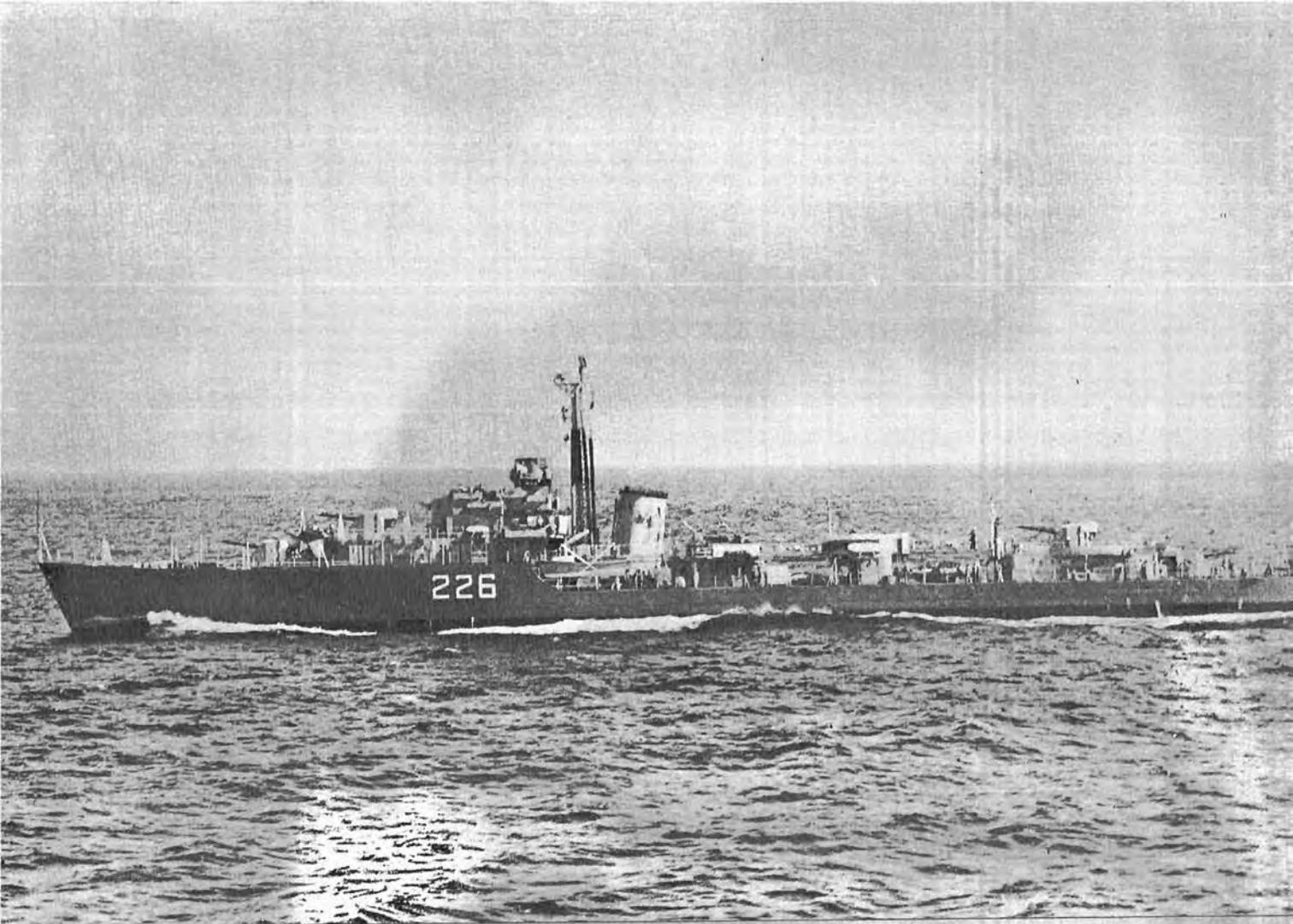


CROWN'S NEST





The CROWSNEST

Vol. 8 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1956

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>The Demolition of Ripple Rock</i>	4
<i>Foreign Currency and the Dollar</i>	6
<i>History Before Your Eyes</i>	7
<i>The Names They Give Our Sweepers</i>	8
<i>Officers and Men</i>	9
<i>Weddings and Births</i>	9
<i>Man of the Month</i>	14
<i>Labrador's Hobby Show</i>	16
<i>Afloat and Ashore</i>	18
<i>Nabob Still Plies Seas</i>	23
<i>VC 922—Two Good Years</i>	24
<i>The Navy Plays</i>	26
<i>Lower Deck Promotions</i>	28
<i>Naval Lore Corner No. 35</i>	29

Cover Photo—The purpose of this picture was to promote the RCN(R) recruiting drive in the naval divisions across Canada, and particularly the role of *York*, the Toronto naval division, in the campaign. It must be obvious that if *York* does not exceed its quota, it's not the fault of Ord. Wren Dawn Downey. (Photo by Soulthorp, of Gilbert A. Milne & Co., Toronto.)

LADY OF THE MONTH

Were it not for the bold pennant numbers on the hull, it would require fairly close examination to detect that the two pictures on the opposite page represent the same ship.

At the top is the *Crescent* in her former guise of destroyer, the form in which she was commissioned in September 1945. At the bottom she appears as a modern anti-submarine destroyer escort after she had emerged from dockyard hands at Esquimalt to begin a new commission on October 31, 1955.

The *Crescent* has never been to war, her services in the Atlantic and Pacific Commands having been that of a training ship. She did, however, go to the Far East in 1949 to stand ready to evacuate Canadian citizens from China during the civil war then raging, should the need arise. And many of the officers and men who served and trained in her were to see duty in the Korean war.

The first Canadian destroyer to be given "the treatment" was the *Algonquin*, which began her present commission at Esquimalt three years ago and now is senior ship of the First Canadian Escort Squadron based at Halifax, just as the *Crescent* has become senior ship of the Second Canadian Escort Squadron in the Pacific Command. (CR-122; E-33772.)

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

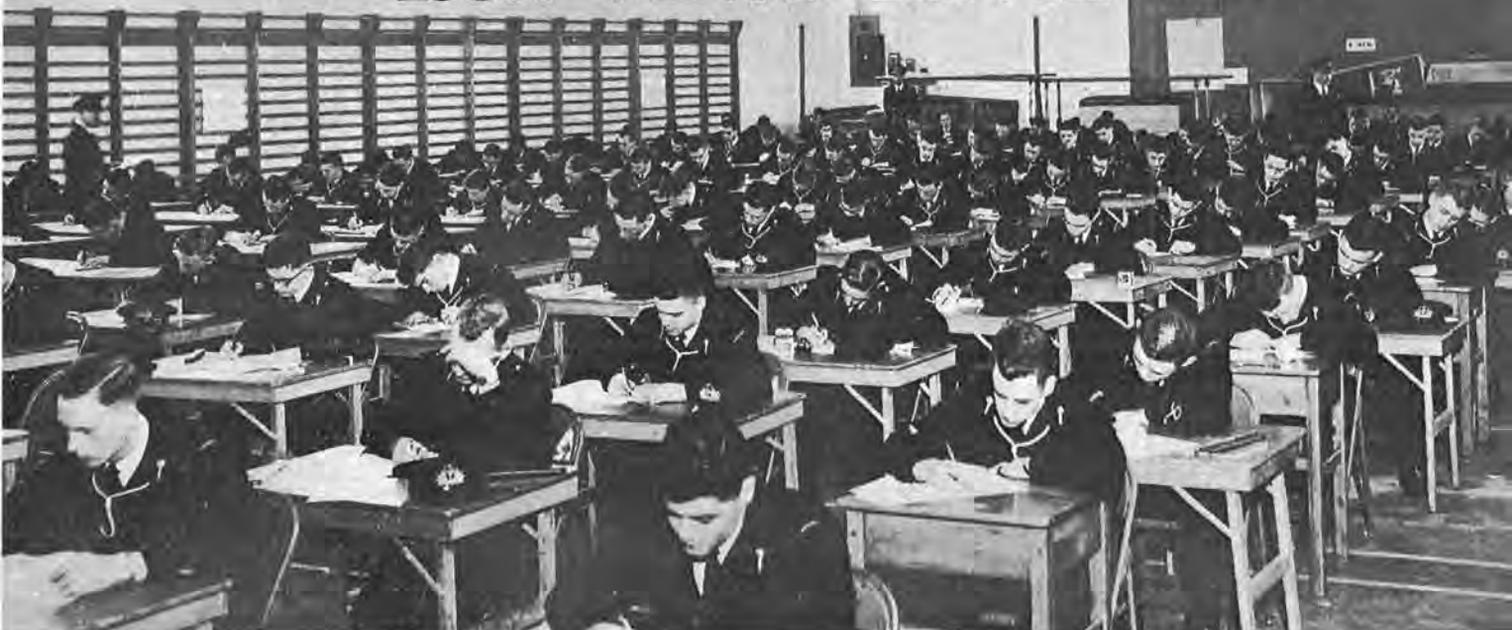
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6½ x 8½ glossy finish only40
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Ottawa, Ont.



Under the watchful eyes of the invigilators, cadets at HMCS Venture press earnestly on with their mid-term exams. Marks in these count toward the term-end standing and it is evident from the picture that the cadets take them pretty seriously. (E-34661)

Capt. Robertson Named to DRB

Captain Owen C. S. Robertson, who commanded the *Labrador* on her notable Arctic voyages of 1954 and 1955, has been appointed to Ottawa for special duty with the Chairman of the Defence Research Board.

In the appointment, which takes effect March 16, he will serve in an advisory capacity to the DRB chairman, drawing upon the experience gained during the *Labrador's* extensive operations in the North during the past two years.

Quebec Visits Scene of Fair

During her current training cruise to the Caribbean, the training cruiser *Quebec* called at Ciudad Trujillo in the Dominican Republic and participated in special Canada Day Observances in connection with the International Fair of Peace and Progress being held there.

The cruiser's officers and men took part in the Canada Day observances February 23 and the ship sailed three days later for Guantanamo, Cuba. Approximately 25 countries, including Canada, have exhibits in the Dominican fair, which opened last December.

Before returning to Halifax April 22, the *Quebec* will visit other ports, including Colon, in the Canal Zone, St. Thomas, in the Virgin Islands; Kingston, Jamaica and Bermuda.

The *Quebec* is carrying a number of junior officers for training, including midshipmen (air) and executive midshipmen, as well as 13 Sea Cadets. Also

embarked for training are men of the seaman, engineering and electrical branches, who are being given basic and conversion training in their respective trades.

Indonesian CNS Sees Canada's Navy

The youthful head of one of the world's youngest naval services has paid a visit to the Royal Canadian Navy.

He is Vice-Admiral Raden Subijakto, Chief of the Naval Staff of the Republic of Indonesia, who arrived in Montreal on January 26, from England. He visited RCN ships and establishments on the East Coast and later conferred with naval officials at Ottawa. Admiral Subijakto was accompanied by Mrs. Subijakto and three staff officers.

He inspected ships and establishments of the Royal Canadian Navy's Atlantic

Command at Halifax on January 27, and the following day visited *Cornwallis*.

On January 30, Admiral Subijakto was in Ottawa to confer with senior naval officers. Discussions were held on matters of naval training, education, recruiting and organization.

Staff officers who accompanied Admiral Subijakto were Commander A. Rugebregt, Chief of Naval Technical Services (purchasing); Lt.-Cdr. Saleh Bratawidjaja, Chief of Administration, and Lieut. Frijomo Prodjojukanpo, Flag Lieutenant. The party left for Washington January 31.

Admiral Subijakto began his naval career as a cadet in the Royal Netherlands Navy at Soerabaja. He completed his training in the United Kingdom and served in the Dutch frigate *Johan Maurits* and the submarine *K15* during the war. He was appointed chief of staff of the Indonesian Navy in 1949.

Big Manœuvres For Caribbean

The Royal Canadian Navy this spring will carry out in the Caribbean Sea its largest peacetime manœuvres outside Canadian waters.

Sixteen surface units, from both the Atlantic and Pacific commands, supported by carrier-borne aircraft and by submarines of the Halifax-based Sixth Submarine Squadron of the Royal Navy, will participate in the exercises, which get under way March 24 off St. Thomas in the Virgin Islands.



Hon. Ralph Campney, Minister of National Defence, greets Vice-Admiral Raden Subijakto, Chief of the Naval Staff of the Republic Indonesia, in the presence of Canada's Chief of the Naval Staff, Vice-Admiral H. G. DeWolf. (O-8575)

Nearly 5,000 officers and men will be in the participating ships. These include the aircraft carrier *Magnificent*, the cruiser *Quebec*, eight destroyer escorts, three frigates, three coastal escorts and the three submarines.

Commodore E. P. Tisdall, Senior Canadian Officer Afloat, in the *Magnificent*, will be in tactical command of the manoeuvres. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, will observe the last week of the 16-day exercise.

The ships will carry out both day and night operations embracing almost every phase of naval warfare from weapons training to advanced fleet and anti-submarine exercises.

Except for the *Quebec*, which was already in the Caribbean area, ships of the Atlantic Command began moving southward February 27, when the *Magnificent* and *Iroquois* (destroyer escort) left Halifax for preliminary exercises. They were joined by the *Algonquin*, *Haida* and *Micmac* (destroyer escorts) and one submarine sailing as a group from Halifax February 29. After anchoring at Trinidad March 8-13, half the group will visit Barbados and the remainder will visit Kingston, St. Vincent, before going on to St. Thomas.

The *Crusader*, with Admiral Bidwell embarked, the *Huron* (destroyer escort) and the 11th Escort Squadron, composed of the *Portage*, *Wallaceburg* and *Sault Ste. Marie* (coastal escorts), will arrive at St. Thomas April 2 for the last week of the manoeuvres. They sail from Halifax near the end of March.

West Coast ships of the Second Canadian Escort Squadron sail from Esquimalt, B.C., March 1. They include the *Crescent* and *Cayuga* (destroyer escorts) and the *Jonquiere*, *New Glasgow* and *Ste. Therese* (frigates).

Travelling by way of the Panama Canal, the Pacific Command ships will rendezvous with the *Quebec* at Colon, Canal Zone, March 18. The six ships will then travel in company to St. Thomas.

Following the combined manoeuvres, the West Coast ships will visit other ports in the Caribbean before returning to Esquimalt early in May. The East Coast ships will carry out further exercises, both in the Caribbean and off the American and Canadian coasts, before returning to their base.

'HMCS Patriot' HQ for Reserve

The names of officers and men on the staff of the Flag Officer Naval Divisions now are borne in the books of HMCS *Patriot*, naval establishment commissioned at Hamilton on February 1.



The White Ensign is raised to mark the commissioning of HMCS *Patriot*, the new administrative command for naval reserve headquarters in Hamilton. Shown are CPO James W. Small, Lt.-Cdr. F. H. (Eric) Pinfold, commanding officer, and bugler Ord. Sea. Gordon W. Merry.

Previously these personnel were attached to *Star*, the Hamilton naval division.

Patriot is commanded by Lt.-Cdr. F. H. (Eric) Pinfold, Commander of the Great Lakes Training Centre, who will continue to hold the summer training command.

The new establishment derives its name from the destroyer *Patriot*, presented to Canada by Great Britain in 1919 along with the destroyer *Patrician* and the cruiser *Aurora*. All three were commissioned HMC Ships on November 1, 1920, at Devonport, England, and arrived in Halifax on December 21. They were among the first oil-burning ships in the RCN.

The *Patriot*, commissioned in the Royal Navy on June 17, 1916, had seen service on patrol and anti-submarine duties during the First World War. By late 1927 it became obvious that the destroyer was worn out and, around the turn of the year, she was paid off and later sold for scrap.

One of her historical links with the Royal Canadian Navy (Reserve) of today is that she served as a training ship for personnel of the Royal Canadian Naval Volunteer Reserve, following its establishment in 1923.

Labrador on River Survey

The *Labrador* sailed from Halifax, February 21, to launch Canada's first full-scale survey of ice conditions in the Gulf of St. Lawrence.

The Arctic patrol ship, which returned last November from DEW line operations in the far north, embarked scientists from the Defence Research Board, which is co-ordinating the survey, and from the Atlantic Oceanographic Group, of St. Andrews, N.B. Other agencies participating in the survey are the Fleet Weather Service of the Royal Canadian Navy and aircraft of the RCAF's Maritime Command at Greenwood, N.S.

This year's operation is the first co-ordinated mid-winter survey of ice, oceanographic and meteorological conditions in the gulf area. From such studies, the scientists hope eventually to be able to predict ice conditions months in advance.

The overall objective of the studies will be an attempt to develop an ice forecasting system, similar to that used in the Baltic, to facilitate year-round navigation in the Gulf, with or without the use of icebreakers.

