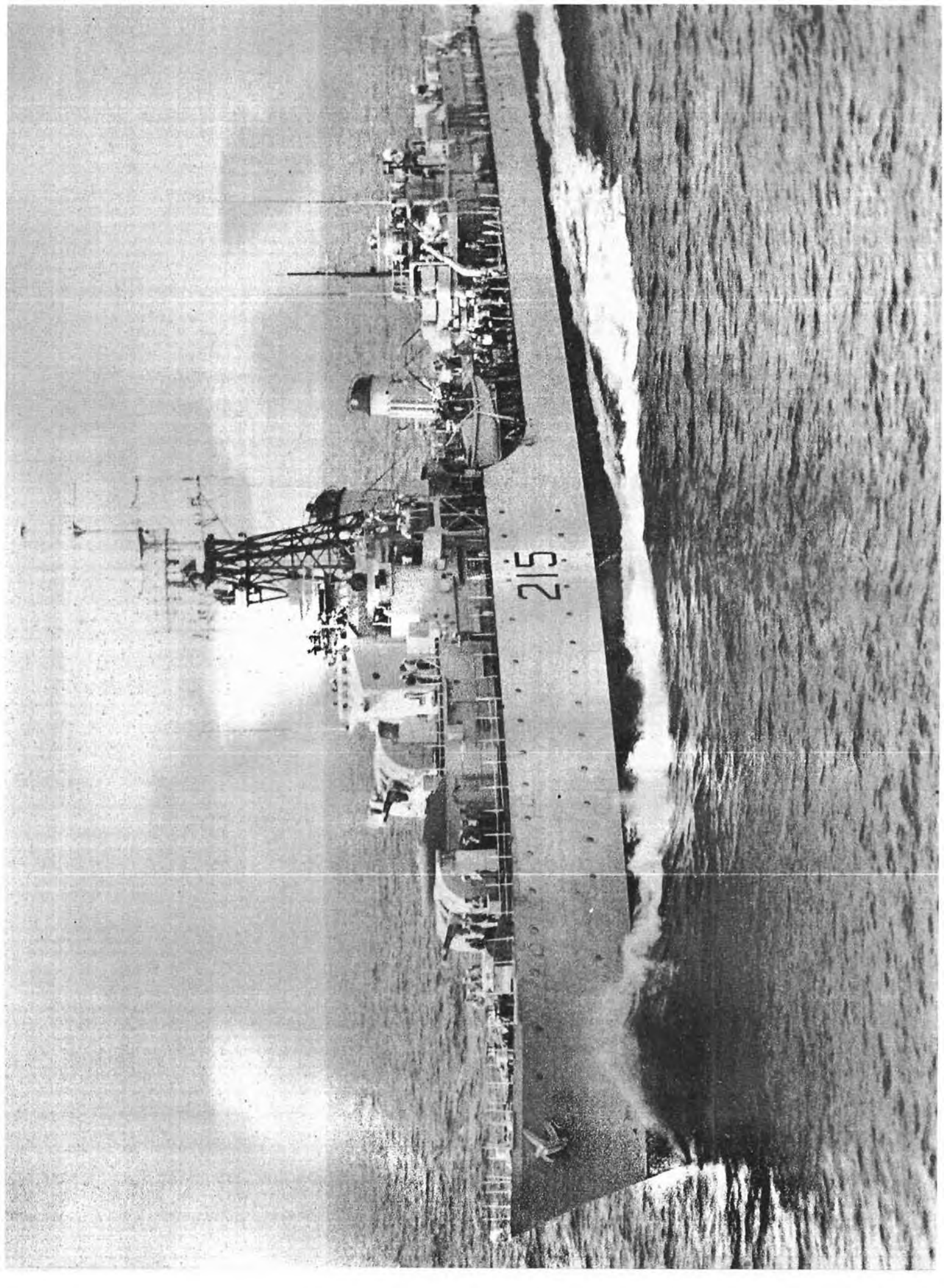


# The CROWSNEST



Vol. 14 No. 7

May, 1962



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# The CROWSNEST

Vol. 14 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY 1962

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*The Cover*—This quiet, bucolic scene, with the bicycle against the gnarled tree suggesting a boy gone swimming, is deceptive. The frigates *Fort Erie* and *New Waterford* are actually alongside the jetty on Marina Drive in the bustling city of Lagos, Nigeria, during the recent cruise to West Africa. (HS-67300-42)

## LADY OF THE MONTH

Officers and men of HMCS *Haida* claim that if the people responsible for such things had added up the figures a little more carefully she would have been awarded first place for the number of miles steamed by an RCN warship in 1961. Even the place officially accorded her—second—is good enough to show that there is still a lot of life in a ship that won outstanding fame as a fighter back in 1944 in actions in the English Channel and the Bay of Biscay, before and after D-day. She also served two tours of duty in the Korean war and bagged three trains.

The *Haida* last year accompanied the *Bonaventure* on exercises in far northern waters. At present she is undergoing refit for further strenuous days at sea. (BN-3386)

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## RCN NEWS REVIEW

Water pours from the transducer housing of the St. Laurent's variable depth sonar as it is hoisted from the sea. The strain of bringing the heavy gear inboard is taken by the topping winches on either side of the ensign staff. (E-65750)

### **Sailors Honour Hong Kong Dead**

In a simple but moving ceremony in Saiwan War Cemetery on Sunday, April 1, more than 300 Canadians paid tribute to those who fell in the defence of Hong Kong more than 21 years ago.

Officers and men of the *Assiniboine*, *Margaree* and *Ottawa* paraded to the cemetery for prayers in memory of those of the Royal Rifles of Canada, the Winnipeg Grenadiers and other Canadian and Commonwealth servicemen who made the supreme sacrifice in December 1941. Hong Kong fell on Christmas Day, 1941.

A wreath in the shape of a maple leaf was placed at the foot of the memorial by the commander of the Second Canadian Escort Squadron, Captain Victor Browne. The navy personnel were joined at the cemetery by members of the Canadian community in Hong Kong, including the Canadian Trade Commissioner, Maxwell Forsyth-Smith.

### **Ships, Submarines Approved for RCN**

Approval has been given for the construction of eight warships of advanced design and the procurement of three modern submarines for the Royal

Canadian Navy, Hon. Douglas S. Harkness, Minister of National Defence, announced in the House of Commons on Wednesday, April 11.

Mr. Harkness said these ships would replace existing ships as they reached

the end of their useful lives in the next few years. His statement continued:

"The warships will be built in Canadian shipyards, the first one being laid down late next year and the others to follow progressively. These ships are being designed by RCN technical staffs and will be known as general purpose frigates because they will be equipped and armed for a variety of tasks. They will be slightly larger in size than the present destroyer escorts and will perform essentially the same function as the Tribal class destroyers have in the past.

"The ships will have submarine detection equipment and anti-submarine armament of the most modern type, guided missile systems for air defence and a gun armament for surface-to-surface action and shore bombardment. The general purpose frigate will thus have a first class anti-submarine capability and also be able to perform a variety of other duties.

"Subject to satisfactory completion of negotiations with the British government, the three submarines will be of the Oberon class, built in Britain. The Oberon class is the latest type of conventional submarine to be built for the Royal Navy. The first of the class was commissioned in November, 1960, the second has since been completed and another nine are under construction for

### **RCN Thanked for Goodwill Cruise**

The appreciation of the Department of Trade and Commerce for the representation given Canada by the RCN at Canadian Trade Fairs in Nigeria and Ghana is expressed in a letter received by E. B. Armstrong, National Defence deputy minister.

The letter says:

"You will be pleased to know that our reports on the West African Trade Fairs indicate that the Royal Canadian Navy frigates *HMCS Fort Erie* and *New Waterford* performed in a very fine manner during the Canadian Trade Fairs in Nigeria and Ghana and engendered much good will for Canada.

"The squadron is to be commended for its assistance and splendid co-operation at the opening ceremonies and during the fairs. We feel that the services rendered by our Navy made a great contribution to the success of these events.

"Would you please convey, therefore the appreciation of the Department of Trade and Commerce to the Commander of the Seventh Escort Squadron."

the Royal Navy. The cost of these three submarines will be about the same as one of the warships to be built in Canada.

"In the training of anti-submarine units constant practice with submarines is necessary to achieve and maintain a high degree of efficiency. The Navy at the present time has one submarine, HMCS *Grilse*, on the West Coast, and in addition on the East Coast there are submarines on loan from the Royal Navy for training purposes. The three modern submarines to be procured will make a significant contribution to the training of anti-submarine forces both in the Royal Canadian Navy and the Royal Canadian Air Force.

"The effectiveness of the submarine itself in the anti-submarine role has been greatly enhanced in recent years by the development of new types of

armament and detection equipment. The Oberon class submarine is equipped with modern armament and technical equipment for the anti-submarine role. In addition to the training role the submarines will be a valuable complement to the surface fleet and aircraft in undertaking their anti-submarine defensive tasks.

"In considering the acquisition of submarines for the Royal Canadian Navy, detailed studies have been made of the possibility of procuring various types of submarines including those propelled by nuclear power. Mainly because of their high cost, but also because of the time required for their construction, nuclear-powered submarines were not considered practicable at the present for the purpose for which submarines are required in the Royal Canadian Navy.

"Arrangements have been made for the Royal Canadian Navy to continue its studies of submarine development to keep abreast of technological advances which may make it practicable and desirable to undertake a future program of submarine construction in Canada."

### ***11 Warships for Great Lakes Duty***

Eleven ships of the Royal Canadian Navy will sail the Great Lakes this summer, training hundreds of reservists from naval divisions across the country.

The ships, operating under the control of Commodore P. D. Taylor, Commanding Officer Naval Divisions, will visit some 23 Canadian and United States ports as far east as Prescott, Ontario, and as far west as Port Arthur, Ontario, and Duluth, Minn.



## ***Oberon Class Submarine for the RCN***

**T**HE PURCHASE of three Oberon class submarines for the Royal Canadian Navy is being negotiated with the British government. The illustration above, reproduced from an Admiralty photograph, shows HMS *Orpheus* of this class. The hull number of the *Orpheus*, which was completed in November 1960, was recently changed to S 11.

*Jane's Fighting Ships* gives the displacement of these vessels as 2,030 tons surfaced and 2,410 submerged. Their dimensions are 295½ (overall) by 26½ by 18 feet. They have eight tubes for 21-inch homing torpedoes and are powered by Admiralty Standard Range diesels with electric

drive. The complement is listed as six officers and 62 men.

The special features of the Oberon class submarines are to be found chiefly in their advanced detection equipment and their ability to operate silently at comparatively high speeds.

The Oberons are credited with high underwater speed and the ability to maintain continuous submerged patrols anywhere in the oceans.

For the first time in British submarines plastic reinforced with glass fibre has been used in the construction of the superstructure or "sail" of this class, although in the case of the *Orpheus* light alloy aluminum has been used instead.

Two of the vessels, the *Porte St. Louis* and *Porte St. Jean*, will be almost completely manned by reserve personnel throughout the Great Lakes navigational season. The 126-foot trawler-type gate vessels will arrive in Hamilton June 24 to join the *Scatari*, a supply vessel, already a familiar sight in many Great Lakes ports.

The largest ships in the naval reserve training fleet will be the frigates *Inch Arran* and *Victoriaville*, which will be temporarily detached from the Seventh Escort Squadron at Halifax, and are scheduled to arrive in Hamilton on June 4. On June 13, Her Majesty Queen Elizabeth, the Queen Mother, will be a luncheon guest on board the *Inch Arran* following a morning visit to Upper Canada Village near Morrisburg on the St. Lawrence River. Her Majesty will embark in the frigate at Prescott and make a short cruise up to the Brockville area before returning to her point of embarkation.

The six other ships are units of the First Canadian Minesweeping Squadron, based at Halifax. Scheduled to arrive in Hamilton on June 6, after five days in Toronto, they are the *Chaleur*, *Thunder*, *Resolute*, *Fundy*, *Quinte* and *Chignecto*.

In addition to reserve training commitments, these ships will be employed singly and in groups to conduct short cruises out of Hamilton, Toronto, Oshawa and Kingston to acquaint school officials and senior high school students with the Navy's modern way of life. Weekend visits include Whitby and Port Hope.

Ships of the squadron also will make goodwill visits to the U.S. ports of Rochester and Oswego. The minesweepers will sail from Hamilton June 20 for the return passage to their Halifax base.

### **CNS Pays Visit To East Coast**

Vice-Admiral H. S. Rayner, Chief of the Naval Staff, visited the Atlantic Command during the week of April 9.

Admiral Rayner, accompanied by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, sailed from Halifax in the aircraft carrier *Bonaventure* on April 9 to observe fleet exercises by RCN ships and aircraft off the coast of Nova Scotia. On the following day Admiral Rayner was transferred by jackstay to the destroyer escort *Crescent*, on her way home after a two-month cruise to Britain and the Continent, and returned in her to Halifax on Wednesday morning, April 11.

That afternoon Admiral Rayner visited *Stadacona* and Maritime Command headquarters and on Thursday morning, April 12, he toured the Naval Armament Depot and the Naval Research Establishment in Dartmouth.

Admiral Rayner left by air for Ottawa in the afternoon from *Shearwater*.

### **Ship Production For RCN Reported**

Shipbuilding and related activities on behalf of the Royal Canadian Navy were outlined in the annual report of the Department of Defence Production for the calendar year 1961. The report, which was tabled in the House of Commons, says:

The shipbuilding program in 1961 included work on six destroyer escorts, a tanker-supply vessel, a hydrographic survey vessel, eight auxiliary vessels, numerous small boats, and related design, planning and procurement activity.

Work continued satisfactorily on all six destroyer escorts, in the repeat-Restigouche program. The last two vessels are an improved version of the first four, the major changes being modifications to include a helicopter flight deck with hangar and the fitting of variable depth sonar equipment. All important contracts were placed for the supply of the necessary components for this program.

Work on the tanker-supply vessel for the Royal Canadian Navy progressed on schedule. Hull construction and component production proceeded satisfactorily.

A standard diving vessel, a tank cleaning barge and five stevedoring barges were all completed and accepted by the Royal Canadian Navy in 1961. A contract was placed for an additional tank cleaning barge as a result of competitive tenders.

Construction continued on a hydrographic and oceanographic survey vessel for the Department of Mines and Technical Surveys. Specifications for two more hydrographic survey vessels were received and contracting will be undertaken.

Drawings and design documents necessary to invite tenders for construction of a Pacific Naval Laboratories research vessel were completed. Drawings for the modernization program of the St. Laurent class destroyer escorts will be completed early in 1962. Procurement of equipment for this modernization program is proceeding.

Maintenance of the fleet involved 54 contracts for ship repairs and refits during 1961 at an approximate value of \$7.7

million. These contracts were widely distributed.

The majority of contracts for new construction were on a competitive firm price basis. In connection with major repairs and refits, target incentive type contracts were successfully introduced. The general pattern in contracts in both shipbuilding and ship repairing was of a type to encourage cost reductions.

The Naval Shipbuilding Central Procurement Agency continued its operation under the supervision of this Department. This agency is responsible for the bulk purchase, distribution and accounting associated with the supply of much of the equipment and material required to be worked into vessels of the repeat-Restigouche (Mackenzie) class.

The Branch continued to be active in the Canada-United States production and development sharing program. There was an increase in the prime contracts placed with Canadian manufacturers for such items as motor generators, valves, shafting, propellers and repairs to small vessels.

### **SACLANT Now Ten Years Old**

The North Atlantic Treaty Organization's Supreme Allied Commander Atlantic (SACLANT) organization has observed the 10th anniversary of its establishment in Norfolk, Virginia. It came into being on April 10, 1952.

SACLANT is the first international ocean command ever set up on United States soil. Its staff comprises officers from Canada, Denmark, France, The Netherlands, Norway, Portugal, Britain and the United States.

The command, with the mission of deterring aggression, has no forces permanently attached to it. In wartime, however, it would be made up of over 500 ships and more than 1,400 aircraft. —AFPS.

### **Argentine Naval Attaché in Halifax**

Rear-Admiral Enrique G. M. Grunwaldt, Argentine naval attaché to Canada, visited Halifax March 20.

His visit closely followed the return to Halifax of HMCS *Bonaventure*, in which seven naval aviators from the Argentine Navy had been embarked since February 28 to observe carrier operations.

