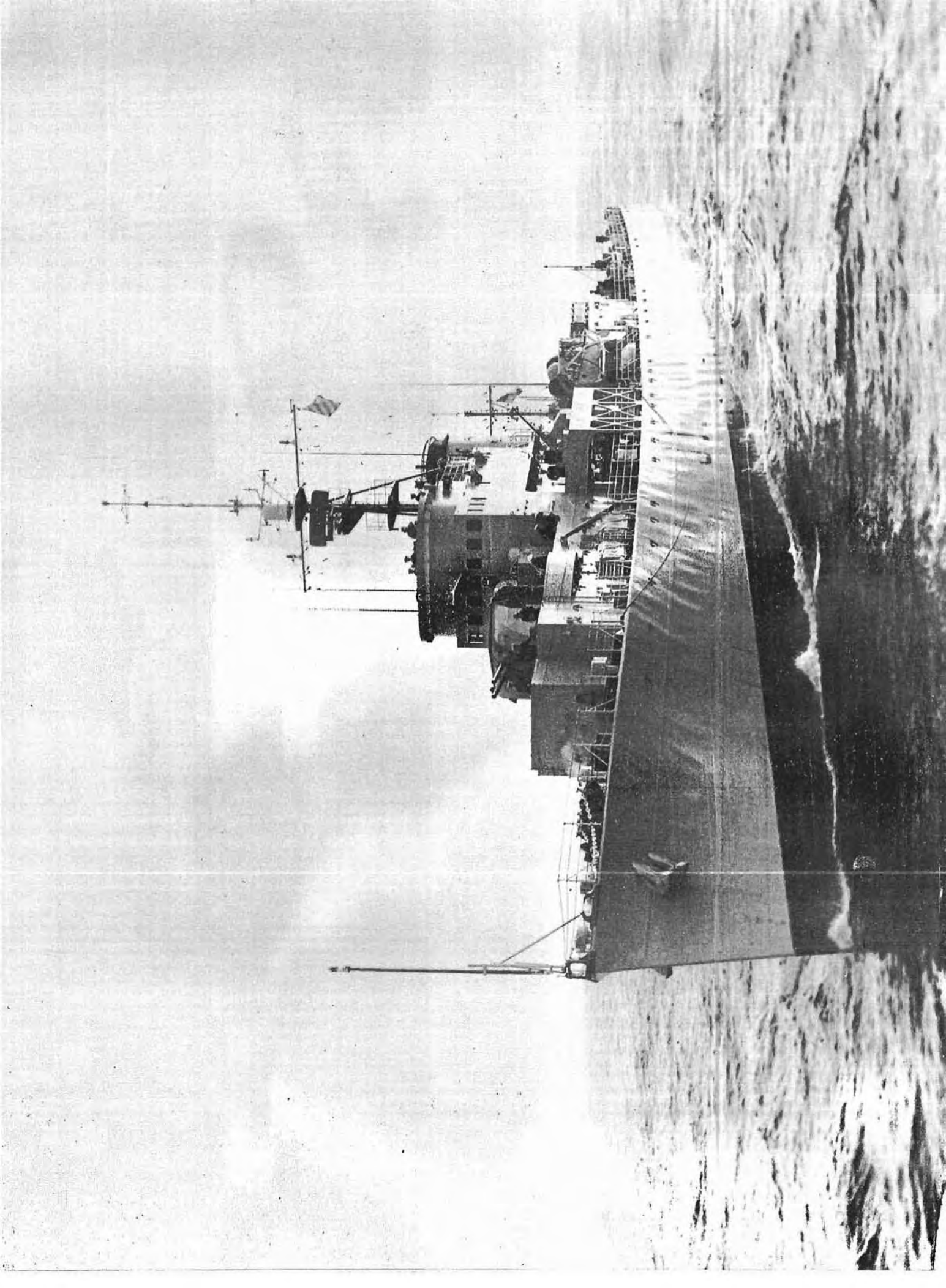


The CROWSNEST



Vol. 14 No. 5

March, 1962



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THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH 1962

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LADY OF THE MONTH

Last December the *Beacon Hill* completed five years in commission as a Prestonian class frigate—five years that had seen her range the Pacific from the Aleutians to New Zealand on operational and training cruises.

For three of those years the *Beacon Hill* had reigned as Cock of the Fleet in boat pulling, a situation that was taken care of by a sister frigate, the *Jonquiere*, at the Pacific Command's fleet regatta last fall.

The picture of the *Beacon Hill* on the opposite page was taken during Operation Sea Shell on a sunny day last September. (E-63370).

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

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The Cover—No bugle note sounded on the morning air as Ldg. Sea. Ronald J. Chafe, whose home is at Deep River, Ontario, raised the White Ensign at HMCS *Churchill* in northern Manitoba. The temperature was 40 degrees below zero, the wind 20 knots, adding up to the equivalent of 80-90 below in still air. Cd. Off. E. A. Burke braved the blast, too—just long enough to snap the picture, salute and head for the shelter of the naval radio station.



RCN NEWS

One effect of modifying the stern of HMCS St. Laurent to accommodate variable depth sonar has been to give her an even more streamlined appearance. The equipment has been installed since this picture was taken. (E-64629)

Alderney Returns To Halifax Duty

HMS *Alderney*, commanded by Lt.-Cdr. R. A. Cudworth, RN, joined the Royal Navy's Sixth Submarine Division at Halifax on January 22 for her third commission on the Halifax station.

She represents a class of conventional submarines built at the close of the last war which have been modified and streamlined. With HMS *Astute*, she is providing ships and aircraft of the RCN and maritime aircraft of the RCAF with the means of carrying out anti-submarine training.

The *Alderney* served out of Halifax in 1955-56 and 1958-60. Her name perpetuates another HMS *Alderney*, which brought the first settlers to Dartmouth, Nova Scotia, in 1750.

Ships Return From Exercises

Fourteen ships of the Royal Canadian Navy's Atlantic Command returned to Halifax in mid-March from winter exercises in the western Atlantic.

The ships returning in a single day were the 20,000-ton aircraft carrier *Bonaventure*, the destroyer escorts *Algonquin*, *Huron* and *Haida*, the frigates *La Hulloise*, *Swansea*, *Lanark*, *Lauson*, *Fort Erie*, *Outremont* and *Victoriaville*

and the submarines *Astute* and *Alderney*. Two squadrons of aircraft, VS 880 Trackers and HS 50 anti-submarine helicopters, flew into *Shearwater* from the *Bonaventure*.

The frigate *Cap de la Madeleine* arrived in Halifax a day earlier. The returning ships were manned by more than 3,000 officers and men.

The mobile repair ship *Cape Scott* was to visit New York before returning to Halifax March 23.

Most of the ships carried out anti-submarine exercises in the Bermuda area and visits were made to San Juan, Puerto Rico, and Charlotte Amalie in the Virgin Islands. The frigate *Fort Erie*, which sailed from Halifax January 1, joined the main fleet at Bermuda after a training and goodwill cruise to West Africa.

The fleet exercises were conducted by Commodore M. G. Stirling, Senior Canadian Officer Afloat (Atlantic).

Frigates Complete African Tour

Two Halifax-based frigates, HMC Ships *Fort Erie* and *New Waterford*, arrived at Abidjan, Ivory Coast, in mid-February, for a four-day stop-over. The previous week the ships had spent four days at Tema, Ghana, and taken part

in the official opening of a Canadian Trade Fair at Accra.

The two frigates were the first warships to enter Tema Harbour after its official opening by President Kwame Nkrumah three days earlier. This magnificent port is the largest artificial harbour on the west coast of Africa.

On arrival at Tema the warships were greeted by a representative of the Canadian High Commissioner's office and Col. V. R. Schjelderup, of Ottawa, Canadian Armed Forces Liaison Officer in Accra. Also present were a number of other Canadian Navy and Army personnel on loan as instructors to the Ghana Army Military Academy and Training School.

The liaison officer assigned to the *Fort Erie* during the visit was Lt. William Zaslowsky, RCN, one of the instructors at the military academy. The guard officer was Sub-Lt. Monte Provençal, of the Ghana Navy. The commanding officers of the Canadian warships made official calls on high government, civilian and military officials as well as on His Excellency Bruce Williams, Canadian High Commissioner to Ghana.

A busy program of social and sport activities kept the officers and men of the Canadian frigates occupied throughout their visit. For the official opening

of the Canadian Trade Fair in Accra a party of Canadian sailors lined the streets leading to the trade fair entrance. Lt. Jack Hannam, and PO Sydney R. McNevin were in charge of the street lining party. Lt. Hannam greeted President Nkrumah's car as he arrived to open the Canadian Trade Fair. Canadian military personnel on loan to the Ghana government acted as ushers for the occasion.

The ships' companies enjoyed social functions and sports tabloids against Ghana Army personnel. Sailors were taken by bus to Accra on shopping and recreational trips and to beaches and private clubs where they enjoyed swimming, surf-riding and sunbathing. Some 50 sailors visited the Volta Dam site at Akosomba, while others were taken on a guided tour of the diamond mines at Akwatia. They saw museums, historical and modern parts of Accra, and the Achimota zoo.

The ships were visited daily by groups from the military academy, Young Pioneers of Ghana, United Farmers Council, Ghana Nautical College and many organized groups of children. They were also open for inspection by the general public. During some of these visits special films on Canada were shown to familiarize the visitors with Canada, its products and its people.

The two frigates were hosts to government officials, members of the Ghana Navy, Ghana Naval Volunteer Force, Ghana Army and other guests at sea for a display of Boffin firing, anti-submarine mortar pattern firing and transfer of personnel from one ship to the other by jackstay.

At an official luncheon held on board the *Fort Erie*, Minister of Defence Kofi Baako presented ceremonial Ghanaian sashes to the commanding and execu-

Maritime Museum Appeals for Funds

The Maritime Museum of British Columbia is at present making its annual appeal for funds in a drive that has been recommended by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, to individuals and the command as a whole as worthy of full support.

The museum, located near the entrance to HMC Dockyard, Esquimalt, was originally established through the initiative of naval personnel.

Donations should be sent to the Curator, Maritime Museum of British Columbia, 1550 Esquimalt Road, Esquimalt, B.C.



REAR-ADMIRAL R. A. WRIGHT

tive officers and authorized these sashes to be worn with uniform at official functions in Ghana. The minister also presented a sash for the Flag Officer Atlantic Coast, Rear-Admiral K. L. Dyer, as a token of friendship between Ghanaian and Canadian naval forces.

Following their stay in Abidjan, the two Canadian frigates called at Freetown, Sierra Leone, before proceeding to Bermuda where the *Fort Erie* took part in Wintex exercises. The *New Waterford* detached at Bermuda and headed for Halifax, to prepare for a refit period in Sydney, N.S.

Naval Comptroller Retires in March

The last serving officer to have attended the old Royal Naval College of Canada as a cadet has gone on retirement leave from the Royal Canadian Navy.

Rear-Admiral Rupert A. Wright, Naval Comptroller and a member of the Naval Board, began his naval career at the Royal Naval College of Canada, Esquimalt, in September 1921. At the end of the term, in June 1922, the college closed its doors forever.

Two years later Admiral Wright resumed his naval career, serving as a paymaster cadet in ships and establishments of the Royal Navy.

His first seagoing appointment in the RCN was as flotilla accountant officer in the destroyer *Saguenay* in 1934. A memorable experience he has no desire to repeat occurred when the *Saguenay*

was caught in a hurricane off Newfoundland in 1935.

He feels the same way about the time he was "shipwrecked". This was when the Royal Navy cruiser *Dauntless* went aground at the entrance to Halifax harbour in 1928 and was badly holed. It was Admiral Wright's lot to take all the confidential books ashore.

During the Second World War Admiral Wright served on both coasts as accountant officer and, in 1942, became Paymaster Director General at Naval Headquarters. He went overseas for duty with the Senior Canadian Naval Officer, London, in March 1944 and found himself in the thick of preparations for D-Day.

Although his duties kept him from actual participation in the invasion, his recollections of his months in London are punctuated with V-1 and V-2 explosions—another experience he has found quite adequate for one lifetime.

He was awarded the OBE in 1946, "for his part in the organization which enable the Supply and Secretariat Branch to cope with innumerable problems arising out of a rapid expansion of the Navy in wartime and the rapid demobilization on cessation of hostilities."

He became Naval Secretary and Secretary to the Naval Board in July 1952 and in September of that year became Director General of Supply and Fleet Accounting, a title later changed to Supply Officer in Chief. He was appointed Naval Comptroller in August 1956 and was promoted to the rank of rear-admiral in November 1959.

Admiral Wright was married in 1929 to the former Aileen Allannah Sutherland, of Summerland, B.C. They have two daughters.

Ships Exercise Off Ceylon

Commonwealth naval manoeuvres in the Far East, began February 26, when ships of the Royal Navy, Indian Navy, Pakistan Navy, Royal Ceylon Navy, Royal Canadian Navy and Royal Australian Navy assembled at Trincomalee, Ceylon.

Ships of the Royal Canadian Navy taking part were the destroyer escorts *Assiniboine*, *Margaree* and *Ottawa*, units of the Second Canadian Escort Squadron that sailed from Esquimalt, early in January. The Canadian squadron is commanded by Captain Victor Browne, who also commands the *Assiniboine*. The commanding officers of the *Margaree* and *Ottawa* are Cdr. J. H. MacLean, and Cdr. I. A. MacPherson, respectively.

Ships of the Royal New Zealand Navy and additional ships of the Royal Navy rendezvoused later, in the vicinity of the Nicobar Islands, east of Ceylon.

The exercise, called Jet 62, involved shore-based maritime aircraft as well as the many carrier-borne aircraft of the Indian and Royal Naval ships. Strike aircraft of the Royal Air Force, Royal Australian Air Force and Royal Ceylon Air Force provided opposition to the joint fleet throughout the exercise.

More than 50 ships, including two aircraft carriers, cruisers, destroyers, frigates, support ships, minesweepers and submarines operated in the Indian Ocean and Bay of Bengal until arrival off Langkawi Island, north west of Malaya, on March 10.

The next day the three Canadian ships departed for a two-day representational visit to Port Swettenham, Malaya, the port of Kuala Lumpur, the country's capital.

They rejoined the fleet in Singapore March 15 for post-exercise discussions.

The exercise was conducted by the Commander-in-Chief, Far East Station, Admiral Sir David Luce, KCB, DSO, OBE. Naval commanders of each nation in turn exercised tactical control of surface forces throughout the period.

Exercise Jet 62 extended the aims of last year's exercise which particularly emphasized tactical command and control of co-operating Commonwealth maritime forces in a realistic and modern setting.

The exercises were preceded by a two-day visit to Singapore. The *Assiniboine* and *Ottawa* then headed for Colombo, the capital of Ceylon, while the *Margaree* steamed for Rangoon, Burma.

The visit to Singapore was highlighted by a party held on board the ships for about 100 underprivileged children from among the island's Malay, Chinese and Indian populations. Members of the ship's companies dressed in a variety of costumes including those of pirates, Canadian Indians, South Sea Islanders and others. The children, who ranged in age up to 12, played games, were shown around the ships, allowed to operate some equipment, saw motion pictures and were given candy, cookies, soft drinks and other goodies.

The ships also entertained many local government, military and business personalities. Other Commonwealth and foreign representatives also came aboard. Among the visitors were the Rt. Hon. the Earl of Selkirk, Commissioner General for Britain in South East Asia, and the Countess of Selkirk; the Com-

mander-in-Chief Far Eastern Station, Admiral Sir David Luce, and the Canadian Trade Commissioner to Singapore, E. H. Maguire, and Mrs. Maguire.

Members of the ships' companies were able to take advantage of conducted tours of the island and many also renewed acquaintances with friends and even relatives on board Royal Navy Ships in harbour and at HMS *Terror*, the Royal Navy's shore establishment at Singapore.

Lauzon Shipyard Visited by CNS

Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, visited the Davie Shipbuilding Limited yards at Lauzon, Quebec, on March 14.

There they saw under construction in the Davie Shipbuilding yards the Mackenzie class destroyer escort *Qu'Appelle* and the tanker-supply ship *Provider*.

Five Ships Join Dawn Breeze

A 20-day NATO naval and air exercise, called Dawn Breeze Seven, began on March 10 off Gibraltar. Ships, submarines and maritime patrol aircraft took part.