The need for all-year navigation in these waters has been emphasized by the increasing number of large mining developments in the area, including the copper smelter at Mont Louis, iron ore docks at Seven Islands, titanium at Harbour Pierre and the base metals developments at Bathurst, N.B.

During the *Labrador's* three-week operation oceanographic stations are being set up, ice concentrations plotted, both from the sea and the air, and meteorological studies carried out from points ashore.

THE LURKING PERIL OF SEYMOUR NARROWS

Engineers Plan Final Assault To Demolish Ripple Rock

IN THE STRAIT of Georgia, which separates Vancouver Island from the mainland of British Columbia, there is a narrow passage called Seymour Narrows. It is about two miles long and situated about 100 miles north of Vancouver.

This passage, used by most coastal shipping, has an average width of only 2,500 feet, while the rest of the Strait for a distance of about 200 miles, does not narrow to less than two miles at any point.

Twice daily the tides of the Pacific rush in and out, at the north through the Queen Charlotte Strait, and at the south through the Strait of Juan de Fuca. At the constricted Seymour Narrows these tides cause currents to race through with velocities exceeding 10 and up to 15 knots 250 days of the year.

At the southern end of Seymour Narrows, nearly in the centre of the channel, there exists a submarine outcrop of rock in the shape of a hogsback surmounted by two pinnacles reaching to nine and 20 feet below low water. This outcrop—which is really an underwater mountain—is known as Ripple Rock.

On the east side of the Rock, the channel is 325 feet deep and on the west side, 400 feet deep.

This RCAF photograph of Seymour Narrows shows the location of Ripple Rock, which is to be eliminated as a navigation menace by a mighty explosion.

by

*Brigadier J. P. Carriere, Chief Engineer,
Harbours and Rivers Branch, Department of Public Works*

* * *

This massive obstruction in the patch of the charging tide causes great turbulence, and whirlpools are so large and powerful that they have upset small craft and diverted large and powerful ships from their course.

No complete record of losses has been compiled, but it is estimated that since 1875 some 14 large ships have been lost or severely damaged. And well over 100 smaller vessels, fishing boats, tugs, yachts etc., have been sunk with the loss of at least 114 lives.

Navigation through the Narrows is limited as much as possible to periods of slack tides which occur twice a day and last from 20 to 40 minutes. During low water slack tide the pinnacles are within striking distances of the bottoms of relatively small ships; and while there may be reduced turbulence during that period, there are often wind forces to be reckoned with so that ships will not be driven off course and on the rocks.

Ships wait for slack tides at each end of Seymour Narrows like cars on Main Street waiting for the green light and, at the right moment, dart through from each end. This creates a heavy traffic which in itself is far from desirable in this restricted passage.

The yearly time loss by ships and boats thus forced to lie idle for long periods adds up to millions of hours with consequent costs in dollars.

Two attempts have been made to remove the top parts of the two pinnacles by drilling and blasting from a barge anchored over them. The first attempt was entirely unsuccessful. Anchor cables snapped almost as fast as they could be replaced, and the pitching and swaying of the barge in the turbulent current precluded continuous drilling.

In the second attempt a different method of anchoring the barge was adopted, with negligible progress as the result, and the work was finally abandoned as impractical and too costly.

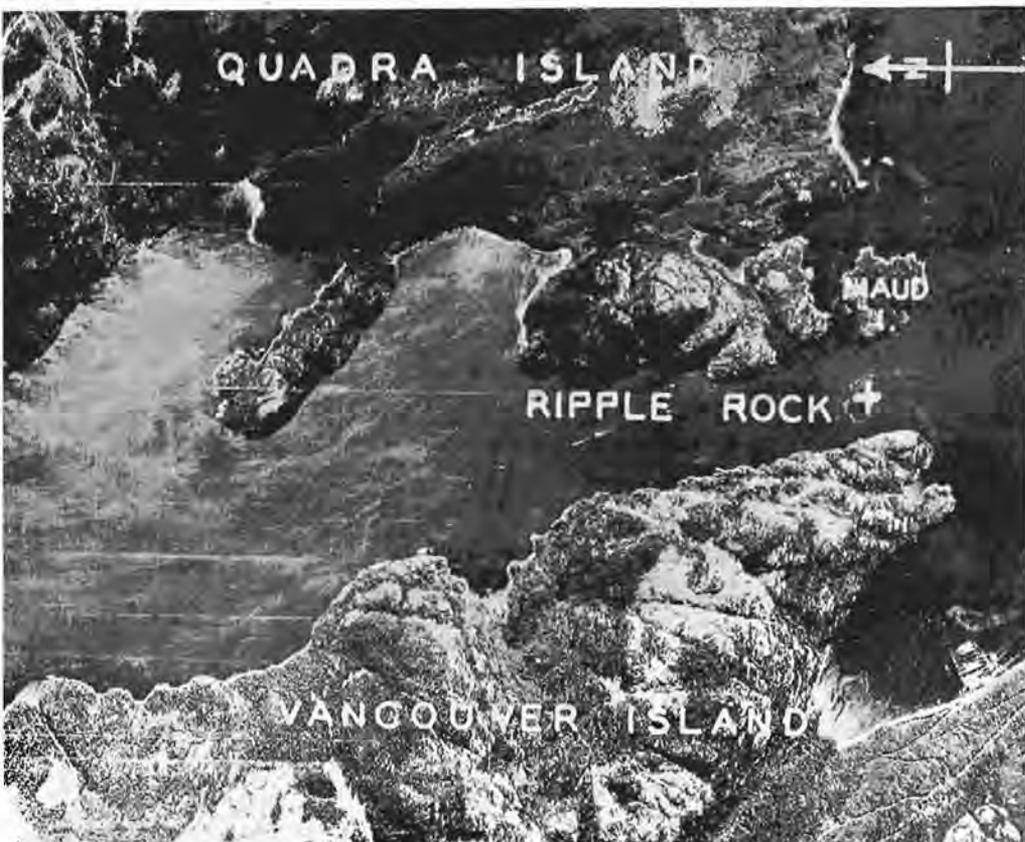
The files of our Department are filled with ideas for knocking off the caps of Ripple Rock. These have been submitted equally from mariners and landlubbers, citizens and foreigners, males and females, engineers, scientists, labourers, miners and day-dreamers. They range all the way from plastering the pinnacles with mortar shells, navy torpedoes or blockbusters to vaporizing them with an atomic bomb.

Mining men have long contended that the proper method of attack is from mine workings beneath the bed of the channel and within the rock itself.

In 1953, the National Research Council was instructed by the chairman of the Privy Council Committee on Scientific and Industrial Research, to make a study of the feasibility of removing the hazard of Ripple Rock and to make suitable recommendations.

As part of this study a hole was bored by diamond drill from Maud Island on the east side of the Narrows, curving down under the east channel to a point beneath Ripple Rock, the object being to test if mining of the rock was feasible.

Since the channel between the island and the Rock is 325 feet deep, the hole had to start downward, pass beneath



the deep part of the channel with a satisfactory clearance and then curve upward into Ripple Rock. With great difficulty, a hole 2,500 feet long was drilled from which most of the core was recovered.

Detailed examination of the core revealed that working in the rock presented nothing but an ordinary mining problem and was entirely feasible. It also indicated that it could be done at reasonable cost.

The committee of the National Research Council charged with this study also examined other proposals and likely methods of attack. It reported that the tips of Ripple Rock could be removed and favoured an underground approach to the inside of the rock, and there setting off one massive blast to pulverize the objectionable tops of the two pinnacles.

The Department of Public Works was charged with the responsibility of implementing the recommendations of the report.

For the preparation of detailed plans and specifications, the Department employed Dr. Victor Dolmage, Consulting Geologist, and E. E. Mason, Consulting Mining Engineer, both of Vancouver, B.C., to work under the direction of the Chief Engineer, Harbours and Rivers Engineering Branch.

The formal project described by drawings and specifications, provides for:

- (a) A shaft on Maud Island, sunk to a depth of 500 feet and ap-

Naden to Rescue Of Blood Bank

When the Red Cross blood bank in Vancouver ran dry early in January ("Absolutely bone dry," it was said), officials of the society knew where to turn.

To the Navy, naturally.

An appeal to Naden resulted in a mobile blood donor clinic collecting 308 pints of good, red, rich sailors' blood. This was flown to Vancouver and the blood bank was solvent again.

It would be pleasant to report the consequences of this transaction in the case of Mr. Jacob Snitchberry, 86-year-old patient from Bella Boola, who had been feebly scratching at death's door.

After one transfusion of Naden blood, it would then be possible to say, the elderly patient leaped from his bed, kissed the head nurse, danced a sailor's hornpipe and then sat down to change his will in favour of the Royal Canadian Naval Benevolent Fund.

Unfortunately hospital authorities do not permit such an intimate glimpse of happenings within their walls and it can only be stated, without a hint of the undoubtedly beneficial consequences, that 308 sailors gave their blood.



Warships of the Royal Canadian Navy, using the Inner Passage along the coast of British Columbia, know the treacherous nature of Ripple Rock. This view of Seymour Narrows and the swirling waters around Ripple Rock is the work of CPO W. P. M. Shaw, who has made numerous sketches and paintings of B.C. coastal scenes.

proximately 7 feet by 18 feet in cross section, and containing three compartments, one for mucking, one for service and a manway. It also includes space for ventilation and other service conduits and power lines.

- (b) A tunnel, 2,370 feet long and 6' x 7' in cross-section, leading from the main shaft, under the channel, at a minimum depth of 100 feet under the bottom, to a position underneath Ripple Rock.
- (c) Two main access raises leading upwards from the tunnel towards the two pinnacles of Ripple Rock, for a height of approximately 300 feet; these raises, 15' x 7' in cross-section, will contain three compartments similar to those in the main shaft.
- (d) Sub-levels, in the form of tunnels, 6' x 7' in cross-section, driven off each raise under each of the pinnacles, lengthwise, for a total length of 370 feet.
- (e) Small tunnels called boxhole entries, 6' x 6' on a 45-degree slope and coyote drifts, on various grades and driven from the sub-levels to various directions and levels under each pinnacle, to be used as chambers into which to place the explosives for the final blast.

Safety precautions are amongst the highlights of the project. All tunnelling

will be preceded by test hole drilling and grouting wherever required. Careful timbering of the work is being provided for as well as flood control gates and emergency doors. Forced ventilation will be maintained at all times, and explosives for the final blast will be encased in water-tight and vapour-proof metal containers.

The final blast—involving about 750 tons of high explosives—will be the most spectacular part of the project. It will be preceded by very detailed safety precautions extending many miles away from Ripple Rock. Special instructions will be issued to all persons within a specified area, detailing the precautionary measures to be taken, and the exact timing of the blast will be planned and forecast sufficiently in advance for all precautions to be taken.

A complete photographic record of existing installations will be built up before the blast to compare with photographs taken afterwards. Seismic recording apparatus will be installed to record the extent and magnitude of the earth tremor, while other equipment will measure the blast effect.

The blast will be timed so as to reduce to a minimum any detrimental effect it may have on fish.

Tenders for the execution of this work were received on September 28, 1955, and it is planned to start the work some time this year. The target date for the final blast has not yet been firmly set, but it is planned for late 1957 or early 1958.—(The P. W. Dispatch)

CONSERVING YOUR CASH IN FOREIGN PORTS

It Helps To Know What A Canadian Dollar Is Worth

BETWEEN WARS they used to tell of a mythical traveller who arrived in France with the return half of a steamship ticket and \$20 in his pocket. Six months later, after touring all the countries of Europe, he embarked for the United States or Canada with more money in his pocket than when he started. In the meantime, he had lived off the fat of the land, yet he had not picked pockets, gambled or done a tap of work.

It is doubtful whether anyone actually accomplished this feat, although it was theoretically possible. The trick was to sell dollars to shady characters on back streets at the unofficial or black market rate and buy them back again from a bank or travel agency at the official rate. The only risks involved were losing your shirt or being slugged in a dark alley.

Nowadays governments take a pretty dim view of such proceedings and the sailor ashore is well advised to confine his money changing to reputable agencies. At the same time, if he is going shopping in a foreign land, he should know the value of his dollar in relation to the local currency.

If the sailor tries to spend Canadian money ashore he may find that the tradesmen in a foreign port will refuse to accept it or give him much less than the current exchange value. If the port happens to be one thronged by tourists, the sailor may receive his change in three or four different currencies.

The secret in getting value for your money in foreign ports is not only to know the difference in value between Canadian and local monetary units, but

also to *feel* the difference. Thus, anyone who spends ten-shilling notes as if they were dollar bills will find his cash resources dwindling about 40 per cent faster than he had reckoned. The rare person who relates the ten-shilling note to a two-dollar bill will suspect the natives of driving a hard bargain.

The Canadian sailor on his first venture into a sterling area is apt to find change-making a tricky undertaking. Should he fail to recognize the difference between a two-shilling coin and a half crown, the sixpence difference can easily cost him a lot of loose change.

Although the Canadian dollar, at the time of writing, is the world's "hardest" and has been for some years, it is not as well known in foreign countries as its U.S. counterpart and may be subjected to an unreasonable discount. Accordingly, carrying U.S. currency is next best to buying local money.

There are dollars and dollars, and the sailor should not assume he is being "clipped" and become hostile when he is asked to pay five dollars for a good

meal or a long taxi ride in the British West Indies. After all, there is a difference of more than 40 cents between the B.W.I. dollar and the Canadian one. The five-dollar taxi or restaurant bill would therefore represent less than three dollars in Canadian money.

Last year ships of the Royal Canadian Navy visited two-score distant lands, from New Zealand to Norway, from the Union of South Africa to Japan. In any year, there is a chance that Canadian seamen will step ashore in ports where their uniforms have never before been seen.

With a view to helping officers and men to assess their pocket money in terms of the world's currencies, a "pay-bob" at *Shearwater* has compiled a table showing the approximate values of various foreign currencies in terms of the Canadian dollar. These values fluctuate from day to day, but the changes are so slight in most cases that the table should be reasonably useful. It must be emphasized however that the quotations are nominal and for reference only.



Ever have money troubles in a foreign port? Then think of the worries of Canadian sailors going ashore in the Far East during the Korean war. This picture taken three years ago shows Petty Officers Tom Reynolds and Ernest McKernan displaying a Korean yen, worth 1 cent; Japanese ten yen—2½ cents; British Armed Forces (Baff) Australian special three-penny voucher—3½ cents; Baff Australian one shilling—14 cents; pre-war Japanese 50 yen—14 cents; an American two-dollar bill and an American military payment certificate worth five cents. They also had to handle Singapore and Hong Kong currency. (AN-184)

What Chance Have the Birds?

In a three-hour endurance run at the South China Athletic Association's Stadium, Hong Kong, on January 25, Cdr. Master-at-Arms Henry Pape, of HMS *Tamar*, naval shore base there, ran 30 miles in two hours, 54 minutes, 45 seconds.

According to the Admiralty News Summary, this established three unofficial records:

World 30-mile record, by beating the 1955 time by three minutes, three seconds.

English 30-mile record, beating, by five minutes, 31.4 seconds, the previous time, posted in 1946.

Empire 25-mile record, in two hours, 22 minutes, 46.1 seconds, thus beating the 1946 record by six minutes, 6.9 seconds.

What Your Money Is Worth In Foreign Funds

Country	Unit	Consisting of	Approx. Canadian Equivalent
Argentina	Peso	100 centavos	\$.031
Australia	Pound	20 shillings	2.24
Austria	Schilling	100 groschen	.038
Belgium and Luxemburg	Franc	100 centimes	.02
Bermuda	Pound	20 shillings	2.80
Bolivia	Boliviano	100 centavos	.005
Brazil	Cruzeiro	100 centavos	.015
Br. West Indies (except Jamaica)	Dollar	100 cents	.586
British Honduras	Dollar	100 cents	.70
Burma	Kyat	100 pyas	.21
Ceylon	Rupee	100 cents	.21
Chile	Peso	100 centavos	.003
Colombia	Peso	100 centavos	.40
Costa Rica	Colon	100 centimos	.15
Cuba	Peso	100 centavos	1.00
Denmark	Krone	100 ore	.145
Dominican Republic	Peso	100 centavos	1.00
Ecuador	Sucre	100 centavos	.067
Egypt	Pound	100 piastres	2.87
Fiji	Pound	20 shillings	2.51
Finland	Mark	100 pennia	.004
France	Franc	100 centimes	.002
French Africa	Franc	100 centimes	.005
Germany	Deutschemark	100 pfennig	.237
Greece	Drachma	100 lepta	.33
Guatemala	Quetzal	100 centavos	1.00
Haiti	Gourde	100 centimes	.20
Honduras	Lempira	100 centavos	.50
Hong Kong	Dollar	100 cents	.175
Iceland	Krona	100 aurar	.061
India	Rupee	16 annas-192 pies	.21
Iraq	Dinar	1000 fils	2.81
Indonesia	Rupiah	100 cents	.088
Iran	Rial	100 dinars	.013
Ireland (Republic)	Pound	20 shillings	2.80
Israel	Pound	1000 prutot	.56
Italy	Lira	100 centesimi	.001
Jamaica	Pound	20 shillings	2.80
Japan	Yen	100 sen	.002
Malaya and Singapore	Dollar	100 cents	.32
Mexico	Peso	100 centavos	.08
Netherlands	Guilder (or Florin)	100 cents	.26
New Zealand	Pound	20 shillings	2.79
Nicaragua	Cordoba	100 centavos	.14
Norway	Krone	100 ore	.14
Pakistan	Rupee	16 annas-192 pies	.21
Panama (Republic)	Balboa	100 centesimes	1.00
Paraguay	Guarani	100 centimos	.047
Péru	Sol	100 centavos	.05
Philippine Islands	Peso	100 centavos	.499
Portugal	Escudo	100 centavos	.035
Puerto Rico	U.S. Dollar	100 cents	1.00
Salvador, El	Colon	100 centavos	.40
South Africa	Pound	20 shillings	2.80
Spain	Peseta	100 centimos	.025
Sweden	Krona	100 ore	.19
United Kingdom	Pound	20 shillings	2.80
U.S.S.R	Ruble	100 kopecks	.25
Venezuela	Bolivar	100 centimos	.30

History Before Your Eyes

A THREE-DIMENSIONAL view of the development of the modern navy lies before visitors to London who wander from the hurly-burly of Trafalgar Square, according to A/Lieut. (SB) John M. Thornton, whose talent, thought and effort go into *The Crow- nest's* "Naval Lore Corner".

