Donald W.LSCV1
 ROY, Georges A.LSAF1

SAILER, Ronald J.LSRT2
 SAUNDERS, Frederick E.LSNS2
 SCHMIDT, Louis R.LSRP1
 SCHULTZ, Donald H.LSVS1
 SCOTT, Allan E.LSEM1
 SCOTT, Frederick J.C2CK3
 SCOTT, James E.LSNS2
 SHELTON, John R.PIVS3

SHYMKOWICH, MichaelP2PW2
 SMITH, James D.P2AW2
 SMITH, Ronald J.LSCR1
 SOUCY, GeraldC2ST4
 STEVENS, George H.LSBD2
 STRANG, Gordon S.LSLR1

TAYLOR, Francis N.P2NS2
 TEMPLE, Lorne C.P2CK2
 THOMPSON, John M.LSTD2

TOMKINSON, TerranceLSCR1
 TOPPING, Gerald W.LSQM1
 TOWNSEND, Gordon R.P2NS2
 TULLY, Terrence N.LSNS2

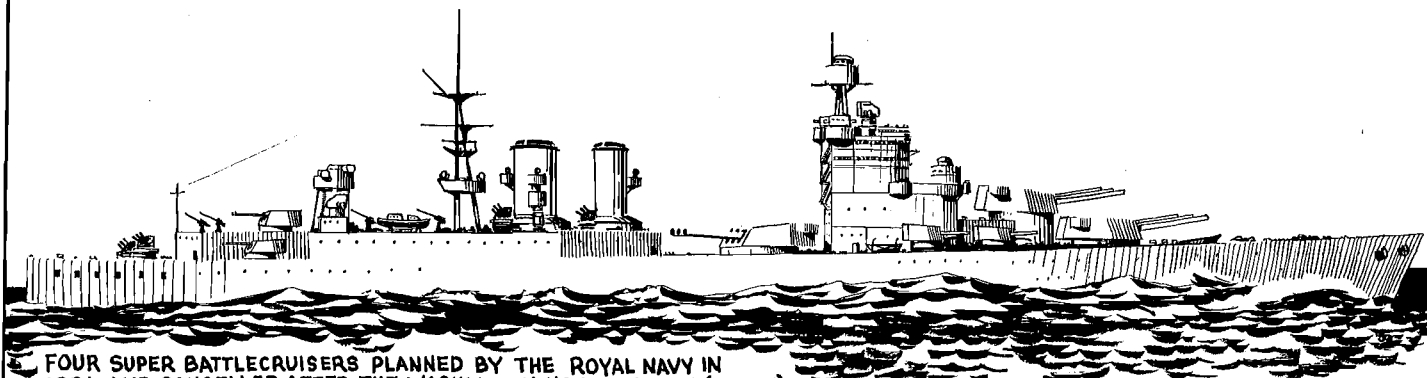
VAN WELTER, Leslie M.PISW3

WALSER, LeonardP1CK3
 WALSH, Ebert M.LSEM1
 WARBURTON, Frederick H.LSQR1
 WATSON, Robert J.C1R14
 WAUGH, Ronald M.P1PW3
 WEEKES, Ronald V.P2LR2
 WESSELSON, Peter J.LSCR1
 WHALLEY, Terence D.P2CS3
 WHITEHEAD, DennisP2PW2
 WHITEHEAD, Robert A.LSRC1
 WIEFFERING, Leo W.LSEM1
 WILLIAMS, Lloyd B.LSRT2
 WILSON, Arthur C.LSEM1
 WINTER, Walter K.LSAF1
 WOODWARD, George R.P2VS2
 WORSFOLD, David R.LSCV1
 WURBAN, Alex.P2SW2
 WYATT, BrianP2AW2