Five destroyer escorts of the Fifth Canadian Escort Squadron, under the



Late last year CPO Horace Marr received his last haircut from Jimmy Green, naval barber in HMC Dockyard, Halifax, before going on pension. CPO Marr had his first haircut from Jimmy in July 1937. (HS-67142)

command of Captain Charles P. Nixon participated with units from France, the Netherlands, Portugal and Britain.

The RCN ships and their commanding officers were: the *Restigouche*, Cdr. William W. Maccoll; the *Chaudiere*, Cdr. Philip J. Pratley; the *St. Croix*, Cdr. Thomas E. Connors; the *Kootenay*, Cdr. Harry Shorten, and the *Gatineau*, Cdr. Arthur H. McDonald.

The exercise was jointly sponsored by the Allied Commander-in-Chief Channel and the Commander-in-Chief Eastern Atlantic Area with the object of providing further training for the naval and maritime air forces taking part.

Argentine Flyers In Bonaventure

Seven naval aviators from the Argentine navy were embarked in HMCS *Bonaventure* during March to observe carrier operations.

The aviators, who had just completed a training course with the United States Navy, spent two weeks in the aircraft carrier. During this period the *Bonaventure* with other units of the Atlantic fleet was engaged in training exercises in the Bermuda area.

A Canadian naval officer, Lt.-Cdr. Neil St. C. Norton, has arrived home after having been with the Argentine Navy since October, 1961, as an observer on an Antarctic expedition sponsored by the Argentine government.

The Argentine navy has one aircraft carrier, the *Independencia*, the former HMCS *Warrior*, which was bought by Argentina from Britain in 1958. The *Warrior* was in commission in the RCN from 1946 until 1948. She was extensively modified in 1955-56 and now has an angled deck like the *Bonaventure's*.

Attachés Visit Western Canada

Naval, military and air attachés and Commonwealth service advisers from 18 countries toured Western Canada from March 12 to 22.

The attachés and advisers are from the following countries: Australia, Britain, Denmark, Finland, France, Germany, Greece, India, Iran, Israel, Netherlands, New Zealand, Pakistan, Spain, Sweden, Turkey, United States and Yugoslavia.

They visited service and industrial establishments during their ten-day tour. On their naval itinerary were tours of HMCS *Naden*, and HMCS *Venture*, at Esquimalt, and passage to Vancouver on board the *St. Laurent*.

The Red Ensign Flies Again

ACCESION DAY, February 6, 1962, marked the second time that the Canadian Red Ensign had flown from the masthead of Canadian warships. The first was during Her Majesty the Queen's visit to Canada in June 1959, for the opening of the St. Lawrence Seaway. Before then the White Ensign had customarily been worn at the masthead whenever ships were dressed. In December 1961 the Chief of the Naval Staff approved the wearing of the Canadian Red Ensign by HMC Ships on certain occasions.

It may be well to review events and see how the use of the various ensigns by the Royal Canadian Navy evolved.

To find the full history one must go back to the formation of the Naval Service. In a letter to the High Commissioner for the Dominion of Canada in London, the Deputy Minister for the Naval Service of Canada requested information on the proper flag to be flown by ships of the Naval Service. The letter was dated June 1, 1910. Many memoranda and letters were exchanged before concrete action was taken by an Order in Council.

The following excerpt is taken from Privy Council minute No. 289, dated March 3, 1911:

"The Minister (Secretary of State for External Affairs) states that the Minister of the Naval Service concurs in the suggestion that His Majesty's Canadian Ships *Niobe* and *Rainbow* shall fly the White Ensign and pendant, with the Canadian flag at the stem, this being a temporary measure pending an arrangement being arrived at after consultation between representatives of the Admiralty and the Canadian Government, or at the next Imperial Conference, and that instructions have been issued to the ships accordingly."

The "temporary" arrangement was ratified at the Imperial Conference of 1911, and it was decreed in PC 2843 dated December 16, 1911, that: "All ships and vessels of the Royal Canadian Navy shall fly at the stern the White Ensign as the symbol of the authority of the Crown, and at the Jack Staff the distinctive flag of the Dominion of Canada, such distinctive flag being the *Blue Ensign* with the arms of the Dominion inset in the fly. The White Pendant will be flown at the Masthead".



Only once before, until its use was authorized this year, had the Red Ensign been flown by Canadian warships. This was the occasion of the visit three years ago of Her Majesty the Queen to open the St. Lawrence Seaway. The *Gatineau*, Red Ensign at the masthead, is pictured entering Toronto harbour during the Royal cruise of the Great Lakes. (HS-58851)

Here lies the authority for the wearing of the White Ensign and the Canadian Blue Ensign by HMC Ships.

Two British sources say this authorization was not immediately effective and that "legal" use of the White Ensign in ships of the RCN did not begin until 1913.

The reader will note that at that time the "distinctive flag" of Canada was the

Blue Ensign with the arms of the Dominion inset; however the arms were not as we know them today. The original design, approved by a Royal Warrant dated May 26, 1868, consisted of the quartered arms of the four original provinces. From time to time other provinces joined the Confederation and it became common practice (unauthorized) to add their arms to the

original design. The present design was approved by Royal Proclamation on November 21, 1921. There have been slight modifications since. The 1921 Coat of Arms was designed to symbolize not the separate provinces but Canada herself.

Canada was the first Commonwealth Dominion to possess a distinctive merchant flag, for in 1892 permission was granted for the Canadian Coat of Arms of 1869 to be placed in the fly of the Red Ensign.

The authority to display the Canadian Red Ensign ashore, but only outside Canada, originated with an Order in Council, PC 134 dated January 26, 1924, which declared that the Canadian Red Ensign was to be displayed "on suitable occasions from all buildings owned or occupied by the Canadian Government and situated without Canada".

During the Second World War the Canadian Red Ensign came to the forefront; it was used extensively by the Canadian Army overseas.

The first time the Canadian Red Ensign could be flown officially ashore in Canada dates from September 5, 1945, when His Excellency, the Governor General in Council, ordered that the Canadian Red Ensign "may be flown from buildings owned or occupied by the Federal Government within and without Canada". His Excellency, in the same Order in Council, declared that "it shall be appropriate to fly the Canadian Red Ensign within and without Canada wherever place or occasion may make it desirable to fly a distinctive Canadian flag". The order was to be effective until action was taken by Parliament for the formal adoption of a national flag.

Partly with this Order in Council in mind, the RCN recently introduced the Canadian Red Ensign for display in HMC Ships on appropriate occasions.

Another point which weighed in its favour was the Canada Shipping Act. The following extract as taken from Section 91(1) of the CSA:

"The red ensign usually worn by merchant ships, with the shield of the Coat of Arms of Canada in the fly, is hereby declared to be the proper national colours for all Canadian ships and all ships and boats that would be registered in Canada . . . except in the case of any ship or boat for the time being allowed to wear any other national colours in pursuance of a warrant from Her Ma-

esty or under regulations which may be made by the Governor in Council."

The Canada Shipping Act refers to the Canadian Red Ensign as the "national colours"; however, the term applies only to merchant ships, for the description of the Canadian Red Ensign is to be interpreted as a "distinctive Canadian flag" as defined in PC 5888.

The third and most favourable argument came when HM the Queen authorized the wearing of the Canadian Red Ensign during her last visit to Canada. CANGEN 140/59 said: "Her Majesty the Queen has authorized the wearing of the Canadian Red Ensign at the mizzen masthead in HMY *Britannia* in lieu of the Union Flag during the forthcoming Royal Visit.

"2. In view of Her Majesty's decision to depart from traditional practice it is considered appropriate that HMC Ships display the Canadian Red Ensign at the masthead in lieu of the White Ensign.

"3. The following instructions shall apply to HMC Ships when dressed in the presence of Her Majesty during the Royal Visit to Canada only:

"(a) Single-masted ships shall wear the Canadian Red Ensign at the masthead.

"(b) Two-masted ships shall wear the Canadian Red Ensign at the fore and the White Ensign at the main".

A summary of the important features of the recent Amendment List 61 to QRCN is as follows:

(a) The Canadian Red Ensign is the appropriate flag to be hoisted by Commonwealth and foreign ships exchanging personal salutes, and foreign ships exchanging national salutes, with Canadian authorities.

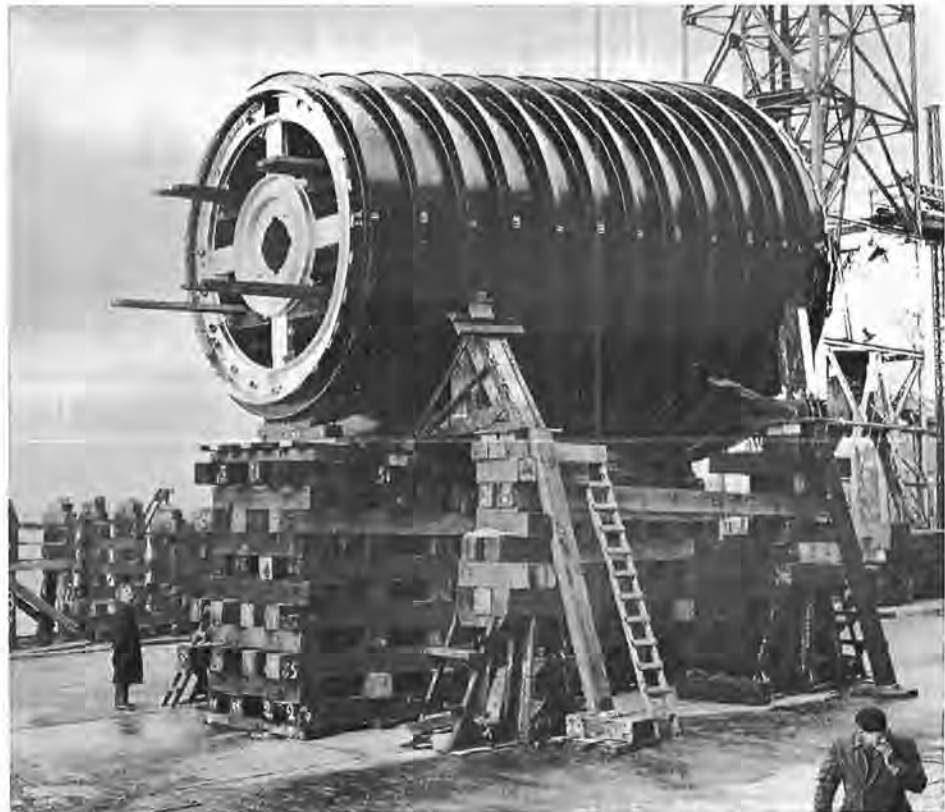
(b) When dressing ship:

(i) A flag of a foreign nation, a personal flag or a broad pennant is not displaced by the Canadian Red Ensign;

(ii) If one mast is unoccupied by a national or personal flag the Canadian Red Ensign shall be worn at that mast in lieu of the White Ensign as previously required;

(iii) If more than one mast is unoccupied by a national or personal flag, the Canadian Red Ensign shall be worn at one and the White Ensign at the other.

As can be seen this practice lends a distinctly Canadian character to HMC Ships and will be especially appreciated in foreign countries where ships show the flag.—J.G.C.



Britain has laid the keel for a second nuclear submarine, the *Valiant*, at Barrow-in-Furness, England. The *Valiant*, with a displacement of 3,500 tons, will be slightly larger than the *Dreadnought* and will be of all-British construction. The *Dreadnought*, nearing completion in the same yard, has a U.S.-made reactor. The picture shows a 60-ton prefabricated section of the *Valiant*. (British Information Services photo)

OFFICERS AND MEN

Last 'First War' Ribbons Retire

When Lt. William E. F. (Daisy) Bell proceeded on retirement leave on January 22 in Ottawa, he took with him the last First World War service ribbons to be worn in the RCN by a serving officer or man, according to a search of headquarters records.

The second last set of ribbons dating to the 1914-1918 war had been taken into retirement only a few days earlier by Lt.-Cdr. G. M. Neale, also at Naval Headquarters.

Lt. Bell was born in England on March 14, 1902, and entered the Royal Navy in 1918 as a boy seaman. In 1930 he was loaned to the RCN and served in HMCS *Stadacona* and the destroyer HMCS *Champlain*.

From 1933 until the outbreak of the Second World War, Lt. Bell served in the Marine Division of the RCMP. He then came back to the Navy with the rank of petty officer. He served ashore in Halifax and at sea in minesweepers and coastal escort vessels until 1946.

Lt. Bell returned to active duty in 1952 and served for a time as Assistant Area Officer Sea Cadets, Maritimes. He joined the staff of the Canadian Armed Forces Identification Bureau in Ottawa in 1953 and in 1956 was appointed to the Directorate of Naval Intelligence.

Births

To Commissioned Officer E. A. Burke, Churchill, and Mrs. Burke, a daughter.

To Commander J. B. C. Carling, *Bytown*, and Mrs. Carling, a daughter.

To Leading Seaman B. R. Crooks, Naval Radio Station Inuvik, and Mrs. Crooks, a son.

To Leading Seaman Robert Fitzpatrick, *Kootenay*, and Mrs. Fitzpatrick, a son.

To Petty Officer M. S. Greeley, *Kootenay*, and Mrs. Greeley, a daughter.

To Able Seaman Larry Greetham, Naval Radio Station Inuvik, and Mrs. Greetham, a son.

To Able Seaman G. F. Horst, *Kootenay*, and Mrs. Horst, a daughter.

To Lieutenant Bruce A. King, *Nootka*, and Mrs. King, a son.

To Able Seaman L. D. MacDonald, *Kootenay*, and Mrs. MacDonald, a daughter.

To Lieutenant-Commander T. W. Orr, *Kootenay*, and Mrs. Orr, a son.

To Able Seaman R. L. Vogelsang, Naval Radio Station Inuvik, and Mrs. Vogelsang, a daughter.



Here, with their course leaders, are members of No. 61 Officer's Divisional Course at Cornwallis this past winter. In the front row, left to right, are Cd. Off. J. P. McKay, Lt. Charles Boyle (course officer), CPO James Watson (course instructor) and Surgeon Lt. M. J. Davis, and, on the rear row, Lt. H. D. Halkett, Sub-Lt. R. A. Fatt and Cd. Off. G. J. Payeur. (DB-1208).

During his time in the Royal Navy, Lt. Bell served in the Far East in the survey vessel HMS *Iroquois*, a circumstance that made it possible for him to identify a large, brass ship's badge, bearing the name *Iroquois*, which turned up after the Second World War in Londonderry, Northern Ireland.

The badge was found in the possession of a Sea Cadet unit, which had mistakenly supposed it had been left there when the RCN vacated Londonderry after the war. Through Lt. Bell's efforts, the badge has been transferred to the Tribal class destroyer HMCS *Iroquois*.

Restigouche Wins Squadron Trophy

The efficiency trophy of the seven-ship Fifth Canadian Escort Squadron has been won for 1961 by the destroyer escort *Restigouche*, commanded by Cdr. W. W. Maccoll.

The runner-up was the *St. Croix*, commanded by Cdr. T. E. Connors. The trophy was won in 1960 by the *Kootenay*, under Cdr. Harry Shorten.

Captain C. P. Nixon, Commander Fifth Escort Squadron, presented the silver trophy to the *Restigouche* at a ceremony on board the ship in early March.

Shearwater

Scouts Honoured

Two boys became Queen's Scouts at *Shearwater* during a parent and son dinner in *Warrior* block during Boy Scout week in February. David Booth and Leroy Feener, both of Eastern Passage, were so honoured and Terry Saunders, son of a Navy CPO was elevated to first class scout. Four cubs, all Navy children, received perfect attendance plaques: Richard Hill, Marc Kierstead, Ken Troughton and Michael Henderson.

Shearwater has two Scout troops and four Cub packs. More than 200 attended the dinner, which departed from the traditional father and son affair in that wives stood in for husbands away at sea.

At Shannon Park naval married quarters, after a week's postponement due to the winter's worst snowstorm, Guides and Brownies had their annual "Thinking Day" at Shannon School. About 100 attended the evening affair during which the movement was studied and the founder commemorated. Mrs. F. P. R. Saunders, district secretary for Shannon Park, acted for the commissioner, Mrs. M. A. Medland.

Clothing Gift Taken to Hawaii

A gift of 3,000 pounds of clothing for Korea, representing contributions to the Save the Children Fund from Greater Victoria, was transported to Hawaii on board HMCS *Assiniboine* in January. It was turned over at Honolulu to the South Korean Consul General, Se Won Kim, who was to arrange for the shipment of the clothing to his homeland.