One of his sources of inspiration for the drawings was a visit some years ago to the Royal United Service Institution Museum in London and recently he set down on paper his recollections of that visit.

The Royal United Service Institution has for its objectives "the promotion and advancement of the science and literature of the three services" and it seeks to achieve these ends through its library, lecture theatre, journal and museum.

The library has been spoken of as the finest collection of military literature, in the broadest sense, to be found anywhere.

The lecture theatre is noted for its outspoken and instructive addresses by military experts. A notable example was the address last autumn by Field Marshal Lord Montgomery on military organization in which he discussed the vital role of the navies.

The lectures, supplemented by professional and scientific articles, appear in *The Journal*, published quarterly. It is directed largely toward giving each service a better understanding of the other two.

All officers holding commissions in the Royal Canadian Navy and Reserve, active or retired, and midshipmen are eligible for membership, which costs £1 10 shillings for the calendar year—less than \$5 a year at current rates of exchange.

While the greatest benefit of membership is undoubtedly derived by those who have access to the lecture theatre, library and museum, *The Journal* by itself is a valuable medium for keeping in touch with military trends and their historical background.

Here are Lieut. Thornton's memories of the Royal United Service Institution Museum:

ACROSS FROM the War Office on Whitehall, in London, stands a large building of grey stone. A small entrance on its north side, flanked by an ancient cannon and an anchor,



Weepers
Jeepers!
Lookit
the Names
They Give
Our
Sweepers

I OFTEN think there really oughta be a law
To enforce proper thinking on the part of the boys from Ottawa.
It's all very well to name the sweepers after estuaries and bays,
But why didn't they use their imagination when the ships were on the ways
And give each of them a really resounding, inspirational name
Instead of something trite that's mostly a waste of champagne?
Not that I have anything against a bay called Quinte
Except there is confusion whether it ends in "int" or "inty",
And of course there is a lot of romance connected with the name of Fundy,
But the rest of the names are as commonplace and uninspiring as a wet and
foggy Monday.

Think of the names they could have picked from the N.S. Eastern Shore!
Musquodoboit, Martinique, Quoddy, or even Jeddore—

Or, if they were really on the bit, and really wanted to pick 'em,
Why didn't they settle on *Necum Teuch*, or better, *Ecum Secum*?

However, if they have thought of Newfoundland they'd have been in a bit of
a pickle

Owing to the unfortunate fact that a great many of the waterways there are
called somebody-or-other's tickle.

Nevertheless, it wouldn't have done a single bit of harm

To have one of our sweepers christened *Joe Batte's Arm*.

Some of the reasons I have advanced for changing the names may be thin, yet
I think it is high time someone called our sweepers by appropriate names, and
not after some obscure Upper Canadian inlet.

—R.G.C.

usually goes unnoticed by passersby because of the attraction of the Mounted Life Guards on sentry duty across the street at the entrance to the Horse Guards Parade. The building is the historic banqueting house of the old Whitehall Palace, and houses the museum and lecture rooms of the Royal United Service Institution. The small door is the entrance to the museum.

Here is one of the finest collections of naval and military relics and models in existence. The lower floor, or crypt, is devoted mostly to modern exhibits and houses a magnificent array of model warships including a particularly fine group of naval vessels of the late 19th century and the early 20th century.

Many of the models are realistically displayed with small pinnances and picket boats alongside under the miniature boat booms.

There are also models of armoured fighting vehicles, aircraft and weapons and exhibits are constantly being added to the collection to give a picture of the scientific development of the services.

The student of naval architecture can study the evolution of modern warship design, graphically displayed in model form, from the old ironclads and armoured cruisers to the modern battle-ships and destroyers.

The centre aisle of the crypt is devoted to a display of battle tabloids, each battle is represented in a detailed

model laid out in miniature and the visitor can get a bird's-eye view of nearly every major British battle from the landing of Julius Caesar to the D-Day landings at Normandy. Around the walls is a fine collection of uniforms, medals, small arms and mementos of famous military commanders.

To the interested student of naval and military warfare, a week would not be time enough to digest a fraction of what is presented in the museum. However, it is open to the public so that anyone can spend a day or a month studying the exhibits. Whether you are a layman or an expert, you will find the Royal United Service Institution Museum absorbingly interesting.

OFFICERS AND MEN

Naval Aide for Mayor of Halifax

Another symbol of the ties that link the Navy and Halifax is the recent appointment of Lieut. K. M. Young, RCN, as naval aide to His Worship, Mayor Leonard A. Kitz.

The first official function at which Mayor Kitz was attended by his new aide was the transfer, in January, of the frigate *Penetang* to the Royal Norwegian Navy.

The appointment is believed to be unique, but is a logical outcome of the close liaison necessary between civic and service authorities in the naval port.

Wings Given to NATO Observers

January 13 marked the close of an interesting period at HMCS *Shearwater*. On that date, the Commodore, RCN Barracks, Halifax, Commodore E. W. Finch-Noyes, presented wings to the final NATO Observer Course to pass through the RCN Observer School.

Number Nine Course, consisting of five Royal Navy and two Royal Canadian Navy officers completed the nine-month course and will soon depart for the final stage of their training at RNAS *Eglinton*, Northern Ireland.

Though observer training will soon cease, the school will continue to function and in fact will increase its activities. With the advent of the CS2F, the requirement for observer's mates is almost doubled.

The training of observer's mates will be even more extensive than in the past, for the new aircraft will have

WEDDINGS

Lieutenant Martin Herbert Brayman, *Shearwater*, to Miss Hazel Ruth Folds, Berwick, N.S.

Able Seaman R. E. Burkholder, *Naden*, to Miss June Diane Buxton, Victoria.

Lieutenant Richard John Hitesman, *Cayuga*, to Miss Joan Christina Rodger, Victoria.

Able Seaman B. F. Kraft, *Naden*, to Miss Joan Isobel Wingate, Victoria.

Lieutenant John Irwin Manore, *Algonquin*, to Miss Cecily Emily Elizabeth Rankin, St. Thomas, Ont.

Able Seaman Donald Albert Pickles, *Naden*, to Miss Joanne Milley, Victoria.

Able Seaman Denis Robert Reeves, *Naden*, to Miss Colleen Gail Cann, Edmonton.

Leading Seaman Gordon Simpson, *Naden*, to Miss Carole Joan Lipsack, Victoria.

Lieutenant (MN) Marjorie Aileen White, *Stadacona*, to Sub-Lieutenant (S) Ian R. U. Fraser, *Stadacona*.

Able Seaman Donald Woolgar, *Naden*, to Miss Barbara May Allcock, Victoria.



The awards to the first winners of the Barry German Naval History Prize were presented at HMCS *Venture* on January 26 by Cdr. T. R. Durley, RCN(R) (Ret'd), president of the Dominion Council of the Naval Officers' Associations of Canada. The winners were Inst. Lt.-Cdr. Lawrence Farrington (left), first place award, and Inst. Lieut. Douglas Williams, second place. (E-34756)

several types of equipment that have not hitherto been employed in the RCN. Moreover, it is anticipated that there will be a need to increase the pilot's navigational training in order to maintain past operational efficiency. This will become another of the school's roles.

Since its inception in January 1953, 75 observers have passed through the school and taken their place in squadrons. Of these numbers, about one-third have been RCN officers, and they today comprise the bulk of squadron observers.

Until the training of observers ceases, the name of the school will remain the same and trade classification of observer's mate will not alter; that a new title will be required in the near future is evident. Just what it will be has not yet been ascertained.

Benevolent Fund Aids Former Sailor

There's little that can be compared with the satisfaction to be derived from helping a former shipmate—but that's all in the day's work to the Royal Canadian Naval Benevolent Fund.

Last year the case of a former sailor who had lost his arm in an accident was brought to the attention of the Fund, which responded with alacrity. The sequel is told in the following letter from the Second World War naval veteran:

"On behalf of my family and myself, I would like to thank the Royal Canadian Naval Benevolent Fund for their most generous help following my accident.

"It certainly has relieved my mind a great deal knowing that the mortgage will be paid until I can get back on my feet again and that the children will be clothed well.

"I was quite worried for some time as I thought perhaps we might lose the house but, thanks to the Benevolent Fund's generosity, everything looks a lot rosier now and we can face life with a lot more confidence than before."

Copter Picks Up Ejected Flyers

The Royal Canadian Navy, despite its rules on the subject, was glad to be able to accommodate a couple of hitch-hikers early this year.

They were two RCAF officers, whose CF-100 was involved in a collision with another aircraft of the same type about 30 miles west of Ottawa. The officers ejected themselves clear of their damaged plane, landed safely by parachute and were picked up and flown back to Ottawa's Uplands Airport in a helicopter piloted by Lieut. L. H. Caslake, of the VX10 detachment operating with the National Aeronautical Establishment at Uplands.

BIRTHS

To Leading Seaman Lyle Auton, *Stadacona*, and Mrs. Auton, a son.

To Chief Petty Officer Alick Croft, *Naden*, and Mrs. Croft, a son.

To Lieutenant John A. Farquhar, *Stadacona*, and Mrs. Farquhar, a son.

To Petty Officer R. E. Fitchett, *Naden*, and Mrs. Fitchett, a son.

To Leading Seaman Robert Frandle, *Naden*, and Mrs. Frandle, a daughter.

To Chief Petty Officer Brian Inglis, *Naden*, and Mrs. Inglis, a daughter.

To Commander Jack N. Kenny, *Queen Charlotte*, and Mrs. Kenny, a son.

To Lieutenant R. C. Knapp-Fisher, *New Liskeard*, and Mrs. Knapp-Fisher, a son.

To Able Seaman Robert Long, *Stadacona*, and Mrs. Long, a son.

To Leading Seaman R. A. Newman, *New Liskeard*, and Mrs. Newman, a son.

To Petty Officer John B. Crozier Smith, *Athabaskan*, and Mrs. Smith, a daughter.

To Petty Officer Ronald Waugh, *Niobe*, and Mrs. Waugh, a daughter.

In appreciation of the Navy's efforts, Group Captain D. R. Miller, commanding officer, RCAF Station Uplands, wrote:

"On the afternoon of 13 January, 1956, an aircraft from RCAF Station Uplands was involved in a midair collision and crashed in the vicinity of Carleton Place.

"In arranging the search and rescue of the crew of the aircraft, assistance was requested from Lieut. Caslake, the officer commanding your VX-10 Detachment attached to the CEPE/NAE Detachment at Station Uplands.

"Through the provision of a helicopter piloted by Lieut. Caslake and his co-operation, the members of the crew were successfully evacuated. Extremely short notice was given in this instance and the efficient way in which the operation was carried out was due to a large extent to Lieut. Caslake and his crew.

"It is requested that the appreciation of all concerned at Station Uplands be extended to Lieut. Caslake and the members of your Naval Detachment who assisted."

Senior Officers Change Posts

Forthcoming changes in appointments of three senior officers of the Royal Canadian Navy have been announced.

Captain Desmond William Piers, at present commanding the *Quebec*, will take command May 9 of the *Algonquin* with the additional appointments as Captain, First Canadian Escort Squadron, and as senior officer in command of the units concerned.

In his new appointments, Captain Piers will succeed Captain Ralph Lucien

Eskimos Take 'Copters in Stride

Were Eskimos who had never heard of such machines before amazed or fearful when RCN helicopters dropped out of the sky at their communities?

Not they. Their attitude, on the contrary, was one of keen, intelligent interest, according to Lt.-Cdr. E. A. Fallen, of Fort William, officer-in-charge of the helicopter detachment borne in the *Labrador* during last summer's operations along Hudson Strait and in Foxe Basin.

The amazement was all on the part of the helicopter pilots, who found that the Eskimos weren't satisfied with an inspection of the exterior of the whirlybirds, but had to know what made them tick. Engines, even the rotor couplings, were exposed to view and provoked excited debates in the Eskimo language.

Lt.-Cdr. Fallen wasn't sure what they were discussing, but he saw enough to indicate the Eskimos were a race with natural mechanical aptitude.



Pictured is the class of petty officers who successfully completed the Regulating Petty Officer "A" Class in HMCS Stadacona. The course was of 12 weeks duration, and was the first of its kind to be offered. Although the regulating training facilities have been organized in Stadacona for the past two years, and some 215 graduates have undergone courses in administration there, this was the first class of regulating petty officers to be qualified. Other courses offered have been for advancement within the regulating branch, and for the quartermaster branch. From left to right are: Back row, PO Allen Leveridge, PO Harry Tivy, PO Robert F. Cane, and PO Victor J. Dyer; centre, PO James A. Wardell and PO William Ramsay; front, CPO Lewis J. Smith, class instructor and Lieutenant-at-Arms J. W. Isherwood. (HS-39605)



Graduates of the fourth course of plane technicians at the Naval Aircraft Maintenance School, Shearwater. Left to right, front row, PO Mohamed-Sheriff Shah, Trinidad, B.W.I.; PO Albert Brownell, Truro, N.S.; CPO A. Gasper, Saskatoon, Sask., instructor; Lt.-Cdr. E. A. Smith, Saskatoon, commanding officer of Naval Aircraft Maintenance School; PO A. Moore, Windsor, Ont., instructor; PO Allan Whalley, Long Branch, Ont.; PO William Hudson, Leicester, England. Back row PO Harry Greenwood, Toronto; PO William Sopko, Hamilton; PO Gordon Lee, London, England; PO George Holt, Fort Saskatchewan, Alberta; PO Richard Nunnerley, Port Arthur, Ont. (DNS-14861)

Hennessy. The latter officer goes to the United Kingdom and on June 11 becomes Chief Staff Officer to the Naval Member, Canadian Joint Staff (London), and alternate Canadian Member to the Military Agency for Standardization. He will hold the additional appointment of Commanding Officer, HMCS *Niobe*, RCN establishment in London.

Cdr. Frederick Ernest Grubb, who has held the U.K. appointments since August, 1954, will join the staff of the Flag Officer Pacific Coast in Esquimalt on July 9, as Assistant Chief of Staff (Training and Administration).

Communication Courses Finish

The following communications courses were completed by November 28 in the Communications Training Centre, at *Stadacona*:

CR2 "E", with Ldg. Sea. Allan M. Craydon scoring top honours and Ldg. Sea. Ronald D. Mark second;

CV2 "F", with Ldg. Sea. Alex C. Muise heading the class and Ldg. Sea. Donald A. Sullivan, second.

Nieces Seek RN Veteran

Two nieces, living in Winnipeg, are endeavouring to locate their uncle, a veteran of service in the Royal Navy, and have written to *The Crowsnest* in the hope that retired or serving personnel may know of him.

He is Charles Young, who was born and attended school in Stratton St. Margaret, Swindon, Wiltshire. Conflicting records give his year of birth as 1894 and 1895. He joined the Royal Navy about 1912 and received his discharge from HMS *Defiance* on August 6, 1924.

The information as to his whereabouts is being sought by the Misses Jeanne M. and Louise A. Young, 364 Parkview Street, Winnipeg 12, daughters of Charles Young's only brother Frederick.

Air Maintenance Courses Ended

At recent passing out ceremonies at the Naval Aircraft Maintenance School in *Shearwater*, the following graduated with top honours:

Air Fitters' courses (TG2), Ldg. Sea. Robert G. Mustard; (TG1), Ord. Sea. John Ranseth; Air Riggers' courses (TG2), Ldg. Sea. Charles Rolfe; (TG1), Ord. Sea. Robert Dunmall; Air Ordnance course (TG1), Ord. Sea. Donald Fleming; Safety Equipment Technicians' course, Ord. Sea. Ronald Wilson.