The aviators, who had recently completed a training course with the United States Navy, spent two weeks in the Canadian aircraft carrier while she and other units of the Atlantic fleet were engaged in winter exercises in the Bermuda area.





The Maritime Museum of British Columbia is located in two late 19th Century army houses on the crest of Signal Hill, Esquimalt, near the entrance of the dockyard. The museum occupied the building on the right from its founding in 1955 until 1959 when the house on the left was acquired. The two buildings were then joined by a covered way. (E-63284)

# The Maritime Museum of B. C.

THE MARITIME MUSEUM of British Columbia is situated on Esquimalt Road on the slope of Signal Hill, a short distance from the entrance to HMC Dockyard, Esquimalt. The museum occupies two former Army houses constructed at the turn of the century out of bricks brought round the Horn in sailing ships from England. The thick walls, the numerous, tiny fireplaces, the high ceilings and narrow rooms inside a red brick exterior could easily be duplicated in any British service town, such as Portsmouth or Camberley. These houses were built for the senior non-commissioned technical officers of the British Army.

What was the British Army doing in Esquimalt? It is not generally known that until some 50 years ago the British taxpayer bore the expense of protecting Canada's West Coast. On Signal Hill was a battery of coast-defence guns, down below was an ordnance jetty, and the officers and men who manned the guns worked and lived in several buildings and homes nearby. In 1906 Canada agreed to supply the garrison for Es-

quimalt and in November 1910 the dockyard was transferred from the Admiralty to the Canadian Government. Army personnel occupied Signal Hill until the '20s, but today the battery no longer exists, the jetty and workshops have been taken over by the RCN, and dwellings have been allocated to other uses.

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By  
Cdr. C. H. Little  
RCN (Ret)

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The Museum is much younger than its buildings. It was not until the spring of 1952 that a small group of naval officers met in Esquimalt to plan a Naval Museum on the Pacific Coast. They had the example of a similar enterprise in Halifax, Nova Scotia, founded, sponsored and run by naval officers, and supported by others interested in the sea. They had the approval of higher authority and a fund of goodwill, but

as is so often true of good works, very little else. In any event, a committee was formed with Cdr. J. M. Leeming, RCN, as the first chairman—a fitting choice in that he was the son of a distinguished resident of Esquimalt and hence was part of the local history. One of the residences referred to above (Building 522) was allocated by the Flag Officer Pacific Coast, word was spread that "donations would be gratefully received", and the museum was ready to become a reality as the Naval Maritime Museum, Esquimalt.

One of the first tasks was to make the museum building secure. Then came the never-ending work of displaying exhibits. Cdr. Leeming was succeeded by Cdr. W. T. S. McCulley, RCN, as chairman, and a volunteer curator appeared in the person of Lt.-Cdr. L. Cadieux, RCN (R), whose qualifications—master mariner and model maker—proved extremely useful.

In January 1955 the writer succeeded Cdr. McCulley as chairman. Unhappily Lt.-Cdr. Cadieux was called away, and the chairman became curator as well.

ON APRIL 18, 1955, the Naval Maritime Museum, Esquimalt, was opened to the public by Hon. Clarence Wallace, Lieutenant Governor of B.C., with a distinguished gathering of civil and military officials in attendance.

But having a fine official opening ceremony does not make a museum open to the public. There are several problems: hours, staff, security, supervision, information, publicity—but of these staff is all important.

A number of ladies in the Women's Naval Auxiliary (including my wife) kindly stood a watch for several weeks, sometimes a petty officer would take charge for a morning; but mostly I had to take classes and groups through myself and close the museum when it was time to go.

Occasionally unexpected good fortune lights up the day. Some months previously an application for a commissionaire for the museum had been forwarded to the appropriate authorities in Ottawa. One summer morning, when this had been nearly forgotten, I received a telephone call from Mr. William Merston, the Victoria head of the Corps of Commissionaires, to say that Treasury Board had approved the employment of a man for 25 hours per week.

Apart from the commissionaire, assistance from public funds was limited to the building and its maintenance and security. The barracks could be relied upon to find a couple of working hands for big cleaning jobs, but the daily housekeeping and dusting, sweeping, cutting grass and gardening, devolved upon the commissionaires. Happily they were all interested in the museum and did these, and many other humble chores, without complaint.

One day the mail contained a letter written in an elderly hand. It expressed great interest in the naval museum, and regretted that the writer for lack of transport, had been unable to visit it. I wrote back saying that I would be glad to drive out at some convenient time and bring the gentleman in. After a little correspondence all was arranged. I called for Mr. Robert Sutcliffe at Cordova Bay and conducted him over the museum. As we were nearing the end of the hour he stopped and said, "You've been very kind to me—I have a few things which I am going to leave to you." We discussed the matter and when the details became clearer, I knew that one of our empty rooms would be needed to accommodate all the items.

When Mr. Sutcliffe died suddenly his son phoned to say that his father's

whole collection had been left to me in his will. It took another naval officer and myself several trips to gather all the objects, and it was weeks before we got them displayed. The result was the Robert Sutcliffe Memorial Room, which contained a unique collection of pictures, photographs and models of sailing vessels of various types and nationalities. As a boy, Mr. Sutcliffe went to sea before the mast. His first cruise away from England lasted nearly three years and brought him to the Pacific Northwest in the 1890s. His love of the sea and of sailing ships found later expression in his collection, which was



The bow badge of HMS Canada, a ship-rigged corvette, has been restored to its original brilliance and now reposes in the Maritime Museum of B.C. The period during which the ship sailed the seas can be fairly accurately determined from the provinces represented on the badge. (E-59682)

for some years on display at Cordova Bay. Now it has a proud home in our West Coast Museum to remind us of the glorious days of sail, and of the stout men who manned those lovely ships.

The Sutcliffe Room led to other rooms being set apart for a particular purpose. The first room was called the Captain Cook Room for the excellent reason that Captain James Cook, RN, established Britain's claim in the Northwest Pacific when he landed at Nootka in 1778.

Cook's men traded with the Indians, and when they reached the China Coast, after their voyage of exploration and survey in the North Pacific, they sold their furs to the merchants. Great interest was aroused, especially by the rich sea-otter skins and in 1785 the first trading ship, a 60-ton brig, under Captain James Hanna, reached Nootka

from Canton. This initiated a series of trading expeditions, which increased in number during subsequent years. In 1788 Captain John Meares acquired from the local Indian chief, a lease of land in Nootka and even built a schooner, the *Northwest America*, the first deep-sea vessel built in that part of the world.

By the Treaty of Tordesillas, signed in 1497, Spain and Portugal had divided the world into two halves—North America and the Pacific lay in the Spanish sphere of influence. From a base in Mexico two Spanish ships had followed Cook north in 1779, but thereafter the authorities felt it was a waste of time: the territory was theirs and it was an unpromising land. However, the activity of English traders—especially Meares—was alarming and offensive. In 1789 a Spanish force occupied Nootka, seized British ships and prevented trade. This hostile act precipitated the "Nootka Incident" and nearly brought England and Spain to war.

THE SECOND ROOM was the Vancouver Room after Captain George Vancouver, RN, who came to the Pacific in 1790 to explore the coast in search of the elusive Northwest Passage, and to receive from the Spanish authorities at Nootka the return of British territory. He had been a midshipman in HMS *Discovery* 12 years before during Cook's expedition and had been chosen to return in command of a new *Discovery* to implement the Nootka Convention, in which Spain gave up her exclusive claims to the area which is now British Columbia. He took his two ships *Discovery* and *Chatham* around Vancouver Island to establish that it was an island; explored and named much of the coast of Washington and British Columbia, and his statue stands over the Parliament Building in Victoria.

I spent many happy hours preparing an historical map of Vancouver Island and vicinity to show the origin of the place names which derived from the late 18th century. To the fur-traders, to the Spaniards and to Captain Vancouver can be attributed more than 300 of the names on or near the water which remain in use today.

In 1927 Canada acquired from Great Britain two destroyers, the *Torbay* and *Toreador*. They were renamed HMCS *Champlain* and HMCS *Vancouver*, respectively, and commissioned as such in Portsmouth on March 1, 1928. Lt.-Cdr. J. C. I. Edwards, RCN, was given command of the *Champlain* and Lt.-Cdr. R. I. Agnew, RCN, became the captain of the *Vancouver*. This marked the





The Maritime Museum of British Columbia was opened to the public on April 18, 1955, by the Lieutenant Governor of B.C., Hon. Clarence Wallace (centre). At the right is Rear-Admiral J. C. Hibbard, RCN (Ret), then Flag Officer Pacific Coast, and at the left Cdr. C. H. Little, RCN (Ret), author of this article, who did much toward establishing the museum. (E-31073)

beginning of the prevailing Canadian custom of naming all RCN ships after Canadian people or places or other Canadian associations.

But the Vancouver Room also contained many other items. For a few days in 1914 British Columbia had her own private navy—two small submarines, named *CC1* and *CC2*, which were purchased privately and secretly from builders in Seattle. There was a cabinet of exhibits recalling this incident. In 1940 the armed merchant cruiser HMCS *Prince Robert* made the first Canadian capture of a German merchantman: the swastika and other relics of this ship *SS Weser* had their own cabinet.

It would be impossible to imagine a naval museum without Vice-Admiral Lord Nelson, so great has been his impact on the naval profession everywhere. The Nelson Room, which came next, was dominated by a fine marble bust of the great sailor hero, presented to the museum by His Royal Highness the Duke of Edinburgh, Admiral of the Fleet. We have been fortunate enough to obtain a striking number of Nelsoniana, including a letter in his own handwriting and a pair of spectacles he wore. One series of prints shows his whole career from the bear incident to

his state funeral and there is a fine picture of HMS *Victory* presented by Surgeon Commodore Archie McCallum.

Navigation—that is, how to find your way there and back again by water out of sight of land—has occupied the minds of men for centuries. The museum has a great collection of the various devices that were created to achieve this purpose—quadrants, astrolabes, sextants, globes, tables and the 150-year-old navigation workbook of a young midshipman, which puts modern boys to shame when they complain of their homework. There are numerous other charts, records and aids-to-navigation, including some of the primitive hand-operated flares and horns, and an ingenious method of finding how deep the water is. The wheel of the sailing ship *Melanope* and a picture of the ill-fated *Condor* remind us that we may accommodate ourselves to the sea but never master it.

A small side room, whose peacetime use I could never guess, provided an opportunity to assemble a series of paintings and photographs showing types of ships.

The staircase to the upper floor was lined with badges of ships famous in our time (as was the staircase leading

down at the other end of the building): *Rainbow*, *Patrician*, *Vancouver*, *Skeena*, *Fraser* and many others.

THE UNIFORM ROOM was not extensive, but it contained three items which are unique. In the history of the Royal Canadian Navy only one officer has attained the high rank of admiral, RCN. We are proud and fortunate to have the full dress rear-admiral's uniform of Admiral P. W. Nelles, CB, RCN.

On May 30, 1939, His Majesty King George VI, accompanied by Her Majesty Queen Elizabeth, visited Esquimalt, and for the first time outside the British Isles a reigning sovereign presented his Colour. The Pacific Command of the RCN was so honoured on this occasion. The officer, whose privilege it was to receive the King's Colour, was Lt. J. C. Hibbard, RCN (later rear-admiral and Flag Officer Pacific Coast). The uniform he wore that wonderful day is now on permanent display, surrounded by other mementoes of the occasion in Beacon Hill Park.

In 1910 the Naval Service Act was passed by the Canadian Government and the Canadian Navy (not yet Royal) came into paper being. To implement the act two old cruisers *Niobe* and *Rainbow*—were acquired from Britain and brought out to the Atlantic and Pacific Coasts respectively by officers and men recruited in the United Kingdom. Two days after the *Rainbow* arrived in Esquimalt the RN Dockyard was transferred formally to the Government of Canada (November 9) and it could be said that the Canadian Navy of the Pacific was a reality. To remind us of these historic days there is the summer uniform and sennit, complete with hatband, of Able Seaman Ford, of HMCS *Rainbow*.

The Maritime Room came next. It contained a century full of relics of sailing, exploring, sealing, whaling, lumbering and trading. The first steamship in these waters was the Hudson Bay Company's *SS Beaver*. We had a section filled with relics of this well-known ship. For many years an important aspect of West Coast life was the sealing fleet. Some small part of this almost forgotten past is recalled by the figure-head of the sealing ship *Dragon*.

Whaling, too, was an important maritime side-line. Some years ago HMCS *Sussexvale* brought back from the Queen Charlotte Islands a rusted harpoon to add to our collection of instruments used in this business.

There are many reminders of the attempts to reach the north and to find the Northwest Passage but the most

heart-warming, in many ways, is a chart showing the track of HMCS *Cedarwood*. Single screw, built of wood, some 300 feet in length, she seemed singularly unfit to try the ice and cold of the Far North, but it is an established fact that, until the ice-breaker HMCS *Labrador* came around over the top, the *Cedarwood* had gone farther north than any other Canadian ship wearing the White Ensign.

Across the passage way was the First Model Room. It was distinguished by two wonderful models—a 17th century Dutch frigate *Seelowe*, magnificent in concept and perfect in detail from topmast to keel, and by a representation of what the *Santa Maria*, the flagship of Columbus, is believed to have been. Among other ships represented were the world-famous *Cutty Sark* and *Endeavour* and the local celebrities *Empress of India* and *Chelosin*.

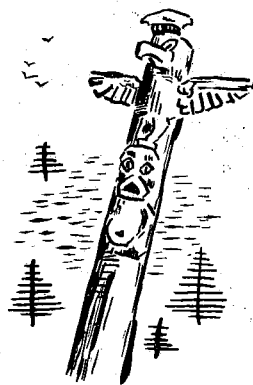
**T**HE HISTORY of Esquimalt is intimately connected with the early explorers, with the Navy and with the Hudson's Bay Company. The earliest known visit to the harbour by white men occurred in 1790 when a young Spanish naval officer named Quimper arrived in the *Princesa Real* (the captured British *Princess Royal*, which had been taken the year before at Nootka). Quimper made a chart of the harbour and recorded that nearby he had buried some relics under a wooden cross. He called it Puerto Cordova. The following year another Spanish naval officer—Eliza—came back but that was all for some 50 years. It is known that Vancouver passed by on the southern side of the Strait of Juan de Fuca, and that the early fur-traders found nothing to attract them to the area.

And yet it was the fur trade which led to the re-discovery of Esquimalt. In 1842 the Hudson's Bay Company, then established at Fort Vancouver on the Columbia River, felt the growing pressure of the westward tide of pioneers sweeping into Oregon and Washington. One of their best men was sent to seek out a new post in Vancouver Island. He surveyed Sooke, Victoria and Esquimalt, and chose Victoria because it had fresh water, and was readily defensible, and had the harbour best suited to the canoes and small boats of the time. This was Douglas, afterwards Sir James, the second governor of the colony and one of British Columbia's great pioneers.

In 1846 the Royal Navy came up from its far southern base in Valparaiso to protect British interests. Lt.-Cdr. James Wood, in the brig *Pandora*,

carried out a complete survey of Esquimalt Harbour, and gave most of the existing names to its various points, islands and bays. Interestingly enough most of the names are derived from the senior ship of the squadron, HMS *Fisgard*, and her officers: Captain Duntze, Lt. Rodd, Master Cole, Instructor Inskip. The latter and his brood of midshipmen assisted in the survey and we may be sure they did not lack work.

The Second Model Room contained three notable warship models and one clipper model. These are HMCS *Skeena* (D59), which with the *Saguenay* was the first destroyer built for the RCN; HMCS *Fraser*, which was formerly the RN destroyer *Crescent*; the frigate HMCS *Beacon Hill* in her wartime camouflage, which was built a cable's length away by Yarrows; and the lovely clipper *Thermopylae*, which so impressed Victoria that the local club devoted



to sailing ships is named after her. There are several relics of the cruiser *Kent*, which came all the way to Esquimalt to refit after the Battle of the Falkland Islands in 1914. A very special exhibit is the ensign worn by HMS *Cardiff* when she led the combined fleets into Scapa Flow for the surrender of the German Fleet after the First World War.

Across the corridor was the Robert Sutcliffe Memorial Room to which reference had already been made.