Fire Prevention Awards Made

Awards in the annual competition of the National Fire Protection Association were presented recently at National Defence Headquarters by Hon. Pierre Seigny, Associated Minister of National Defence. The grand award in the military division went to RCAF Station Sylvestre, Quebec.

First place shields in their classes were won by the Naval Air Station, Patricia Bay, Belmont Park Married Quarters, Colwood, and HMC Dockyard, Esquimalt, thus giving Pacific Command establishments a clean sweep of naval awards.

The shields were accepted by Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, on behalf of the RCN.

Rescuers Busy On Atlantic Coast

The most spectacular RCN rescue of the winter months on the East Coast involved the January 8 grounding of the freighter *Suerte* near Halifax. The *Liberty* ship was inbound in ballast for grain when she grounded that night northeast of Shut In Island—taking a turn into port too soon. She became an ultimate loss.

HMCS *Loon*, *Scotian's* tender but then search and rescue vessel for *Shearwater*, was despatched after CPO Trevor Lovekin recalled his crew. Underway at 20 minutes past midnight, he found the freighter at 0125 hard and fast but upright. Poor visibility and a heavy



Fire prevention is taken seriously in the Pacific Command and the success of the publicity program in this field was reflected in the award of three first place shields to naval establishments there by the National Fire Protection Association. The winners were Belmont Park Married Quarters, HMC Dockyard, Esquimalt, and the Naval Air Station, Patricia Bay. The above pictures were taken during Fire Prevention Week last fall and show (above) Miss Fire-Belle 1961 (Carol Kitchen) with Bonnie Lawler and Susan Little, during the children's parade at Belmont Park and (below) Arlene Finley, as Miss Firefighter for Esquimalt naval establishments. Miss Finley had been chosen earlier in the year as Miss Dockyard 1961. (E-63493; E-63338)

ground swell breaking on the rocks prevented the *Loon* from coming alongside. The *Suerte* crew would not take to lifeboat and pull to the *Loon*, either. Since there was no immediate danger, CPO Lovekin stood off until dawn. The tug *Foundation Vigilant* came up meanwhile.

At 0715 on the 9th, the *Loon* went alongside, but still the crew would not

leave and, since the *Loon* had green seas breaking over her fore-castle, Chief Lovekin made off. At 1000, the *Suerte* asked her to return alongside for the captain but the deteriorating weather would have caused undue damage in the manoeuvre. Instead, the *Loon* suggested to *Shearwater* that the captain be removed by helicopter, which was done shortly thereafter.

During the rest of the day two HU-21 helicopters from *Shearwater* and one from RCAF Station, Greenwood, airlifted the remaining 27 crew members off, with the *Loon* still standing by.

The increasingly adverse weather caused the *Suerte's* complete abandonment and eventually she was written off.

In December, the frigate *Lanark* brought 16 survivors of the Lunenburg scallop dragger *Aegir* to Halifax. The vessel swamped in a freak sea December 15 but the crew was picked up by two draggers operating the same fishing ground south of Nova Scotia. The *Lanark*, returning to Halifax from Boston, landed the *Aegir* crew a week before Christmas.

February had its high spots, too. A HU-21 helicopter on the 15th flew two doctors to Springhill, N.S., to perform an emergency operation on a woman. On the 11th, Search and Rescue was asked for speedy help in rescuing Leo Little, 23-year-old duck hunter clinging to a capsized boat in Prospect Bay. A helicopter was away in 20 minutes and the RCMP were despatched two minutes later. Ice conditions meanwhile thwarted several small rescue boats in the area.

The helicopter found the boat but Little was believed to have succumbed to the cold and drowned. The RCAF praised the "prompt action" of the helicopter stand-by crew in getting to the scene. As well as helping to recover the body, the Navy brought Little's father-in-law, Leo J. Manuel, home in the supply vessel *CNAV Eastore*. Mr. Manuel is a seaman in the tanker *CNAV Dundalk*, then at Bermuda.

Naval divers were called upon to search for drowning victims. In February the bodies of three men were brought from the cab of a truck which went over a Halifax pier while dumping snow in the harbour. The truck was involved in street clearance after a snowstorm.

On February 19 naval divers located and recovered the bodies of three boys, David Berry, 12, his brother Gerald, 11, and Michael Keenan, 12, who had fallen through the ice in the Northwest Arm at Halifax.

HMCS Gatineau, on the 12th, was unable to transfer a pneumonia case because of stormy seas. The German *M/V Erlangen*, bound for Antwerp, diverted to Halifax and landed the patient herself. Another alarm, on the 20th, involved a rudderless fishing schooner,

E. F. Zwicker, 150 miles south of Cape Race, Nfld. The naval tug *Saint Charles* was ordered to make the 36-hour voyage and tow her to Halifax. The fiercest blizzard of the winter delayed the *Saint Charles'* departure long enough to prevent a wild goose chase. The *Zwicker* was taken in hand by another fishing vessel and towed to safety in Newfoundland.

Navy League Holds Yule Dinner

Officers and members of the Charlottetown branch of the Navy League of Canada held a Christmas dinner at the Charlottetown quarters of the Main Brace Club in mid-December.

Head table guests included His Honour, Lieutenant-Governor F. W. Hyndman; Surgeon Cdr. L. E. Prowse, commanding officer of *HMCS Queen Charlotte*; Allister Macleod, president of the Navy League for Prince Edward Island; C. T. Vallis, president of the Main Brace Club, and Jack Smallwood, secretary-treasurer of the Charlottetown branch of the Navy League.

Award Made for Radar Suggestion

Ralph A. Bennett, of 14 Kingham Place, Victoria, has earned a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from Rear-Admiral P. D. Budge, Chief of Naval Personnel.

Mr. Bennett's suggestion concerning test equipment for use with naval radar was submitted to the Suggestion Award Board for trial and assessment and the idea has been adopted for use in the Royal Canadian Navy.

Mr. Bennett has been employed as an electrician at HMC Dockyard, Esquimalt, since 1953.

War-time CO's Daughter in RCN

Mary Jean Fraser, daughter of former RCMP Superintendent James P. Fraser, has been enrolled as an RCN nursing officer with the rank of sub-lieutenant (MN).

Sub-Lt. Fraser is a 1959 graduate of the Halifax Children's Hospital and since then has nursed in the same hospital and as a civilian nurse in the Canadian Forces Hospital at *HMCS Stadacona*.

Superintendent Fraser, former officer commanding the Halifax RCMP Marine Division, served as a wartime lieu-



Commodore Paul D. Taylor, Commanding Officer Naval Divisions, was the inspecting officer when cadet drill teams of the three services went through their paces at *HMCS Carleton*, Ottawa naval division, recently. He is shown inspecting members of *RCSCC Falkland*. This year top honours were taken by the 51st Ottawa Optimist, Air Cadet Squadron. (O-14229)

tenant-commander, RCNR. He was awarded the Distinguished Service Cross, when, in command of the frigate HMCS *Waskegiu*, he was credited with sinking a German U-boat.

Miss Fraser has a brother in the regular army, Second Lt. John Fraser, who is stationed with the Royal Canadian Horse Artillery at Camp Petawawa. Another brother, Bruce, is studying for his Bachelor of Commerce degree at Dalhousie University in Halifax.

Officer Completes Course at Norfolk

A nine-month course at the USN Preventive Medicine Unit-No. 2, at Norfolk, Virginia, naval base was completed recently by Lt. (MT) S. R. Wallace. Lt. Wallace has been appointed to Royal Roads for duty as medical administrative officer.

New Appointments For Officers

Captain Arthur G. Bridgman has been appointed Principal Naval Overseer Montreal. He took up his new position in February.

He had been serving as Director Marine and Electrical Engineering at naval headquarters since August 1961.

Cdr. Robert C. Peers was appointed Assistant Director of Naval Plans (International) at Naval Headquarters, Ottawa, effective March 19. He was promoted to his present rank on taking up his new appointment.

RCNBF Official Retires from RCN

Lt.-Cdr. Harry McClymont, 65 Cameron Ave., Ottawa, secretary-treasurer of the Royal Canadian Navy Benevolent Fund since September, 1947, proceeded on retirement leave from the RCN on March 12. As a civilian, he will continue to serve as secretary-treasurer of the RCNBF.

Lt.-Cdr. McClymont, who was born in Ottawa, served in the Falkland sea cadets corps from 1927-1929, and in April 1931, entered the RCNVR as an ordinary seaman. He transferred to the regular force in September 1931 and was promoted to warrant officer in May 1943. The following year he became a commissioned officer.

Marking his retirement, Lt.-Cdr. McClymont was presented with a certificate of service by Rear-Admiral P. D. Budge, Chief of Naval Personnel.



The Royal Canadian Navy has a Blue Ensign fleet of nearly 130 auxiliary vessels, ranging from ferry craft to ocean-going tugs and survey ships. Some of the civilian-manned tugs are seen here as they turn a "nest" of destroyer escorts (the *Columbia*, *Chaudiere*, *Kootenay* and *Gatineau*) in Halifax harbour. (HS-64904; HS-64906)

Invention Brings Award for Officer

An invention by Lt. Gerald A. Dawes, has earned him a cash award under the Public Servants Inventions Act, and a letter of commendation from Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Lt. Dawes invented a system for speeding up shoring methods in damage control on board ships. His inven-

tion was forwarded to the Inter-Service Committee on Inventions to be patented by the Crown, and for study and evaluation by specialist officers. It has been adopted for use in the RCN.

Lt. Dawes was born in England and entered the Royal Navy in August 1937. He transferred to the RCN in May 1953. He has served at sea in HMCS *Labrador* and is now in the *Jonquiere*, a frigate of the Fourth Canadian Escort Squadron at Esquimalt.

THE LITTLE SHIPS

Part Two



ON JANUARY 19, 1943, at 1100, the conference for Convoy HON-158, comprising 20 ships including the *Provider*, was held and I was assigned to it as commodore. Predictions of approaching bad weather were voiced, but time did not permit delay on that score. Escorts were in short supply and our convoy was timed to leave Halifax to rendezvous with a well escorted ON convoy, 150 miles east of Halifax, bound from Britain to New York.

At 1515 the *Provider* left her jetty, passed through the Gate at 1603 and commenced forming up the convoy. Escorts were, I believe, the Canadian corvettes *Barrie* and *Cobalt* and minesweepers *Drummondville* and *Kenora*.

As darkness descended the dim outlines of ships to our right and left were barely visible; the predicted bad weather was also upon us. By 2000 it was blowing a moderate gale from the east-southeast, accompanied by a falling barometer and a long heavy head swell and sea which reduced our speed to four or five knots.

The natural anxiety of a captain taking a new, untried ship to sea with an inexperienced crew and the added responsibility of being commodore of a convoy in enemy submarine-infested waters was intensified by the vicious weather. The *Provider*, with water ballast, sat deep in the water, pitching and rolling heavily in the increasing sea and swell. With inadequate power to manoeuvre quickly and devoid of bilge keels or rolling chocks to retard her lively movements, it was no wonder that half the ship's company were violently sea-sick; there was little sleep for anybody that night.

As dawn broke, the wind, having slowly veered to the west had increased to a full gale, reaching force 11 in violent squalls. At daylight only three merchant ships were in sight; the ships of the convoy, having received orders to proceed independently, were scattered hither and yon (I believe they all eventually reached their destinations). The escorts, receiving serious superstructure damage, limped back to port as best they could. The *SS City*

of *Baroda* was now the only vessel in sight but she too soon disappeared and we were on our own. To ease the heavy labouring of the ship, we ran before the gale but gave up all hope of reaching the rendezvous.

AS THE DAY wore on the gale continued with unabated fury. The temperature had dropped to 21° F and heavy ice was rapidly forming on our superstructure making the ship extremely difficult to manage. Heavy seas had washed overboard scramble nets, wooden breakwaters and guard-rail stanchions. Ice had even frozen the engine room telegraph connections, necessitating communication with the engine room by voice pipe, and our wireless aerial, sagging with the weight of ice, seemed ready to snap at any moment, which it shortly did.

This is the second instalment of a three-part history of the Royal Canadian Navy's Fairmile motor launches during the Second World War. The author is Captain Joseph A. Heenan, RCN (Ret), who has written the story as a tribute to the officers and men who served in a little publicized branch of the naval service.

The vessel, now yawing heavily and shipping continuous seas, gave us no alternative but to heave to. In the process, when passing through the trough of the sea, the ship rolled almost to her beam ends, unseating the heavy galley stoves, damaging them beyond ready repair and thus adding to our discomfort by denying us hot food. With the ship heading now into wind and sea, the increased force of the wind snapped our ice-laden wireless aerial but not before wireless silence had been broken to report our distress and dead reckoning position in Latitude 42° 40' North; Longitude 61° 56' West, i.e., about 136 miles southeast by south from Halifax. Surely no submarine could launch a successful attack in such a sea. But if it could, from now on we were a sitting duck.

The gale, now steady from the west but with undiminished force, caused

precipitous seas, making the ship pitch, pound and shudder with increasing violence. Enveloped by continuous spray, with the temperature at 19° F, those exposed on the poorly protected bridge were whipped and stung by water in the process of turning into ice. This condition prevailed throughout that day and night and it seemed that we would ride out the gale, but our troubles were not yet over.

By 0800 the next day, with added ice and weight to our superstructure, the ship became more clumsy and did not respond to helm orders as she should; on inspection it was found that the rudder-head was working loose on its seating. The danger of losing our rudder was imminent and we resorted to steering by engines alone to keep the ship head to sea. The *Provider* was fitted with a balance rudder suspended from a cast-steel rudder carrier. Continual pounding and the force of the sea had loosened the holding-down bolts of the carrier and some had already broken. We did not have the facilities to repair this at sea but, by the ingenuity of our Engineering Officers, Lt.-Cdr. (E) H. E. Christensen, RCNR, and Lt. (E) E. Revfem, RCNR, stiffening steel wedges were shaped and inserted to keep the rudder-head secure. Watches were now doubled and preparations made to erect a jury rudder, if necessary, but fortunately by constant nursing, the rudder was saved.

THE GALE was now at its height. An unusually heavy sea struck with terrific force, cascades of water descended upon us, shaking the ship from bow to stern and she quivered like a dying thing. A sense of pending disaster could be felt. Another venture into the trough of that turbulent sea would surely spell our doom. If the rudder held, if the engines did not fail, if we could keep her head to sea, if she did not bury herself in that angry turmoil and if the endurance and spirit of our officers and men could rise to the occasion, then there was hope.

What could I do? After almost continuous duty on the bridge my strength was failing, so I did what I think most sailors would have done, who by the very nature of their calling live close to God, I turned to Him and prayed hard for help and strength to carry on. A strange thing happened; a new feel-



Captain J. A. Heenan on board his command, the Fairmile mother ship HMCS Provider. H-4384)

ing surged through me of renewed strength and confidence, transmitted by some strange medium to those about me. I had not under-estimated the power of prayer. All my experiences and lessons learnt throughout many years at sea came to the fore. Rough voyages round Cape Horn in sailing ships, running the Eastern down, Atlantic gales, cyclones and typhoons, surely I should know "Mother Sea" by now. I must humour her. The strain on the engines and engineers was great. The constant demand for prompt twin-engine movements, sometimes in reverse, was unremitting, but they never failed and saved the day.

At midnight the gale began to subside and at 0800 on January 23, in a light northwest breeze and clear weather, we sighted Chebucto Head

and, close by, HMCS *Trail*, which had been sent out to find us. Our steering was still erratic but, with care, usable. With the "not under command" signal flying and a slight list caused by an estimated 150 tons of ice clinging to our decks and superstructure, we were led by the *Trail* into harbour. We were unable to execute the order by signal to "Anchor as convenient" as our anchors were embedded in solid ice and so came alongside unassisted at Pier 21 at noon.

Ninety-two hours and 45 minutes had elapsed since we last left harbour—hours packed with near tragedy but with many lessons well learned. At least for the "greenhorn" portion of my crew, near catastrophe had given birth to a new confidence and they had now some claim to be called sailors.

I WAS TOLD that the gale that we had survived was the worst experienced along the Eastern Seaboard for many years. Some ships had been wrecked and many suffered serious damage. Also due to our long silence and the severity of the occasion, naval authorities were thinking in terms of a memorial service to commemorate our loss with all hands.