These are members of the No. 36 Officers' Divisional Course at Cornwallis between October 31 and December 12, 1955. Front row, left to right: Instr. Lt.-Cdr. David D. MacKenzie (Course Officer), Lieut. (W) C. E. Ogilvy, A/Sub-Lt. (MAd) R. H. Whetmore, and CPO C. E. Coles (Course Chief Petty Officer). Second row: Lieut. (S) R. J. Bachand, Lieut. (L) G. C. Kearton, A. Sub-Lt. (S) P. C. Fortier, Sub-Lt. (S) H. M. Harrison and Cd. Communication Officer J. E. Parrish. Third row: A/Sub-Lt. (S) Conrad Merleau, A/Sub-Lt. (SB) F. G. Clark, A/Cd. Electrical Officer B. L. McInnis, Lieut. (MAd) B. H. Bak, A/Cd. (SB) Officer J. M. Kempton and A/Cd. Ordnance Officer C. C. Penney. Back row: A/Cd. Radio Officer J. R. Nowland, A/Sub-Lt. (S) R. M. Sutherland, Sub-Lt. (S) R. J. Volker, Lieut. (S) D. W. Swan, A/Cd. Radio Officer Ronald Emmerson, A/Cd. Gunner (TAS) D. J. Thomson and Sub-Lt. (S) E. B. Larkin. (DB-6255)



Here are the members of the No. 65 Chief and Petty Officers' Leadership Course held at Cornwallis between October 24 and December 5. Front row (left to right): PO Christopher Moodie, PO Gordon Mason, PO William Glanfield, Cd. Writer Officer W. A. Wolfe (course officer), PO Donald Schleen and PO Walter Everall. Back row: CPO Russell Knight, PO Francis Mattatall, CPO Herbert Cooper, PO Warner Huff, PO William Roy and PO Robert Hotchin. (DB-6230)

Cdr. Creery Commander (Air)

Cdr. Raymond A. B. Creery took up the appointment of Commander (Air) in the *Magnificent* in February. He succeeded Cdr. Victor J. Wilgress, who was to attend the course at the Royal Naval Staff College, Greenwich, England, beginning March 9.

Cdr. Creery has been Staff Officer (Operations) to Commodore E. P. Tisdall, Senior Canadian Officer Afloat (Atlantic) in the *Magnificent*. His successor in the staff appointment is Lt.-Cdr. Joseph J. MacBrien, who took over the duties February 16.

91 Enrolled as ROTP Cadets

Ninety-one young men from across Canada have been enrolled in the Royal Canadian Navy as cadets under terms of the Regular Officer Training Plan at the three Canadian Services Colleges.

Under the Regular Officer Training Plan, cadets are maintained at the colleges at government expense and upon graduation join the services as regular force officers.

Royal Military College has 26 new naval cadets, Royal Roads, 22, and Collège Militaire Royal, 43.

Of the naval cadets beginning studies at the Services Colleges, 36, including 25 French-speaking young men, are from Quebec Province, 27 are from Ontario, 14 from the Prairies, eight from British Columbia and six from the Maritimes.

Prize Awarded For Attendance

Richer by \$50, AB Albert Holt, of Vancouver, has found himself the beneficiary of the prize offered by the Vancouver branch of the Naval Officers' Association for the reservist most regular and assiduous in attendance at parades at HMCS *Discovery*.

The \$50 bond was presented to AB Holt by Tom Phillips, NOA president.

Earlier, as part of its program in support of the naval division, the NOA had contributed \$100 to help defray the expenses of the *Discovery* rowing team's trip to the Canadian Henley last summer. The NOA felt that the oarsmen had put up a good show and were a credit to the division.

U.S. Navy Has Big Program

The United States Navy's new \$1,400 million shipbuilding program, passed by the House of Representatives by a vote of 359-3, calls for the construction of 23 new warships, the conversion of 23 older vessels and the building of 5,000 tons of new landing and service craft.



The No. 64 Petty Officers' Leadership Course was held at Cornwallis from October 17 until November 28. Front row (left to right): PO Stanley Raynham, Lieut. R. H. Kirby (assistant course officer), Lt.-Cdr. A. W. Stewart (OIC Leadership School), Lieut. G. G. Armstrong (course officer), PO A. F. West (course petty officer) and PO Harold Klee. Second row: Petty Officers Lawrence Munday, Russell MacKay, Kenneth MacDonald and Nelson Larche. Third row: Petty Officers Frederick Cook, Clifford Gee, Melvin Millar and Nicholas Yakubowich. Fourth row: Petty Officers Clive Millo, Archibald Wood, David Fisher, Russell Dunn and Norman Richardson. Back row: Petty Officers Frederick Bailey, Bryan Morley, Lynn Wood, York Brace and Harry Osbourn. (DB-6211)



These are members of the No. 63 Chief and Petty Officers' Leadership Course held at HMCS Cornwallis between September 5 and October 17. Front row, left to right: CPO Alexander Brown, CPO Philip Muir, Cmd. Wtr. Officer A. L. Hayley (Course Officer), CPO George E. Coles (Course Chief Petty Officer), CPO Fred Giles and CPO William Jones. Centre row: PO Roy English, PO Carman Marklinger, PO Thomas Miller, CPO Charles Francis, PO Harry J. Clark and PO Ronald Coster. Back row: PO Robert Lawson, PO Peter Buchan, CPO Leslie Logan and PO Ronald Hamlin. (DB-5939)

The *Army Navy Air Force Journal* says that more than half of the new ships will be guided missile vessels and that one will be atomic-powered.

The program, funds for which still remain to be appropriated, also includes a sixth *Forrestal* class carrier, six atomic submarines, two 1,400-ton escort vessels and an 8,000-ton ammunition ship. The bill provides authority to begin design and advance procurement for a nuclear-powered aircraft carrier.

Five light cruisers and a submarine are to be converted to guided missile use and other conversions will include four carriers, an amphibious assault ship, an attack transport, a seaplane tender, six radar picket escort vessels and four ocean radar station ships.

Retired Naval Officer Elected

Captain Reginald Jackson, OBE, VRD, RCN(R) (Ret'd), was elected president of the Alberta United Services Institute January 31 at Calgary. Lt.-Cdr. Donald McDiarmid, CD, RCN(R), was elected a director by acclamation.

Venture Cadets Score High Marks

A total of 183 naval cadets wrote the mid-year examinations at *Venture*, 74 of the cadets being in the first year. Senior cadets had an over-all average of 65.7 per cent while the junior cadets had an average of 64.8 per cent.



Eight former members of the Royal Canadian Sea Cadets Corps now are attending Royal Roads, the Canadian Services College, near Victoria. Front row, left to right: Cadets M. H. D. Taylor, ex-RCSCC Rawalpindi, Prince Albert, Sask., R. C. Salmon, Daerwood, Selkirk, Man., P. D. Crofton, Discovery, Vancouver, and D. Fraser, Falkland, Ottawa. Back row: Cadets I. G. A. Fletcher, Captain Vancouver, Vancouver, W. M. McMurtrey, Jervis Bay, Saskatoon, D. E. Taylor, Rainbow, Victoria, and R. Gillard, Cornwallis, Deep Brook, N.S.

Cadet (E) George Gudgeon, helped along by two perfect papers in mathematics, headed the senior cadets with an average of 90.4 per cent, followed

closely by Cadet (E) Keith Davies, with 87.4 per cent and Cadet (E) John Littlefair, with 87.1 per cent.

In the junior year, Cadets Rene Claus, of Belgium, and Edward Lauer were first and second in averages of 82.9 per cent and 82.6 per cent respectively.

Injured Family Flown to Naden

Following hospitalization in Minot, North Dakota, in late September as a result of a two-car collision, CPO George J. Kitson, a naval communicator, his wife and four children were flown by RCAF aircraft to Patricia Bay Airport where they landed on January 16.

A son of CPO Kitson, aged eight years, was killed as a result of the crash, which occurred at Minot.

CPO Kitson, who was still encased in a body cast, was moved to the RCN Hospital at Naden.

His wife, who had a body cast removed a few days previously was housed with the children at Signal Hill. None of the other children was seriously injured. They are: Joseph Nicholas, 14; Michael Anthony, 11; Rebecca Caroline, 4, and Christine Mary, eight months

At the time of the accident CPO Kitson was en route to Naden from Cornwallis.



Officers of the Supply Branch have made a presentation of sterling silver to the Wardroom Officers' Mess at Stadacona. Here, Commodore (S) C. J. Dillon, Supply-Officer-in-Chief, left, on a visit to the Atlantic Command, presents the silverware on behalf of his branch to Cdr. L. P. McCormack, acting on behalf of the mess. The Supply Branch began its contributions for the silver over a year ago. The present consisted of five silver bowls and 10 pairs of silver candlesticks. (HS-39351)

MAN of the MONTH



CPO D. K. DORRINGTON

BOMBS HAVE crunched around him, shells from an enemy submarine have blasted holes in his ship, buzz bombs and V-2 rockets have forced him to spend night after night in shelters, and yet . . .

The most vivid recollection of his naval career for Chief Petty Officer Delbert K. "Del" Dorrington goes back nearly 23 years to his early days as a boy seaman in the Royal Canadian Navy and it's not improbable that he from time to time furtively rubs the top of his head to see if there's still a lump there.

That lump may have had something to do with his being chosen by the Torpedo Anti-Submarine School at *Stadacona* as "Man of the Month". For it was one of the things that awakened in the 17-year-old boy a realization that the Navy meant business and that he was, in fact, entering a man's career.

The incident occurred at *Stadacona* back in 1933 when "Del" was receiving his initial training under the tender care of Petty Officer P. D. Budge, who now holds the rank of commodore, commands *Naden* and is Commodore RCN Barracks, Esquimalt. Young Dorrington had not yet reached the stage where his attitudes were ship-shape. Oblivious to the instruction going on at the time, he was reading a comic strip, when a stonicky* suddenly descended on his

What's A Stonicky? Ask The Man Who Bought One

head with a sharp crack. Thus was he introduced to naval discipline and directed on the way to a long, useful and interesting life in the Navy.

Born at Inverness, Cape Breton Island, in 1916, he was brought up at Peterborough, Ont., where he attended Peterborough Collegiate and Vocational School before joining the service.

He commissioned the first *St. Laurent*, River Class destroyer, in Chatham, England, in 1937 when Lt.-Cdr. (now Rear-Admiral) R. E. S. Bidwell was her captain. From there he went to a coal burner, the minesweeper *Gaspé*, and at about this time he set some of his thoughts to words in four brief lines he called "Things You See and Don't See":

A ship upon an ocean,
A ship upon a sea,
A paint brush in a Tiffy's hand—
You never these will see.

His attitude toward wielding paint brushes led him to join the Torpedo Branch, but unfortunately history does not record which Tiffy (engineroom or sick bay) inspired the doggerel.

In 1938, "Del" was in the spotless *St. Laurent* when she steamed around to the West Coast, where the ship's company transferred to the *Skeena* and brought her back to Halifax.

When the war started in 1939, CPO Dorrington was in the *Saguenay*, which was detached to steam to Curaçao, the Dutch possession in the West Indies, to intercept five German freighters which were sheltering in that neutral port, and succeeded in blockading them for a time.

He first saw action under Cdr. (now Vice-Admiral, Ret'd) E. R. Mainguy in the *Ottawa*, when she attacked in the Atlantic an Italian submarine which managed to slip away.

Drafted to HMS *Vernon* in 1940 for a leading torpedoman's course, he found that his sleep was disturbed by incessant bombing and that during instruction all classes were at immediate notice to repel the threatened invasion of Britain. Eventually, the bombing became so serious that the school was

evacuated to Chatham. It was here that he was rated leading seaman, having passed the professional exam some time before, when leading seamen's boards were stiff. The year 1942 found him in the *Assiniboine* under Lt.-Cdr. John Stubbs, when suddenly one day in poor visibility a German submarine was sighted close to the ship. The enemy craft being low in the water, the *Assiniboine's* guns could not always bear on it, while the latter found the *Assiniboine* a perfect target. Moreover, the submarine, being very manoeuvrable, kept turning in a smaller circle than the *Assiniboine*, and thus managed to inflict considerable damage to the destroyer. The eventual outcome was that the destroyer out-manoeuvred the U-boat, which was rammed and sunk. The *Assiniboine* picked up 26 survivors, and landed them at St. Johns, Newfoundland.

CPO Dorrington was in charge of the depth charge throwers at this time and he fired several patterns during the action. Many of his shipmates will recall his zeal for firing depth charges, despite all the shattered light-bulbs he subsequently had to replace.

Next came two convoy trips, in the corvette *Sudbury* from New York to Guantanamo Bay, Cuba, where the water taxis are reputed to have noted an increase in the number of passengers.

Early in 1943, CPO Dorrington was sent to *Stadacona* for a Low Power LTO's course. Having passed this successfully, he rejoined the *Assiniboine* under Lt.-Cdr. (now Captain) R. P. Welland, and sailed for convoy work in the North Atlantic. More exciting actions took place in the English Channel, but by this time he was due for a refresher LTO's course, and was sent ashore to HMS *Marlborough* late in 1943. Although now safe from invasion, Britain was being subjected to attack by the V-bombs at this stage, so "Del" spent more nights in the shelters. On completion of the course, he was supposed to join the ill-fated *Athabaskan*, but she sailed too early, and so he was drafted to the *Iroquois* instead, under Cdr. (now Rear-Admiral, Ret'd) J. C. Hibbard. He was aboard when the *Iroquois*, *Haida* and *Huron*, had a short sharp encounter with five heavily-armed German trawlers, five of which were sunk.

* A "stonicky" was a short stick used when splicing heavy hawsers to pound the strands into place. Fishermen on the Pacific Coast wield a similar stick to stun salmon as they are being hauled into the boat and they call it a "stonicky". The word is not found in the Oxford Dictionary. The reference here is presumably to a pointer or a stonicky used as one.—Ed.

Back in the *Assiniboine* as a CPO in 1944, he served in her for the remainder of the war on the Channel Patrol.

Much of the equipment at present used in the TAS and Gunnery Schools was installed immediately after the war by the instructors themselves, and CPO Dorrington worked on this until he did the first conversion course to TD1 in 1948.

After a year at sea in the *Swansea* under the command of Lieut. (now Cdr.) R. W. Timbrell, he qualified as TASI, and since then most of his career has been spent instructing on shore. At the moment, he is Regulating Chief in the TAS School, where his familiar "Come here, my son!" halts many an OD in his tracks.

CPO Dorrington married Audrey Elizabeth Hannebery on December 26, 1941, and probably had one of the shortest honeymoons on record; the ceremony took place at 2045, and his ship sailed for convoy duties in the grim Atlantic at 0630 next morning. The war having no respect for persons, it was a full 11 months before he saw his wife again.

The Dorringtons intend to retire to Peterborough, Ont., at the end of 1958 when his time is up. After taking a course in transitional counselling, he hopes to get a job in personnel management in some firm, where his long experience in the service will stand him in good stead.

'Whoever Finds This Bottle . . . ?

Anyone who is interested in figuring out long odds might spend the next few years trying to work out the astronomical proportions of this one:

A couple of years ago, AB Thomas Scott Murray, of Victoria, tossed overboard from the frigate *Antigonish* off the coast of California a bottle containing a note.

The bottle presumably drifted south along the California coast and then struck out for the open sea. Two years and 3,000 miles later it was washed upon the shores of Midway Island, last outpost of the Hawaiian chain. There it was found by Warrant Officer Raymond L. Scharback, of the United States Navy, who manfully suppressed his disappointment at merely finding a note inside and reported his find to AB Murray.

Thus in an area of millions of square miles and with thousands upon thousands of Central and South Pacific islands to choose from, the bottle, true to its naval origins, picked a spot inhabited by friendly naval personnel.

It makes one kind of humble just to think of it, but it has yet to be established that bottles will succeed radio as a method of naval communication.



Easter Bonnets à la RCN



ARTS AND CRAFTS SPEED ARCTIC HOURS

Labrador's Hobby Show The Season's Gala Social Event

AT AN AUTUMN hobby show on board HMCS *Labrador* in Arctic waters a variety of exhibits was displayed in the ship's cafeteria. This was quite a social event after more than five months at sea and, with the added attraction of coffee and doughnuts provided by the Supply Branch, was well patronized by the ship's company.

It is by no means essential to have a hobby to relieve monotony in the *Labrador*, but judging from some of the work put into some of the items, it can certainly be an interesting way of passing the time. "Goofing" at walrus and polar bears is liable to lose its appeal after a few months.