The final room on the upper floor was the Weapons Room. Man's ingenious devices for the destruction of his fellows were here in their dozens and their scores. They range from the spears and arrows of the Pacific Islanders, through the swords and rifles of the nineteenth century, to the destructive weapons of the Second World War and of Korea. There are cannons and cannon-balls, bullets, shell fragments, range-finders and sundry other discoveries.

**N**OW WE COME down the stairs again to the Third Model Room, which is still dominated by two builder's models of the Canadian Pacific

Liners *Princess Margaret* and *Princess Marguerite*, SS *Stadacona*, a Second World War merchantman, produced by the Mechanical Training Establishment. These three remind us that the navy exists to guarantee safe passage over the oceans of the world for the ships that carry goods and men.

In the latter part of the 19th century one of the Royal Navy's battleships was HMS *Canada*. She had a wooden bow badge which dated from 1897. I learned that this unusual relic was in Portsmouth and, after some protracted correspondence, was able to get it shipped to Halifax on board HMCS *Magnificent* and thence to Esquimalt some months later on board the Canadian Naval Auxiliary Vessel *Whitethroat*. All the provinces which were in Confederation at that time were represented by their coats-of-arms. It is noteworthy that these bow badges represented one of the final efforts to continue the old figureheads which ships bore for centuries. Nowadays a man-of-war will have an approved badge the size of a small picture and her battle honours, but nothing so bulky as a figurehead.

Speaking of figureheads one should recall that in the Nelson Room was the wonderful "Man of Algiers", which belonged to HMS *Algerine*, and in the Maritime Room was the complete figurehead of the sealing vessel *Dragon*.

The oldest naval exhibits in the museum are two hand-forged copper spikes from a Roman galley built about 30 A.D.

At the 1937 Spithead Review, held as part of the Coronation ceremonies, Canada was represented by the two destroyers *Skeena* and *Saguenay*. In the museum we have a diagram of the review showing the two little ships at the end of the last line. Beside it is a comparison diagram of the 1953 naval review. Here we see the cruiser *Quebec*, wearing the flag of Rear-Admiral R. E. S. Bidwell, the aircraft-carrier *Magnificent*, wearing the broad pennant of Commodore H. S. Rayner, the cruiser *Ontario*, the destroyer *Sioux*, and the frigates *La Hullose* and *Swansea*. Quite a difference in 16 years, but a faithful mirror of the difference between the RCN of the '30s and the powerful navy of the '50s.

During this time the library and archives had their modest beginning. In this work, as indeed in everything connected with the museum as a whole, I had the interested assistance of the Provincial Museum and Archives.

Anyone who has naval or maritime logs, journals, reports of proceedings, sketches, plans, charts, photographs, etc.,

should consider whether these items would not be more useful if lodged in the museum. All contributions will certainly be welcomed.

For some time it had become apparent that the display on Esquimalt Road now deserved a better home and a larger audience. In this view Rear-Admiral Pullen, then Flag Officer Pacific Coast, concurred, and together we made several approaches to seek a solution.

On July 1, 1956, Instructor Lt.-Cdr. E. C. Mahon became chairman of the board. He was also curator, with assistance from Lt. E. A. MacFayden.

**D**URING THE NEXT three years the display of an increasing number of exhibits continued together with an anxious search for more space. When it became apparent that the museum was unlikely to find a new home in down town Victoria, activities were concentrated on taking over the adjacent house. It was of the same vintage as Building 522 and possessed the same advantages and disadvantages. With the help of Instructor Lt.-Cdr. L. Farrington, plans were devised to join the two buildings by a covered way so that visitors and offices would have the sem-

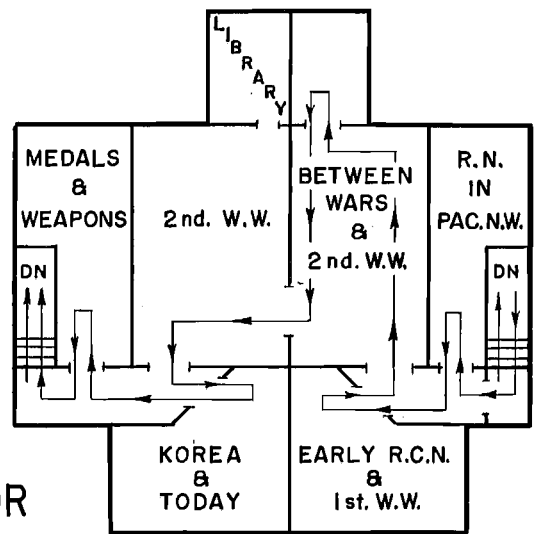
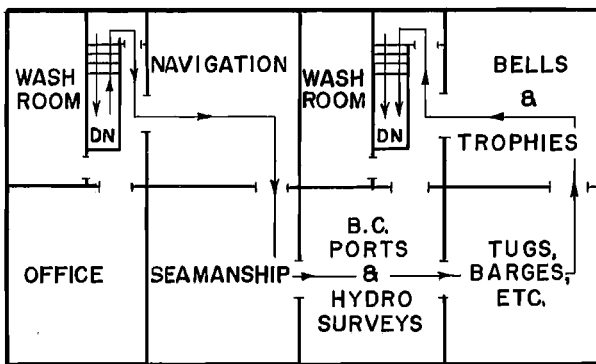
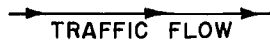
blance of one building rather than two. It was during this period also that the name was changed to "Maritime Museum of British Columbia".

To celebrate the centennial of British Columbia the province gave the museum \$4,000. This made possible the construction the following year of the passageway between the two houses.

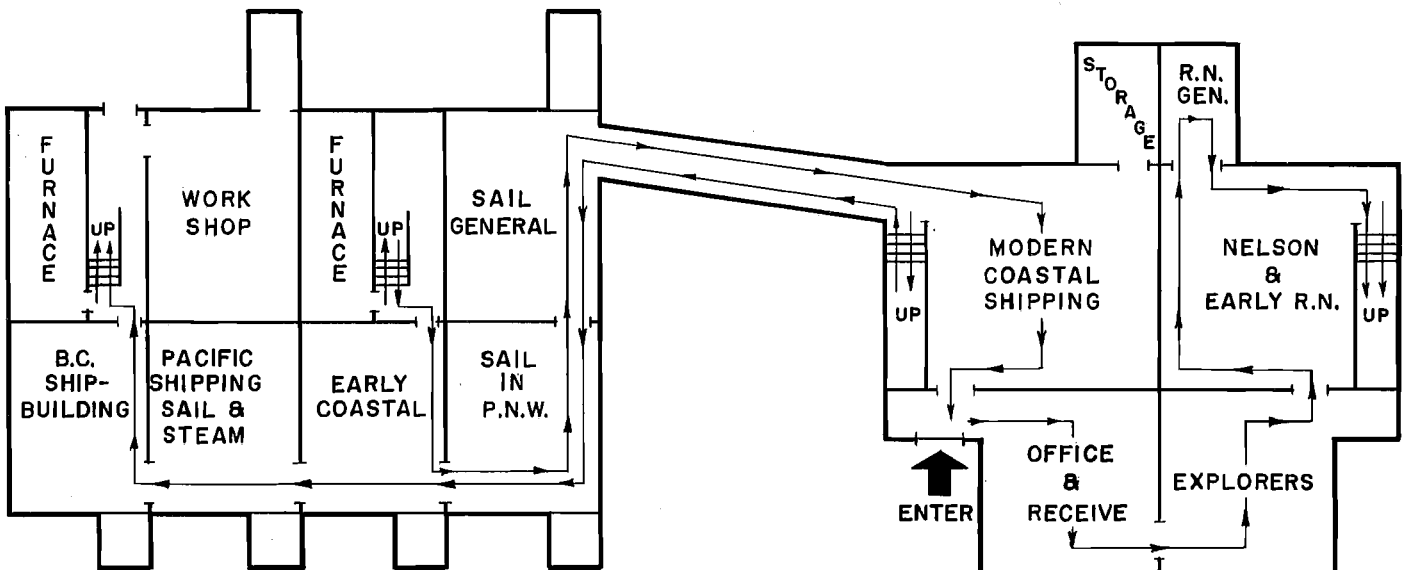
In March 1959 the next change took place in the chairmanship. Commodore Harold Groos assumed the office and was soon able to get the assistance of Lt.-Cdr. E. C. Cassels in the museum

# MARITIME MUSEUM OF B.C.

## PROPOSED LAYOUT



SECOND FLOOR



GROUND FLOOR

NOT TO SCALE

These floor plans show the proposed utilization of space in the two buildings occupied by the Maritime Museum of B.C., an arrangement the curator hopes will be achieved before the end of 1962. The building on the right (S22) was acquired in 1955; that on the left four years later.



itself to serve as curator. He also instituted a vigorous publicity campaign to obtain support.

A second ceremony was held in May 1959 when Lieutenant-Governor Ross graciously attended to declare the museum officially open in its expanded form.

In 1960 and again in 1961, the Province of British Columbia made a grant of \$3,500 to the museum. There was municipal support also in 1961 from Victoria, Esquimalt and Saanich, totalling \$1,000. Donations and membership fees supply other small sums but total income from all sources is insufficient to meet operating costs. Hence a charge for admission must be made: 50 cents for adults and 10 cents for children under 12. Members of the Armed Forces are admitted free.

The museum acquired a full time curator during the summer of 1961 in the person of Mr. J. W. D. Symons. It is of interest that a former Army officer should be curator of the Maritime Museum on the Pacific Coast while a former naval officer has just retired after serving as director of the Army Museum on the Atlantic Coast. Cdr. F. E. Grubb, RCN (Ret), serves as secretary three mornings a week.

The control of the museum is vested in a board, composed of a chairman and 20 members, half Navy, half civilian. The members are elected at the annual meeting of the Museum Society. Membership in the society costs \$1 per year and entitles the member to free admission to the Museum at all times as well as a say in running it.

At the present time the Museum is open from 10 am to 5 pm daily (seven days a week). It is planned to remain open until 9.00 pm during July and August in the future.

The plans of the present chairman, Commodore J. C. Charles, and the curator are to rearrange the museum as



Captain W. B. Armit, RCNR (Ret), retired in late March as curator of the Canadian Army Museum in the Citadel at Halifax, a position he held for almost eight years. Before the Second World War he was a master with Canadian National Steamships and an officer in the Royal Naval Reserve. He transferred to the RCNR in 1937, served for most of the Second World War and was senior naval officer at Lunenburg, Nova Scotia, at the time of his retirement in December 1944. When Captain Armit retired from the museum, Major-General M. P. Bogert, General Officer Commanding, Eastern Command, presented him with an engraved silver tray and a cheque on behalf of the board of governors of the museum and paid tribute to his work in building the museum to its present size and status. (Canadian Army Photo)

shown in the diagram. The traffic pattern will lead visitors through the days of discovery to the Royal Navy and thence to the Royal Canadian Navy—all exhibits being in the one building. In the other building will be the display relating to the Merchant Navy and to other aspects of maritime effort.

The Museum Board is particularly anxious to increase its coverage of the part played by merchant ships in the North West Pacific. There should be complete records of shipping lines and

ship building firms. How many know, for example, what an important part West Coast yards played during the Second World War?

The Maritime Museum of British Columbia has made remarkable progress in less than a decade. It is obviously full of life and ideas, although somewhat hemmed in physically, and merits the support of all who are associated with the sea. With your help it can reach its full stature as a show-place of West Coast Maritime history.



# OFFICERS AND MEN

## Promotions and Appointments

Captain Sturton Mathwin Davis, Director General Ships at Naval Headquarters, has been promoted to the rank of commodore in the Royal Canadian Navy. He took up his present appointment in April 1961.

Lt.-Cdr. Robert A. Beach has been appointed in command of HMCS *Lauson*. The ship is a frigate attached to the Ninth Canadian Escort Squadron based at Halifax. Lt.-Cdr. Beach had been serving on the staff of the Joint Maritime Warfare School in Halifax.

## Three Rewarded For Suggestions

Seth C. Spencer, of Ottawa, Ellis M. Parker, Halifax, and Clarence R. Holman, Dartmouth, have each 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, Ottawa.

Mr. Parker and Mr. Holman suggested a modification to anti-submarine equipment fitted in HMC ships to facilitate maintenance. Details of their suggestion were forwarded to the Suggestion Award Board and after evaluation the modification has been adopted for use in the RCN.

Both men are employed at the Naval Armament Depot, Halifax.

## Weddings

Ordinary Seaman Frederick Froese, Cornwallis, to Sandra Kuhling, Star City, Sask.

## Births

To Petty Officer J. T. Chard, Kootenay, and Mrs. Chard, a daughter.

To Able Seaman G. E. Cherry, Kootenay, and Mrs. Cherry, a daughter.

To Lieutenant R. A. Coombes, Crescent, and Mrs. Coombes, a daughter.

To Able Seaman C. N. Cormier, Crescent, and Mrs. Cormier, a son.

To Petty Officer C. A. DuBourdieu, Crescent, and Mrs. DuBourdieu, a daughter.

To Lieutenant David Moilliet, Haida, and Mrs. Moilliet, a son.

To Able Seaman G. K. Parker, Crescent, and Mrs. Parker, a daughter.

To Petty Officer R. C. Thompson, Crescent, and Mrs. Thompson, a son.



The main cafeteria in Warrior block at Shearwater was the scene of the naval air station's annual Cubs and Scouts parent-son banquet, attended by some 250 parents and their sons. Assistant district commissioner for the Dartmouth area, D. Swinemar, was on hand to present awards to two Queen's Scouts, Leroy Feener and David Booth, and also to First Class Scout Terry Saunders. Assistant District Cubmaster Mrs. K. Booth presented perfect attendance plaques to cubs from the four Shearwater packs. From left, proudly holding awards, are Cubs Richard Hill of "A" Pack; Mark Kierstead of "B" Pack; Ken Troughton of "C" Pack and Michael Henderson of "D" Pack. (DNS-28609)

Mr. Spencer's suggestion concerned a portable tracing table for use in art and design work and the idea has been adopted for use in the Royal Canadian Navy.

He was born in Burra, South Australia, and came to Canada in 1957. He is employed as a supervisor at the Naval Art Section, Ottawa.

## Arctic Institute Honours Officer

The election of Lt.-Cdr. J. P. Croal, of Naval Headquarters, as a Fellow of the Arctic Institute of North America is noted in the March issue of *Arctic*, journal of the institute. The annual meeting was held in Washington, D.C., last December.

Commodore O. C. S. Robertson, RCN (Ret), of Montreal, is secretary of the organization.

Since 1945, when he was naval observer with the Canadian Army's Exercise Muskox in the Northwest Territories, Lt.-Cdr. Croal has had extensive experience in Canada's Arctic and sub-Arctic. He was serving in HMCS *Labrador* when, under the command of Commodore Robertson, she became in the summer of 1954 the first large ship to complete the Northwest Passage.

## Cadet Chosen to Serve in Africa

UNTD Cadet Barry Jacobson, of Halifax, a member of the University Naval Training Division attached to HMCS *Star*, the Hamilton naval division, has been selected to participate in Operation Crossroads Africa. Cadet Jacobson is studying veterinary medicine at the Ontario Veterinary College, Guelph, Ontario. Last summer he was in *Haida* division at Cornwallis.





CADET BARRY JACOBSON

Operation Crossroads Africa, a program sponsored by the United Church of Canada, is designed to acquaint young Canadians with the dramatic developments which are occurring on the continent of Africa today. By means of work, study and travel, the students will gain an insight into the culture and customs of many of the new countries. It is felt an exchange of ideas will prove beneficial to the Canadians as well as the Africans.

There will be 25 Canadian participants in this non-denominational program, selected from approximately 400 candidates across Canada. The group will contain young professional graduates as well as university students still in their undergraduate years.

The sponsors of the program are convinced that there is nothing dark and mysterious about Africa that cannot be cleared up by better understanding of African peoples, their customs and their cultures. It is essential, they say, that we broaden and deepen our understanding of the achievement and aspirations of Africa's peoples.

### Winnipeg Sends Plaque to Ship

A plaque bearing the arms of the City of Winnipeg has been presented by that city to HMCS *Assiniboine* and acknowledged in a letter from Bangkok, Thailand.