This unfortunate set-back caused great concern and we would now have to beat time if we were to join the MLs in the Caribbean. Fortunately our damage was not extensive and all repairs were completed in five days.

ON JANUARY 29, at 1555, we sailed for New York, escorted by the Norwegian destroyer HNorMS *Lincoln*, arriving without incident on February 1. Next day we left New York in convoy for Guantanamo, Cuba, arriving February 9, thence to Trinidad arriving February 20.

Admiral Oldendorf was expecting us but still awaiting information as to the whereabouts of the ML flotillas. In the meantime we loaded our tanks with 1,508 tons of 87 octane gasoline, replenished stores and awaited orders.

On February 27 we received news that the 73rd Flotilla had arrived at Miami and would operate from there and Key West; this was followed by orders to prepare to proceed to the latter port via Guantanamo.

At this time enemy submarines were reaping a grim harvest in the Caribbean area and escorts were scarce for the small convoys proceeding on our intended route. So, with impatience, we awaited the necessary assembly and sailed on March 5, arriving at Guantanamo in the early hours of the 10th. When south of and approaching Guantanamo (about 0400) the air suddenly shook with the force of a terrific explosion followed by a rumbling boom that shook the ship. No doubt, another ship had "got it", but where we did not know.

ON ARRIVAL at Guantanamo, where many ships were at anchor, we were surprised to meet three of our own MLs, the Q-081, Q-079 and Q-072. Our meeting was fortunate, for they were sorely in need of repair and the *Provider* was ready to fulfil the meaning of her name.

The explanation of the aforementioned explosion now graphically emerged. The three MLs had sailed from Key West on March 7 to rendezvous with and form part of the escort for a convoy in the Florida Strait bound

for Guantanamo. The senior escort was one of two PCs, U.S. Naval coastal defence vessels, somewhat smaller than our Bangor minesweepers. The convoy consisted in part of: the SS *Virginia Sinclair*, a tanker, loaded with aviation gasoline; SS *James Sprunt*, a Liberty ship, loaded with approximately 10,000 tons of ammunition and explosives; USAT *H. A. Scandreet* (convoy commodore), with troops for the Canal Zone; USAT *Cuba*, with female military personnel, for San Juan, P.R.; and the SS *Furnifold M. Simmons* loaded with explosives destined for Karachi.

When approaching the eastern end of Cuba at 2010 on March 9, the tanker *Virginia Sinclair* was torpedoed and sank with the loss of all hands. When off Cape Maysi, the eastern point of Cuba, the submarine struck again and torpedoed the *James Sprunt*, which exploded like a huge bomb. The magnitude and power of this explosion of 10,000 tons of explosives can be imagined

when compared with that of the Halifax explosions on December 6, 1917, when the SS *Mont Blanc*, loaded with 6,000 tons of explosives, caught fire and exploded following a collision with the SS *Imo*.

Ships in the close vicinity of the *James Sprunt*, taking the full blast of the explosion, thought that they too had been torpedoed, whereas the MLs, picked up as if by a giant hand, were slammed down on the sea with a violence that shook their crews like dice in a shaker. Wheel-house windows were blown in, doors off their hinges, black-out curtains blown to shreds and everything movable scattered in all directions. To add to the confusion, falling debris rained upon them.

In addition to the remains of small arm ammunition, later swept up with a broom, Q-072, received a shower of small metal fragments and two brass pipe fittings, which damaged the lifeboat and pierced the deck. It was indeed

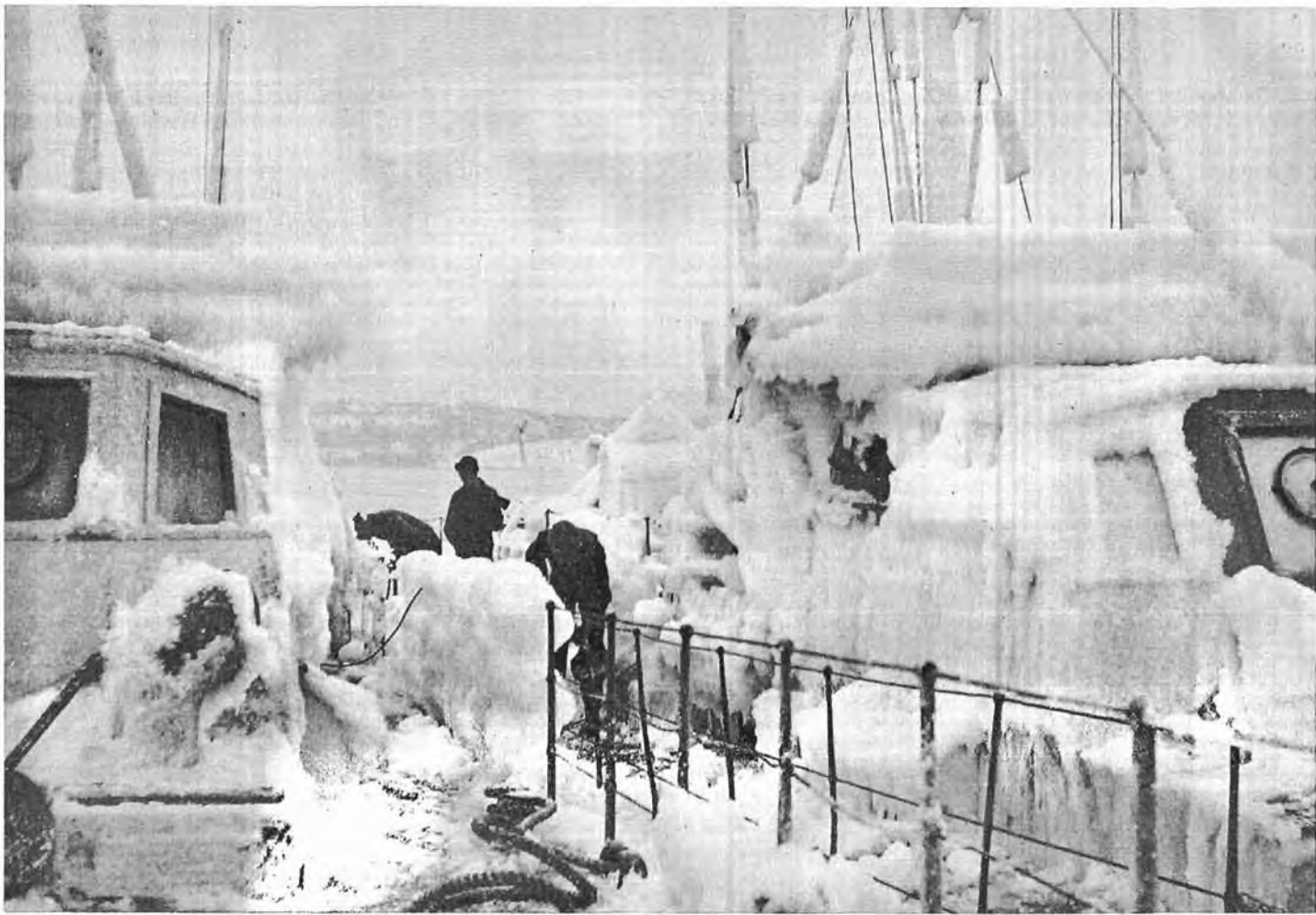
a miracle that more damage was not done and, other than bruises, no one seriously injured.

Apparently the track of the torpedo had been observed coming from the direction of Cape Maysi, where the submarine was lurking in the shelving depth and where it was practically impossible to obtain a sonar contact. However, the MLs were quick to recover and moved in to the attack, dropping several depth-charges. The U.S. naval escorts also ran some attacks without success. In any event no further attack was made on the convoy.

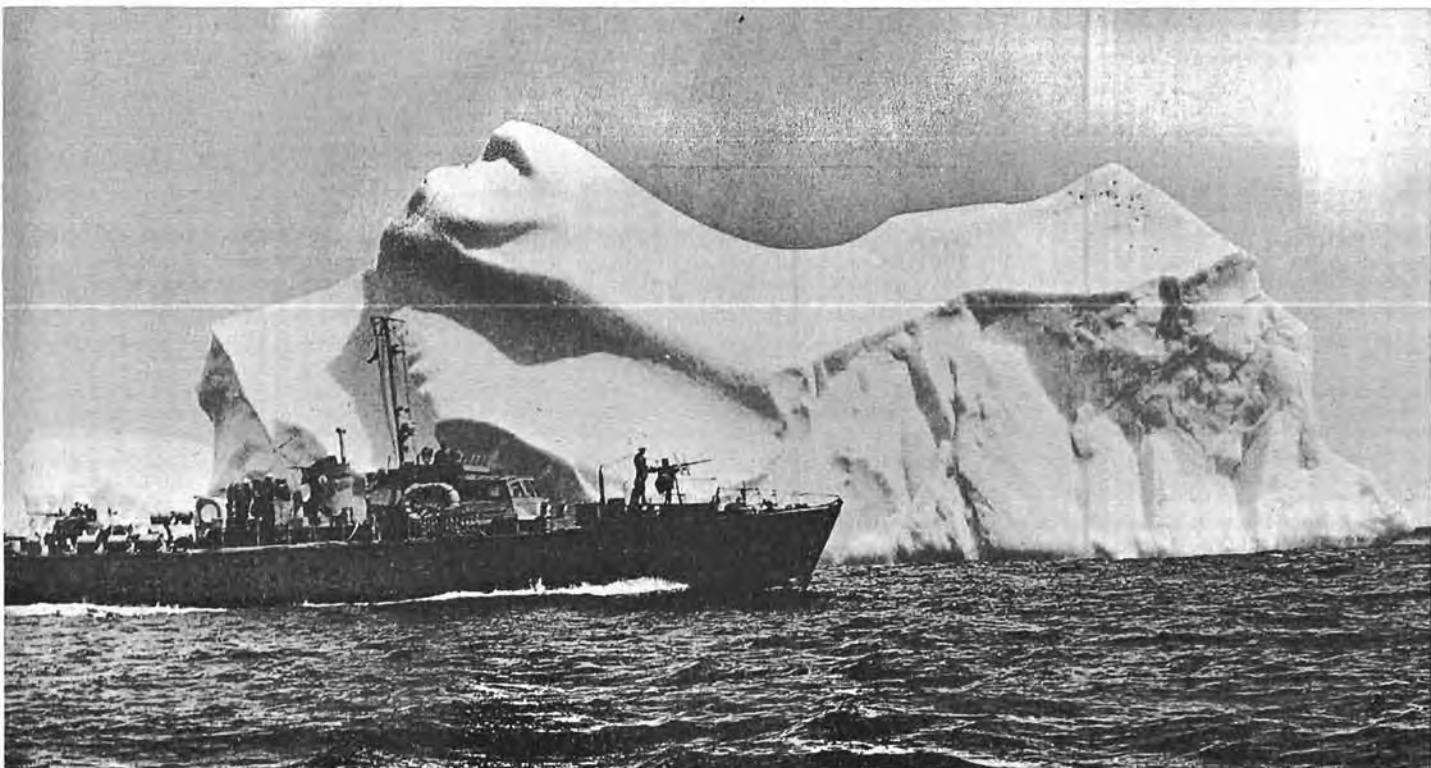
AS DAYLIGHT broke, Q-072 observed a dark object on the water which was found to be a motor-powered lifeboat from the SS *Furnifold M. Simmons*, with five seamen in it. Their faces were blackened by oil smoke and they were in a highly excited state. They were taken on board the ML, and their life boat taken in tow to Guan-



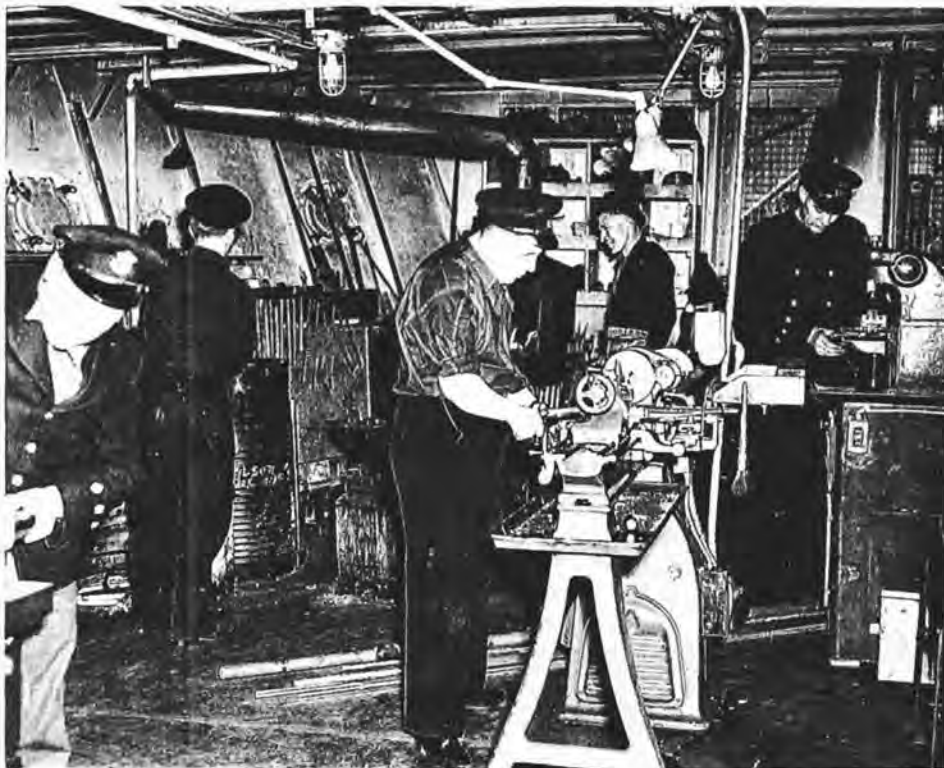
An ML flotilla leaving port on patrol. (GM-0116)



Fairmiles on return to St. John's, Newfoundland, from winter patrol.



Icebergs and growlers were familiar features of the seascape to MLs operating off the northern coast of Newfoundland. (Z-343R)



The machine shop on board the ML mother ship Provider. (GM-1247)

tanamo; all were turned over to their ship now safely at anchor. When the explosion took place, the watch on deck of the SS *Furnifold M. Simmons*, like others in the convoy, thinking they had been torpedoed (made more realistic by some 70 tons of metal, consisting of ships plating, fittings and burning debris falling on their deck), began to abandon ship, and in the confusion lowered the lifeboat, cut the falls and drifted away.

Memory does not recall the names of the ratings who served in these three MLs, but the officers were:

Q-081—Lt. J. M. Todd, RCNVR, (Senior Officer); Lt. G. F. E. Bacque, RCNVR and Sub-Lt. H. A. Hunt, RCNVR; Q-079—Lt. H. R. Cruise, RCNVR; Lt. F. B. Pugh, RCNVR, and Lt. (E) H. S. C. McComb, RCNR and, in Q-072—Lt. D. S. Howard, RCNVR; Lt. J. W. R. Graham, RCNVR; and Lt. J. R. Akin, RCNVR.

I am sure that all of them will never forget that harrowing experience and will remember their "Little Ships" could really "take it".

In two days the maintenance staff of the *Provider*, working round the clock, completed all repairs and placed the MLs in fighting trim again. On March 12, we left Guantanamo for Key West escorted by the MLs, arriving without incident on the 15th. From this date to March 30, the *Provider*, working day and night, kept the

73rd Flotilla, as well as many small units of the U.S. Navy, in fighting condition.

The three MLs operating out of Miami made calls at Key West for maintenance and repair by the *Provider*. They were:

Q-075—Lt. J. G. Humphrey, RCNVR; Lt. L. J. Wallace, RCNVR and Lt. L. P. Pare, RCNVR; Q-080—Sub-Lieutenants, RCNVR, G. E. Burrell, J. H. Shand and C. J. Holloway; and Q-065—Lt. J. J. McLaughlin, RCNVR; and Lt. F. H. B. Dewdney, RCNVR.

The MLs remained in port only long enough to refuel and prepare for sea again, and operated in pairs or singly as occasion demanded.