For many weeks, there had been a hideous grinding and rasping noise after working hours in the boat engine repair shop. As the wardroom ante-room is located on the other side of the bulkhead, the wardroom officers were most interested to see if these strange noises could in any way be connected with the hobbyists' craft and they were not disappointed. An impressive collection of model brass cannon complete with teak carriages, elevating gear, and wedges had been constructed by CPO Eric Blaney, of Windsor, Ont. and Dartmouth, N.S.; PO Kenneth Astles, of St. Thomas, Ont., and Dartmouth, N.S.; Ldg. Sea. Arthur Blinkhorn, of Sydney, N.S.

Ldg. Sea. Gilbert Gayea, of Toronto, Ont., outdid the historic armament section by providing his cannon with a gun's crew and round shot.

Ldg. Sea. Roger Mathurin, of St. John, P.Q.; PO Kenneth Krotz, of Halifax, N.S., and AB John Thompson, of Peterborough, Ont., had canvases hung at the show and their subjects ranged from a very creditable painting of the *Labrador* in the ice to a bevy of nudes (wholly imaginative, according to the artist).

Eskimos are renowned for their carving in soapstone and ivory and a visiting Eskimo would have been rather surprised to see that he has no monopoly in this field. Surgeon Lieut. D. J. Kidd, of Halifax, N.S., had produced some extremely delicate pieces of "Eskimo Art", which included a miniature naval crown in old ivory suitable for final manufacture into a brooch, an Eskimo in soapstone with raised ivory harpoon on a soapstone base, and an ivory ring with inscribed Eskimo syllables. Padre T. L. Jackson, of Dartmouth, N.S., also



Patient, skilled effort produced these gleaming model cannon, displayed here by their makers Ldg. Sea. Gilbert L. Cayea, Ldg. Sea. Arthur L. Blinkhorn and AB Rolland Slingerland. (LAB-1369)



The art section of the *Labrador's* hobby show revealed Ldg. Sea. Roger L. Mathurin, of St. Jean, Que., as an artist of catholic tastes, ranging from the Disney-esque to the Dali-esque. (LAB-1367)



Captain O. C. S. Robertson comments on the work of the Labrador's amateur photographers. (LAB-1365)

had been active in ivory carving and, in addition to a crouching weasel, had on display some flat odd-shaped pieces of smooth ivory which were advertised as free-form tiddly winks.

A magnificent gun stock inlaid with ivory by CPO Riley Mombourquette, of Sydney, N.S. and Halifax, N. S. and a polar bear carved of teak by Lt.-Cdr. (SB) W. E. Markham, of Dartmouth, N.S., gave added Arctic variety to the show. PO Allan Barry, of Montreal, P.Q., and Dartmouth, N.S., had an 18th century brig on display and PO Thomas Brown of Dartmouth, N.S., and PO Kenneth Kritz, of Halifax, N.S., with an eye to Christmas, had concentrated

on dummy revolvers, with PO George Bell, of Halifax, N.S., and Ldg. Sea. John Kirkland, of Windsor, Ont., and Dartmouth, N.S.

Exhibits of Arctic scenes and leather handbags were popular items with work by Ldg. Sea. Gordon Keeling, of Strathroy, Ont., and Halifax, N.S.; AB William Doward, of Strathroy, Ont. and Halifax, N.S., and AB Donald Milks, of Ottawa, Ont.

Many other projects were not on display owing to incompleteness but there is no doubt that the provision of hobby shop and hobby equipment has been fully justified in the *Labrador*.

The "L" School Re-Visited

EARLY IN 1947 I was instructed to report at HMC Electrical School to describe the behaviour of electrons to a RT Class.

To my consternation I found the officer-in-charge and most of his staff in shirt sleeves, piling up debris and clearing the way for what was to become a most amazing school.

The explanation of course was that the Wrens had not long before vacated the building and alterations were not keeping pace with the ambitious dreams of a young department. So ruthless and rapid was the program of reconversion, the rumour still persists that a Wren

was discovered asleep in one of the compartments about to be demolished.

With such a spectacular birth, it is not surprising that growth was rapid. For a time the youngster had growing pains, threatening to eclipse every other school in the Navy. I well remember a letter on training from a far-sighted officer at Headquarters envisaging the use of the most fantastic instructional devices, including television. In 1947 that was really something.

Meanwhile the transformation continued without let-up. The Wrens' canteen became the workshop, their galley became labs and their beauty parlor

became administrative offices. While modifications were being made to the plumbing and wiring, the battle between vocal cords and star drills went on merrily and endlessly.

The surprising thing about the whole affair was that morale was at an all-time high. The "L" School boys reached the top in all interpart activities, even on the range, to the consternation of "Guns" and his sharpshooters.

By 1951, the stripling had grown to such proportions that he needed more space, and ousted his elder brother, the Communication School, who took up residence in *Cornwallis*, the message centre alone remaining.

On return to the school in 1955, I was struck by the amazing development of the intervening years. Labs had become labs in the real sense of the term, with equipment and demonstration pieces in the cupboards and counters provided. AC is rapidly replacing DC. HMCS *St. Laurent* and HMCS *Labrador* are in with their challenge to those who like to "dig in" and try to master the maze of electronic gadgets of a modern ship. Kirchoff and Ohm are no longer adequate—that sine wave is everywhere! "Man-O-man, you should see that gunar circuit! Are you a power man or an electronics man?" Well, who knows?

One feature of the school, however, still persists—the cinema is as stuffy as ever.—L.B.S.

RETIREMENTS ANNOUNCED

CPO Hugh Cochrane DUNBAR, 36, C1T14, Kamloops and Victoria, B.C.; joined January 12, 1936; served in *Naden*, *Skeena*, *St. Laurent*, *Fraser*, *Stadacona*, *Saguenay*, *Ottawa*, *Avalon*, *Cowichan*, *Cornwallis*, *Niobe*, *Restigouche*, *Peregrine*, *Rockcliffe*, *Cayuga*, *Athabaskan*, *Discovery*; awarded Canadian Forces Decoration; retired January 12, 1956.

CPO George Edward HUE, 41, C2EM3, Oxford, Cumberland County, N.S.; joined January 8, 1936, served in *Stadacona*, *Champlain*, *St. Laurent*, *Skeena*, *Venture*, *Naden*, *St. Croix*, *Avalon*, *Niobe*, *Tillsonburg*, *Protector*, *Cornwallis*, *Sioux*, *Haida*, *Huron*, *Qu'Appelle*, *Iroquois*, *Portage*, *New Liskeard*, *Swansea*; awarded Canadian Forces Decoration; retired January 7, 1956.

CPO Jules LAPOINTE 40, C2ET4, Shawinigan Falls, P.Q.; joined November 20, 1933; served in *Stadacona*, *Saguenay*, *St. Laurent*, *Skeena*, *French*, *Port Hope*, *Minas*, *Avalon*, *Restigouche*, *Niobe*, *Niagara*, *Scotian*, *Haida*, *Montcalm*, *Magnificent*, *D'Iberville*, *Toronto*, *Trinity*, *New Liskeard*; awarded Canadian Forces Decoration; retired January 8, 1956.

CPO Arthur Freeman MEISNER, 38, C1Q14, Port Medway and Halifax, N.S.; joined September 9, 1935, served in *Stadacona*, *Champlain*, *St. Laurent*, *Pembroke*, *Saguenay*, *Elk*, *Venture*, *Columbia*, *Cornwallis*, *Hochelaga*, *Lindsay*, *HMS Ettrick*, *Peregrine*, *Micmac*, *Wallaceburg*, *Scotian*, *Niobe*, *Magnificent*, *Brockville*, *Crescent*, *Naden*; awarded Canadian Forces Decoration; retired January 17, 1956.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Comox

Last October, Lt.-Cdr. C. G. Smith assumed command of the *Comox* and the duties of Commander Second Canadian Minesweeping Squadron.

With Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, embarked, the *Comox*, *James Bay* and *Fortune* sailed to take part in operation "Full House".

The minesweeping squadron swept ahead of the fleet out of Nanoose Harbour and later simulated a convoy protected by the Second Escort Squadron. The operation was of great value in preparation for forthcoming exercises with the USN.

On October 27, the squadron sailed for Long Beach and joined the 9th USN Minesweeping Squadron to take part in PACTRAEX 56L. The sweepers were given an area off the assault beaches to clear prior to landing by the USMC. Sweeping was carried out, mostly at night, with ships totally darkened.

The Canadians swept their share of the drill minefield and after cleaning

up one of the "friendly" fields, were detached and proceeded to Long Beach where they were later joined by the Second Escort Squadron.

After a visit to San Francisco November 22-25, the minesweeping squadron returned to Esquimalt. Exercises in the vicinity of Esquimalt were carried out in December and the ships enjoyed Christmas and the New Year's alongside.

In 1955, the *Comox* had 122 days at sea and steamed 15,420 miles.

Communication Training Centre

Recently, drafting has been heavy around the CTC, with many personnel changes in the Command, drafts to sea, ashore, East Coast for courses and even a few fortunate people inland to divisions.

The school is in the process of receiving a much-needed paint job. It should improve the looks of the place immensely.

The Red Cross blood donor clinic at *Naden* early in January, was well attended from this establishment, with

almost 100 per cent of the personnel turning out for this worthy cause.

The CTC and the ships in harbour are conducting a modified version of "Operation Hawkeye" for a three-week period. All traffic to and from ships is passed by visual means during daylight hours in lieu of the normal method of passing by radio on the harbour circuit. It is intended to give visual ratings more experience with flashing lights and semaphore.

TAS Training Centre

Recent changes in the staff include CPO John Bing to HMS *Vernon* for gunner (TAS) qualifying course, CPO Frank Andrews to the *Sioux*, PO Brock Bottomley to the *New Glasgow* as squadron TASI; PO Russell Hooke to the *Cayuga*, CPO Cecil Buckley to TASTC as assistant to ETO (TAS), PO Gilbert Dixon to Detection Section, PO Frank Paulsen to Weapons Section, and PO Cyril Butler and PO Paul Bernard to Detection Section.

During the past year the TASTC has qualified 109 third class rates and 32 second class rates. Eight first class rates and seven TASIs from the West Coast were qualified in the TAS School in *Stadacona*.

Navigation Direction Training Centre

Naden's Navigation Direction Training Centre has just gone through the throes of a new interior decorating job and many busy hands from the Dockyard have been installing new equipment. Although this has led to a great deal of upset at times, the centre will soon be up-to-date in every respect.

At the present time the centre is qualifying one RP3 course and two RP2 courses of nine men each, while the QMs have one class of nine men qualifying for QM2. QMs also have two reserves qualifying QM2 and QM3 and at the same time a Navigation II course is proceeding, with seven RCN(R) officers enrolled. A Navigator's Yeoman course was also begun with 14 men. It can be seen that the centre is keeping busy in spite of the turmoil.

In the sports world the RPs and QMs were taking an enthusiastic part in hockey and basketball. Although they haven't won all their games, they have come out ahead in their share and in-



One of the mysteries of Canada's Arctic is how the Eskimos acquired their boats, such as the substantial craft in which an Eskimo family visited the Labrador last summer. There is no wood to build boats in the area and an Eskimo who could buy one would be rich indeed by Far North standards. Lt.-Cdr. J. C. Ruse, head of the Labrador's diving party, ran into the theory that most of the boats were abandoned long ago by whalers and sealing ships and have been maintained with loving care throughout the years by their new owners. (LAB-1059)

interest is high in the school in the inter-part sports program.

Lt.-Cdr. (D) R. F. Choat took over as the centre's new OIC to relieve Lt.-Cdr. (D) J. D. Jellett who completed a little over two years in that capacity. Another staff change of note finds PO Norman (Bunker) Hill going to RCN Depot.

Mechanical Training Establishment

Routine around the MTE School and Shops at *Naden* has returned to normal after the mid-winter special leave periods, with 106 men under instruction at the present time.

Post-entry Engineering Artificers' Trades Course E3, comprised of five P2ER3s completed on January 13, with the men proceeding on long leave prior to draft.

Intermediate Technical Trades Course E13, comprised of 11 LSEM1s ended January 6, with most of the class drafted to sea as replacements for ITTCE 15 which commenced January 9.

Post-entry Engineering Artificers' Trade Course E4 and Basic Technical Trades Course E19 commenced January 4.

Basic Technical Trades Course personnel formed the greater part of the guard for the retiring Chief of the Naval Staff, Vice-Admiral E. R. Main-guy, when he paid his farewell visit to *Naden*.

A great many changes are taking place around the establishment with the following departures, CPO Douglas Evans and CPO William Erickson to an Instructional Technique Course at San Diego; CPO Arthur Seibel to the *Ste. Therese*; CPO Kenneth Woodfort to the *Ontario* and CPO Charles Keen, CPO Roderick MacPherson, CPO William Hutchings, CPO Beaulieu Bonneau, CPO William Grondin and Petty Officers Joseph Ward, Donald Bath, George Noble, Sidney Dobell, Roy Mitchell, William Lynch and Robert Gordon proceeding to maker's courses in Canada and the United States.

Gunnery Training Centre

Under the direction of Lt.-Cdr. (G) W. A. Manfield, Officer-in-Charge, and Lt.-Cdr. (G) G. H. Barrick, Senior Staff Officer, the Gunnery Training Centre has recently achieved, within the approved framework, a changeover in methods of instruction, organization of courses and expansion of syllabi, adapted to the latest equipment.

While still retaining its role in *Naden* as the custodian of outward signs and expressions of discipline, dress and deportment, the Gunnery Training Centre



A scale model of the French cutter *L'Agneau* is admired at the annual meeting at Stadacona of the Maritime Museum of Canada. Left to right are: Mayor Leonard Kitz, honorary president; Commodore E. W. Finch-Noyes, chairman; Captain C. W. Gilding, curator; Rear Admiral R. E. S. Bidwell, president, and Cdr. J. R. Coulter, secretary treasurer. (HS-40437)

has developed and expanded its courses into what may be termed a "Forward Look".

Under the new scheme, gunnery personnel in the trade group one division receive more practical and less theoretical training. More emphasis is placed on preventive and "immediate action" type of maintenance. Syllabi are adjusted to deal with all equipment fitted on West Coast ships, and instruments to be fitted in new construction ships.

Higher gunnery rates in trade group two and three, undergoing qualifying or refresher courses, now receive an expanded course which not only deals with the latest equipment, but exposes them to the broader training and operational aspects of their job, thus enabling them to fill more responsible positions and to be of greater assistance to young officers carrying out gunnery duties afloat.

This new concept will result in fewer minor breakdowns of equipment in the fleet at sea, a greater degree of co-operation between the maintainer and the user, and an increase in the overall effectiveness of both present and future weapons.

Educational Training School

Someone once remarked that you either have IT or you don't, "IT" being the indefinable, elusive quality that makes an individual stand out amongst his fellows.

During the two-week period from December 5 to 16 the staff of the Educational Training School in *Naden* did their best to make "IT" something a little more concrete and meaningful to 17 men of the RCN and the Reserve. "IT" in naval parlance is "Instructional Technique".

The course, held in *Naden*, attracted wide interest and quite a number of applicants had to be turned down due to space and instructor limitations. Inst. Lieutenants D. H. Tait and Laurence Cottrell were in charge of the course and their efforts were supplemented by demonstrations and lectures given by Inst. Cdr. C. H. Little, Inst. Lieut. K. M. McCrea and Inst. Lieut. N. E. Orr. Judging from the remarks of the candidates it proved to be a most successful and rewarding two weeks.

At the conclusion of the course, Inst. Cdr. Little took the class on a personally-conducted tour of the Naval Maritime Museum, Esquimalt.

ATLANTIC COMMAND

HMCS *Quebec*

During her present commission, the *Quebec* has probably been the most visited ship in the fleet. Her current cruise to the Caribbean provides a good illustration of this.

More than 2,800 visitors, including many groups of school children, thronged on board the *Quebec* during her five day stay in Point-a-Pic, Guade-

loupe. The people showed unusual interest in the first official visit of a Canadian warship and came from many parts of the island to view the training cruiser.

In honour of the ship's company, a ball was held by the Naval Veterans' Association. The dance marked the opening of the Mardi Gras carnival and many colourful entertainers, together with the ship's orchestra, helped make it a gala affair.

Sports were very popular. Basketball and soccer were played against local teams, while regatta races were held on three successive days. Each regatta consisted of five dinghies sailing a series of three races. Water skiing was carried out near the ship's berth and several tried their skill for the first time.

The usual beach parties were held and an interesting tour through a sugar refinery was arranged. The ship's band had an audience of several thousand when it played a concert one evening in the public square. A reception was held on board for 200 guests who were greatly impressed by the "beat the retreat" ceremony put on by the ship's guard and band.

The first port of call on the three-month training cruise, was Port of Spain, Trinidad. Later, during the six-and-one-half-hour passage to Tobago, His Excellency the Governor of Trinidad and Tobago, Sir Edward Beetham, honoured the training cruiser by flying his standard from the masthead. His Excellency and party were guests of the

captain for the short crossing. At noon the vice-regal party was entertained at a buffet luncheon on the quarterdeck.