The plaque was entrusted to Lt. R. G. Nightingale, of HMCS *Chippawa*, Winnipeg naval division, by Mayor Stephen Juba when the officer was leav-

ing to join the Second Canadian Escort Squadron vessels departing on this year's Far East cruise.

Acknowledgement of the gift was made by Captain Victor Browne, commanding officer of the *Assiniboine* and commander of the squadron, in a letter dispatched from Bangkok.

The *Assiniboine* is named after the river that rises in Saskatchewan, flows for the latter part of its course through Manitoba and joins the Red River at Winnipeg. The name also commemorates a famous Second World War destroyer.

In informing Hon. Douglas S. Harkness, Minister of National Defence, of the gift, Mayor Juba wrote:

"The bond between HMCS *Assiniboine* and the City of Winnipeg is one of mutual respect and warm affection in view of the famous name she carries.

"I thought you might wish to be apprised of our admiration for the men of the Royal Canadian Navy."

### Petty Officer Heads Advanced Course

PO Jack Hilton, son of Mr. and Mrs. W. C. Hilton, of London, Ontario, led his class in the first Engineering Technician, Trade Group Four, course in the Fleet School of the Royal Canadian Navy's Atlantic Command.

The 40-week advanced course is designed to provide naval engineering personnel with the high degree of knowledge and skill required to operate and maintain the propulsion machinery, boilers and domestic service machinery of ships.

PO Hilton attended Whitehawk Boys' School in Brighton, England, before



PO J. W. HILTON



MARGARET C. GRIFFITHS

joining the Royal Navy in January 1948. He transferred to the Royal Canadian Navy in 1952 and has since served in HMC Ships *Portage*, *Bonaventure* and *Swansea*.

### Bursary Awarded To CPO's Daughter

A bursary valued at \$2,000 has been awarded by The City of Toronto to Miss Margaret C. Griffiths, only daughter of CPO John Griffiths, of HMCS *Shearwater*, and Mrs. Griffiths, to enable her to further her studies toward a master's degree in social work.

At present a social worker with the Children's Aid Society in Toronto, Miss Griffiths is a graduate of Dalhousie University and Kings College, Halifax. She had the distinction of earning her bachelor of arts degree before the age of 19. Her parents reside at 43 Rector Street, Halifax.

### Certificate of Arctic Run Found

A long memory and a diligent search have resulted in Lt.-Cdr. David F. Kerr, RCNR (Ret), of Thorold, Ontario, obtaining a certificate of his crossing of the Arctic Circle during the Second World War.

The hunt ended at the Navy Army Air Force Institute in London, England, which proved to be the source of the illuminated certificates proudly displayed by Canadian sailors who had served on the Murmansk run.

Lt.-Cdr. Kerr has forwarded his copy to his former commanding officer for certification. His ex-CO?—Vice-Admiral H. S. Rayner, Chief of the Naval Staff,



# In Their Fathers' Footsteps



The Navy has any number of instances of children following their fathers' wakes into the service but ships that can beat HMCS Hunter's record in this regard must be indeed rare—since the Windsor, Ontario, naval division's line-up also includes a father-and-daughter combination. Three proud parents, all chief petty officers, who may be seen with their progeny almost any drill night at Hunter are pictured here with the younger generation. From the left are: Ord. Sea. Reginald Topping, 18; his father, CPO W. R. Topping; Ord. Sea. Kenneth Topping, 17; CPO Jack Mayberry; son, Ord. Sea. Dennis Mayberry, 16; CPO Lee Reynolds, and his daughter Ord. Wren Karen Reynolds, 19. (Photo courtesy The Windsor Star)

**H**OW WOULD YOU like to be in the Navy and have your father as a superior officer? It sounds like a pretty soft deal, doesn't it? After all, your own father would certainly see to it that any punishment you received wasn't too severe, wouldn't he?

He might even be able to wangle you a post testing beach conditions in Hawaii, speculates the Windsor, Ontario, *Star*, from which this account is reprinted.

Such a situation exists in triplicate at HMCS *Hunter* and, as could be expected the younger generation is quite happy about the whole thing.

Their happiness, however, does not stem from getting a soft time. On the contrary, more is expected from them than from other reserves.

There are three fathers involved and four children. All the fathers are chief petty officers and all are entitled to put CD after their names. The three boys are ordinary seamen in the reserve unit, while the one girl is an ordinary wren.

The fathers feel the situation is good because they can give personal instruction to their children and instill a sense of Navy discipline.

Lt.-Cdr. J. R. Anstey, of *Hunter*, feels that two generations being in the division at the same time is an indication that the unit is a good one. In many cases, children get a taste of their father's business and they will not go near it, he says.

This is the first time in the history of HMCS *Hunter* that such a situation has existed, and it makes for better

organization, training and discipline, he considers.

For example, CPO Lee Reynolds, master-at-arms in the reserve unit, claims he has not yet had occasion to discipline either his daughter, Karen, 19, or any of the three boys.

Far from avoiding his father's occupation, Dennis Mayberry, 16, wants to join the regular Navy in the engineering branch when he gets out of high school. His father, Jack, is an electrical technician.

The only father who might be said to have had an unfair advantage over his children is CPO W. R. Topping, who is a recruiter in the regular Navy. He maintains, however, that his children, Reginald, 18, and Kenneth, 17, joined the reserve unit without any urging from him.—*The Windsor Star*

# RCN Ships Impress Admiral

THE COMMANDER of a NATO naval force of 47 ships and several score aircraft, Vice-Admiral John G. Hamilton, RN, Flag Officer Flotillas, Home, and commander of exercise Dawn Breeze Seven, paid a quick visit to the modern Canadian destroyer escort *St. Croix*, on March 21. On leaving later in the day he had praise for the Canadian group in his command.

Dawn Breeze Seven took place March 10-30 in the western Mediterranean. Naval elements of five NATO countries participated.

The admiral transferred by jackstay from the British anti-aircraft frigate *Leopard* to the *St. Croix*, one of five destroyer escorts of the Fifth Canadian Escort Squadron taking part in the exercise. The ship is commanded by Cdr. Thomas E. Connors, with Captain C. P. Nixon, of Victoria, Commander of the Fifth Escort Squadron, embarked.

Admiral Hamilton made a quick tour of the ship, then watched as the *St. Croix*, HMS *Leopard*, and helicopter and fixed-wing aircraft from the French aircraft carrier *Clemenceau* conducted an anti-submarine exercise with the British submarine *Taciturn*.

Before departure, the slim, ruddy-faced Admiral said: "It has been a great pleasure to have been on board, and a particular pleasure to have the Fifth Canadian Escort Squadron with us on these exercises. This is the first time I have had the pleasure of commanding a NATO exercise with ships of the Royal Canadian Navy, particularly these 'Cadillacs', generally regarded as the finest anti-submarine ships in the world. Having seen one, I feel that proud title is well deserved. As a post-script, I must add that the new A/S ships the Royal Navy is producing will make the RCN look to its laurels".

(Destroyer escorts of the *St. Laurent* and *Restigouche* classes are dubbed "Cadillacs" by their crews.)

Admiral Hamilton displayed a keen interest not only in the sophisticated fighting equipment of the *St. Croix*, but also in her accommodation. He particularly asked to have a copy of the weekly menu of meals served on board the well-fed ship.

That morning, 24 ships of the NATO fleet had performed in close manoeuvres. In the afternoon, the *St. Croix* carried



## Fun At Sea

SHIPS of the Royal Canadian Navy keep well stocked libraries and hobby shops for spare time activities for sailors off watch at sea.

In this respect the frigate HMCS *Fort Erie*, which recently completed a cruise to West African ports, in company with the *New Waterford*, is no exception.

The *Fort Erie* is well equipped for recreational purposes. The ship's main cafeteria, used as a chapel on Sunday, also serves as a movie theatre. A ship-board sports office contains a variety of games such as scrabble, table hockey, cribbage and cards. For the more serious minded, the ship's 250-volume library has a wide range of reading material.

The sailor hobbyists turn out an amazing variety of handicraft and many of them develop considerable skill. Sub-Lt. William D. Shead, the ship's navigation officer, makes excellent models of early vintage automobiles. AB John L. McIntosh, paints to pass his spare time at sea, and many of his pictures adorn the walls of his home.

out a surface gunnery shoot, her rapid-fire, three inch, 70 calibre guns beating out jolting thuds against a high speed splash target towed by the British frigate *Whirlwind*. Meanwhile, French, Dutch and British destroyers wheeled about the sunny Mediterranean as a constant stream of merchantmen passed east and west along the Malaga

To keep the painters and model makers busy, the ship's canteen is well stocked with kits of all kinds and PO William Wagner, the canteen manager, makes sure his customers are satisfied.

Operating a ham radio station is the pastime of PO Joseph N. Nevitt and Ldg. Sea. Lionel A. Day, both of Toronto, who work call sign CFFE on board the frigate during off-duty hours.

Philately is an interest of some of the ship's company and each new port is a wonderful source of new stamps.

Leathercraft is another popular hobby. Wallets, purses, camera cases, slippers, sandals and belts are some of the items made on board.

Ldg. Sea. Francis R. McGarrigle puts his artistic talents to good use by painting plaster and metal ships' badges. From time to time these are presented to dignitaries visiting the ship in foreign ports.

Training commitments dictate the amount of spare time available each day—and sometimes there is precious little—but the ship's company of the *Fort Erie* knows how to make good use of it.—J. B.

Coast of Southern Spain, going to and from the Straits of Gibraltar.

At the day's end, Admiral Hamilton was hoisted from the quarterdeck of the *St. Croix* by a line from a windlass in a Vertol helicopter from the French carrier *Clemenceau* and whisked away to visit other elements of his international command.—H.C.W.

# THE LITTLE SHIPS

## Part Three



WITH the passing of winter, the opening of navigation in the Gulf and St. Lawrence River was drawing near. The previous year's disastrous sinkings in this area were fresh in everyone's mind and we had to be ready to meet that challenge, one in which the MLs were to play a major role.

My pending appointment as Captain (ML) made my immediate relief necessary and I left the *Provider* with a feeling of loss which always accompanies the departure from a happy ship. However, there was much to be done and little time to do it.

During the winter months, intensive training and reorganization had taken place and was still in progress under the guidance of Commander (ML), (R. M. Powell, Acting Commander, RCNVR) assisted by: Lt. T. G. Denny, RCNVR, executive officer; Lt.-Cdr. (E) J. M. S. Marriner, RCNVR, Fleet engineer officer; and Lt. W. E. Shenstone, RCNVR, Fleet training officer. The excellent work performed by these most efficient officers made my task easier in preparing the MLs for more intensive operations.

Following my appointment on May 6, and the commissioning of HMCS *Venture II* (the steam yacht, formerly HMS *Seaborn*) as ML Staff and Depot Ship, Cdr. R. M. Powell was appointed to destroyers and later received command of the corvette HMCS *Belleville*.

All MLs were organized in six- and eight-boat flotillas and by the end of May "ML Fighting Instructions" were written, approved and issued. These contained, among other things, various tactical manoeuvres designed to attack and destroy a submarine below or on the surface, and were exercised to perfection by each flotilla. Many will remember Operation "Watch", Operation "Clockwise", Order "Uncle" and Operation "Scissors", just to mention a few.

"Fighting Instructions" were immediately followed by "ML Standing Orders" including a regular maintenance routine. This established uniformity and each flotilla became a potent striking force.

On the opening of navigation in the Gulf of St. Lawrence, one flotilla was



Rear-Admiral L. W. Murray, Commander-in-Chief Canadian Northwest Atlantic, pins the British Empire Medal on AB John G. Lancien, RCNVR, "for gallantry and devotion to duty" for helping to recover an enemy mine off Halifax. (HN-1165)

dispatched to Gaspé, followed by two others at short intervals. Nine new MLs, had been added to the fleet, making a total of 54. Their disposition at the end of June was: three flotillas at Gaspé; two at Sydney, N.S.; one in the Straits of Belle Isle, under the operational care of HMCS *Preserver*; one at St. John's Newfoundland; and two at Halifax, all for patrol duties and as striking forces.

THERE were many alarms and suspected sightings of enemy U-boats in the Gulf area, and the flotillas were so disposed that they could reach these points at short notice. The morale and fighting spirit of all officers and men were extremely high. They were constantly at sea searching out the enemy and prayed only for the opportunity to show their worth and what team-work could accomplish. Although it was known that two enemy U-boats had entered the Gulf, they conspired to keep away from the MLs, and the longed-for opportunity for a "kill" did not present itself.

As winter again closed the Gulf area to navigation, the MLs could but console themselves with the fact that no enemy attacks had been made. Their very presence and enthusiastic activities

*This is the last of three articles  
by Captain Joseph A. Heenan,  
RCNR (Ret)*

had been a decided deterrent. One flotilla moved its patrol area from Halifax to Gaspé and twice circumnavigated Newfoundland, covering thousands of miles of water likely to be visited by submarines, but without the success hoped for.

In addition to this seemingly endless and monotonous pattern of anti-submarine patrols, one that continued to the war's end, the companies of these stout little ships were engaged in other pursuits that were both varied and of undoubted value.

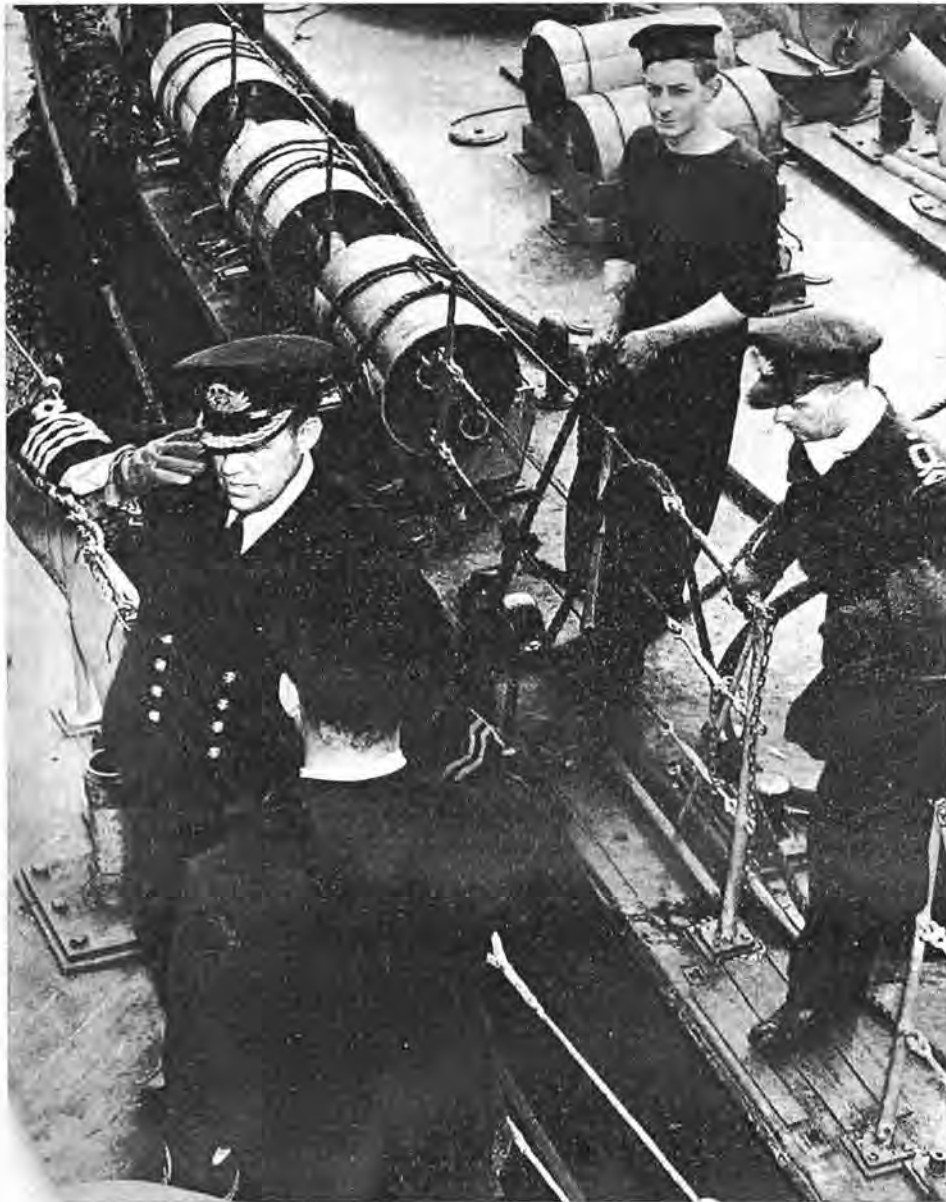
They served as "guinea pigs", testing many types of clothing, equipment, food and sea-sick pills under the direction of Col. George Cavey and Dr. Charles Best, who was serving as Surgeon-Commander, RCNVR; Col. Cavey was chairman and Cdr. Best one of the three vice-chairmen of the Chiefs of Staff Sub-Committee on Protective Clothing, the forerunner of the now National Defence Research Board. Living conditions in MLs at sea were more extreme than in any other type of naval vessel and provided the most rigid testing ground.