Sea-borne trade in this area included the operation of small coastal freighters taking supplies to the smaller islands and out-of-the-way ports and a single ML would frequently escort a lone ship on these short voyages. For instance the Q-080 made a single trip from Key West to Cienfuegos, on the south coast of Cuba, and return. Also the Q-065, while on a trip to the Isle of Pines, performed an excellent feat of seamanship in saving the lives of a number of seamen from a U.S. vessel in dire distress. Lt. McLaughlin and Lt. Dewdney were, I believe, both mentioned in despatches from the Commander, Gulf Sea Frontier, for their fine effort.

Suffice to say that the 73rd Flotilla filled a breach during a critical period. During 28 days of operations they escorted 65 ships between ports in Florida and adjacent islands, travelled 12,900 miles and carried out several but, as far as it is known, unsuccessful depth-charge attacks. At least valuable practical experience had been gained.



No lollypop, but a depth charge, with carrier or "flower pot" attached leaving the Y-gun of a Fairmile. (GM-0114)

Their efforts can best be summed up by the tenor of the following signal from the Commander, Gulf Sea Frontier, to HMCS *Provider* and the 73rd Flotilla:

"MAY I EXPRESS OUR APPRECIATION FOR THE EXCELLENT SERVICES AND FINE SPIRIT OF CO-OPERATION OF HMCS 'PROVIDER' AND THE SEVENTY-THIRD ML FLOTILLA WHILE ATTACHED TO THE GULF SEA FRONTIER. TO 'PROVIDER' FOR THE CARE SHE TOOK OF HER OWN FLOTILLA AND FOR THE ASSISTANCE AND TECHNICAL KNOWLEDGE SHE RENDERED THE KEY WEST NAVAL STATION IN LOOKING AFTER TRANSIENT CANADIAN AND BRITISH CRAFT AND CANADIAN-BUILT VESSELS TURNED OVER TO THIS GOVERNMENT. TO THE SEVENTY-THIRD ML FLOTILLA FOR THEIR UNTIRING EFFORTS

IN OUR CONVOY SERVICE. WELL DONE AND MANY THANKS."

(Signed) Rear-Admiral

W. R. Munroe (USN)

ON MARCH 31, 1943, the *Provider* sailed from Key West as Commodore's ship to a convoy of five to rendezvous a few miles to the eastward with a north-bound convoy of eight ships en route from the Canal Zone to New York. A strong northerly gale was blowing and in consequence we met the oncoming convoy head-on several miles south of the rendezvous. The manoeuvre to place our five ships, on the right wing of the north-bound convoy was successfully executed. Although we had approached the main convoy at an approximate speed of 12 knots, helped by the following gale, now, head to wind and sea, our speed was rapidly reduced to four or five

knots and the *Provider* dropped astern in company with a loaded tanker to become "stragglers". Enemy submarines were reported in our close vicinity, the main convoy could brook no delay, neither could an escort, be spared for our protection, so once again, we were "on our own".

However, later on the gale veered to the southwest and, with the help of the wind on our quarter, contact with the convoy was regained, only to be lost again when the gale further veered to the northwest. From this time on, we zigzagged continuously on our lone way, hoping against hope that we would not be a target for U-boats reported to be in the area. Luck was with us and we arrived at New York on April 7, and proceeded thence in well escorted convoys to Boston and Halifax.

Our arrival at Halifax on April 22 coincided with that of the 73rd ML Flotilla which had leap-frogged its way north, calling at eastern sea-ports en route.

(The concluding instalment in this series will appear in an early issue)



An important by-product of Canada's Fairmile flotillas was the training of officers and men in small ship operations. Fairmile-trained crews were drawn on heavily to man the Canadian motor torpedo boat flotillas operating in the English Channel. RCN MTBs, such as this one, inflicted heavy damage on German coastal shipping. (GM-2015)

Home from the Sea



Bowling, Dancing On Club Program

A bowling party completed and a spring dance planned are highlights of the entertainment program of the Cobourg-Port Hope Naval Veterans' Association.

Prize winners at the bowling party, held in Wright's Lanes in Cobourg, were: Evelyn McCaw, Audrey Puddy, and Fern Lane for the women; Chuck McCaw, George Clinton and Bill Lane for the men.

Entertainment chairman Bill Lane announced that plans are completed for a spring dance to be held in the new Lions' recreation hall in Port Hope in May.

Some members and their wives attended the naval balls sponsored by the Peterborough and Oshawa Clubs.

City Plans to Display Relics

The Peterborough, Ontario, city council is considering what should be done with war souvenirs—including the bell from the corvette HMCS *Peterborough*—which have been stored in a vault for 12 years.

City Clerk E. A. Outram brought to council's attention the fact the ship's bell and the bagpipes and kettledrum of the Stormont, Dundas and Glengarry Highlanders, the headquarters company of which was enlisted in Peterborough early in the war, were stored in city hall.

The city came into possession of the articles shortly after the cessation of hostilities, at a time when plans for construction of the Memorial Centre were being completed.

Mr. Outram wrote to Naval Headquarters in Ottawa and asked for a memento of HMCS *Peterborough* which the city intended should be set in a place of honour in the new community centre. The bell was sent in reply.

For some unexplained reason, plans for a memorial chapel in the Memorial Centre were not fulfilled and the three mementoes remained in storage.

Now, however, city council would like to hold a ceremony and have the articles placed on display—preferably in the Memorial Centre.

CNA Directors Meet in Kitchener

The objectives of the RCN Benevolent Fund were outlined by Lt.-Cdr. Harry McClymont, fund secretary, at the quarterly meeting of the board of directors of the Canadian Naval Association in Kitchener in late January. The meeting was held in the new club rooms of the Kitchener-Waterloo branch of the CNA and was presided over by H. A. Maynard, CNA national president, of Oshawa.

Attention was drawn to the fact that Battle of the Atlantic Sunday would be held on May 6 and that the May 6-12 would be recognized as Navy Week. It

was suggested that naval veterans' clubs might wish to organize special events to observe the occasion.

The directors decided not to affiliate at present with the Royal Naval Association but to continue a policy of cordial co-operation.

Reports from member clubs indicated a healthy continuation of the trend toward closer co-operation with the Navy League of Canada and Sea Cadets.

Directors found encouragement in the number of requests for information on the formation of new naval veterans' clubs and in the noticeable strengthening of established clubs.

The CNA is considering a distinctive flash for members' berets and discussion of this will be continued at the next directors' meeting.

Mr. Maynard congratulated the Kitchener-Waterloo branch on their well-equipped club rooms and on having acquired them in a comparatively short time since organizing. He thanked the club and its ladies' auxiliary for their generous hospitality.

The Canadian Naval Association is sponsoring the eighth annual naval veterans' reunion in Kingston on May 18, 19 and 20.—S.P.

Pre-War Club Names Officers

H. J. Hanson, a former petty officer, has been elected president of the Pre-War RCNVR Club in Toronto.

Elected vice-president was C. H. E. Moore, with N. J. Yorkston, secretary, H. McCallum, treasurer, and L. Payton master at arms.

Committee members are: Captain L. D. Stupart, RCNR (Ret), Lt.-Cdr. J. Jefferies, RCN (Ret), J. McCallum, S. Wheeler and William Clews.

Captain W. D. Houghton, commanding officer of HMCS *Star*, Hamilton naval division, was chairman of the meeting during elections.

Why Officers Went Hungry

Officers in the regular force or reserve, who feel the upkeep of uniform is burdensome, might well cast an eye on instructions given RCNVR officers about to join HMCS *Saguenay* at Montreal for two weeks' training in the depression year 1936.

A letter from Naval Service Headquarters said it was "strongly recommended" that the VRs bring with them, in addition to regular uniform clothing:

- Frock coat;
- Mess dress jacket;
- Evening waistcoats (blue and white);
- Cocked hat;
- Epaulettes;
- Full dress belt;
- Boots and shoes as necessary for above, and
- White uniforms.

H.M.S. AMETHYST

At Hong Kong

15th August 1949

Captain K.G. Kendall
Experimental Station
Ralston Village
Alberta

Dear Sir,

I enclose a Amethyst cap ribbon as requested in your letter of 20th April.

It may interest you to know that your letter was received whilst H.M.S. AMETHYST was held by the Chinese Communists in the river Yangtse. It was part of the only mail received on board during our enforced stay there. I was, of course, unable to reply to your letter at that time.

Yours faithfully



First Lieutenant

For Commanding Officer.

War Museum in an Alberta Basement

Last summer Defence Research Board photographer Curtis R. Yool, visited Suffield, Alberta, to take pictures of the huge, controlled TNT explosion staged there by DRB. Among the Suffield employees he met was K. G. Kendall, who, Mr. Yool learned, has a private naval museum that occupies almost the entire basement of his home. This was of immediate interest to former PO "Scotty" Yool, RCN, and he visited the Kendalls' home to find one of the largest collections of cap tallies, ships' badges, war medals and ship models he had even seen assembled by a private citizen. Mr. Kendall's interest in naval matters, it turned out, dated back to the First World War; when he served with the RCN as an able seaman. One of his prize items is a letter from HMS Amethyst, mailed just after that warship had escaped down the Yangtse River in 1949. The picture of Mr. and Mrs. Kendall, below, shows only a small corner of his large collection.



AFLOAT AND ASHORE

PACIFIC COMMAND

Second Escort Squadron

More than 300 Canadian sailors Tuesday were initiated into the realm of King Neptune, the Ancient Order of the Mysterious Deep, and duly named "Shellbacks" of the highest degree, after crossing the equator for the first time in their lives.

It happened on board two of three Royal Canadian Navy destroyer escorts during a three-and-a-half month training and goodwill cruise to Asiatic waters. HMCS *Assiniboine* and HMCS *Ottawa* crossed the equator in the Indian Ocean in February. As the line was crossed, both ships blew their sirens loud and long, a signal for all on board who were veterans of such crossings to assemble all "tadpoles", or first-timers, to prepare for the boarding of His Majesty, Neptunus Rex and his Queen.

The Royal couple were suitably attired in flowing robes and wore crowns made of glittering brass studded with sea shells. As each tadpole was brought forward for his initiation, he was required to bow before the King and Queen, was thoroughly plastered with a concoction allegedly made from sea-

weed, fish and salt water, fed a ceremonial tablet containing various hot sauces and seasoning, and then dropped backwards into a vat of sea water and dunked until, in the eye of King Neptune, he was "clean" and worthy of becoming a member of the exclusive order. Each new shellback will be presented with a certificate commemorating the event.

The third ship taking a part in the cruise, HMCS *Margaree*, did not participate in the ceremony as she was sailing toward Rangoon, Burma, for a goodwill visit. However, she was to hold her own ceremony later when she entered more southerly waters en route to a rendezvous at Trincomalee, Ceylon.

ATLANTIC COMMAND

Fifth Escort Squadron

Five warships of the Fifth Canadian Escort Squadron arrived at Gibraltar on March 9 to join the NATO sea/air exercise Dawn Breeze VII in that area March 10-30.

French, Netherlands, Portuguese and British forces were to take part along with the destroyer escorts *St. Croix*, *Restigouche*, *Kootenay*, *Gatineau* and *Chaudiere*. Captain C. P. Nixon, com-

mander of the squadron, and his staff were embarked in the *St. Croix*.

The ships sailed from Halifax March 1 on an eight-day non-stop 2,800-mile crossing. It was the first transatlantic trip for the *Restigouche* and *Chaudiere* and, on the 1,243 officers and men in the five ships, almost two-thirds had not crossed before.

Despite some heavy weather the passage was uneventful. Sunday divisions were held on the weather decks of all ships March 4 and the next day was spent training junior officers in pilotage and navigation in the vicinity of the Azores. Lightline transfers involving all units took place Tuesday and Captain Nixon visited the *Kootenay* briefly to address the company of a ship recently joined from refit.

Five petty officer musicians were embarked in the *St. Croix*. Their Tuesday night Pops Concert in the main cafeteria was relayed by radio simultaneously to the four other ships in company.

On Wednesday, March 7, the *Kootenay* marked her third anniversary in commission. Thursday afternoon, off Gibraltar, manoeuvres were carried out with each bridge watchkeeping officer practising ship handling in close company with others during rapid changes of formation.

HMCS Fort Erie

Nearly 125 Canadians of the ship's company of 150 acquired citizenship in the domain of Neptunus Rex, mythical ruler of the district of Equatorius, when HMCS *Fort Erie* crossed the line in the Atlantic Ocean. The crossing occurred during a two-and-a-half-month training and good-will cruise to five West African countries.

The *Fort Erie* had crossed the Arctic Circle about five months earlier, during a cadet training cruise to Iceland.

The ceremony of crossing the line embodies a maximum of ancient tradition and a minimum of dignity—making no allowances for respected years, wisdom, nor rank, and providing the ship's company with several hours of hilarity.

There was ample grist for the initiation mill, for the *Fort Erie* had on board many new entries, as well as old



HMCS Cornwallis donated 473 pints of blood to a recent Red Cross clinic there. Top donors over the years are, left to right, Ldg. Sea. Walter Davidson, 30 pints, PO Jack Allan, 25 pints, and PO Lorne Skinner, 21 pints. With their latest donations is Nurse Edith Grant. (DB-16143)

veterans, whose duties never before had taken them as far south as the Equator. There were also those who forgot to bring proof of previous crossings and had to undergo the humourously humiliating ceremony again.

The evening before the *Fort Erie* reached the line, King Neptune sent a signal to the commanding officer, Cdr. L. B. Jenson, informing him that the ship should stop to receive the Royal Court of His Majesty Neptunus Rex.

The shellback committee consisted of a large group of the ship's company, but the directors of the ceremony and the verse-writers were CPO Douglas Sykes,

who acted as sheriff of Neptune's court, and CPO F. R. MacDonauld, who fulfilled the part of judge.

CPO Gerald Lockett, in flowing robes and wearing long golden beard and hair (fashioned from ship's hawser) and a royal crown, was King Neptune himself, while his charming and buxom handmaid, Aurora, was Ldg. Sea. Gregory Gaudon. The Scribe looked much like Ldg. Sea. L. A. Day, the attending court surgeon might have been PO J. N. Nevitt, and court barbers resembled Petty Officers D. B. Riddiford, and R. J. Lavallee. The Deputy Sheriff of the Royal Court, who rounded up many

timid and fearful tadpoles, was PO Sydney McNevin.

The defaulters were headed by Cdr. L. B. Jenson, for failing to pay proper respects to Neptune's Court on previous entry into His Majesty's realm. Ord. Sea. Robert Aubry was charged with selling to a member of the court a genuine African knife, stamped "made in Germany". Surgeon Lt.-Cdr. D. G. Stephenson was condemned for creating terrible fear in the hearts of the jellyfish and tadpoles by producing reams of literature on tropical diseases, Lt. J. C. Bonneau, for failing to produce necessary proof of previous crossings and subsequent presentation at Neptune's Court and AB Donald St. Amour for refusing to eat fish, Neptune's favourite food.

It took a couple of hours to convert the Canadian sailors into shellbacks, but when all was over each was proud of his new citizenship. After all had been initiated and when Neptune was satisfied of his day's work, he and his royal party allowed the *Fort Erie* to steam for her next port of call, Tema, Ghana.—J.C.B.

HMCS Kootenay

HMCS *Kootenay* in February completed her work-ups program off Bermuda, climaxed by an operational inspection by Commodore W. M. Landymore, Chief of Staff to the Flag Officer Atlantic Coast.

The ship thereafter rejoined the Fifth Escort Squadron in time for a seven-week training cruise overseas which began March 1.

During the work-ups in Bermuda, electricians from the *Kootenay* posed a formidable array of talent that crushed electricians from the *Sioux* in a challenge softball game 15-0.

NAVAL DIVISIONS

HMCS Donnacona

Dr. Don G. Stephenson of Montreal, has two ambitions—medicine and travel.

He has been able to satisfy both of them by serving as a medical officer on board HMCS *Fort Erie*, during a two-and-a-half month training and goodwill cruise to West African countries just ended.

As a surgeon lieutenant-commander in the RCNR, Dr. Stephenson performs his duties as an MO once a week at *Donnacona*, the Montreal naval division, and at least once a year goes on full-time duty with the Navy.

Surgeon Lt.-Cdr. Stephenson's first trips to sea were as an ordinary seaman. His naval career started in 1946,



Missing Relic

A VALUABLE relic of the history of the exploration of the North is missing from the Maritime Museum of Canada, in Halifax, and museum authorities are appealing for its return. The missing item is a portion of an engine plate from Sir John Ross' ship *Victory* which was abandoned in 1832 at the head of Victoria Harbour, Thom Bay, Isthmus of Boothia.