While in Port of Spain the officers and men were the recipients of friendly hospitality with the pre-carnival spirit prevailing. Canadian Trade Commissioner D. B. Loughton and other Canadian residents did much to make the visit a successful and happy one. Others who did everything in their power to assist Mr. Loughton were the U.S. Navy, local sporting clubs, the police force, industrial groups and island residents themselves.

A group of 27 engineroom personnel was entertained for the day by the executives of the Shell Oil Company at their private club. One of the most active sports programs ever conducted in a foreign port was carried out. Teams were landed for basketball, cricket, field hockey, golf, pistol and rifle shooting, soccer, softball, tennis and water polo.

Several dances were held for the ship's company at the Mariner's Club where the music was provided by the famous steel bands as well as the ship's orchestra.

Sight-seeing tours and swimming parties to beautiful Maracas Beach were organized. At Tobago, following divisions and divine services, large beach parties were landed to take advantage of the wide expanse of white sands under rows of palm trees just five cables from the ship's anchorage.

Maritime Museum

The year 1955 showed an increase of 16,000 visitors over the previous year to the Maritime Museum of Canada on Citadel Hill in Halifax, it was reported by the Museum's chairman at the annual meeting at HMCS *Stadacona*.

Commodore E. W. Finch-Noyes, who was elected to his second term as chairman, said nearly 120,000 people registered at the museum during the year.

The curator, Captain C. W. Gilding, said during 1955 he received and recorded the loan or donation of 321 items, including 16 ship models, 193 pictures, 54 books, six special documents, 45 maps, charts plans or photographs, and 11 miscellaneous items.

Letters were received from the National Maritime Museum and the Cutty Sark Society in the United Kingdom, thanking the Halifax museum for its donation towards refitting the world-famed tea clipper.

The meeting agreed, in general, with the chairman's recommendation that the museum largely concentrate, in so far as models were concerned, on obtaining plans and accurate models of dories and various sailing craft of the Maritimes and other parts of Canada.

In addition to the re-election of the chairman, Ernest Bell was elected to fill the position of the late J. T. Beanlands as a civil member of the museum board.

VS 881

On Monday, December 12, VS 881 returned to its base at the Naval Air Station, *Shearwater*, after a successful six-week training program in Bermuda. The squadron was stationed at Kindley Air Force Base, the sprawling U.S. Military Air Transport airfield at the north-east corner of the islands.

The flight down, led by the squadron commanding officer, Lt.-Cdr. (P) N. J. Geary, was uneventful and marked the longest over-water passage for most of the squadron's junior pilots and observers. The 735 miles were covered in just under five hours. The squadron was escorted by a Lancaster from the RCAF Search and Rescue Unit stationed at Torbay, Newfoundland.

Two RCAF North Stars carried the ground crew and light stores while CNAV *Eastore* had sailed two days previously with heavy stores.

Lieut. (O) J. E. McLaughlin, the squadron liaison officer, was on hand to meet the 11 Avengers at Bermuda and all personnel were soon settled into the base's transient quarters.

After one day and one night familiarization detail to put to memory the size and shape of the islands and the loca-



Operation "Indian Summer" had its lighter moments in Bermuda when VS 881 was based at USAF Kindley Field in Bermuda. Pictured left to right with their catch of several peculiar varieties of fish are Sub-Lt. John Gruber, Lt.-Cdr. N. J. Geary, Sub-Lieutenants R. D. Bissell, N. E. Garapick, William Shearer, Fred Hawrysh, Bernard Andrea, W. K. Brown, and David F. Williams. Who says the West Coast is the only place to fish!

tion of the exercise areas, the squadron began its anti-submarine training program.

Tracking exercises were carried out initially with the Royal Navy submarine *Ambush* and U.S. submarine *Requin*, and aircrews were given the opportunity to watch the boats in various attitudes of trim. A successful strike was made on the *Quebec* on November 4 with six aircraft at a distance of 220 miles from the island. The *Nootka* and *Outremont* joined in the air-sea exercises during the second week of the stay. At the end of this time the squadron was employed on an extensive search for two Bermuda residents who were lost at sea in a small launch. The search was maintained over a five-day period utilizing every available aircraft but unfortunately no trace of the missing boat or occupants was found.

A series of exercises with the *Algonquin*, *Prestonian*, *Toronto* and *Lauzon* was carried out for the benefit of the Joint Maritime Warfare Course embarked. The submarine *Astute* acted as the enemy. A valuable debriefing session was held at Kindley at the conclusion of the week's exercises. This gave ample opportunity for the "Fish-heads" to meet the "Flyboys" and sort out their mutual problems.

The final week was spent in conjunction with the *St. Laurent's* work-up program. Gunnery tracking exercises concluded the squadron training period.

There wasn't a great deal of time for play, especially for the hard-working maintenance section. Personnel were able to maintain, through their efforts, a high level of squadron efficiency and only one detail had to be cancelled due to unserviceabilities. One accident was recorded, a ground collision between an American Air Police truck and a parked aircraft. After an elevator and wing tip change, the *Avenger* was soon flying again.

In summary it was a very successful exercise period, which has brought the squadron much closer to the goal of efficient air-sea co-operation in the anti-submarine role.—E.D.F.

HMCS *Shearwater*

The annual children's Christmas party was held at *Shearwater* over a two-day period with the alphabetical separation A to L, attending Monday, December 19, and M to Z, on the 20th. Children of both civilian and naval personnel attached to the big base, attended.

The parties were a huge success and good use was made of the 18 different clown and pirate operated rides, games and booths. As would be expected in an air station, Santa Claus flew in from



While squadron planes are airborne, ground crews of VS 881 play volleyball during spare moments. The picture was taken by AB George Carless when the squadron was based at Kindley Field, Bermuda, for Operation "Indian Summer."

the North in a big RCN Sikorsky helicopter.

Funds for the party were provided by donations from the various station messes. Arrangements were completed by a group made up of members of the Ship's Welfare Committee and included: Lt.-Cdr. M. O. Jones; Inst.-Cdr. J. C. Mark; CPO John E. Callard; CPO Fred Devlin; PO Fred Lucas and PO John Fyfe. Master of ceremonies during both days of the party was CPO Denny Shaw.

As in other years the children of the Nova Scotia Home for Coloured Children from Preston, were entertained at a Christmas party by the Petty Officers in *Shearwater*.

This year, the event took place in the Petty Officers' Mess on the afternoon of December 21. Mrs. Ida Kinney, Mother-in-Charge at the Home, supplied a list of the children's names in order that individual presents could be wrapped. The children, 35 in number, ranged in age from 16 months to 11 years.

A committee was formed of Petty Officers Fred Lucas, N. J. (Sammy) Senczyn, Peter Johnson, James Stoddard and William Clinton. Rides, and games were borrowed from the station Christmas party and set up in the mess where mess members, decked out as pirates, turned in strength to man all entertainment stalls, to give the children a bang-up time.

Presents for the youngsters were donated by ship's fund while soft drinks came from local merchants. The RCN Film Society had donated cartoon films and these were well received.

Clown entertainment was provided by Henry Majeau, who did a stalwart job dressed as a very happy clown. During the party, Captain D. G. King visited the children and passed out silver dollar prizes to some of them.

In turn the children, entertained the entertainers with some very good singing.

HMCS *Loon*

By the time the ship's company of the inshore patrol vessel *Loon*, newly commissioned at Toronto on November 30, 1955, had reached Halifax on the ship's maiden voyage, they had piled up a wealth of experience—mostly suited to service in the Arctic.

The *Loon*, commanded by Lieut. A. J. Norman, had a pleasant voyage from Toronto to Kingston on December 1, but learned on arrival at the latter city that ice conditions in the river were such that no one would complain if the commanding officer decided to lay up the little ship for the winter at Kingston.

However, a river pilot came on board, and it was decided to press forward. Actually there was smooth sailing until the *Loon* reached Cornwall. From there on there was little to recommend the journey.

Out of Cornwall dense fog set in, speed had to be cut to six knots—and the gyro failed. Temporary repairs got the *Loon* to Montreal by the evening of December 3.

Down river from Montreal the *Loon* only kept going by following the wake of merchant ships which broke a path through the ice for her, the larger vessels often changing course and reducing speed to help her on her way to Quebec City.

The hours of darkness at Quebec after their arrival added up to a prolonged nightmare. Officers and men worked all night long in the bitter cold, chopping ice away from the hull, fending off floes and praying that the *Loon* would not be crushed or overturned by the ice coming down the St. Charles River. The icebreaker *D'Iberville* freed the *Loon* from her dangerous spot and led her to a place of refuge in the Quebec basin.

The journey from Quebec to Father Point astern of the icebreaker *C. D. Howe* had its perils, too. At times the *Loon* was in danger of being trapped and crushed in ice floes two or three feet thick.

The lower stretches of the river and gulf were relatively ice free, but the inner harbour at Gaspé, the *Loon's* next port of call, was frozen over and the little ship had to berth in the outer harbour.

Snowstorms, turbulent seas and a period of seven hours without heat seemed minor troubles during the rest of the journey to Halifax, but crew members, remembering their past ordeal, were struck by the resemblance between Chebucto Head and the Gates of Paradise. When the *Loon* had secured alongside a Dockyard jetty on December 14, the last entry in the log might well have been written in letters of gold.

Naval Air Maintenance School

If you are in Naval Aviation, you have probably gone through NAMS (Naval Aircraft Maintenance School), whether it was six years ago as an air mechanic, or just last year as OSNAS.

Some will remember when the School started in the summer of '48, and how the tools came from the instructors' own tool kits, how they nearly froze that winter in old 108 hangar and how the instructors had to compete with each others' voices during classes because they were all held out on the hangar deck.

By the end of that year, there was a staff of 21 and 60 air mechanics were undergoing training. Now, after four moves and 6½ years, there's a staff of 50 and 648 men were trained in 1955.

By now, 2,144 men have successfully passed through the school. That works out to 14 years of highly technical instruction received. Today, for example, one can take a course on the Avenger, the Banshee, the Rolls Royce Nene engine, used in the T-33 jet trainer, or the engines of any one of the three helicopters in service. There are courses for pilots, observers, observer's mates, Reserves, UNTD cadets and Sea Cadets. All these being over and above the regular trade courses, air fitter, air rigger, air ordnance, aircraft controlman and safety equipment. So you see, although the number of graduates may not seem large, the amount of knowledge imparted is fabulous.

The school has suffered its growing pains, some normal, some abnormal. It has had its setbacks and frustrations, and undoubtedly will have more. For, in trying to keep abreast of the research and development constantly going on in modern Naval Aircraft, the latest instructional techniques and increasing numbers of trainees, it cannot help but find new problems and obstacles. Now we have the experience and know-how, each new problem is a challenge to be met, each obstacle a contest to be won.

If the Naval Aircraft Maintenance School doesn't know the answer it will find it for you, and if it can't find it, you will probably be drafted there as an instructor.

NAVAL DIVISIONS

HMCS *Brunswicker*

In connection with the recruiting campaign last quarter, the Saint John naval division inaugurated a "Bring a Pal" competition. Each member of the ship's company was asked to invite his (or her) friends to join the Reserve.

Every member who brought in three new entries was to receive an engraved gold bracelet, with the one bringing in the largest number to the end of the training season being awarded a \$100 Savings Bond purchased by the Ship's Fund.

The response has been excellent, with 37 new entries signed on in the last quarter. Four bracelets have already been awarded. With such enthusiasm, *Brunswicker's* recruiting officer, Lt.-Cdr. G. Wilson, and his team have high hopes that this personal contact plan will bring in 45 more recruits before the end of the training year.



These are members of the No. 35 Officers' Divisional Course held at Cornwallis between September 12, 1955, and October 24, 1955. Front row, left to right A/Sub-Lt. Desmond Nugent, A/Cd. Engineering Officer Percy Danby, A/Cd. Airman (SE) David Young, Sub-Lt. (W) Phyllis Tomlinson, CPO George Coles (Course Chief Petty Officer), A/Cd. Electrical Officer Ernest Young, A/Cd. Electrical Officer Robert Henry and A/Cd. Engineering Officer Reginald Beale. Second row: A/Cd. Airman (AO) Paul Brunelle, Lt.-Cdr. (SB) George Inch, A/Sub-Lt. John Gilliland, A/Sub-Lt. Frederick Berchem, A/Cd. Airman (OA) Roy Myhre and A/Lieut. Charles Maginlay. Rear row: Instr. Lieut. Lawrence Cottrell, Lieut. (O) William Keindel, Lieut. Gerald Garrad, Lt.-Cdr. (E) Eugene Miodanski, A/Cd. Engineering Officer Melvin Larsen and Const. Lieut. Homi Canas Sethna. The course officer, Lieut. L. J. Parry, was appointed to the *Stettler* before the photograph was taken. (DB-5940)



Down by the stern and with steam pouring from her wounded starboard side, the Canadian-manned aircraft carrier HMS Nabob lies dead in the water after her torpedoing in Arctic waters off Northern Norway. Shortly afterward temporary repairs were made and she slowly steamed the 1,100 miles back to Scotland. She survives today as a German cargo steamer. (HN-1502)

NABOB STILL PLIES SEAS

Torpedoed Carrier Eludes Scrap Heap

THE FIRST Canadian-manned aircraft carrier, relegated to the scrap heap after she had been torpedoed off North Cape, Norway, on August 22, 1944, is still plying the seas more than 11 years later.

She still bears the name *Nabob* without the "HMS" and is now a fast dry-cargo ship in the service of a German shipping company.

How the *Nabob* came to be a Royal Navy rather than RCN ship, although commanded by a Canadian and manned by Canadian personnel, arose from the intricacies of the U.S. Lend-Lease program.

The Royal Navy could obtain escort carriers under Lend-Lease, a program in which Canada did not participate, but was pressed for manpower. The RCN had adequate manpower and Canada was willing to buy aircraft carriers from the U.S., but this was forbidden by American legislation. Eventually it was agreed that the Royal Canadian Navy should assist the Royal Navy in manning the *Nabob* and *Puncher*, under construction on the West Coast of the U.S.

The *Nabob* was commissioned by a care and maintenance crew on September 7, 1943, and proceeded to Vancouver for final fitting out. Five weeks later command was assumed by Captain H. N. Lay (now Rear-Admiral and Vice-Chief of the Naval Staff).

The 15,000-ton carrier was the largest ship ever manned by the Royal Canadian Navy up to that time. As the RCN had not yet entered the field of naval aviation, aircrew and air maintenance personnel were provided by the Royal Navy and *Nabob's* complement finally

consisted of 502 RCN and 335 RN personnel.

After completion in Vancouver, the *Nabob* proceeded through the Panama Canal to Norfolk and New York where she embarked a cargo of RAF aircraft which were ferried to the U.K. She then spent several months "working up" her air squadron of Avengers and Wildcats before joining the flag of the C-in-C Home Fleet at Scapa Flow on August 1, 1944. She sailed from there on two missions with task forces composed of British and Canadian warships. The first mission was intended to disrupt enemy shipping in the coastal channels above Bergen, Norway. Her second and final one was as a participant in air strikes against the German battleship *Tirpitz*, lying in a northern Norwegian fjord.

The torpedo that ended her fighting career found her as she was preparing to fuel escort vessels before joining the escort of an allied convoy en route to Murmansk. Twenty-one men were killed and six others injured. The ship was badly damaged and settled 16 feet by the stern with her quarterdeck awash. Her auxiliary machinery was temporarily out of action due to electrical failure and her main engines had to be shut down. For a time, it appeared as if the ship would have to be abandoned.

But the *Nabob* survived. Her damage control parties did a magnificent job, bulkheads were shored, emergency electrical power supplied, ventilating fans started and personnel were able to return to the engine room. Four hours after the explosion the ship was slowly making way through the water. During the first night a German submarine fol-

lowed her but two Avengers were catapulted and succeeded in keeping this submarine down long enough for *Nabob* to alter course and shake off pursuit. Five days later she was safe in Scapa Flow.

If sentiment had prevailed, the wounded *Nabob*, which had stoutly survived a 1,100-mile journey through stormy seas, would have been restored to service. But the torpedo damage was too great and economy demanded that she be withdrawn from service.

With the paying off of the *Nabob* thoughts turned to replacement and Canada was offered the light fleet aircraft carriers *Warrior* and *Magnificent*, then building. Had hostilities continued, the intention was that both would be commissioned as ships of the Royal Canadian Navy at the same time rather than successively, as was the eventual outcome.

It was assumed that the *Nabob* would be "cannibalized", in accordance with wartime practice of drawing on damaged equipment for repair parts and materials for less damaged sinews of war, and sold for scrap.