Urgent research and towing experiments were also carried out and led in large measure to the use of the "CAT" gear, the towed noise-making device that went so far in neutralizing that ingenious weapon of the Germans, the acoustic torpedo.

But, perhaps the most interesting service performed by the MLs at this time was their work in assisting the mine-sweeping forces and mine disposal experts when the German Navy tried to bottle up our eastern ports with concentrations of mines laid by large submarines. Working in the face of great danger, the Fairmiles accomplished their task with despatch and ingenuity.

ON JUNE 1, 1943, the first mine was discovered in the approaches to Halifax harbour and before the day had ended three floating mines had been sunk by gun-fire. Our minesweepers immediately swept and buoyed a safe channel by which vessels could enter and leave Halifax. However, on June 3, the Panamanian motor ship *Halma*, of 2,937 tons, approaching outside the swept channel, was sunk by a mine in Latitude 44° 17' N., Longitude 63° 23' W.





Captain J. A. Heenan, RCNR, makes rounds of his little ships in harbour while holding the appointment of Captain (ML). (GM-0111)

Although it was suspected that the mines might be magnetic, it was not yet known what type they were. Though the Hague Convention required that mines when broken loose from their moorings and afloat should automatically become harmless, there was no knowing whether such niceties of warfare were being practised or whether the mines were time-fused to explode after surfacing. It was therefore of vital importance to recover a mine intact to determine its characteristics and also the extent of the mine field.

On June 5 another mine was sighted and ML Q-053, commanded by Sub-Lt. G. M. Schute, RCNVR, proceeded to sea, but soon thick fog descended and prudence forced her back to port. The next day at 1630 another attempt was made

but the mine was seen to explode in the distance, and, in the failing light, ML Q-053 postponed her search.

On June 7, ML Q-053 followed the minesweeper *Red Deer* on her sweeps and saw three mines explode, but failed to pick up a floating one. However, the next day, with Lt. G. H. O. Rundle, RCNR, Render Mine Safe Officer, and Lt. (jg) Brands, USN, on board, ML Q-053 again followed the sweepers and at 1815 sighted a mine cut loose by BYMS 989, a British motor minesweeper.

After careful approach, a tow-line 90 yards long was made fast and the mine towed by ML Q-053 to a suitable protected beach at Ketch Harbour 15 and a half miles away.

During that long tow, the mine might have detonated at any moment and all hands on board ML Q-053 were kept forward under cover. At 1950 the tow-line was transferred to the shore and the mine hauled onto the beach by Lt. Rundle, Lt. Brands, Ldg. Sea. Gordon, Ldg. Stoker Young, Stoker Carder and Ordinary Seamen Balmer, Lancien and Snobelin, all from ML Q-053, whereupon, Lt. Rundle, assisted by Ord. Sea. Lancien, proceeded to remove the plate-securing nuts with wrenches, cut inside wiring with snippers and removed the detonator. As daylight faded at 2052, on a signal that the mine was rendered safe, the remainder of the shore party came from their protected position on the cliffside and assisted in removing the primer and mine mechanism.

The next day the mine was towed to Ives Point for dismantling.

On June 11 another mine was recovered by ML Q-053 and rendered safe in a similar way.

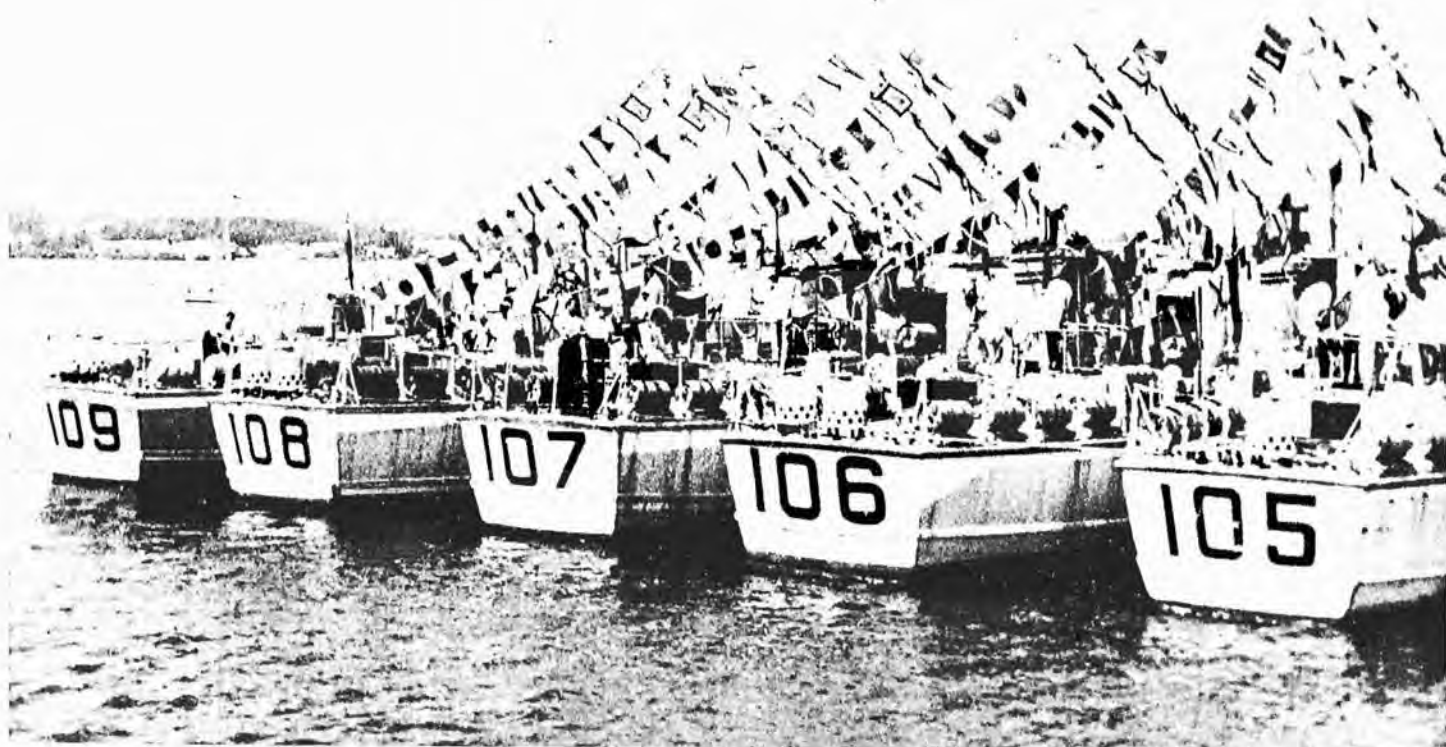
For their excellent deeds, Lt. Rundle was awarded the George Medal, Ord. Sea. Lancien the British Empire Medal and others were "mentioned in despatches".

In all, 55 mines were accounted for and many MLs proudly displayed chevrons indicating the number of mines to their credit.

AT THE CLOSE of 1943, nine more MLs had been added to the Fleet bringing the total to 63: Three MLs, Q-052, Q-062 and Q-063, were transferred to the Fighting French in February 1943 and stationed at St. Pierre and Miquelon Islands, under the operational control of Flag Officer Newfoundland, periodically coming to Halifax for engine maintenance and repair.

The year 1943 could well be called the training year for MLs. Considerable experience had been gained; rearmament from one 3-pounder gun and one twin .5 Colt machine-gun to three Oerlikon guns had greatly increased their fighting efficiency. At the close of the year there were nine fully trained flotillas, manned by young, keen and dedicated officers and men whose team spirit was second to none.

The MLs engaged in the Gulf area were now moved to other fields of operation, not to return until winter's shield had melted. Disposition of forces for this period were made where they could best serve the common cause. Two flotillas, the 70th and 78th, were sent to Bermuda; the 73rd to Saint John, N.B.; and the 82nd to Shelburne, N.S.,



Dressed overall for VE-Day, May 8, 1945, 70th Flotilla MLs presented a gay scene in harbour at Bermuda. (Photo from William Tungate, of Paget, Bermuda.)



Fairmiles of the 70th Flotilla returning from sea through St. George Channel, Bermuda. (Photo courtesy William Tungate of Paget, Bermuda.)



all for patrol and related duties. At Halifax, for special loop patrol, a striking force at a few minutes notice and for gradual refit were the 71st, 72nd, 76th, and 79th Flotillas, while at St. John's, Newfoundland, remained the 77th.

Special precautions were taken in the two flotillas proceeding to Bermuda for their longest sea trip yet to be made. Each ML was provided with a spare gasoline tank, secured on deck. Escorted by a corvette, they traversed the 760 miles of Atlantic Ocean with comparative ease and arrived on time without mishap. In the meantime HMCS *Provider* was also dispatched to take care of them.

Bermuda, a focal shipping point, was a special hunting-ground for U-boats and the MLs were placed on protective patrol duties for which larger ships could ill be spaced. They also carried out anti-submarine exercises with units of the Royal Navy and among other things rescued the crew from an aircraft that had made a forced landing, and towed the aircraft to harbour.

While Bermuda waters were ideal for ML operations, it was another story on the Atlantic seaboard where the icy grip of winter made operations both difficult and hazardous. For example, on February 22, 1944, a lone, fast tanker from the Caribbean, deep laden, arrived off Halifax in a blinding fierce blizzard with visibility but a few yards. It was known that an enemy submarine was in the vicinity, yet the tanker, without protection and without assistance could not reach safety. The 76th Flotilla, in readiness as a striking force, was dispatched to give that assistance.

Nosing its way out of harbour in the teeth of the blizzard, the flotilla located and circled the tanker, dropping depth-



War-time informality is evident in this family portrait of the crew of Q104, of the 70th ML Flotilla at Bermuda, 1944-45. (Photo from William Tungate, of Paget, Bermuda.)

charges in the process and until such time as safety was reached. On its return to harbour one ML, Q-097 commanded by Lt. E. P. Jones, RCNVR, became separated from the rest and was temporarily lost but turned up a few hours later with, like the others, most of her crockery broken and some superficial damage, but otherwise none the worse.

On retracing her approximate position and inward course it was found that the Q-097, blown toward shore by the easterly gale, had negotiated the narrow channel between Sambro Island and the mainland—quite a navigational feat in ordinary weather conditions but, in a howling easterly blizzard, it was a

miracle she was not dashed to pieces against the rocks. The successful completion of this operation inspired the Commander-in-Chief to send a "Well done" signal to the 76th Flotilla, a tribute seldom paid in wartime.

In the late fall of 1943, orders were received to provide officers and men to man two Canadian motor torpedo boat flotillas, about to be formed in England for service in the English Channel. The response to a call for volunteers was overwhelming and many had to be refused. Shortly thereafter the cream of the ML fleet, consisting of some forty officers and a hundred ratings, sailed for England, to be followed by others.

*Some treasured photographs of "hen and chickens" in Bermuda came to light last year.*

*N. E. Garapick, while a naval officer, discovered them in the possession of a man well known for hospitality to Canadian sailors through the years, William Tungate, of Paget, Bermuda.*

*The photos were of Canadian Fairmiles stationed in Bermuda during the Second World War and presented at its close by appreciative sailors to the hospitable Tungates. The Bermudians dubbed the depot ship, HMCS *Provider*, and MLs the "hen and chickens".*

*One photo shows the Fairmiles booming into St. George's Channel. They were initially based in Ye Olde Towne but later shifted to Hamilton. Two photos there were taken at their No. 5 wharf (now gone) near the Corporation Flagstaff on Front Street, when they were dressed overall on VE day. A group photo*

*of those in Q 104 includes Lt. Charles Cooper, RCNVR; two engineering branch sailors named Fisher, but unrelated, and Ray, a cook.*

*Mr. Tungate's wife, Rosalie, used to help in the office of the Buenavista Hotel, run by her sister, the late Mrs. Aimee Lesseur. Mr. Tungate got in touch with Lt. Cooper and asked if he would send along a couple of Canadian sailors to be entertained. Friendships grew and it became a pattern for the Tungates to look out for Canadian lads and give them a touch of home life in Bermuda. For several years the Tungates received Christmas cards but not one gave a return address.*

*Mr. Garapick, former lieutenant, met the Tungates in Bermuda through mutual Halifax friends. The Tungates, in fact, spent last summer with these friends, including the Garapicks, returning to the "Sunny Isles" in October.*





A Fairmile guides the surrendered U-889 into Shelburne harbour. (A-1410)

**T**HE STORY of the Canadian 29th and 65th MTB Flotillas has already been told. Their exploits and swiftly fought, brilliant actions added pages of valorous accomplishment to Canadian naval history. The knowledge that most of the officers and men that manned them had received their initial, strenuous training in our MLs afforded a special feeling of pride and inspired confidence in our further determined efforts to achieve.

The handicap of losing so many well trained officers and men did not retard our progress or the manning of four more new MLs. It did, however, intensify our training program and created earlier promotions than would otherwise have been the case.

With the opening of the 1944 navigational season, the 78th ML Flotilla at Bermuda was returned to Halifax and dispatched to the Straits of Belle Isle

to patrol that area in the care of *Preserver*. Similar dispositions of ML flotillas were made in the Gulf area as for the previous year, but now there were ten trained flotillas in operation.

#### Erratum

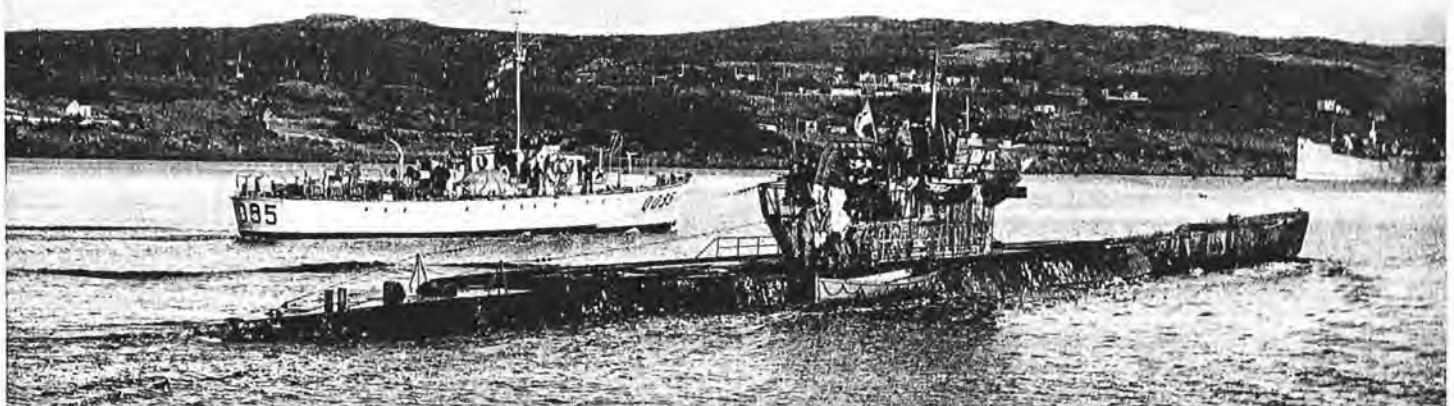
The inadvertent use of the wrong adverb led to an error in fact in the caption of a picture accompanying the first article in Captain J. A. Heenan's series.

The caption at the bottom of page 14 of the February issue should have read: "There is no certainty that a Fairmile of the RCN successfully attacked a U-boat . . ."

Fairmiles, as a matter of fact, participated in several actions in which U-boats were known to have been present and, in at least one instance, may have inflicted damage. The caption said there was no certainty that a Fairmile had "actually" attacked a German submarine.