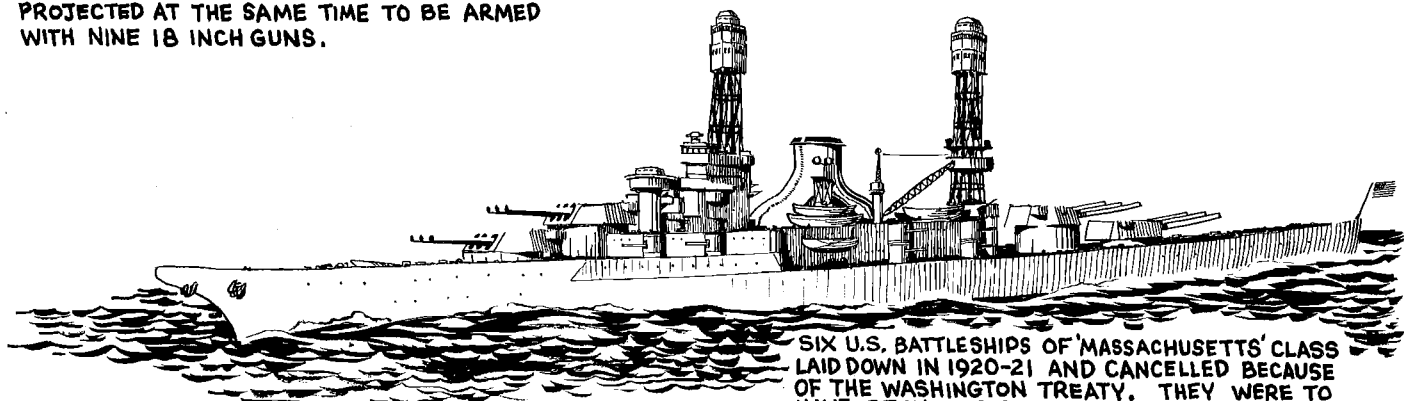
Naval Lore Corner

Number 61
GIANTS THAT NEVER SAILED

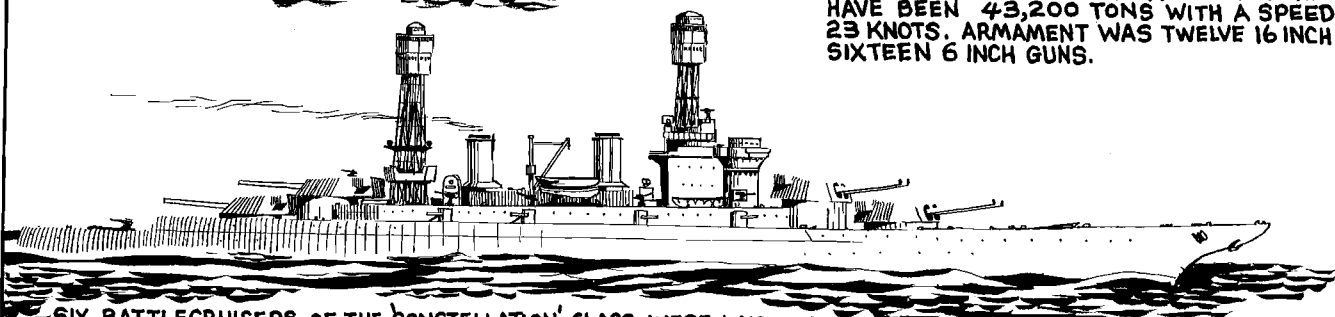


FOUR SUPER BATTLECRUISERS PLANNED BY THE ROYAL NAVY IN 1921 AND CANCELLED AFTER THE WASHINGTON NAVAL TREATY (ABOVE), OF 48,000 TONS DISPLACEMENT THEY WERE TO CARRY NINE 16 INCH GUNS AND SIXTEEN 6 INCH GUNS AT A TOP SPEED OF 32 KNOTS. ALL THREE MAIN TURRETS WERE GROUPED FORWARD. THE NELSON AND RODNEY WERE LATER RESULTS OF THE TREATY LIMITATIONS.

A FURTHER CLASS OF GIANT BATTLESHIPS WERE PROJECTED AT THE SAME TIME TO BE ARMED WITH NINE 18 INCH GUNS.



SIX U.S. BATTLESHIPS OF 'MASSACHUSETTS' CLASS LAID DOWN IN 1920-21 AND CANCELLED BECAUSE OF THE WASHINGTON TREATY. THEY WERE TO HAVE BEEN 43,200 TONS WITH A SPEED OF 23 KNOTS. ARMAMENT WAS TWELVE 16 INCH AND SIXTEEN 6 INCH GUNS.



SIX BATTLECRUISERS OF THE 'CONSTELLATION' CLASS WERE LAID DOWN IN THE U.S. IN 1920-21 AND CANCELLED WITH THE BATTLESHIPS. THEY WOULD HAVE BEEN 43,500 TONS WITH EIGHT 16 INCH GUNS AND SIXTEEN 6 INCH GUNS WITH A SPEED OF 33.25 KNOTS. TWO WERE COMPLETED, HOWEVER, AS AIRCRAFT CARRIERS...THE FAMOUS 'LEXINGTON' AND 'SARATOGA'.

Edmond Cloutier

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