Before scuttling the ship, Ross had all stores, provisions and engine parts put ashore. Nothing remained of the ship but the engine parts when HMCS *Labrador* visited the site in September 1957.

Fragments of the engine plate were brought back and presented to the Maritime Museum, the largest portion

(and the one that is missing) being one bearing the lettering "H. MAUDSLA". The full inscription could not be deciphered but, in part, the wording was "H. Maudslay & Co., Makers—London" and "Great Queen Street". Presumably this company made only the engine plate, because it is known that the engine for the paddle steamer was built by Braithwaite and Ericson.

The heavier parts of the engine were brought down from the Arctic and presented to the museum in 1960.

The portion that is missing is at the centre of the accompanying picture, which shows the engineer officer of the *Labrador*, Cdr. D. H. Fairney, surrounded by the *Victory's* engine parts (LAB-2645).

when he joined the naval reserve at *Donnacona*. At that time he was a student at McGill University. In 1949 he graduated with a B.Sc. degree and was promoted to the rank of sub-lieutenant in the Reserve.

The following year, he entered the Medical School at McGill. On graduation with his medical degree in 1954, he transferred to the medical branch of the RCNR.

As a reserve he has travelled on board RCN ships to such widely separated ports as London, England; Marseilles, France; Genoa, Italy; Amsterdam, Netherlands; Valencia, Spain; Scandinavian countries, the Far East, Hawaii, and the West Indies.

During the recent cruise he visited Lagos, Nigeria; Dakar, Senegal; Freetown, Sierra Leone; Accra and Tema, Ghana, and Abidjan, Ivory Coast.

In Freetown, Dr. Stephenson met a fellow McGill alumnus in the person of Hon. J. Karefa-Smart, Minister of External Affairs for Sierra Leone. Dr. Karefa-Smart graduated from the McGill School of Medicine in 1944, 10 years before Dr. Stephenson.

After the cruise, Dr. Stephenson returned to Montreal to resume private practice and part-time service in the RCNR—until the next opportunity to see more of the world in the RCN.

HMCS Cabot

A lively account of the efforts of UNTD cadets of Memorial University, Newfoundland, as snow sculptors appeared in the recent issue of *Muse*, the university's magazine.



Lt.-Cdr. R. A. F. Montgomery, executive officer of HMCS *Tecumseh*, the Calgary naval division, receives a cheque for \$100 from Lt. C. I. Avery, executive officer of RCSCC *Undaunted*, representing a contribution by the sea cadets toward the \$1,500 fund required to renovate *Tecumseh's* outdoor swimming pool for the 1962 season. (Photo from HMCS *Tecumseh*).



This ice-bound destroyer escort was modelled by industrious UNTD cadets attending Memorial University in St. John's, Newfoundland. (Photo by Max Mercer)

The story, which bore the title "Anchors Aweigh", has been proudly forwarded by *Cabot*, the St. John's naval division, to which the UNDT cadets are attached and reads as follows:

"Memorial's naval cadets were the most disgruntled people on campus when the Engineers were declared winners of the snow sculpture contest. But they don't think their effort was completely wasted.

"As one cadet put it, 'Our spirit hasn't been this good all year.'

"Friday afternoon at 4 pm there was a pile of snow with a deep trench around it just back of the eastern end of the Arts Building. Not many shovelers were optimistic enough to see how it could be made presentable for judging next morning.

"The word spread and more cadets came by to help. Taking only enough time to go to the gymnasium to watch their team in tri-service basketball, they worked through the supper hour and well into the evening. Bolstered by frequent bursts of song and PT periods which saw the whole 'ship's company' doubling around the sides, the work progressed. By the time they quit that night a scale model of a destroyer escort was well under way.

"They were back again the next morning, working in shifts as some left for lectures. Sub-Lt. Tom Conway looked like he should have been aboard the Engineers 'Friendship 7' as he manned the fire hose in his plastic suit.

"The cadets' commanding officer, Lt. W. J. Gushue, of the Education Department, was summoned after the official judging. On his arrival the cadets fell

in in three ranks and sang the UNTD song as he climbed about and stood on the 'bridge'.

"Lt. Gushue said he was 'deeply touched' and thanked them for giving him his 'first command.'

"We have the distinction', he said, 'of launching the first ship on this campus'."

SEA CADETS

RCSCC *Kalamalka*

Cadet Petty Officers Brian Worth and Charles Sutherland, both members of RCSCC *Kalamalka*, of Vernon, B.C., joined HMCS *Margaree* for her training cruise to the Far East.

The two cadets are among 10 cadets from across Canada who joined the three St. Laurent class destroyer escorts from the Second Canadian Escort Squadron making the training cruise.

The 17-year-old cadets have been members of RCSCC *Kalamalka* for three years and are looking forward to careers in the Navy.

The Vernon corps won a number of awards last year, including the D. W. Barr trophy for the Pacific area for the best-kept stores and best secretarial work.

RCSCC *Admiral Mainguy*

On April 9, 1961, the civic parking lot at Duncan, B.C., resounded to the click-click of cadet boots, when over 500 cadets from the three services on Vancouver Island participated in the largest tri-service cadet corps competition ever held in Canada.

This year it is expected that almost 800 cadets from all over Vancouver Island will take part and set a new record.

The gigantic event was sponsored by the Cowichan Branch of the Navy League of Canada and the Admiral Mainguy Sea Cadet Corps.

Ten units took part in the competition, all from Vancouver Island. They were No. 2308 Canadian Scottish Cadet Corps, Port Alberni; No. 2422 Canadian Scottish Cadet Corps, Duncan; No. 257 Squadron RCAF Cadets, Ladysmith; RCSCC *Admiral DeWolf*, Campbell River; No. 2483 PPCLI Cadets, Esquimalt; RCSCC *Amphion*, Nanaimo; No. 2289 RCEME Cadets Corps, Victoria; RCSCC *Cougar*, Shawnigan Lake Boy's School, Shawnigan Lake; No. 2136 Canadian Scottish Cadet Corps, Victoria; RCSCC *Rainbow*; Victoria, and RCSCC *Admiral Mainguy*, Duncan.

The job of organizing the event was well handled by Lt. R. M. Stewart, commanding officer, *Admiral Mainguy* Sea Cadet Corps, with the assistance of his executive officer, Sub-Lt. S. Phillips.

RCSCC Columbia

The establishment of Fort Langley on the Fraser River as the first seaport on the British Columbia mainland was an historic event of outstanding significance in the history of the coastal province.

That it is so regarded in B.C. is testified to by the fact that a meeting of the premier and provincial cabinet is held each year in the old Hudson's Bay fort to commemorate the founding of the town in 1858 as the first capital of the colony that a few years later was to become British Columbia.

Last year the even earlier nautical history of the site was recalled when ceremonies were held commemorating the choice in 1827 of Fort Langley as a seaport and training post.

The first steamer on the Pacific Coast was the Hudson's Bay Company's *Beaver*. She carried Governor James Douglas and Mathew Begbie to Fort Langley for the founding of a mainland capital on November 19, 1858.

Last year's ceremonies, recalling the occasion, saw the presence of the guard of RCSCC *Columbia*, of nearby Aldergrove. Premier W. A. C. Bennett, after inspecting the guard, congratulated the



Rear-Admiral P. D. Budge, Chief of Naval Personnel, explains features of a model of the *Bonaventure* to Navy League Cadet Grant Clark and his father after the second annual father-and-son dinner of RCSCC and NLCC *Swiftsure* in Brandon, Manitoba, on February 12. Admiral Budge was guest of honour and spoke to the cadets on "Drake's Drum".

corps on its achievements, which had included winning the R. J. Bicknell trophy, awarded to the B.C. corps with the highest standing in professional achievement.

RCSCC Swiftsure

Three hundred and fifty guests attended the second annual father-and-son banquet of the *Swiftsure* corps of the sea cadets and Navy League cadets in Brandon, Manitoba, on February 12. *Swiftsure's* 65-piece band provided music throughout the evening.

Rear-Admiral P. D. Budge, Chief of Naval Personnel, was the guest of

honour and delighted the cadets with an address on "Drake's Drum".

F. C. Aggett, president of the Navy League of Canada, presented a certificate to sea cadet chairman Stanley Hewitt, in recognition of "meritorious and outstanding service" to the Navy League.

Guests included Mayor S. A. Magnacca, of Brandon, senior officers of the armed forces from Manitoba centres, H. R. Gillard, secretary of the Navy League of Canada, and G. Hanna, sea cadet chairman of the Manitoba division of the league.



Northwest under the Ice

IN AUGUST 1954, HMCS *Labrador* fought her way west under full power through Viscount Melville Sound in the North West Passage. The ice was heavy, hummocked polar pack under pressure and the officer of the watch stood his watch with one eye on the ice and the other on the sounding machine. A good day's run was 30 miles.

In August 1960, a scant six years later, the nuclear submarine USS *Seadragon*, transited this same stretch of ice-covered sea, submerged, and continued on westbound through McClure Strait bound for the Pole. Her speed was 16 knots—a day's run in excess of 380 miles. This was an incredible feat and a startling revelation of the nuclear submarine's capabilities in waters abounding with dangers such as inaccurately charted land masses, unknown depths and the solid ice above the *Seadragon's* "sail".

The captain of the *Seadragon* was Cdr. George P. Steele, USN, and, happily for both seaman and layman, he has written a book about his submarine's exploits. The author is not only a highly competent professional naval officer; he also an able writer.

The book could have been a personal account of the author's difficulties and achievements on the long voyage from Portsmouth, New Hampshire, to Pearl Harbour, Hawaii, by way of the North West Passage but this is not the case. Only rarely does Cdr. Steele write of his heavy responsibility as the captain and leader of a difficult and hazardous expedition. When he does give a modest glimpse of a few of the many problems and decisions besetting him, the utter loneliness of command deep beneath the surface of the polar sea becomes forcibly evident.

Much of the book is about the officers and men who manned *Seadragon* from her commissioning until her arrival in Pearl Harbour, and this is as it should be. A nuclear submarine demands per-

BOOKS for the SAILOR

fection from her ship's company in their everyday duties at sea. The *Seadragon* tested her crew's capabilities in a unique fashion and the captain gives generous credit to all who contributed to the success of the voyage.

Nansen, the Arctic explorer, wrote many years ago:—"The success of a polar expedition depends upon the preparations made beforehand." This is as true today as it was in the days of wooden ships, ice saws, dogs and sledges. The early chapters of this book are devoted to the training of a nuclear submarine's officers and men.

In the course of his own early training, the author gives an entertaining insight into the personality of the irascible, dynamic and controversial Rear-Admiral Hyman Rickover. The admiral's methods and personal demands in the selection of captains and officers for nuclear submarines have been criticized in many quarters. It would however be foolhardy to criticize the results he achieves with these unorthodox methods. Cdr. Steele describes his initial reactions after his first interview with the formidable admiral. The hopeful candidate for nuclear submarines left extremely angry, having been apparently rejected out of hand and without much opportunity to present his case. Fortunately, for the *Seadragon* and the reader, this treatment only hardened his determination to command a nuclear submarine and he demanded and got a second interview.

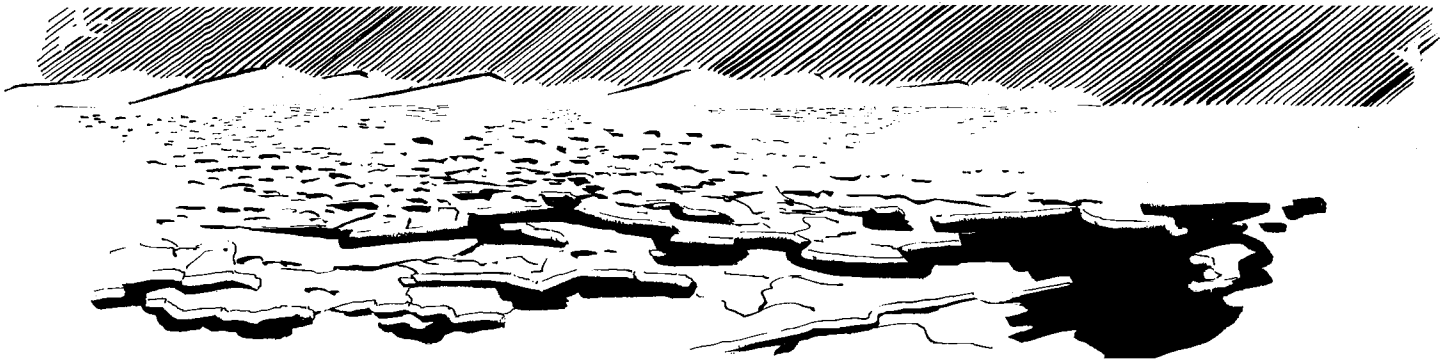
Sufficient technical information is injected throughout the book to provide an understanding as to how a nuclear

submarine is manoeuvred, propelled and navigated and the dialogue is skillfully handled to give emphasis to the constant vigilance necessary to ensure safety. The hard fact is driven home that complex equipment such as iceberg detectors, highly sensitive sonar and sounding equipment and all the other scientific paraphernalia required for high-speed undersea navigation are only effective provided skilled interpretation is available. This skill was on board the *Seadragon* in good measure under the leadership of Dr. Waldo Lyon of the Naval Electronics Laboratory in San Diego. Very few have heard of Waldo Lyon but, among those few, his name is automatically coupled with the achievements of the nuclear submarines in their polar voyages.

It will also be of particular interest to Canadian readers to meet Commodore O. C. S. Robertson, RCN, since retired, on board the *Seadragon* as an adviser and observer. The only question left unanswered to this reviewer by Cdr. Steele is how the commodore, who is six feet, eight inches in height managed to sleep on a standard length USN bunk.

With the advent of the RCN into the submarine field this book should be widely read and its implications should be carefully studied. Cdr. Steele is to be congratulated both as a submarine captain and an author in conclusively exploding the myth, still currently believed in many circles, that the Canadian Arctic and the Polar Sea are insurmountable barriers. This sea has now become a training ground for nuclear submarines of the U.S. Navy. It could become a battleground. —T.A.I.

USS SEADRAGON—NORTHWEST UNDER THE ICE, by Cdr. George P. Steele, USN; published in Canada by Clarke, Irwin and Company, Limited, 791 St. Clair Ave., W., Toronto 10, 248 pages; illustrated; \$5.75.



THE SAVO DEBACLE

"The Assyrian came down like a wolf on the fold..."

THE LINE is brought to mind on reading a book-length account of the Battle of Savo Island. The wolf in this instance was a Japanese force of seven cruisers and one destroyer. The fold was Savo Sound, later and for good reason to be named Ironbottom Bay. In it were 19 transports and freighters, engaged in the landings on Guadalcanal and Tulagi, and a covering force of eight cruisers and eight destroyers. The warships were not together, but were split into four groups and so deployed as to cover the three entrances to the sound.

In the post-midnight darkness of August 9, 1942, the Japanese slashed in through one entrance and out the other. Behind them they left four sinking cruisers—three American and one Australian—and two damaged destroyers. Casualties were 1,024 killed or died of wounds, 709 wounded. The Japanese made off virtually without a scratch.

Samuel Eliot Morrison has called Savo Island one of the worst defeats

ever inflicted on the U.S. Navy. It was not decisive—although it might have been if the Japanese had pursued their advantage. And good did come of it. In this respect it was something like Dieppe. Many lessons were learned, the hard way.

The shock of Savo Island reverberated throughout the U.S. Navy, and indeed through all the allied sea forces. The result was a new and healthy respect for the fighting qualities of the Imperial Japanese Navy, a new toughness in attitude, and the rectification of numerous faults and failures starkly revealed by the defeat.

The same faults and failures that occurred then can occur again. This is one of the reasons why today so much emphasis is given to training, in our navy as in others. It is also a good reason for reading this book.—R.C.H.

SAVO. The Incredible Debacle Off Guadalcanal, by Richard F. Newcomb, New York, Holt, Rinehart and Winston (1961); \$4.95.

The author, an ex-submariner, has consulted reliable sources and his work is comprehensive, including detail on the activities of midget submarines. There are many good stories and it is a pity that such a large field has had to be covered, as the book tends to degenerate into a dull recital of facts.

Submarine Victory, however, is a reliable chronological history of a resourceful service, which unlike its enemy counterpart, never had unlimited opportunities to sink shipping but by the use of its professional skill, particularly in the Mediterranean theatre, was able to exercise a decided influence on the course of the war.—J.D.F.K.