One ML (Q-082) was allocated to the Naval Officer-in-Charge, Quebec, for special duties and three MLs for refit relief purposes. The last ML to be commissioned in Eastern Canada was Q-116, in July 1944.

**A**LTHOUGH no ships were torpedoed in the Gulf area in 1943, the pertinacity of the U-boats was not under-estimated, and plans were made to thwart any attempt they might make to emulate their success in 1942. ML flotillas and other naval units operated on constant hunting patrols, in spite of which a U-boat did succeed in avoiding them and, on October 14, 1944, torpedoed the frigate, HMCS *Magog*, off Pointe des Monts, below Quebec. Although 60 feet of her stern was blown off and three men killed, she was kept afloat and towed to Quebec. On November 2, the SS *Fort Thompson* was



The rust-streaked and war-weary German submarine U-190 enters Bay Bulls, Newfoundland, following her surrender. (Z-1356)

torpedoed, I believe by the same submarine, 170 miles below Quebec. She too, was kept afloat and was also towed to Quebec. Then on the night of November 24-25 came the tragic loss with all hands of the corvette HMCS *Shawinigan*, torpedoed by U-1228 off Cape Ray. This was the last enemy in action in the Gulf area.

After sinking 23 ships in 1942, it would be false to assume that U-boats did not make determined efforts to continue their attacks in so rich a hunting ground. Indeed, they tried hard but failed. Experience had shown the great destruction that just one submarine could do but also how difficult it was to locate her in so vast an area of water where current and tide compounded the complexity of the detection problem.

That they did not succeed and were able to attack only three ships from the end of 1942 to the end of the war, was due to the hunting tactics employed by our naval units and Coastal Command of the Airforce, in both of which the MLs' flotillas played so important a part.

Apart from operational value, from a training point of view the MLs were fully justified. In a Navy that grew with such amazing rapidity they provided hundreds of well trained officers and men for transfer to larger ships. By war's end, 245 persons owed their lives to these speedy "Little Ships", which fought their way, usually in foul weather, to effect rescues from torpedoed merchant ships, naval vessels and crashed aircraft.

MLs frequently assisted vessels in grave difficulties and took an active part in salvage work. Outstanding among these was the refloating of the SS *James Miller* from a reef in the Bay of Fundy after being abandoned by her crew. With the timely arrival of HMCS *Annapolis*, she was brought safely to Saint John, N.B., on August 23, 1944.

The MV *North Gaspe*, a passenger vessel, stopped by serious engine trouble, was successfully towed by MLs the five miles from Pleureuse Bay to Mont-Louis on the Gaspe Coast and berthed safely alongside.

Twice, during the fall of 1944, merchant ships making obscure landfalls in adverse weather and poor visibility, in grave danger of running ashore on the exposed and rocky Nova Scotian coast, were intercepted and guided safely to port.

A damaged engine-part from the U.S. Army Tanker Y-065, was rushed to port, repaired and returned in time to prevent the ship from drifting ashore near the Gut of Canso on March 5, 1945.



A Fairmile motor launch travelling at full speed off Halifax. (HS-15253)

**F**AIRMILES were appropriately called the "Maids of the Navy" and, whenever there was an unusual job to be done, they were called upon, and cheerfully and efficiently carried it out. Special trips for naval photographers, information officers, Navy, Army and Air Force personnel and RCMP were common. These trips were all of an urgent nature, usually to remote bays or inlets, where navigation was difficult among the many reefs and shoals which abound along our coast and made more so when in the dark hours.

It was always a matter of wonderment to me to see young men with but three months training, many from the prairies who previously had little knowledge of the sea, perform feats of seamanship and navigation of which a seasoned sailor could well be proud.

As expected, there were a few groundings with subsequent loss of sonar domes; also a few collisions, but never a ship was lost.

In January 1945 my appointment to be Naval Officer in Charge, at Saint John, N.B., placed the MLs under the command of Cdr. T. G. Denny, RCNVR. Cdr. Denny had served in and with the MLs since their inception and was my chief staff and executive officer. His appointment and promotion to Commander (ML) was a just reward for years of devoted work and achievement.

The MLs carried on until the end and on VE Day were stationed at strategic points along our coast-line to take the surrender of, or fight if need be, any U-boat that might appear.

But the Second World War was not yet over; there were still the Japanese and the war in the vast reaches of the Pacific. In the ML flotillas, high were the hopes that a place would be found in the Canadian fleet to be despatched to those distant waters. But the Cabinet War Committee had decided that only cruisers, destroyers and frigates would represent the Royal Canadian Navy, which prompted the Commander-in-Chief, Canadian Northwest Atlantic, to send this signal to HMCS *Venture*:

I REGRET THAT THERE IS NO PLACE IN THE PACIFIC TEAM FOR FAIRMILE ML'S. THE WAY IN WHICH THEY HAVE CARRIED OUT THEIR ARDUOUS AND ONEROUS DUTIES DURING THE LAST FOUR YEARS HAS LEFT NOTHING TO BE DESIRED. THE SPIRIT DISPLAYED BY THEIR OFFICERS AND MEN WAS SECOND TO NONE.

The distance of the years may diminish but can never take away the exploits and outstanding record of the "Little Ships".

*(This is the last of three articles by Captain Heenan. The previous instalments appeared in the February and March issues.)*



# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS Kootenay

On March 1 the *Kootenay* sailed with the *St. Croix*, *Restigouche*, *Chaudiere* and *Gatineau* for Gibraltar to participate in the NATO exercise Dawn Breeze VII. Ships and aircraft of England, Portugal, France and The Netherlands also participated.

While at Gibraltar, a touch of Canadian colour was added to the entertainment scene by four members of the *Kootenay*. Under the direction of PO A. E. Kelly, the "Kootenay Blue Grass Boys", with their lively country-hoe-down program, entertained at several sergeants' messes and the British Military Hospital, Gibraltar.

The commanding officer of the hospital sent the following message:

"We would like to express our appreciation and thanks for the good fellowship and entertainment provided by the Blue Grass Band of *Kootenay* on the 11th and 17th of March".

The band finished its Gibraltar entertaining with a half-hour tape recorded program for the Gibraltar forces.

The group was formed in Bermuda during work-ups in February and, during the short interval of time, has become very popular not only for its Sunday afternoon "sessions" in the *Kootenay* but for entertainment throughout the squadron.

Members of the band are: PO Kelly, piano and guitar; PO P. A. Hollywood, guitar; AB E. A. Moreau, fiddle, and AB J. R. Shaw, guitar.

### HMCS Lanark

The year started off at rather a low ebb for the "Red Bull", or is it a cow? After an extended stay alongside the wall at Halifax both the ship and the "cow" presented that tired expression that comes from a period of inactivity. During the month of January the ship's hockey team participated in two games, the results of which in no way shook the sporting world.

In the latter part of January the usual briefings and visits to the various schools, which have become a pre-

Wintex requirement, took place—these visits, it turned out for some departments, were not nearly enough.

And so to sea. In company with the *Victoriaville* and *Outremont*, the *Lanark* sailed south into the balmy climate of the Caribbean, calling en route at Bermuda.

One main claim to fame in the sporting world was the fact that the *Lanark* reached the semi-final against the *Bonaventure* in the soccer tournament and the final against the minesweepers in the softball tournament.



On board were organized bingo games, bridge, euchre and cribbage tournaments. The Sailors' Home most helpfully arranged a tour of the island for the ship's company, and many were surprised to find that there is more to Bermuda than just three front streets.

Due to the efforts of the "Buffer" and "Scribe" the ship's company had the pleasure of being entertained by the "Coral Islanders" in the main cafeteria. This talented group performed before a captivated audience (all leave had been stopped due to gale warning). The group, along with their wives and children, were entertained after the show in the chief and petty officers' cafeteria.

The next port of call was Charlotte Amalie in the Virgin Islands and here as before the ship participated fully in all sporting events. The stay was made more pleasant by the complete

co-operation of the local U.S. Under-Water Demolition Team and the USS *Sealion*.

From Charlotte Amalie to San Juan is only a hop, skip and a jump, if you go by Caribair, but to the rugged mariner's in the *Lanark's* whaler those last 12 miles home must have been akin to Columbus' visit to the New World.

While in San Juan, the ship played in a successful softball tournament, beating the *Outremont* in the final. She was able to reverse the earlier soccer defeat by the *Bonaventure*, by beating her team 2-0.

Back in Bermuda once again a Softball tournament ended with the *Outremont* beating the *Lanark* in the final.

A new sport was entered into during our final stay at Bermuda, the main contestants being stokers versus seamen. This sport is slightly related to rugby or touch football but perhaps is better described as mayhem ball. It is just as well that the ship returned shortly thereafter to Halifax while casualties were still low.

Editor's Note: Officially, it's a bull.

### HMCS Crescent

The sailors on board the *Crescent* have their own name for the variable depth sonar gear that adorns the stern of their ship. They call it the yo-yo.

The suitability of the name has been proved by months of sea training off Halifax and, more recently, by the ship's two-month cruise in European waters.

The *Crescent* proceeded on February 9 from Halifax on her overseas jaunt, stopping at St. John's on February 11 for fuel. The six-day passage to Londonderry was so smooth that the younger members of the ships' company pooh-poohed oldtimers' tales of hardship on the North Atlantic run.

Royal Navy officers were embarked at 'Derry for four days of trials with the Porpoise class submarine *Sealion*. A short period of self-maintenance enabled many of the sailors to make quick visits to Dublin, Belfast and even to Scotland.

From Londonderry, the *Crescent* proceeded to Portland, Dorset, where ex-



perts from the anti-submarine warfare base scrutinized, approvingly, the Canadian-designed equipment.

A week of hectic exercising with NATO warships in Exercise Dawn Breeze VII off Gibraltar followed the Portland visit. There the *Crescent* met up with the five ships of the Fifth Escort Squadron, the *St. Croix*, *Chaudiere*, *Restigouche*, *Gatineau* and *Kootenay*, which were taking part in the manoeuvres. There was a chance to visit with Canadian friends in Gibraltar over the week-end.

The elaborate program of entertainment laid on at the next port of call, Amsterdam, made it the high spot of the cruise. The Royal Netherlands Navy placed its facilities at the disposal of the *Crescent* and tours were arranged along the canals and to industries and a castle.

Personnel who had lost friends or relatives in the Battle of Arnhem were taken to the Canadian cemetery there.

Numerous sporting events were arranged, with the *Crescent's* lack of opportunity for practice and team play making itself all too evident.

AB W. L. Latter, an ardent judo fan and member of the *Stadacona* Judo Club, visited Utrecht, not far from Amsterdam, to meet the world judo champion, Anton Geesink. AB Latter had a chance to work out with the champion at his club and was awarded the "Blue Belt".

The *Crescent's* homeward journey was by way of the Azores. She rendezvoused with the *Bonaventure* south of Halifax and embarked Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, to observe the VDS in operation. With the two flag officers on board, she proceeded to Halifax, arriving alongside shortly before noon on April 11.

### HMCS Fort Erie

The *Fort Erie* Tropical Laundry, during this ship's recent African cruise, was a round-the-clock business, costs were minimal, and carried a full range of service exclusive to about 150 men—all of them at sea in the tropics. Hence its name.

The laundry's customers were officers and sailors of the frigate *HMCS Fort Erie*, and its prime function was to make sure that all were satisfied and well turned out. Spic and span is the expression.

The *Fort Erie* and the *New Waterford* were on a good will and training cruise to West African countries where guards of honour and other functions demanded that the Canadians look their very best.

Operation of the laundry was entrusted to Able Seamen Donald St. Amour, Robert W. Jones, Robert L. Maxwell, and Joseph W. Shipton.

"Every day is wash day on board this frigate, especially in this tropical

# 2<sup>ND</sup> DESTROYER ESCORT SQUADRON

## SPRING CRUISE 1962

### EXERCISE "JET 62"

On leaving Singapore, 17<sup>th</sup> Feb, MARGAREE parted company and proceeded to Rangoon, rejoining the Division at Trincomalee. She did not cross the Line on this cruise.

To commemorate the cruise of H. M. C. Ships ASSINIBOINE Captain V. Browne R. C. N., MARGAREE Commander J. H. MacLean R. C. N., and OTTAWA Commander I. A. Macpherson R. C. N.

This Memento also certifies that \_\_\_\_\_ was serving in \_\_\_\_\_ H. M. C. S. \_\_\_\_\_ during this cruise, and **CROSSED THE LINE** in Longitude: \_\_\_\_\_ on \_\_\_\_\_ 1962. \_\_\_\_\_

The recent cruise of three ships of the Pacific Command to the Indian Ocean and other Far East waters is commemorated in this certificate from the pen of Cdr. H. W. S. Soulsby, RCN (Ret), of Victoria.

weather, and it is some job too," said St. Amour, during the cruise. "We take turns on the shift work. Two of us are on the day shift while the other two rest to go on the night laundry shift. Believe me, it is just as hot down there on either shift."

The men washed complete sets of dungarees for all of the ship's company at least twice a week. In addition, they had to provide a supply of clean bedding and table linens because the laundries in some of the countries visited were unreliable. White uniforms for officers and men attending official functions had to be washed and bleached and pressed, often at a moment's notice. But no job was too small or too big for the laundry party.

Nominal charges were made for certain services, such as hand pressing. Such charges are generally set by the ship's welfare committee.

## PACIFIC COMMAND

### Second Canadian Escort Squadron

Canada's sailors are perhaps the most enthusiastic souvenir hunters there are, and sailors on board three RCN destroyer escorts that made a training and goodwill cruise to Asiatic waters gathered a wide assortment of things typical of ports at that part of the world.

HMC Ships *Assiniboine*, *Margaree* and *Ottawa* arrived home in mid-April, carrying a hoard of Oriental artifacts.

The 1962 Far East cruise took the ships to Japan, the Philippines, Singapore, Burma, Ceylon, Malaya, Thailand and Hong Kong, all of which offered the sailor a wide variety of exotic Oriental souvenirs. Most were of good quality and the sailor proved a hard bargainer, making sure he got value for his money.

All sales were conducted in local currency, and the sailors learned to deal in Japanese yen, Malayan dollars, Burmese and Ceylonese rupees, Thai ticals or bahts and Hong Kong dollars.

The sailor's purchase of something for his wife, mother or sister might well result in a lovely ring or bracelet from Ceylon, Malaya, Burma or Thailand, some beautiful Thai silk from Bangkok's famous cottage industry, or some pretty brocade from Japan. For the children, most sailors purchased toys, many of a kind that are never seen in Canadian stores.

Then there were cuff links and tie pins for brothers or fathers, usually made by local craftsmen of designs in-



A Wild West wave of his cap by former Winnipegger AB Howard Dusang fails to disturb his mount at Katugastota, Ceylon. Sailors from HMCS *Assiniboine* visited elephant country when their ship called at Colombo for two days. (CCC2-770)

digenous to the country concerned. Carvings from local woods, such as teak and ironwood, were also popular.

A stroll down any business street in Tokyo, Rangoon, Singapore, Colombo, Bangkok, or Hong Kong when the ships were in showed the sailor and the local merchant in friendly conversation over a piece of cloth or a piece of jewellery—the same scene repeated in every street, until the men went back to sea again.—R.G.N.

### HMCS *St. Laurent*

The *St. Laurent* is fast becoming known as the "show boat" of the Pacific Fleet. Recently, 24 foreign service attachés and Commonwealth service advisers representing 18 countries,

embarked for passage from Esquimalt to Vancouver in the "*Sally*". No time was wasted, the trip of 84 miles being completed in three and a quarter hours.

Aside from her trim and sparkling clean appearance, the *St. Laurent* is drawing considerable attention due to her new silhouette resulting from the installation of the VDS handling gear.

The attachés joined the *St. Laurent* following a luncheon at the Canadian Services College, *Royal Roads*, and, after a short introductory address by the commanding officer of the *St. Laurent*, Cdr. J. B. Fotheringham, they were taken on a conducted tour that created great interest due, in part, to various static displays set up throughout the ship. Before entering Active Pass the distinguished guests donned



duffle coats and kept their cameras busy recording the beauties of the scenery.