This was done, but it failed to spell the final doom of the *Nabob*. What happened to her later was told in a letter published in the January 1956 issue of *The Navy*, official organ of the Navy League of Great Britain. The writer L. L. von Munching, librarian of the Netherlands navy department, marine ministry, said, after giving details of the torpedoing:

"After the war, in March 1947, this damaged aircraft carrier was sold to the Netherlands for scrap to the yard of Arie Rijdsdijk-Boss at Henrik-Ido-Ambacht, together with the damaged frigates *Duff*, *Ekins*, and *Halsted*.

"The *Nabob* arrived at Rotterdam on the 21st September, 1947, the ship was stripped of her flight deck and the damaged hull was repaired at the yard of Wilton-Pijenoord at Schiedam. When the damage was repaired the hull was offered for sale, but it was not before 1950 that this hull was sold to the North German Lloyd and completed as the dry cargo ship of the same name. Her first voyage was to Montreal with a cargo of grain."

Librarian von Munching supported his facts with a photograph of the *Nabob* passing the King's Bridge, Rotterdam, in September 1947. Flight deck and bridge were intact at that time but she had, of course, been stripped of guns and radar.

A recent issue of *Lloyd's Register* lists the present owners of the *Nabob* as Roland Linie Schiffahrt of Bremen, Germany.

(See P. 28, April '56 issue)
Page twenty-three



Two of VC 922's Harvards prepare for take-off during weekend training exercises held at Patricia Bay Airport, Sidney, B.C. The aircraft closest to the camera is piloted by Lt.-Cdr. (P) A. M. Davidson, resident instructor who is in charge of the squadron. The other aircraft is piloted by Lieut. (P) J. F. Rankin, DSC, in front seat. Other occupant of the plane is Lieut. John Kyle, at present completing his training to wings standard. (E-33923)

VC 922 RECORDS TWO YEARS OF PROGRESS

Seventeen Reserve Pilots Receive Training At Patricia Bay

"December 1, 1953; Reserve Naval Air Squadron formed at Patricia Bay Airport, Sidney, British Columbia, and is designated Composite Squadron 922, with basic mission designator VC 922."

THIS WAS the first entry in the squadron log, marking the formation of the third Royal Canadian Navy (Reserve) Air Squadron in Canada, VC 922. The other two squadrons in existence at this time were VC 920 at Toronto (*York*) and VC 921 at Kingston (*Cataraqui*). There are now five squadrons in operation. The other two are VC 923 at Quebec (*Montcalm*) and VC 924 at Calgary (*Tecumseh*).

Today, VC 922 is able to look back on the two years which have passed with a feeling of considerable achievement. In that time the squadron's functional duties have shown steady progress. Beset in its early stages by a variety of problems and difficulties for which solutions had to be found quickly and effectively, it has now reached the point where it has become an important and integral component in the over-all organization of the Royal Canadian Navy (Reserve) training program.

No effort is spared to train the RCN(R) pilots to the high peak of efficiency called for in their training syllabus. The Second World War proved the value of escort vessels and aircraft working together as a team in anti-submarine operations. To provide a nucleus of trained pilots to maintain this important development is the prim-

ary function of the training provided in the Reserve squadrons.

In charge of VC 922 is Lt.-Cdr. (P) A. M. Davidson, RCN resident instructor and Staff Officer (Air) at Malahat, the Reserve Naval Division in Victoria.

Like the other Reserve squadrons, VC 922 comes under the administrative and operational control of the Flag Officer Naval Divisions, with Malahat as its parent unit.

Before the formation of the squadron at Patricia Bay, a Cadet Flying Unit was set up there in 1952 for the purpose of providing air familiarization training for cadets from the Canadian Services College, Royal Roads, and from



Lt.-Cdr. (P) A. M. Davidson, in charge of VC 922, the Royal Canadian Navy (Reserve) Air Squadron at Patricia Bay Airport, Sidney, B.C., is seen checking over details of flight plans. (E-33925)

the University Naval Training Divisions. Lt.-Cdr. Davidson was the commanding officer of the unit from its inception until it was disbanded in 1953, when he took over the new Reserve squadron.

Two Harvard aircraft were used for instructional purposes in the Cadet Flying Unit and these machines were later transferred to VC 922 to provide the training facilities for the Reserves. Now the squadron is composed of four Harvards and it is anticipated that two Avengers and an Expeditor will be delivered in the near future to broaden the training program.

The Reserve pilots in VC 922 now number 17, nine of whom are senior pilots. All are qualified pilots with a wide variety of flying experience behind them. Equally, in their civilian occupations, they represent a variety of professions. Flying in the squadron at the present time are a chartered accountant, a personnel officer, a traffic controller with the Department of Transport and an assistant professor of languages at Royal Roads. Three of the pilots are from Vancouver and they fly to Pat Bay at weekends for training.

Members of the Reserve squadrons are drawn from those with previous Service flying experience. Also eligible are young men between 18 and 24 who have their Department of Transport private pilots' licence. In addition, midshipmen can train while on special duty. On successfully reaching wings standard, they are graduated with their (P) qualification and the rank of acting sub-lieutenant.

Normal training time for those on special duty to reach wings standard is six or seven months. The training period for Reserves, who put in their flying time at weekends, is about 18 months.

Broadly speaking, the training in the squadrons is broken into two categories, the ground course and the air program. Among the subjects which the pilots have to study to reach wings standard are: aircraft engineering, principles of flight, navigation and instruments, airmanship, radio aids, meteorology and officer training. In the air program they must pass in the clear- hood, navigation and instrument examinations.

The ground training for the Reserves is carried out at Patricia Bay on Friday evenings. During weekends when the weather interferes with the flying program, "classroom" work is substituted. Instruction in navigation is given by Lt. (O) E. S. F. Francis, RCN(R) (Ret'd), while the theories of airmanship and flight procedures come under the direction of Lt. (P) W. E. Forman. Instruction in meteorology is given to the pilots by Bill Mackie, meteorologist in charge, Victoria City Weather Officer.

Every month the reserve pilots, on an average, put in about 12 hours' flying time. Consequently, Saturdays and Sundays at Patricia Bay are times of great activity as the pilots log their

hours in the air. The four Harvards belonging to VC 922 are housed in a hangar at the airport which is used by the Victoria Flying Club and by private aircraft owners. On the western side of the field, directly opposite the runway from VC 922's headquarters, is the RCN Utility Squadron, VU 33, Naval cadets from *Venture* are also undergoing flying instruction at Pat Bay with the Victoria Flying Club.

At the conclusion of their training period the Reserve pilots undergo their wings standard examinations which are supervised by the Command Check Pilot. In addition to pilots with previous flying experience, the squadron has graduated six midshipmen.

Expansion of the squadron program will be carried out in the future when training of observers' mates is undertaken. Build-up of the number of OMs has been necessitated by the introduction of the new CS2F to the RCN. The crews of the new modified version of the American S2F will consist of two pilots and an observer's mate.

In addition, with the new aircraft which are expected to join the squadron in the future, there will be an increase in the ground crew personnel to service these aircrafts. With the acquisition of the Avengers and the Expeditor, permanent force personnel will be brought in to instruct the Reserve

ground crews in the maintenance program.

Like many of the pilots training under him, Lt.-Cdr. Davidson has had a wide flying experience. Although he now calls Vancouver his hometown, he was born in Edmonton. On the outbreak of the Second World War he joined the Royal Canadian Air Force and, in 1942, went to RCAF Station, Uplands, Ottawa, as an instructor.

The following year, as a fighter pilot, he went overseas to join 313 Squadron in England. Attached to the 84th Group Support Unit, this squadron was made up of Canadian, British, Czech and Polish pilots. In 1944, Lt.-Cdr. Davidson was transferred to Holland where he joined 274 Squadron. This was the RAF squadron in which Pierre Clostermann, the author of *The Big Show* and *Flames in the Sky*, flew.

He returned to Canada at the beginning of 1945 and after leaving the RCAF he went back to Edmonton. Becoming interested in the RCN (Reserve), he joined *Nonsuch* in 1947. Some time later he moved to Vancouver and, in 1952, he transferred from the Reserve to the RCN on a short service appointment. Now, with the completion of his SSA, he is returning to the reserve to continue as commanding officer of VC 922.

"The squadron," he points out, "has progressed considerably from those early days and now, in our third year, we are looking forward to maintaining and increasing our potential effectiveness in the RCN (Reserve) air organization."



A pre-flight briefing is given to four of the Reserve pilots of VC 922 by Lt.-Cdr. (P) A. M. Davidson, resident instructor, at extreme left. Others from left to right: Lieut. (P) G. S. McCaughey; Lieut. (P) David Slater; Lieut. John Kyle, at present completing his training to wings standard, and Lieut. (P) J. F. Rankin, DSC. (E-33926)

Young Patients Entertained

The following letter was received by the Chief and POs' mess at *Discovery* following the annual mess pilgrimage to the Health Centre for Children at Christmas:

"On behalf of the Board of Directors and staff of the Health Centre for children, I wish to express our sincere appreciation for the very fine entertainment and gifts provided on December 19 by the Chief and Petty Officers' Mess, HMCS *Discovery* for the little patients at the Health Centre for children.

"From all reports the youngsters were royally entertained with music and song and gifts and, as a result, at the end of the evening, only the age barrier was holding them back from enlisting in this exciting service. Please accept, therefore, our grateful thanks for helping once again to make hospital not such a bad place to be at Christmas time."

The letter was signed by J. Lyman Trumbull, Chairman, Board of Directors.

THE NAVY PLAYS

Membership Drive Opened

Setting a membership objective of 125, the Pacific Command's Royal Canadian Naval Golf Association topped the 80 mark within a week of starting its membership drive.

CPO Orville Fox, chairman of the Association, has expressed the view that 1956 should be one of the best seasons for Navy golfers in a long time, judging by the enthusiasm already being shown.

The RCNGA recently decided to accept membership in the Victoria and District Golf Association. CPO George Buckingham and CPO Tom McIntyre were named the RCNGA representatives to the VDGA.

The opening inter-ship tournament this year was held at Gorge Vale Golf Course on January 25. *Naden* won the competition and now holds the Sport Shop Trophy. Individual prize-winners were: low gross, Inst. Cdr. C. H. Little, low net, Ldg. Sea. William Semple; low gross, 1st nine, CPO Tom McIntyre; low

gross, 2nd nine, Inst. Cdr. G. L. Amyot; low net, 1st nine, CPO George Buckingham; low net, 2nd nine, Lt. (S) Roly Edwards; kicker's handicap, Captain P. E. Haddon; hidden holes, CPO Elwood McDonald and PO Raymond Irwin.

Season Short For Hockeyists

January marked the end of the hockey season for the *New Liskeard*. Service commitments and the loss of numerous key players kept the team from reaching its maximum peak. But the spirit and eagerness showed by all when entered the contests amply made up for the lack of practice.

The team was grateful for the support given by the ship's company throughout the season and, as a supporter said after the last game, "Wait till next year".

Liverpool Takes Badminton Cup

The *Stadacona* Badminton Club played host to Liverpool, Bridgewater

and Lunenburg in January. A new cup, the *Stadacona* Invitation Badminton Trophy, was at stake and was won by the Liverpool club, captained by Reg Wigglesworth.

Team standings were: Liverpool, 16; *Stadacona*, 14; Bridgewater, 12, and Lunenburg, 10.

West Coast Golfers Elect Officers

At the annual general meeting of the Pacific Command's Royal Canadian Navy Golf Association in December, the following officers were elected for the new season: President, Rear-Admiral H. F. Pullen; vice-president, Captain P. E. Haddon; chairman, CPO O. G. Fox; vice-chairman, Chaplain (P) H. R. Pike; secretary-treasurer, CPO Tommy Rayson; team captain, Lt.-Cdr. (E) Raymond John; publicity director, Lieut. (E) Ian Martin; entertainment director, CPO Earl Sealy.

Prize-winners at the annual RCNGA Christmas tournament were: Instr. Cdr. C. H. Little, CPO Duke Oxborough, CPO Cornelius Nast, PO Ronald Bennet, CPO George Buckingham, Instr. Cdr. G. L. Amyot, CPO Len Ebbing and PO Cyril Mann.

York Does Well in Winter Softball

York officers' softball team triumphed over HMCS *Donnacona* in Montreal in January 24-19. Lieut. D'Arcy Quinn pitched the team to victory, but had difficulty when *Donnacona* started touching him in the third inning. York was leading 17-3 at the time. However, the Hogtown defences tightened in the latter stages and the contest was clinched in the last frame.

In the Toronto garrison league, York had not lost a game up to mid-February. It had defeated the Queen's Own 19-2; the Ordnance Corps, 12-2; and the Irish Regiment 8-5.—A.W.

Two Titles for Athabaskan

The *Athabaskan* gained two championships in winter sporting activities of the Pacific Command, winning the Command basketball and the Command volleyball titles.

To take the hoop crown, Athabees defeated Ontarios 60-45. Others in the



Here is the jubilant hoop team from the Athabaskan which won the Pacific Command title by drubbing the Ontario 60-45 in the basketball finals. Earlier, Athabees picked up the Pacific Command Volleyball title: Front row: Ldg. Sea. W. J. Jones, Ord. Sea. K. L. Lane and AB G. E. Young. Back row: AB A. E. Angell, Ord. Sea. W. J. Keith, AB S. J. Florchuky, AB F. J. Roth and AB. E. E. Martin. (E-34449)

12-team tournament were the *Sussexvale*, *Jonquiere*, *Ste. Therese*, *Venture*, *Naden*, *Sioux*, *CANCORTRON 12*, *Stettler*, *New Glasgow* and *Cayuga*.

In the volleyball championship, Athabees downed *Venture* 15-1, 9-15 and 15-5. Fifteen teams took part in this tournament. Ships and establishments participating, in addition to those listed in the basketball championships, were *Venture*, *CANMINRON 2* and *Utility Squadron 33*.

Trophy Honours Deceased Officer

The late Flying Officer James Alick Marshall, RCAF, who was well known in the Pacific Command during his service as Cadet Wing Commander at Royal Roads in 1951 and 1952, has been honoured by his Service Colleges classmates in a unique and enduring manner.

The Marker, "The Unofficial Newspaper of the Gentlemen Cadets of The Royal Military College of Canada" reports that members of the RMC Class

of '54 have established The Marshall Memorial Award for Sportsmanship. F/O Marshall, an outstanding young cadet and a promising junior officer, was killed in a flying accident at Portage La Prairie July 17, 1954, only six weeks after he graduated from RMC.

The award is a trophy which will be won annually by the cadet participating in the yearly Canadian Services Colleges Tournament who exhibits the highest degree of sportsmanship, determination and skill in the opinion of a specially appointed judge or panel of judges.

The trophy is a green onyx pylon, mounted on a piece of black onyx, the whole placed on a mahogany base. Worked on its four faces appear an Olympic-type torch, the Canadian Services Colleges Crest and the crests of the three services. In memory of F/O Marshall it bears the motto: "He travelled a short while toward the sun and left the vivid air signed with honour . . ."

The Barber Pole Song

IF ANY SONG conveyed the spirit of the North Atlantic convoy lanes during the Second World War, it was "The Barber Pole Song"—the song of Escort Group C.5, whose striped funnel decorations had led to the group being dubbed "The Barber Pole Brigade".

The late Hon. Angus L. Macdonald, then Minister of National Defence for Naval Services, mentioned in a speech in the House of Commons in 1945 that when the first Canadian corvettes put to sea, the band, at the request of Cdr. G. H. Stephen, had played "The Road to the Isles".

Neither Mr. Macdonald nor the rest of official Ottawa had at that time heard of "The Barber Pole" song. Nearly two years earlier, a Wren serving in Newfoundland had received a copy of it from a man serving in HMS *Itchen* on the night before the frigate sailed on her last voyage. The *Itchen*, HMCS *St. Croix* and HMS *Polyanthus* were victims of the first German acoustic torpedo attack on escorts and only one man from each ship survived.

The Wren passed the words of the song along to a naval information officer in Newfoundland and he, in turn, sent them to Ottawa.

It was this chain of events which led to the story of the song being told in the press in 1945, but it was still assumed at that time that the authorship, like that of some of the Navy's more ribald songs, would never be known.

This, luckily, was not the case. The author was promptly identified as Surg-

Lieut. (later Lt.-Cdr) W. A. "Tony" Paddon, RCNVR, who wrote the verses while serving in HMCS *Kitchener* as medical officer while that corvette was still attached to C.5 group.

After the war, Dr. Paddon returned to his post with the Grenfell Medical Mission at Northwest River, Labrador, 20 miles across Lake Melville from Goose Bay. His father, Dr. Harry L. Paddon, had served there under the late, great Sir Wilfred Grenfell, founder of the mission.

At the time the song was written the ships in the group were the destroyers *Ottawa* and *Kootenay* and the corvettes *Kitchener*, *Arvida*, *Wetaskiwin* and HMS *Dianthus*. The "originals" of C.5 in June 1942 were the destroyers *Saguenay* and *Skeena* and the corvettes *Sackville*, *Galt*, *Wetaskiwin* and *Agassiz*.