SUBMARINE VICTORY, by David A. Thomas; published in Canada by the Ryerson Press, 299 Queen St. W., Toronto 2B; 224 pages, illustrated; \$5.

BRITISH AUTHORITY ON SHIPS PASSES

Word has been received of the death in England on December 18, 1961, of A. C. Hardy, naval architect and prolific writer on shipbuilding, ship design and naval operations. Author of the three-volume *Everyman's History of the War at Sea* and illustrated works, such as *Warships at Work*, Mr. Hardy had maintained close contact with *The Crowsnest* for the past 13 years.

HM SUBMARINES

IN THE AFTERGLOW of late evening in the Mediterranean on May 24, 1941, five Italian destroyers were grimly searching for the submarine that had just torpedoed one of their charges, a large troopship crammed with reinforcements for the Axis army in North Africa. For those below there followed 19 minutes of horror as the explosions

from 37 depth charges flung their boat about like a toy.

Finally there was silence and then "strange noises were heard along the hull, rather like a sweep wire groping along the outside". The 17,800-ton liner *Conte Rosso* had sunk to her final resting place and probably almost succeeded in enmeshing HMS *Upholder* in her rigging and thereby wreaking vengeance for her own destruction.

For this attack, the highlight of a successful patrol, Lt.-Cdr. M. D. Wanklyn, the commanding officer of the *Upholder* won the Victoria Cross, the first of nine (a total of 24 were awarded to naval personnel) to be bestowed on British submariners during the Second World War. Their deeds, alone, obviously provide interesting material for *Submarine Victory*, a book which tells the story of the Royal Navy's submarine branch from September 1939, when the Home Fleet put to sea to escort a damaged HMS *Spearfish* home from the Kattegat, to the sinking of a Japanese destroyer by HMS *Stubborn* in July 1945.

RCN Matchbook Covers Listed

A comprehensive, illustrated catalogue of RCN matchbook covers has been prepared by Patrick E. Griffiths, Canadian secretary of the British Matchbox Label and Booklet Society, of 30 Gallie Road, Hamilton, Ontario.

Mr. Griffiths is at present trying to locate matchbook covers from the Town class destroyers, transferred by the USN to the RN and RCN in the 1940 destroyers-for-bases deal.

In particular he is seeking a cover from HMS *Mansfield*, ex-USS *Evans*, the last ship in which he served. Currently this cover is selling for \$8.

Expatriates Visit Frigates

The visit of the frigates *Fort Erie* and *New Waterford*, to Abidjan, Côte d'Ivoire, February 18-22, was the first by Canadian warships to the busy ultra-modern port on the coast of West Africa.

The stop-over at Abidjan, the capital of Ivory Coast, gave Canadian missionaries and citizens serving there an opportunity to renew ties with their homeland. The missionaries were Rev. Fr. Robert Ouellette, of Winnipeg. Rev. Brothers Fernand Bibeau, of Levis, P.Q., and Charles Casista, of St.-Como de Beauce, P.Q. These members of the Marianist Order are directing the "Externat St. Paul du Plateau" school in the French community of Abidjan. Another visitor was Jean-Paul Baillargeon, of Laprairie, P.Q., who is serving as an economist in the Ivory Coast government.

The U.S. ambassador and embassy officials did much to make the four-day stay in Abidjan an enjoyable one. The French Army provided transportation to and from the beaches for members of the ships' companies, for picnics and sports afternoons.

THE NAVY PLAYS

Western Anglers Name Officers

Winds gusting to 74 mph and temperatures that felt like 30 below did not deter 60 members of the RCN Anglers' Association from attending the annual meeting of the association in the Naval Technical School theatre at Naden on January 19.

Newcomers to office, elected at the meeting, included CPO Des Studley, president, and CPO Bob Rogerson and Jim Mackay, directors. Returned for another term were: CPO Clay Henderson, vice-president; Jack James, second vice-president; Cliff Timothy, secretary; CPO Bill Ard, treasurer, and directors Lt.-Cdr. Joseph Beattie, Bruce Colegrave, CPO Dave Bulmer and Bill Hewton.

It was announced that anglers had qualified for 42 buttons (three gold, 15 silver and 24 bronze) during the past season.

Last August had proved to be a productive month for trophy winners. The largest salmon trophy for ladies and juniors and the Derby month trophy were won at that time. Mrs. Irene Westover and Robert Alexander each won two trophies in other events.

Other trophy winners were: Bob Lyon, for the club's largest salmon at 36 pounds, eight ounces, and another for trout angling; Ldg. Sea. R. W. Kisby, Bill Hoskyn, Mrs. June James, Bill Hewton, Jack James and Mrs. M. Mackay.

Trophies were presented by Lee Hallberg.

Chief Honoured By Swimmers

CPO Albert Trepanier of HMCS *Cornwallis* has been made honorary life president of the Nova Scotia Amateur Swimming Association. In 1947 the NSASA was formed and for the past 15 years Chief Trepanier has given the association his leadership and guidance.

For his services as the NSASA's founder and for his inspiring leadership and devotion to swimming competition in the Maritimes, the association voted unanimously to confer upon Chief Trepanier the office of honorary life president.



CPO ALBERT TREPANIER

"It is hoped that in this small way, the appreciation of all those connected with swimming in the Maritimes will be shown to the man who has done so much to foster its development," said J. P. Hugh Sproule, president of the association.

CPO Trepanier is in charge of the *Mackenzie* new entry training division at *Cornwallis*.

Royal Roads Teams Tied in League

The RCN staff and cadet volleyball teams of *Royal Roads* tied for first place at the end of the first half of this season's Victoria Volleyball League schedule. Now in its second year, the league is made up of eight teams.

The cadet team, the RCN Ravens, is considered to be one of the best entries the Navy has had in many seasons. One of the players was Jack Crib, a member of last year's Canadian tri-service champion *Shearwater* team.

Naden Curlers In Clean Sweep

Winner of the grand aggregate in this year's Pacific Command bonspiel was a rink skipped by AB Doug Amos, of Naden. A record of 10 wins and no losses in the A and B events gave the rink the first clean sweep in the nine-year history of the bonspiel.

Emerging victor in the secondary C and D events was a rink composed of sub-lieutenants of VU-33, skipped by John Tucker.

Trophies and prizes donated by the Six Mile House, Yarrows Ltd., and Stockers Ltd., were presented to the winners by Captain J. C. Pratt, representing the Flag Officer Pacific Coast.

Naden Grabs Hockey Crown

Naden defeated defending champions, the *Assiniboine*, 4-3 to become Pacific Command hockey champions for 1961. The tournament began on November 27, with a 21-team entry, and ended on December 22.

Royal Roads Wins Volleyball Tilt

Royal Roads and the *Cape Breton* finished the final game of the 1961 Pacific Command volleyball tournament with a score of 3-0 in favour of *Royal Roads*.

Twenty-three teams entered the one day knockout series on December 19. The tournament was hard fought from beginning to end.

Fraser Takes Hoop Title

The *Fraser* overpowered the *New Glasgow* by a 36-18 score to become the 1961 Pacific Command basketball champions.

Twenty ships and establishments entered the knockout tournament which was played on December 18, 20 and 21.

UNB Again Tops Swimming Meet

University of New Brunswick swimmers racked up 72 points in February to carry off top honours for the third consecutive year in College Militaire Royal's annual invitational swimming meet.

CMR contestants earned a total of 44 points in second place while Laval University and Macdonald College of Ste. Anne de Bellevue, Que. tied for third with 30 each.

Montreal's Loyola College finished fourth with 21.

RN Seeks Mobility

Forces with increased mobility to lessen the dependence on overseas bases is emphasized in the Royal Navy's estimates of 1962, according to the *Admiralty News Summary*.

"It promises to be a busy year ahead," says the Admiralty publication, in its commentary on the estimates.

"The First Lord, in presenting the Explanatory Statement on the Navy Estimates explained, first of all, the main setting, which is the trend of British strategy for some years ahead, the need for more mobile forces to lessen the dependence on overseas bases. The Navy has to be prepared to play a central role in the kind of operations which involve closer combination and co-operation of all three services; it must inevitably be involved in any limited war operations in which the country becomes engaged.

"Less dependence on bases underlines the great importance of afloat support; those replenishment tankers, stores and armament support ships, submarine depot ships, repair ships, minesweeper maintenance and support ships, freighting tankers and the like, which we first fully appreciated in the vast areas of the Pacific in the last war, when they were known as the Fleet train. We are at the moment building two new Tide class tankers and it is hoped to order shortly two newer, faster and bigger ships which will increase our ability to refuel the Fleet at sea.

"This year, much of what has been talked about in the past will be really happening; the guided missile destroyers are coming into service; the Seaslug weapon with which they are armed is becoming operational, that is, the *Hampshire* and *Devonshire* are both armed with Seaslug Mark I; the *Dreadnought* is going to be commissioned this year; the first squadron of Buccaneers embarks this year; the *Albion*, the second commando ship, is commissioned; the Wessex helicopter is in service, both anti-submarine and shortly, carrying commandos; the Tribals, general purpose frigates, are now in service and, as well, we are getting on with the remainder of the four County Class ships on order; the *Valiant*, the first British-designed nuclear submarine is progressing and the new Leander class frigates are going ahead".

SAILORS AT PLAY IN THE FAR EAST

REPRESENTATIVE teams from the *Assiniboine*, *Margaree* and *Ottawa* have participated in an active sports program during their winter cruise to southeast Asia. They have played softball, soccer, volleyball, water polo, golf, hockey and basketball and their opponents have included Japanese civilian and service teams and others representing ships of the British, Indian and U.S. navies.

During the divisions' brief stay in Pearl Harbour, teams met the USS *Radford*, *Renshaw* and *Shelton* in both softball and basketball, the Canadians winning three softball outings and losing two basketball games.

An active sports program was arranged for the division for the period of its stay in Yokosuka, Japan. The opposition was from the USN Seahawks, locally known as the top dogs in most athletic activities on the naval base, and select teams from the Japanese Maritime Self-Defence Force. Against such opposition, the divisional teams fared extremely well, considering that this was the first opportunity for the teams from the three ships to play together as a unit.

The first softball game was played against the Seahawks, who proved to be far superior in all phases of the game as they ran up a score of 13-0. Lack of practice and bad timing in the field proved to be the downfall of the divisional team as the Seahawks scored all 13 runs on only five base hits.

The following day the division played the Japanese representative team and won by a score of 12-6. This game provided a new experience to many of the RCN players, as the first half of the game was played under Japanese rules and with Japanese equipment. After five innings, the hosts held a 4-3 lead but faltered in the later innings when playing under Canadian rules and with Canadian equipment.

Adherence to the Olympic rules by a strict and competent official was in itself too much for the inexperienced divisional volleyball team. The USN Seahawks were again the opposition and displayed excellent teamwork and coordination to win handsomely 15-5, 15-10, 15-13.

The soccer game proved to be the most popular of the week, receiving publicity through the base newspaper

and local advertising boards. The USN Seahawks are leading the Tokyo and District Soccer League with an impressive five wins, two draws and one loss record. It was generally felt and expressed that the Seahawks would beat the RCN at its own game.

The first half saw the Canadians one goal up, having outshot the opposition 24-2. After five minutes of the second half the Seahawks equalized. The remainder of the game saw the divisional team in the Seahawk half of the field for most of the time, again outshooting the opposition 16-3. Rather than play extra time to decide the game, the US team declined in favour of a draw.

The USN Seahawks again appeared to be masters of the hardwood floor, in beating the divisional basketball team 55-45. The score could have been considerably higher had the opposition so desired. The second game was played against the Maritime Self-Defence Force, who, though far superior in speed and ball handling, were unable to collect the rebounds from the backboards because of the difference in height of the two teams. This was to the advantage of the RCN team who went on to win 62-46.

The first two hockey games were used to condition the players and select the team to play the Tokyo Industrial All-Stars. The first of the games was played against the University of Tokyo, which was beaten 4-2, while the second was against the University of Wasedo, which surprisingly beat the Canadians 8-5. With these two games behind them and a restful week-end in Tokyo, the divisional team was well primed to take on all comers.

On Monday, February 5, the team scored a 10-3 victory over an all-star team from an industrial league in Tokyo.

An estimated 2,500 Tokyo citizens and a cheering section of Canadian sailors watched the game in Tokyo's Korakuen Ice Palace. The Canadian ambassador to Japan, W. F. Bull, officiated at the opening face-off.

AB Dale Frost led the Canadians with three goals. AB Bill Thomas, scored two, and the others were tallied by Ldg. Sea. Bill Low, PO Walter Rowan, Ord. Sea. Barry Grainger, AB Richard Vollett, and PO Paul Lapointe.

Ord. Sea. George Carlson, of Port Arthur, tended goal for the Navy team, which was coached by PO Art Wadlow, of Mirror, Alta.

Both recreational and competitive golf matches were played by RCN golfers. The officers played against the Canadian Embassy Staff and senior officers of the Japanese Maritime Self-Defence Force. After the last foursome reached the clubhouse, all participants sat down to an enjoyable luncheon, after which the Canadian Ambassador presented the individual prizes. The ships' company golfers had a very successful outing against the Fleet Activities Staff with a victory of 7-2.

During the division's two-day stop-over at Singapore Naval Dockyard, the host ship for the division was HMS *Cassandra*. The sports schedule was so arranged that organized games were played in the dog watches, thus taking advantage of a setting sun and a cool, refreshing sea breeze.

Basketball was the only sport in which the RCN showed its mastery. In the first game against the host ship HMS *Cassandra*, the inexperience of handling the ball and the inaccuracy in shooting for the basket was the difference in the score. The *Cassandra's* team, though down by some 36 points, never let up the pace throughout the entire game, the final score being 48-12.

The second game was scheduled against HMS *Cavalier* but when the divisional team arrived at the court they found representatives of the Indian Navy ready to play them. The Indian Navy team was a much faster and more experienced team than HMS *Cassandra's* but still lacked the accuracy in shooting and the difference in height was to the Canadians' advantage. An enjoyable game was played with the final score being 51-13, in Canada's favour.

The first soccer game was played against a combined team from the Inshore Flotilla. The score at half time

was 1-0 in favour of the minesweepers. The stamina required for the second half and the hardness of the ground proved too demanding for the RCN team, the final score being 5-1 in favour of the "home team".

HMS *Hartland Point* was the division's opponent on the second day and proved to be a much stronger team than that of the Inshore Flotilla. With exceptional ball control and accuracy in shooting it was not difficult for them to run up a score of 7-2.

Had the divisional team had one or two experienced players of the calibre of the RCN team that plays in the city league in Victoria, the results of both waterpolo games could well have been reversed. The standard of waterpolo played was not exceptionally high, HMS *Cavalier* provided the opposition for the first game and won handsomely 8-3, while Inshore Flotilla was the opponent for the second game, winning 6-1.



Before officers proceed to training leading to sub-specialization in weapons and in operations they undergo a 22-week course at HMCS Venture in mathematics, physics, electricity and electronics. Members of the second weapons-operations course, which began March 6, are: Front row, Lieutenants P. J. Drage, L. J. Cavan and L. T. Zbitnew; Lt.-Cdr. D. A. Robertson, course officer, and Lieutenants J. L. Woodbury, J. B. Buchan and M. W. Rocheleau, and standing, Lieutenants J. B. Kilbride, R. A. Willson, C. Boyle, D. I. Rushton, J. M. Bishop, B. E. Derible, F. C. Sherwood, D. G. Thomson, J. G. Carruthers, N. D. Scott-Moncrieff and T. S. Hayward. (E-65358)

RETIREMENTS

PO HENRY GORDON BLANCHARD, P1AM3, of Montreal, Que.; joined January 27, 1941; served in *Naden*, *Stadacona*, *St. Clair*, *Captor II*, *Peregrine*, *Scotian*, *Huron*, *Niobe*, *Warrior*, *RCNAS Dartmouth*, *Magnificent*, *Shearwater* (18CAG), *Shearwater* (VS880), (VS881), *Naden*, (VC33); awarded CD; retired February 3, 1962.