Film expended, the attachés were then treated to tea and crumpets in the *St. Laurent's* wardroom. In honour of the occasion, the galley staff, under the direction of PO R. L. Caldwell, had prepared a model in icing of the United Nations buildings in New York City, complete with miniature flags. The model was subsequently presented to the president of the United Nations Association in Vancouver and placed on display in its Alma Road headquarters.

### HMCS Naden

No matter what the type of music, it always sounds extra good when played by HMCS *Naden* band, according to "B.B." in the *Victoria Daily Colonist*.

With a fine selection of marches, musical comedy items, a Latin American number, Brahms "Academic Festival Overture", and a nautical rhapsody, the band kept a full house at the Royal Theatre thoroughly entertained on the night of March 26.

The occasion was another concert in the aid of the Armed Services Centre and the band was assisted by the RCN School of Music choir.

In addition, soprano Anne Harris and baritone John Dunbar were heard to advantage in both solo and duet groups.

The concert was opened by Rear-Admiral J. C. Hibbard, RCN (Ret).

Lieutenant-Governor G. R. Pearkes and Mrs. Pearkes, and Major and Mrs. R. B. Wilson were present for the concert.

Bandmaster was Cd. Officer T. W. Milner, and Capt. J. Gayfer directed the choir.

## NAVAL DIVISIONS

### HMCS York

Appreciation for the assistance given by a naval diving team from HMCS *York*, the Toronto naval division, in salvaging an Otter aircraft which had broken through ice on a lake last January has been expressed by the RCAF.

A letter written to Vice-Admiral H. S. Rayner, Chief of the Naval Staff, by Air Vice-Marshal D. M. Smith, Vice-Chief of the Air Staff, describes the circumstances of the salvage effort.

On January 12, an RCAF Otter aircraft of 14 Wing Headquarters Auxiliary, Toronto, landed on the ice of Lake of Bays, in the Muskoka district near Huntsville, Ontario, and broke through. Assistance was needed to placing flotation gear under the aircraft and this was sought from *York*.

The naval diving team, led by Cdr. T. C. Turner, assisted by Lt. J. J. McQuarrie and PO W. C. Martin, all members of the RCNR, went under the ice,

removed the engine cowlings and affixed slings to the engine and propeller.

During the operation the air temperature was five above zero and the wind was blowing at 20 mph.

"As a result of this team's endeavours the task of the salvage crew was greatly facilitated and salvage damage was kept to a minimum," the letter says.

"On behalf of the Chief of the Air Staff I wish to express my sincere appreciation for the willing and effective assistance rendered by your officers."

### HMCS Tecumseh

The Calgary naval division was saddened in mid-April by the death of Lt. Frederick Charles Short, area recruiting officer. Lt. Short was due to retire in July after nearly 34 years of naval service. He was 58 years of age.

Lt. Short joined the Royal Navy as a boy seaman in 1919 and served for 11 years before going into the reserve. One of his proud memories of the RN was of serving as personal bugler to HRH the Prince of Wales on board HMS *Iron Duke* in 1922.

He joined the Royal Canadian Navy in 1939 and, as a result of his earlier training in gunnery, found himself in the instructor's role for much of the war. However, in December 1943, he was drafted to the aircraft carrier *Nabob* and served there until she was torpedoed in August 1944.

Immediately after the war he served on board the cruiser *Uganda* (later *Quebec*). His postwar service also included an appointment as staff officer training at *Nonsuch*, the Edmonton naval division. Promotion to the rank of lieutenant came in 1950.

Lt. Short leaves his wife, two married daughters, a son, at home, and eight grandchildren.

Burial, with naval honours, was in the field of honour at Burnsland Cemetery, Calgary, with Chaplain W. J. Collett officiating.

Late winter saw 37 men and wrens from *Tecumseh* undertake a six-week basic light rescue course, based on the National Survival course.

The course was arranged by Major Fred Scott, training officer for 22nd Militia Group, and was supervised by Lt.-Cdr. D. G. McGregor, senior training officer at *Tecumseh*. The instructor was Staff Sgt. L. A. Brinson, RCME.

The naval reserve personnel were given training in the organization of mobile rescue, the type of damage to be expected in an air raid and how to cope with it, and methods for the rescue and handling of casualties.



Foreign service attachés in the *St. Laurent* wardroom during a recent West Coast visit are seen admiring the icing model of the UN buildings prepared by the ship's cooks. Left to right are Captain N. F. Lange, Royal Danish Navy; Lt.-Col. F. J. A. Lutz, Netherlands Army; Major General N. F. Leschly, Danish Army; Cdr. G. E. Thaeter, German Navy; Colonel N. G. Paleologopoulos, Greek Army; and Group Captain A. J. Garrisson, Royal Australian Air Force. (E-65712)



# HERE AND THERE IN THE RCN



R. C. Stevenson, of Montreal, vice-president of the Canadian General Council of Boy Scouts recently visited the 28th Sea Scout Troop at their headquarters in HMCS Stadacona. Here Mr. Stevenson explains the complicated mast-head assembly on a large model of HMS Victory to Sea Scout Douglas James Baker, son of CPO James Baker. (HS-67896)



Hockey being a major Canadian export, Canadian coaching has been sought by the 45 youngsters belonging to the Potomac Amateur Ice Hockey Association, of Arlington, Virginia. Captain R. V. Henning, assistant Canadian naval attaché, Washington, gives some stick-handling advice to 12-year-old George Carter, of Arlington. Although it's an outdoor rink, the ice is artificial, as required by Virginia's balmy climate. (Photo courtesy Washington Post)



Mr. and Mrs. George Chisholm, of Toronto, were vacationing in Spain when they learned that the NATO fleet, engaged in Exercise Dawn Breeze VII, would assemble in Gibraltar and that RCN ships would be present. Accordingly they altered their plans to include a visit to the Rock. With them is AB John W. Gilmour, a sonarman in HMCS St. Croix, whose hometown is Brantford, Ontario. (HS-67600-94)



The intercommunication system used by the late Walter Callow, of Halifax, during the latter years of his long confinement in hospital has been turned over to the Callow Veterans' and Invalids' Welfare League by the Royal Canadian Navy. The intercom system was designed by personnel of HMCS Stadacona. Making the presentation to W. Murray Gould, president of the Callow Welfare League is Commodore M. A. Medland, Commodore RCN Barracks, Halifax. Left to right: Mr. Gould, Commodore Medland, Rex J. Moore, manager of the Callow Welfare League, and Lt.-Cdr. Fred Lubin, of the Weapons Division, Stadacona. (HS-67808)

# Ships Return from Far East Cruise

**T**HREE destroyer escorts of the Second Canadian Escort Squadron of the Pacific Command—the *Assiniboine*, *Margaree* and *Ottawa*—visited Bangkok, Thailand, before heading for Hong Kong and home.

The ships paid a goodwill visit to the Thai capital following extensive exercises in the Indian Ocean with ships of other Commonwealth navies. Almost the entire month of March was devoted to the Commonwealth fleet exercise, Jet-62, which involved ships of the Royal Navy, Royal Australian Navy, Royal New Zealand Navy, the Indian Navy, the Malayan Navy and the RCN, plus shore-based aircraft of the Royal Air Force and the Royal Australian Air Force and the Royal Ceylon Air Force. It marked the first time Canadian ships had taken part in Commonwealth exercises in the Far East.

Jet-62 was the 12th successive exercise of its type in the area. More than

50 ships took part including aircraft carriers, cruisers, destroyers, frigates, submarines, minesweepers, tankers and supply vessels. The aim of the exercise, in particular, was to practise tactical command and control of Commonwealth naval forces in a realistic setting. Naval commanders of each participating nation exercised tactical control of surface forces throughout the period of the exercise.

The Canadian destroyer escorts taking part were under the command of Captain Victor Browne, Commander Second Canadian Escort Squadron. The Canadian ships gave a good account of themselves and were prominent in anti-submarine operations, the RCN's prime commitment in western defence. They were also intensively exercised in many other phases of modern naval warfare.

In the words of Captain Browne, "Every officer and man in our ships

played his part to the fullest and demonstrated that our training is of a high order. The lessons learned and the knowledge gained as a result of Jet-62 cannot but help to be of benefit to all of us as sailors and to the RCN as a whole. It was also a wonderful opportunity for us Canadians to meet and work with our counterparts from other Commonwealth navies, to see their ships and to observe how they operate."

Post-exercise discussions on Jet-62 took place in Singapore. Closing remarks were given by national commanders and by Admiral Sir David Luce, Commander in Chief, Far East Station.

The three ships arrived in Hong Kong Friday, March 30. From there they sailed for Yokosuka, Japan, thence via Adak, Alaska, to their home base at Esquimalt, to arrive April 19.—R.G.N.



The night before HMCS *Assiniboine* crossed the Equator in the Indian Ocean a few weeks ago, an assortment of strange beings (including a beautiful blonde mermaid) came on board to warn the ship's company to be prepared to pay proper respects to the monarch of the deep. The next day His Bearded Majesty King Neptune and Her Rotund Majesty Queen Amphitrite held court on board the ship. In the picture at the left are PO N. E. Bowman, Ldg. Sea. E. A. Morran and AB W. C. Greig and, at the right, in the role of Their Majesties are Lt. John O'Neill and CPO F. M. Watson. (CCC2-713; CCC2-737)

# Home from the Sea



## Officers Chosen By London NOA

Barry Kelly was elected president of the London and District Naval Officers' Association at the mid-April annual meeting at HMCS *Prevost*, the London, Ontario, naval division.

The same meeting saw Captain John Hunter, RCNR (Ret), presented with a life membership in the association and William Milroy given an NOAC tankard.

Other officers elected were: Van Laughton, first vice-president; David Jackson, second vice-president; Ben Macrae, secretary, and directors Archie MacLachlan, Douglas Paddell, W. A. Childs, Ben Bloch-Hansen, Howard Dunn, James Farmer, Mark Travers, Richard Triance, Mel Hatch and Dr. W. R. Fry.

## Three Clubs Join Naval Association

Three more clubs from the Maritimes—Truro, Nova Scotia, and Moncton and Dalhousie, New Brunswick—have affiliated with the Canadian Naval Association, it was reported at the quarterly meeting of CNA directors in Kingston in April.

The large attendance of delegates and visitors was evidence of the continued and growing interest in the comparatively young association. The host club was the *Cataraqui* Naval Veterans' Association.

Reports from affiliated clubs showed continuing activity in community work in addition to the growth and strengthening of the naval veterans' movement.

All clubs reported definite plans to join in the observance of Battle of the Atlantic Sunday as well as in diversified functions during Navy Week immediately following.

Discussion has begun already on how the association can best share in the observance of the Canadian centennial in 1967.

The next meeting of the CNA will be the annual meeting and election of officers at Peterborough in June. Questions still to be settled and likely to be discussed at that time are plans for Warriors' Day participation at the Canadian National Exhibition and choice of a national emblem for the CNA.—S.R.P.

## Club Considers Navy Week Role

Participation in Battle of the Atlantic Sunday commemorative services and in Navy Week activities ranked high in the spring program of the Naval Club of Toronto.

The club holds regular Saturday night dances and operates a highly competitive dart league. The "Irish Night" dance, held on St. Patrick's Day, was reported to have been particularly successful.

The annual election was held on March 13 and officers for 1962 were installed at a general meeting on April 11. They are as follows: James Fleming, president; Jack Lavery, first vice-president; Johnny Cox, second vice-president; Murray Farrell, secretary; Bob Johnstone, treasurer; Jack Jarvis, entertainment chairman; Norm Hurdman, sports Chairman; Vic Otten, house chairman; Ivor Rowe, welfare chairman; Jack Dean, master-at-arms, and "Tubby" McCallum, parade marshal.

The secretary reported that a few seats are still available for the club's chartered flight to Britain in late August.

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## Letter to Editor

Dear Sir:

I am writing in the hope that I have a bit of information that might interest the RCN and RCNR etc.

At Hamilton we have started a branch of the Royal Marine Association. This is the only branch of its kind in Canada. We have been in existence for approximately a year and are coming along quite well.

Our branch meetings and socials are held at HMCS *Star*, with the help and encouragement of Captain Houghton, CO of *Star*, on the first Saturday of the month.

At present we have 30 members, all ex-Royal Marines. As is common to all service clubs, we are always on the lookout for new members. We can accept as members all Argyll and Sutherland Highlanders, ex-U.S. Marine Corps and anyone who has served with the Royal Marines, including RCN personnel.

The executive staff of the branch is as follows: James F. Marr, president; Eric Lewis, secretary-treasurer, and Dave McIntosh, John Towey, Hugh Ferrie and Walter Evans.

The branch is indebted to Mr. Ray Sonon of the "Calling all Britain" show, CFRB radio station, Toronto, for his efforts on our behalf and also to Mr. Frank Keen of the "Anchor, Jeep and Wing" column in *The Hamilton Spectator*.

Until now we have been on parade only once, and that was for Armistice Day. According to reports that we received our bearing has not diminished since leaving the Corps. As a matter of fact, it was as though we had never left it.

Our objective is to have our own branch building, to establish *esprit de corps*, fellowship and loyalty engendered by service in the Corps, and to help any Royal Marine (past or present) in any difficulty which may arise.

I have one task that is strictly my own, and that is to try and find out why Canada has not a Royal Canadian Marine Corps of its own!!!! We could surely use an outfit like a Marine Corps.

Well, sir, that is all I can think of saying right now, except to wish all RCN types the very best and the same to any ex-Marines serving in the Navy.

Yours truly,

JAMES F. MARR

865½ King St. East,  
Hamilton, Ontario.



# RETIREMENTS

CPO DONALD PETER CAMPBELL, C2RM4, of Halifax; joined March 2, 1937; served in *Stadacona*, *HMS Victory*, *Restigouche*, *Saguenay*, *Skeena*, *HMS Dominion*, *Windflower*, *Venture*, *St. Hyacinthe*, *Hochelaga II*, *Montreal*, *Avalon*, *Hespeler*, *Asbestos*, *St. Therese*, *Scotian*, *Albro Lake* radio station, *Nootka*, *La Hullose*, *Quebec*, *Cornwallis*; awarded CD; retired March 1, 1962.

CPO BRUCE EMMERSON COLEGRAVE, C1FC4; of Camrose, Alta.; joined Sept. 13, 1937; served in *Naden*, *Fraser*, *Stadacona*, *Assiniboine*, *HMS Victory* (Excellent), *Venture*, *Skeena*, *Avalon*, *Niobe*, *Ottawa*, *HMS Jamaica*, *Peregrine*, *Ontario*, *Sioux*, *Beacon Hill*, *Sussexvale*, *Stettler*, *Jonquiere*; awarded RCN Long Service and Good Conduct Medal; retired March 28, 1962.

CPO WARRINGTON THOMAS COPE, C2HT4, of Hamilton, Ontario; joined RCNR Nov. 2, 1939; transferred to RCN Sept. 12, 1944; served in *Stadacona*, *Alachasse*, *Marie Theresa*, *Vison*, *Protector*, *Husky*, *Avalon*, *Cap de la Madeleine*, *Peregrine*, *Scotian*, *Warrior*, *Niobe*, *Magnificent*, *Shearwater*, *Bonaventure*, *Inch Arran*; awarded CD; retired March 21, 1962.

CPO HENRY DORIAN PETER HOPE, C2AM4, of Armstrong, B.C.; joined March 24, 1941; served in *Naden*, *Stadacona*, *Beaver*, *Niagara*, *Sudbury*, *ML 050*, *Venture*, *ML 113*, *Niobe*, *Midge*, *65th MTB Flotilla*, *Peregrine*, *Cornwallis*, *Warrior*, *Scotian*, *HMS Daedalus*, (19 CAG, 825 Squadron), *Magnificent*, *Shearwater*, *Bytown*, *Bonaventure*; awarded CD; retired March 23, 1962.