Unity of purpose was strong in the mid-ocean groups, but nowhere stronger than in C.5, whose senior officer, the aforementioned Cdr. Stephen, had been known to ignore the standard formation signals on leaving harbour and pass the message "Follow George".

Ships joined the "Barber Pole Brigade", did their stint of mid-ocean duty and left it, but the spirit remained. And that is what the song meant when it said:

"If you know another group in which
you'd sooner spend your hours
You've never sailed beneath the Barber
Pole!"

"THE SONG"

IT'S AWAY outward the swinging
foc'sles reel
From the smoking seas' white glare
upon the strand
It's the grey seas that are slipping
under keel
When we're rolling outward bound
from Newfoundland.

CHORUS:

*From Halifax or Newfiejohn or Derry's
clustered towers
By trackless paths where conning
towers roll
If you know another group in which
you'd sooner spend your hours
You've never sailed beneath the Barber
Pole!
It's the grey seas that are slipping
under keel
When we're rolling outward bound
from Newfoundland!*

SO BEWARE harbours that berth
the Barber Pole
If you'd keep the situation well in
hand—
After grey seas that went slipping
under keel
When we wallowed outward bound
from Newfoundland.

CHORUS:

*Be prepared for spacious doings, for
a short and merry time,
With a glass and lass as every sailor's
goal
There'll be song and celebration to re-
move the salty rime
From the bearded boys beneath the
Barber Pole.
After grey seas that went slipping
under keel
When we wallowed outward bound
from Newfoundland!*

IT'S AWAY, astern of us the West-
ern Islands lie
There's an ocean lies before us to be
spanned.
It's the grey seas where sullen ice-
bergs lie
When we're rolling inward bound to
Newfoundland.

CHORUS:

*From Halifax or Newfiejohn or Derry's
clustered towers,
By trackless paths where conning
towers roll,
If you know another group in which
you'd sooner spend your hours
You've never sailed beneath the Barber
Pole!
It's the grey seas that are slipping
under keel
When we're rolling inward bound to
Newfoundland!*

LOWER DECK PROMOTIONS

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

APPS, William J.....LSEM1
 BALTIMORE, Elmer W.....LSCR1
 BERENDT, Peter.....LSAF1
 BERTRAND, Leopold F.....LSCR1
 BERTRAND, Louis J.....LSAM2
 BONE, Reginald F.....LSCK1
 BONNETT, Jack A.....LSAR1
 BORLAND, Ronald J.....P2EM2
 BROWNING, John A.....LSPW1
 BROWNRIGG, John A.....LSMO1

 CAMPBELL, Paul D.....LSEF3
 CARNIGAN, Lionel J.....LSSW1
 CHAIF, Harvey B.....LSAA1
 CHAPMAN, John R.....LSPW1
 CHISHOLM, John A.....P1ER4
 COCKRILL, James W.....LSVS1
 COLEMAN, Elvin M.....P2AA2
 CONNER, Stanley W.....P1PC3
 CORRIGAN, Donald J.....LSRW3
 CROWELL, Walter R.....LSAR1

 DAVIES, Cyril G.....P2NS2
 DAY, Allan J.....LSOM2
 DELANEY, Romanus G.....P2EM2
 DENUKE, Carl E.....P2EM2
 DEWHIRST, John V.....P2EM2
 DORMAN, Alan F.....P2RS3
 DUNCAN, Robert J.....P1ER4

 EDWARDS, Donald J.....P2EM2

 FILLEUL, Norman R.....LSEF3

 GEARY, Wilfred J.....LSEM1
 GOULDIE, Gordon C.....P1ER4

 HENDERSON, Charles J.....LSCV1
 HENDREN, Robert B.....LSRN3
 HICKE, Frank J.....LSAM2
 HIELSCHER, Joseph M.....LSCK1
 HUBBS, Donald W.....LSRW3

 KEAYS, Harold R.....P2AA2
 KELLY, Bryant A.....P2VS2
 KENNEDY, Grant H.....LSBD2
 KILTHAU, Wilfred H.....LSEM1

 LAMOUREUX, Wilfred L.....P1AA3
 LAPLANTE, Georges J.....LSAW1
 LAROCHE, Paul J.....LSVS1
 LEBLANC, Donald A.....LSNS1
 LITTLE, Harry S.....P2TD2
 LUND, Norman J.....LSCK1
 LYNCH, Norman R.....LSAM2
 LYNCH, Ronald T.....P1ER4

 MacVITTIE, Roy A.....P2EM2
 McAGY, Robert J.....LSPW1
 McCAMBLY, William R.....P2RW3
 McCARTNEY, Mervin.....P1ER4
 McKENZIE, Jack W.....P2EM2
 McLAREN, Lawrence L.....LSAM2
 MANAK, Miles J.....LSPW1
 MARCH, Frederick M.....LSOM2
 MARSDEN, Ernest H.....LSAF1
 MEIR, Jetrold.....P2EM2
 MELLING, Gilbert J.....LSQR1
 MOOERS, Douglas L.....LSCS2
 MORTON, Walter E.....LSLR1

 NANTAU, Roy F.....P2AA2
 NICKERSON, Douglas C.....P1ER4
 NORRIS, Ronald B.....P2EG3

OAKE, Charles L.....LSSW1
 PARKER, Peter C.....LSOM2
 PERRY, Arnold J.....P2EM2
 POSIAK, Paul.....P2MA3
 PROULX, Jean-Guy.....LSAA1
 PURCELL, Norman I.....LSEM1

 RHAME, John A.....LSAO1
 RICHARDSON, Donald B.....LSCV1
 ROSELL, Ronald H.....LSAM2

 SAMPSON, Oswald D.....LSQM2
 SCOTT, John J.....LSAF1
 SIGALET, John W.....LSEM2
 SINGLETON, Samuel N.....LSAA1
 SMITH, RALPH W.....P2EM2
 STORIE, Richard K.....LSCR1

 TARRANT, Vincent J.....LSRP1
 TUTT, Richard J.....LSEA3

 WANNOP, James R.....P2EM2
 WAYMAR, Clarence D.....LSSW1
 WESTELL, John R.....P1CS3
 WHITBY, Joseph E.....LSTD2
 WILLIAMS, Joseph R.....LSAW1
 WILSON, James C.....LSQM2
 WILSON, Robert J.....P1ER4

RCN (R)

AXFORD, Ernest R.....C1ER4

 BLACK, Robert V.....LSAF1
 BOKLA, William.....LSQMS
 BOWES, Frances E.....WAMMS
 BRETT, Thelma M.....WLCC1
 BROADFOOT, Stanley R.....LSRPS
 BRUSSE, Hendrik A.....ABQMS
 BUTLAND, G. Louis M.....P2QRS

 CHAMBERLAIN, John.....P1SH4
 CHARNLEY, Derek R.....LSAF1
 CHURCHILL, Henry G.....PICC2
 COLVERD, Ray R.....P2MM2
 COOK, David Wesley G.....LSTD5
 CREW, Robert D.....LSQRS

 DALZIEL, John Thomas.....LSAAS
 DONAGHY, Marguerite M.....WLAW1
 DONALDSON, C. Anne M.....WLCC1

 EDWARDS, John James.....P1QRS
 EVANS, Pauline T.....WLPW1

 FARDELL, Mary H.....WLVS1
 FERGUSON, Ronald J.....LSCR1

 GALE, George David.....P2NF1
 GALLO, Joseph.....LSEM1
 GOYMAN, Stanley.....LSPW1
 GREER, Doreen E.....WLQM1
 GRIME, Frederick.....P1SH4
 GRISDALE, Marilyn A.....WACC1

 HARRIS, Paul C.....LSCV1
 HUCULAK, Bernard G.....P1SH3
 HURST, Douglas Charles.....P1SH3
 HUTCHINGS, Robert.....P1SH3

 JAQUES, Yvonne Patricia.....WLCV1
 JARVIS, George N.....P2BD3
 JONES, Megan.....WLCV1
 JORGENSEN, Thomas A.....LSNS1

 KOPSTEIN, Jack Jacob.....LSBD2

 LEBLOND, Jean Wilfred.....LSBD2
 L'HEUREUX, Ken Conrad.....ABAAS
 LITTLEFAIR, William K.....C2CR3

MACKAY, Donald C.....AB(NQ)
 MARKEY, Eleanor M.....WLCV1
 MARTIN, Katherine L.....WACC1
 McCONNELL, James Kenneth.....LSAW1
 McKERLIE, Dunbar B.....ABNS1
 McNEILL, Gordon James.....P1SH4
 McQUEEN, Hamilton J.....LSMA1
 MOREAU, Pauline Marie R.....WAAW1

 PAQUAY, Romain Joseph.....LSBD2

 RAWN, Raymond C.....ABQMS
 RICHARDS, Doris E.....WAMA1

 SCHMIDT, Albert R.....LSCK1
 STANGER, Joyce Ann.....WLCV1
 STEVENSON, Dinah J.....WLPW1
 STOREY, Francis W.....P1CR2

 ZAMYRUK, Walter P.....ABLMS

U.S. Veteran of Korea Joins RCN

A U.S. Army veteran, ex-prisoner of war of the Chinese Communists in Korea, is one of the recent Royal Canadian Navy recruits. He is Eric E. J. Muise whose home is now Goodwood, Prospect Road, Halifax County, N.S.

Muise, who was attested in late October as an ordinary seaman (communicator radio), joined the U.S. Army in April, 1948, while visiting his father in Reading, Massachusetts.

He served first in the Army of Occupation in Japan and in July 1950 went with his unit to Korea, landing at Pusan on July 4 and proceeding from there directly to the front. He took part in the Nak-Tong and Kum River campaigns and was present at the capture of Seoul.

From there, his unit pushed on to Central Korea where Muise was captured by the Chinese Communists. He was at first turned over to the North Koreans, but later was returned to the Chinese who interned him near the Manchuria-Korea border.

Of his three years as a prisoner, two were spent in a prison camp and one in a labour battalion, which earned the name "Slave Labour Unit" from the prisoners. Muise was subjected to forced studies of the communist doctrine and underwent the infamous brain washing. Prisoners who refused to attend classes were not fed.

During the course of his imprisonment, Muise escaped seven times but was recaptured on each occasion. Muise blames Korean children in the hills for these unfortunate events as they were the first to spot him each time and reported him to North Korean soldiers who quickly rounded him up.

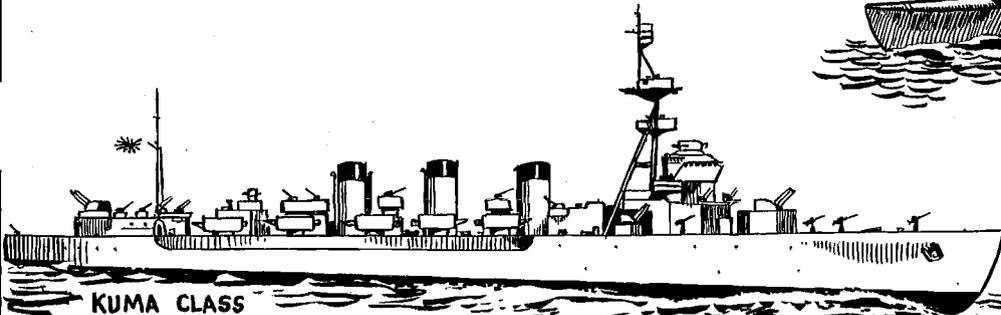
He was finally restored to the U.S. Army on August 22, 1953, during the exchange of prisoners named "Operation Big Switch". He was honourably released from the army October 29, 1953, the wearer of the Purple Heart, Presidential Unit Citation, American Defence Medal, United Nations Medal and the Japanese Occupation Medal.

Naval Lore Corner

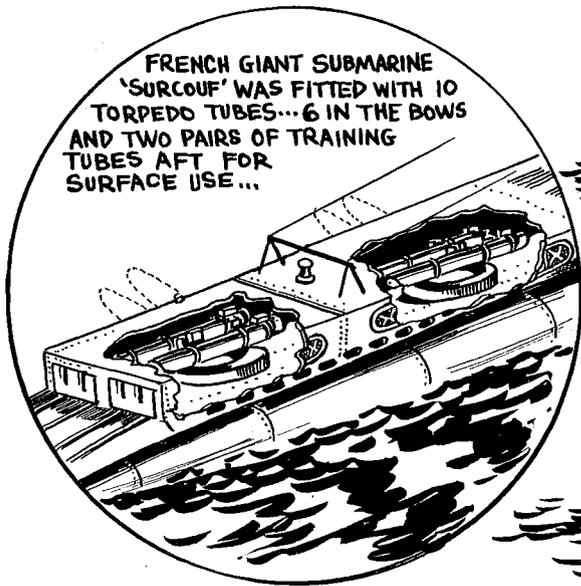
No. 35
TORPEDO ARMAMENTS



TORPEDO CUTTER (1898)
FORERUNNER OF THE
M.T.B.



KUMA CLASS
JAPANESE TORPEDO CRUISERS...
WERE FITTED WITH 40 24 IN.
TORPEDO TUBES...BY FAR THE HEAVIEST
TORPEDO ARMAMENT EVER MOUNTED...

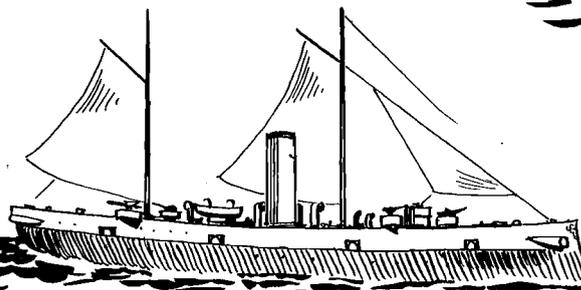
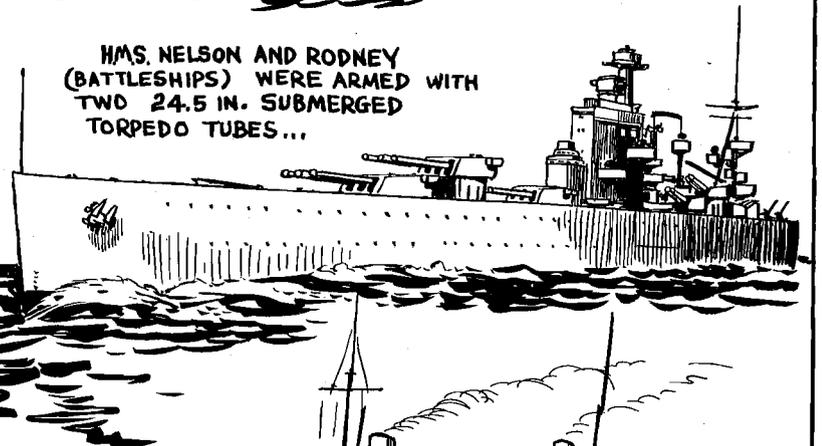


FRENCH GIANT SUBMARINE
'SURCOUF' WAS FITTED WITH 10
TORPEDO TUBES...6 IN THE BOWS
AND TWO PAIRS OF TRAINING
TUBES AFT FOR
SURFACE USE...

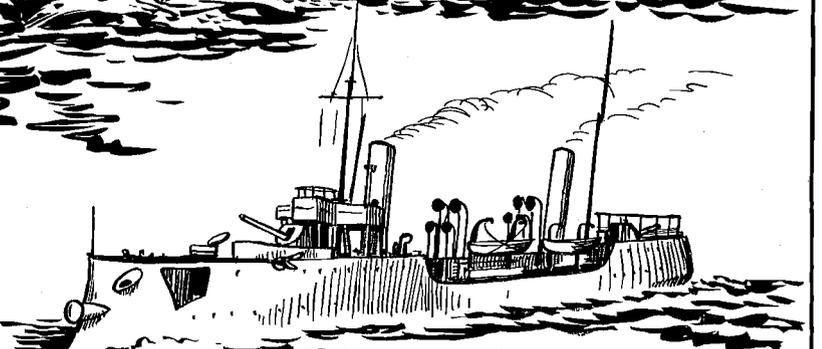


HMS. EMERALD AND
HMS. ENTERPRIZE
MOUNTED 16 TORPEDO TUBES—
THE HEAVIEST TORPEDO
ARMAMENT IN THE ROYAL
NAVY...

HMS. NELSON AND RODNEY
(BATTLESHIPS) WERE ARMED WITH
TWO 24.5 IN. SUBMERGED
TORPEDO TUBES...



1886—H.M.S. FEARLESS AND HMS SCOUT, 1430 TON
TORPEDO RAMS — 11 TORPEDO TUBES , 4 5 IN. GUNS...



TORPEDO GUNBOAT HMS. HAZARD
(1880s) ALSO CALLED A TORPEDO BOAT
CATCHER — MOUNTED 2 4.7 IN. GUNS
AND A TORPEDO TUBE IN THE BOW..



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