CPO ALEXANDER DOUGLAS CHALMERS, C1RM4, of Killwinning, Ayrshire, Scotland; joined March 1, 1937; served in *Stadacona*, *HMS Victory I*, *Restigouche*, *Venture*, *Fort Ramsay*, *Westmount*, *Cowichan*, *St. Hyacinthe*, *Gatineau*, *Bytown*, *Scotian*, *Warrior*, *Haida*, *Shearwater*, *Cornwallis*, *La Hullose*, *Albro Lake* radio station, *Magnificent*, *Bonaventure*, *Shelburne*; awarded Long Service and Good Conduct medal; retired February 28, 1962.

CPO ROBERT JAMES CLEMENS, C1ET4, of Didsbury, Alta.; joined March 1, 1937; served in *Naden*, *Skeena*, *St. Laurent*, *Ottawa*, *HMS Victory*, *Assiniboine*, *Mayflower*, *Niobe*, *HMS Defiance*, *Stadacona*, *St. Laurent*, *Rockcliffe*, *Crescent*, *Ontario*, *Crusader*, *Sussexvale*, *Skeena*; awarded CD; retired February 28, 1962.

CPO THOMAS EDWARD ELSTONE, C1SN4, of London, Ont.; joined January 15, 1940; served in *Naden*, *Stadacona*, *Fundy*, *St. Croix*, *Chambly*, *Burlington*, *Baddeck*, *Columbia*, *Nipigon*, *Cornwallis*, *Westmount*, *Avalon*, *Coppercliffe*, *Uganda*, *Prevost*, *Swansea*, *Iroquois*, *Haida*, *Micmac*, *La Hullose*, *Algonquin*, *Star*, *Patriot*, *York*; awarded CD; retired February 4, 1962.

CPO ALFRED GOLD, C2BN3, of Vancouver, B.C.; joined March 1, 1937; served in *Naden*, *Skeena*, *St. Laurent*, *Nootka*, *Prince Robert*, *Burrard*, *Stadacona*, *Cornwallis*, *Peregrine*, *Avalon*, *Crescent*, *Athabaskan*, *Ontario*, *Niobe*, *Excellent*, *Crusader*, *Miramichi*; awarded RCN Long Service and Good Conduct medal; Mention-in-Despatches February 6, 1954; retired February 28, 1962.

PO JOHN STEWART HILTON, PIBN3, of Halifax, N.S.; served in RCNVR February 22, 1938-Aug. 6, 1945; joined RCNR Aug. 27, 1949, transferred to RCN Feb 6, 1952; served in *Stadacona*, *McNab Island*, *Marie Therese*, *Fort Ramsay*, *Nipigon*, *Cornwallis*, *Edmundston*, *Avalon*, *Hochelaga II*, *Stettler*, *Goderich*, *Peregrine*, *Victoriaville*, *Captor II*, *Scotian*, *Brockville*, *Crescent*, *Algonquin*, *Shearwater*, *Portage*, *Acadia*, *Bytown*; awarded Long Service and Good Conduct medal February 6, 1945 (RCNVR); retired February 5, 1962.

CPO GEORGE ALEXANDER KILGOUR, C2WS4, of Stratford, Ont.; joined July 12, 1937; served in *Stadacona*, *Skeena*, *HMS Victory*, *Niagara*, *Assiniboine*, *Chippawa*, *Cornwallis*, *Stormont*, *Peregrine*, *Niobe*, *Naden*, *Nootka*, *La Hullose*, *Micmac*, *Bytown*, *Quebec*, *Huron*, *Naden*, *Crusader*, *Fort Erie*, *Swansea*, *Terra Nova*; awarded RCN Long Service and Good Conduct medal; retired February 4, 1962.

PO ROY EDWARD McALPINE, P1WS4, of Guelph, Ont.; joined January 27, 1941; served in *Naden*, *Cornwallis*, *Stadacona*, *Iroquois*,

Hochelaga II, *La Salle*, *Peregrine*, *Scotian*, *Sussexvale*, *Uganda*, *Div. Tdr. 6*, *Lloyd George*, *Haida*, *La Hullose*, *Magnificent*, *Bytown*, *Lauzon*, *Niobe*, *Excellent*, *Patriot* (GLTC), *Star*, *York*; awarded CD; retired February 9, 1962.

CPO RALPH JAMIESON McCLINTON, C2ER4, of Pangman, Sask.; joined June 2, 1941; served in *Naden*, *Malaspina*, *Givenchy*, *Stadacona*, *Cornwallis*, *Hunter*, *Hochelaga II*, *CN 567*, *Royal Mount*, *Saint John*, *Border*, *Cities*, *Oshawa*, *Heatherston*, *Rockcliffe*, *Ontario*, *Haida*, *La Hullose*, *New Waterford*, *Sioux*, *Jonquiere*, *Crescent*; awarded CD; retired February 12, 1962.

CPO ROMEO ROLAND MERCURE, C2BN4, of Montreal, Quebec; joined RCNVR July 8, 1940; transferred to RCN May 10, 1946; served in *Cartier*, *Stadacona*, *Prince Henry*, *Avalon*, *Gatineau*, *Peregrine*, *Warrior*, *Magnificent*, *Montcalm*, *D'Iberville*, *Hochelaga*, *Donnacona*; awarded CD; retired February 23, 1962.

CPO ADRIEN LAURIER MICHAUD, C1ST4, of Riviere du Loup, Quebec; joined February 16, 1937; served in *Stadacona*, *St. Laurent*, *Skeena*, *Ottawa*, *Naden*, *Sans Peur*, *Prince Robert*, *Givenchy*, *NOIC Esquimaux*, *Niobe*, *J-3393*, *Warrior*, *Rockcliffe*, *Discovery*, *Bytown*, *Ontario*; awarded RCN Long Service and Good Conduct Medal; retired February 15, 1962.

CPO EDWARD NEVILL MOORE, C1ER4, of Hamilton, Ont.; joined March 1, 1937; served in *Stadacona*, *St. Laurent*, *Skeena*, *St. Croix*, *Assiniboine*, *Cornwallis*, *Hunter*, *Niobe*, *Sioux*, *Huron*, *Qu'Appelle*, *Iroquois*,

Nootka, *Magnificent*, *Haida*, *Cayuga*; awarded RCN Long Service and Good Conduct medal; retired February 28, 1962.

PO GEORGE SAMUEL O'KEEFE, P1RP3, of Toronto, Ont.; joined January 27, 1941; served in *Naden*, *Stadacona*, *HMS Rampura*, *Venture*, *Annapolis*, *Mayflower*, *Kamsack*, *York*, *Brunswick*, *Hochelaga II*, *ML-115*, *Burrard*, *Nabob*, *Niobe*, *Peregrine*, *St. Hyacinthe*, *St. Laurent*, *Warrior*, *Magnificent*, *Nootka*, *York*, *Shearwater*, *Cornwallis*, *Bonaventure*; awarded CD; retired February 3, 1962.

CPO JOHN CLEMENT WALDRON, C1PT4, of Halifax, N.S.; joined May 10, 1937; served in *Naden*, *Stadacona*, *HMS Victory*, *HMS Excellent*, *Assiniboine*, *Stadacona*, *St. Francis*, *Niobe*, *Chaudiere*, *Saskatchewan*, *Peregrine*, *Iroquois*, *Saut Ste. Marie*, *Rockcliffe*, *Ontario*, *Venture*, *Royal Roads*; awarded CD; retired February 4, 1962.

CPO FREDERICK ARCHIBALD WATERS, C1SG4, of Big Valley, Alta.; joined March 1, 1937; served in *Naden*, *Stadacona*, *HMS Victory I*, *Restigouche*, *Ottawa*, *Armentieres*, *Assiniboine*, *Avalon*, *St. Hyacinthe*, *Venture*, *Orillia*, *Royal Roads*, *Uganda*, *Ontario*, *Cayuga*, *Cornwallis*, *Crescent*, *Skeena*; awarded RCN Long Service and Good Conduct medal; retired February 28, 1962.

CORRECTION: Some errors of omission and commission occurred in the notice of the retirement of CPO Thomas Edward Moorcroft. He served in both the old and the new *Skeenas* and was mentioned in despatches on November 14, 1944. A resident of Vancouver before joining the RCN, he is now residing at 2713 Victor Street, Victoria, B.C.



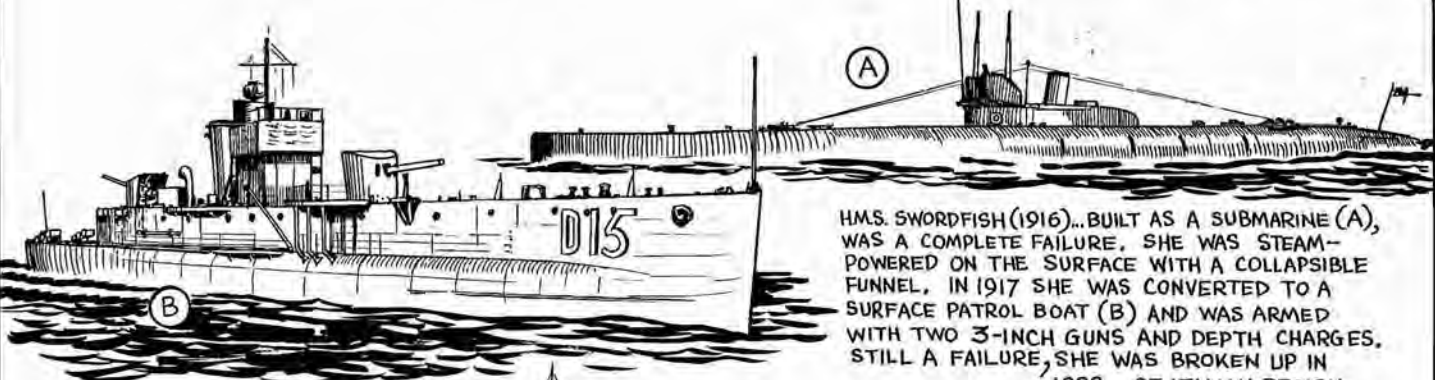
While on a tour of U.S. defence installations by 34 faculty members and students of the National Defence College, Kingston, Rear-Admiral A. H. G. Storrs, commandant of the college, was briefed, during a visit to Fort Benning, Georgia, on the proper method of adjusting a parachute. His instructor was Col. Michael Paulick, director of the Airborne-Air Mobility Department, U.S. Army Infantry School. (U.S. Army photo)

Naval Lore Corner

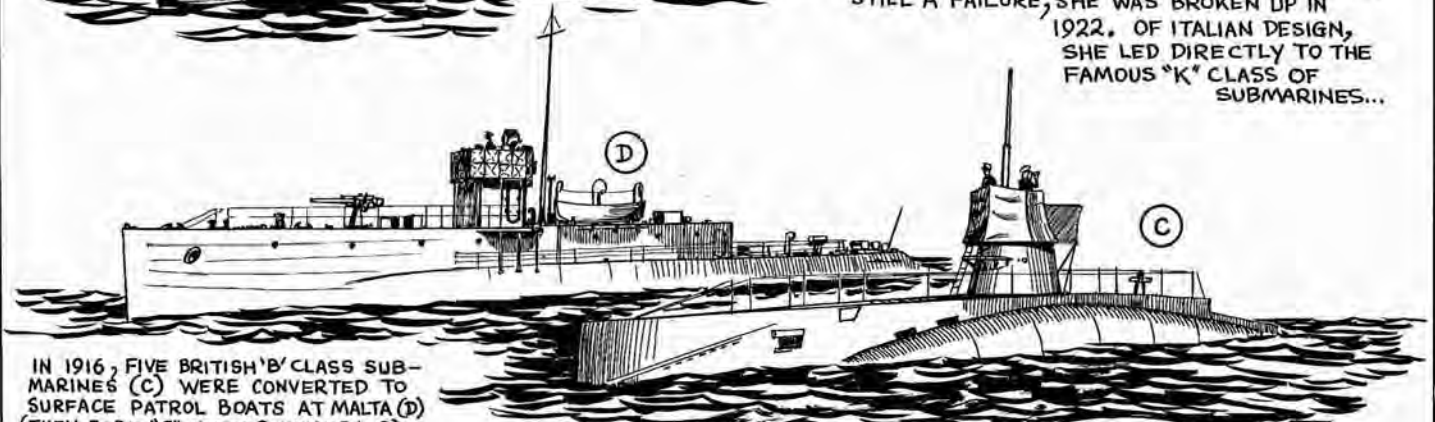
Number 103

SUBMARINES THAT LIVED TWO LIVES!

TODAY, NAVAL EMPHASIS IS ON ANTI-SUBMARINE CRAFT... EVEN A/S SUBMARINES! IN WORLD WAR I THE PROBLEM WAS NEW... AND EVEN SUBMARINES WERE CONVERTED INTO SUB-CHASERS... SURFACE VARIETY!

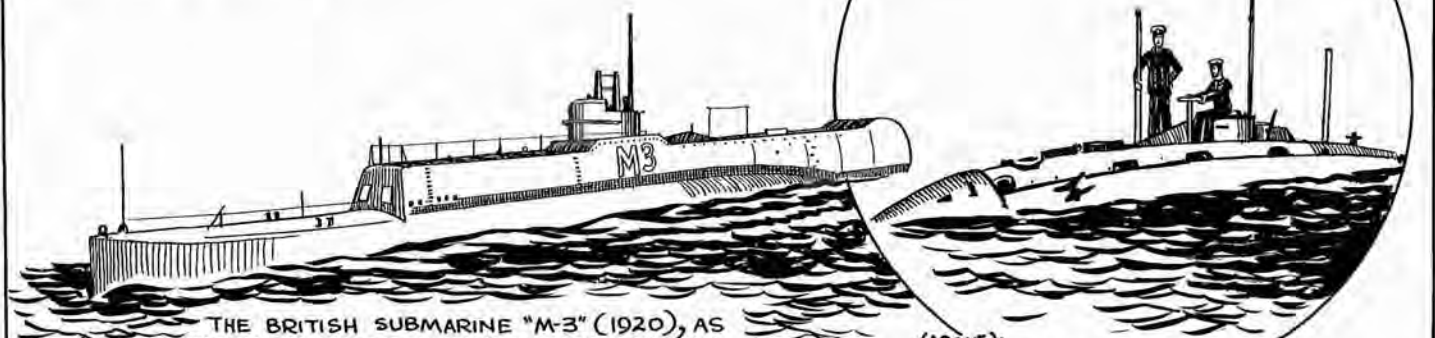


HMS SWORDFISH (1916)... BUILT AS A SUBMARINE (A), WAS A COMPLETE FAILURE. SHE WAS STEAM-POWERED ON THE SURFACE WITH A COLLAPSIBLE FUNNEL. IN 1917 SHE WAS CONVERTED TO A SURFACE PATROL BOAT (B) AND WAS ARMED WITH TWO 3-INCH GUNS AND DEPTH CHARGES. STILL A FAILURE, SHE WAS BROKEN UP IN 1922. OF ITALIAN DESIGN, SHE LED DIRECTLY TO THE FAMOUS "K" CLASS OF SUBMARINES...



IN 1916, FIVE BRITISH 'B' CLASS SUBMARINES (C) WERE CONVERTED TO SURFACE PATROL BOATS AT MALTA (D) (THEY BORE 'S' SERIES NUMERALS).

THEY WERE STRIPPED OF THEIR ELECTRIC MOTORS AND RENDERED INCAPABLE OF SUBMERGING. THEIR HULLS WERE BUILT UP AND A 12-PDR. GUN WAS MOUNTED FORWARD. THE CONNING TOWER WAS REPLACED BY A WHEEL HOUSE...



THE BRITISH SUBMARINE "M-3" (1920), AS FIRST COMPLETED, MOUNTED A 12-INCH GUN FOR BOMBARDMENT PURPOSES. SHE WAS LATER CONVERTED INTO A MINELAYER (ABOVE) AND HER CASING WAS BUILT UP OVER HER PRESSURE HULL TO ACCOMMODATE THE MINES. THIS GAVE HER AN APPEARANCE UNLIKE ANY SUBMARINE BEFORE HER, OR SINCE...

(ABOVE): THE ROYAL NAVY'S FIRST SUBMARINE (NO. 1, 1902). TO PREVENT THE BOAT FROM SURFACING WHEN A TORPEDO WAS FIRED, 2 MEN HAD TO RUN FORWARD TO MAINTAIN TRIM. THE PRIMITIVE PERISCOPE SHOWED A VERTICAL IMAGE. AMERICAN-DESIGNED, SHE WAS ABOUT 58 FEET IN LENGTH...

Roger Duhamel

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