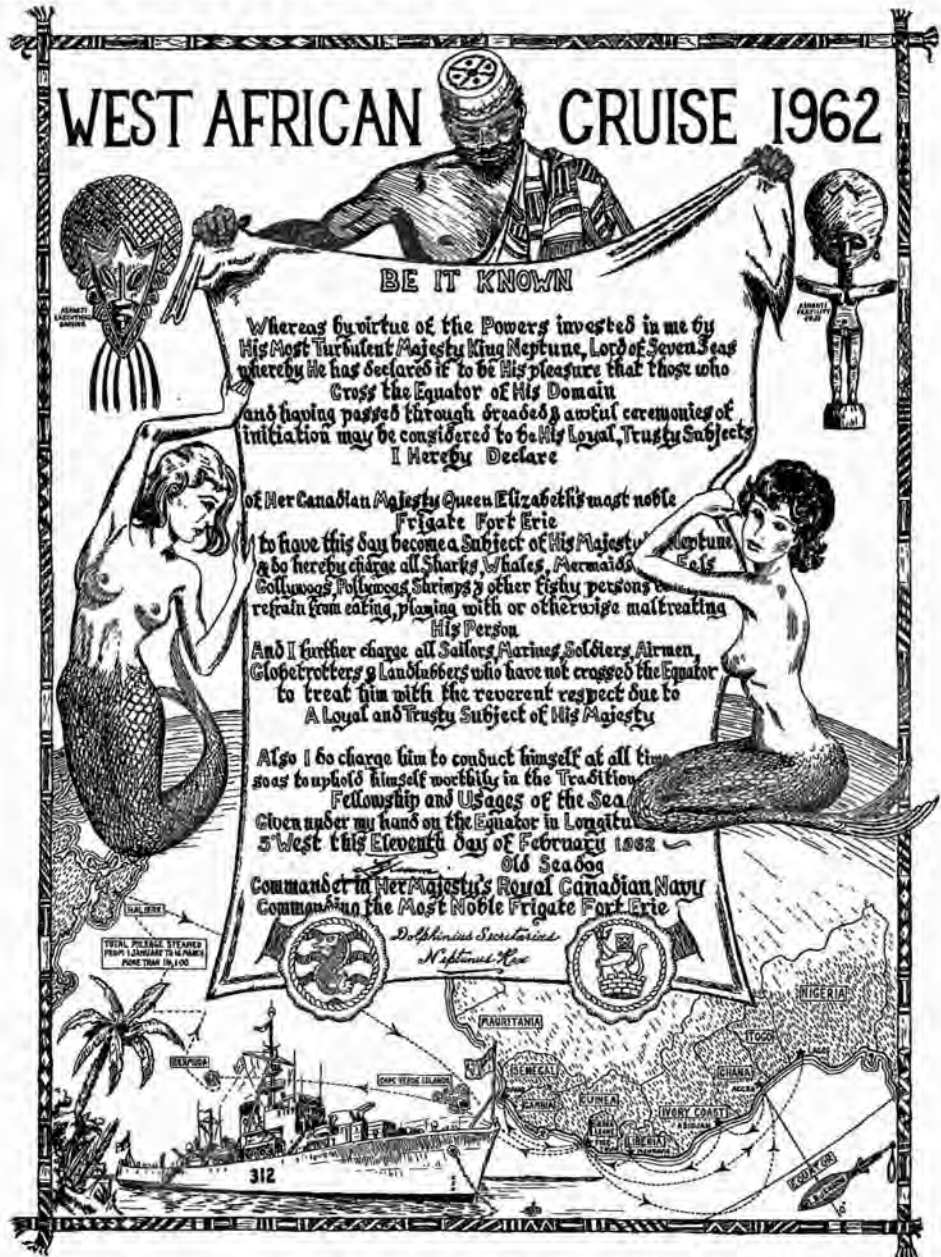
CPO SIDNEY EDWARD ANTHONY KEAST, C2BN4, of Devonport, England; joined Jan. 16, 1940; served in *Naden*, *Stadacona*, *Lila G.*, *Saskatoon*, *Gaspe*, *St. Laurent*, *Niobe*, *Kootenay*, *Ettrick*, *Avalon*, *Forest Hill*, *Peregrine*, *Cornwallis*, *Q 121*, *Scotian*, *Warrior*, *Iroquois*, *Swansea*, *La Hullose*, *Swansea*, *Magnificent*, *Penatang*, *Outremont*, *Micmac*, *Shearwater*, *Cap de la Madeleine*; awarded CD; retired March 14, 1962.

CPO FREDERICK BASIL KELLY, C2HA4, of Toronto, Ontario; served in RCNVR Jan. 13, 1942, to Jan. 9, 1946; joined RCN March 5, 1946; served in *York*, *Stadacona*, *Cornwallis*, *Niobe*, *Lunenburg*, *Restigouche*, *Protector*, *Fredericton*, *Avalon*, *Peregrine*, *Gloucester*, *Naden*, *Athabaskan*, *St. Therese*, *Ottawa*; awarded CD; retired March 7, 1962.

CPO DUNCAN JAMES KENNEDY, C1WS4, of Victoria; joined March 8, 1937; served in *Naden*, *Skeena*, *St. Laurent*, *HMS Victory*, *Assiniboine*, *Saguenay*, *Stadacona*, *Comox*, *Cornwallis*, *Ottawa*, *Peregrine*, *Niobe*, *Ontario*, *Cayuga*; awarded Long Service and Good Conduct Medal; retired March 7, 1962.

CPO THOMAS WILLIAM RAYSON, C2WR4, of Prince Albert, Sask.; joined March 24, 1941; served in *Naden*, *Stadacona*, *Niobe*, *Athabaskan*, *St. Thomas*, *Avalon*, *Unicorn*, *Uganda*, *Royal Roads*, *Cornwallis*, *Ontario*, *Creasant*, *Venture*, *Saguenay*; awarded CD; retired March 23, 1962.

CPO CONSTAN SANSONE, C1WU4, of Hamilton, Ont.; joined March 15, 1937; served in *Stadacona*, *St. Laurent*, *HMS Pasteur*, *Cornwallis*, *HMS Georgetown*, *Niobe*, *HMS Marlborough*, *HMS Jamaica*, *Peregrine*, *Ontario*, *Haida*, *Naden*, *Quebec*, *Star*, *Nootka*, *Stadacona*, (6th Submarine Squadron); awarded Long Service and Good Conduct Medal; retired March 14, 1962.



It took a slight detour to do it, but the Fort Erie crossed the Equator during her cruise to six West African countries early this year. This was recorded on the cruise certificate drawn by Cdr. L. B. Jenson, commanding officer of the Fort Erie and senior officer of the Seventh Canadian Escort Squadron.

CPO REGINALD MORAN SMITH, C2HT4; of Halifax; joined RCNVR June 26, 1942; transferred to RCN Sept. 22, 1944; re-entered RCN March 13, 1952; served in *Stadacona*, *Avalon*, *Scotian*, *Peregrine*, *Provider*, *RCNAS Dartmouth*, *Bytown*, *Magnificent*, *Shearwater*, *Huron*, *Brunswick*, *Cape Scott*, *Huron*; awarded CD; retired March 12, 1962.

CPO THOMAS HENRY TORRENTS, C2RP3, of Kingston, Ont.; joined RCNVR Feb. 20, 1940; served in RCN May 6, 1940-Aug. 22, 1947; re-entered RCN July 18, 1949; served in Kingston naval division, *Naden*, *Stadacona*, *HMS Dominion*, *Skeena*, *Avalon*, *Sackville*, *Niobe*, *Huron*, *St. Hyacinthe*, *Uganda*, *Scotian*,

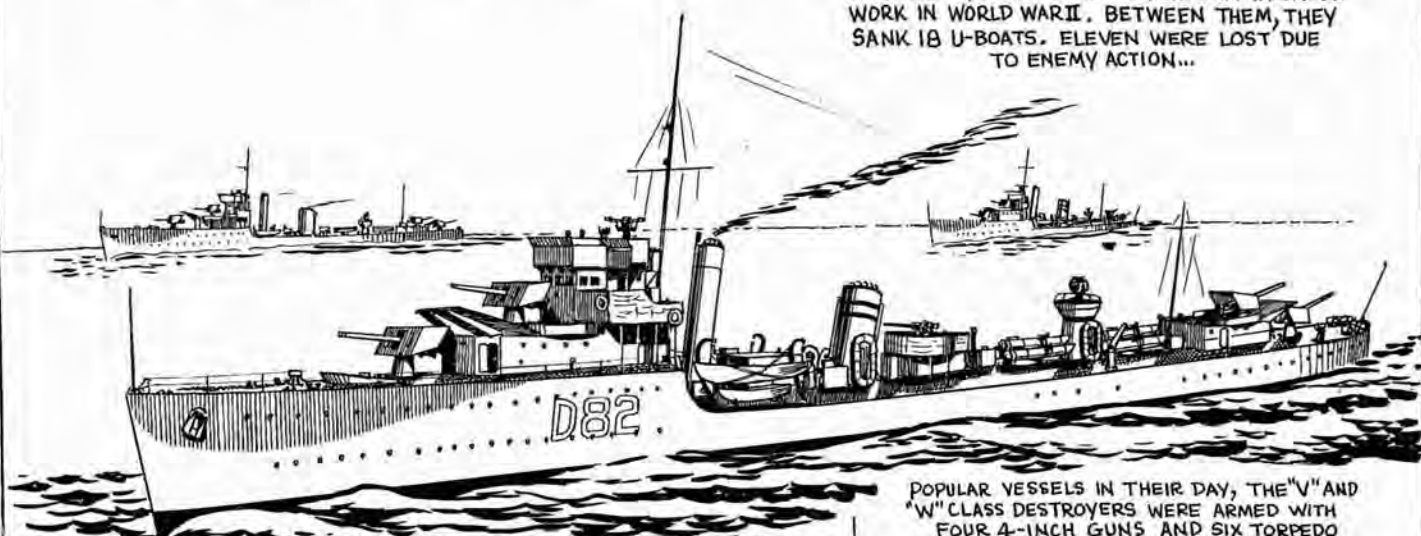
*RCNAS Dartmouth*, *Cataragut*, *Magnificent*, *York*, *Niobe*, *HMS Dryad*, *Quebec*, *Bonaventure*, *Restigouche*; awarded CD; retired March 30, 1962.

CPO ROBERT WEBBER, C1BN4, of Prince Rupert, B.C.; joined March 8, 1937, served in *Naden*, *Skeena*, *St. Laurent*, *Armentieres*, *Nootka*, *Comox*, *Stadacona*, *Ottawa*, *Kamsack*, *Givenchy* (CN 380), *Givenchy* (CN 382), *Swansea*, *Peregrine*, *Charlottetown*, *Rockcliffe*, *Antigonish*, *Griffon*, *Cayuga*, *Porte Quebec*, *Cornwallis*, *Sioux*, *Margaree*, *Patriot*; awarded Mention in Despatches Nov. 17, 1949, Long Service and Good Conduct Medal; retired March 7, 1962.

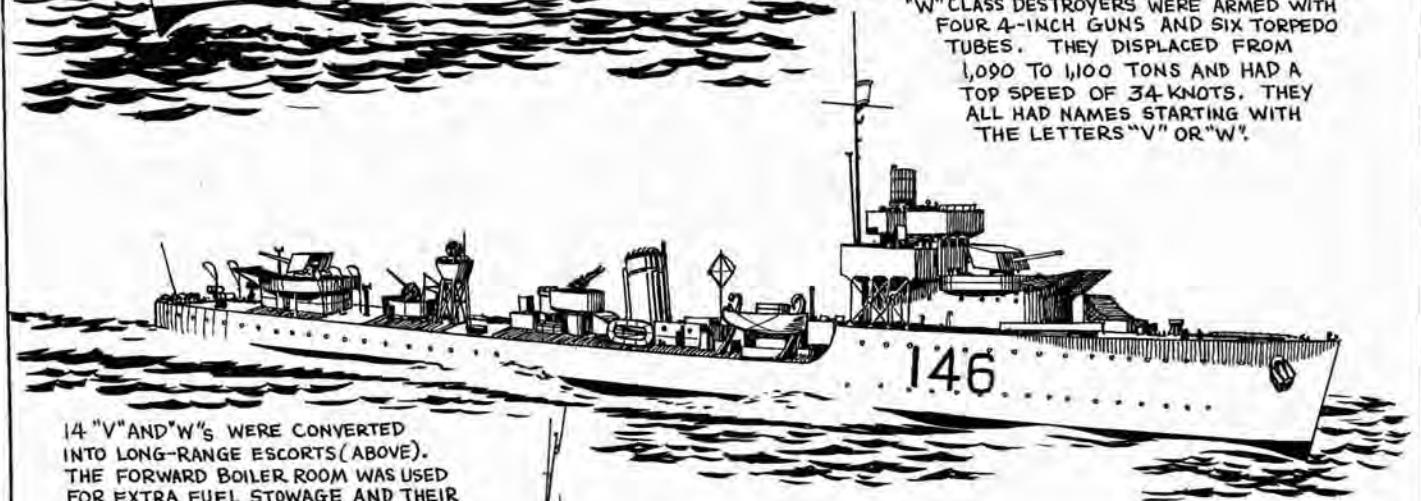
# Naval Lore Corner

## Number 105 THE VENERABLE "V" AND "W"s...

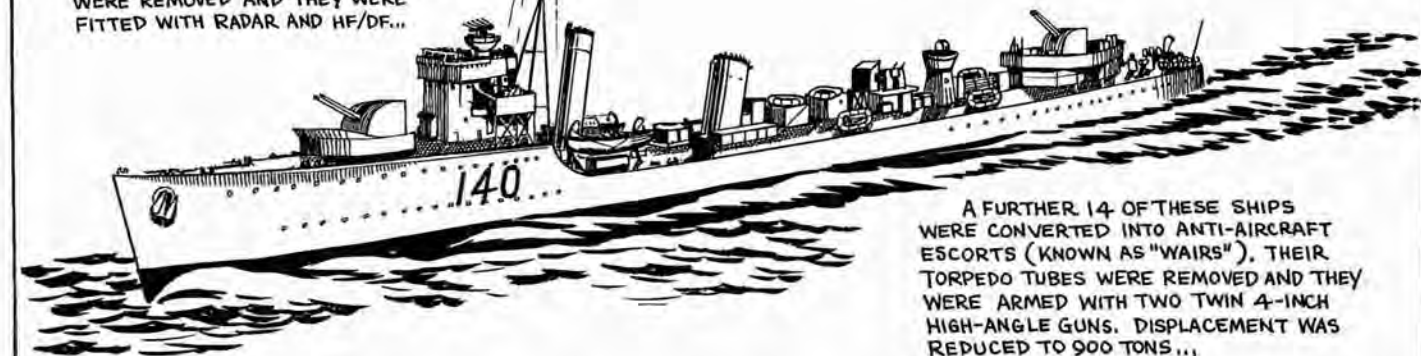
THESE FAMOUS DESTROYERS, OF WHICH THERE WERE OVER 50, WERE DESIGNED IN THE 1914-18 WAR AND SOME SAW SERVICE IN THE FINAL YEAR OF HOSTILITIES. THEY FORMED THE BACKBONE OF THE BRITISH DESTROYER FORCE AFTER THE WAR AND PROVIDED THE BASIC DESIGN FOR SUCCEEDING CLASSES. 40 SURVIVED TO PERFORM VALUABLE WORK IN WORLD WAR II. BETWEEN THEM, THEY SANK 18 U-BOATS. ELEVEN WERE LOST DUE TO ENEMY ACTION...



POPULAR VESSELS IN THEIR DAY, THE "V" AND "W" CLASS DESTROYERS WERE ARMED WITH FOUR 4-INCH GUNS AND SIX TORPEDO TUBES. THEY DISPLACED FROM 1,090 TO 1,100 TONS AND HAD A TOP SPEED OF 34 KNOTS. THEY ALL HAD NAMES STARTING WITH THE LETTERS "V" OR "W".



14 "V" AND "W"s WERE CONVERTED INTO LONG-RANGE ESCORTS (ABOVE). THE FORWARD BOILER ROOM WAS USED FOR EXTRA FUEL STOWAGE AND THEIR SPEED WAS REDUCED TO 24.5 KNOTS. THE TORPEDO TUBES AND HALF THE GUNS WERE REMOVED AND THEY WERE FITTED WITH RADAR AND HF/DF...



A FURTHER 14 OF THESE SHIPS WERE CONVERTED INTO ANTI-AIRCRAFT ESCORTS (KNOWN AS "WAIRS"). THEIR TORPEDO TUBES WERE REMOVED AND THEY WERE ARMED WITH TWO TWIN 4-INCH HIGH-ANGLE GUNS. DISPLACEMENT WAS REDUCED TO 900 TONS...

*Roger Duhamel*

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