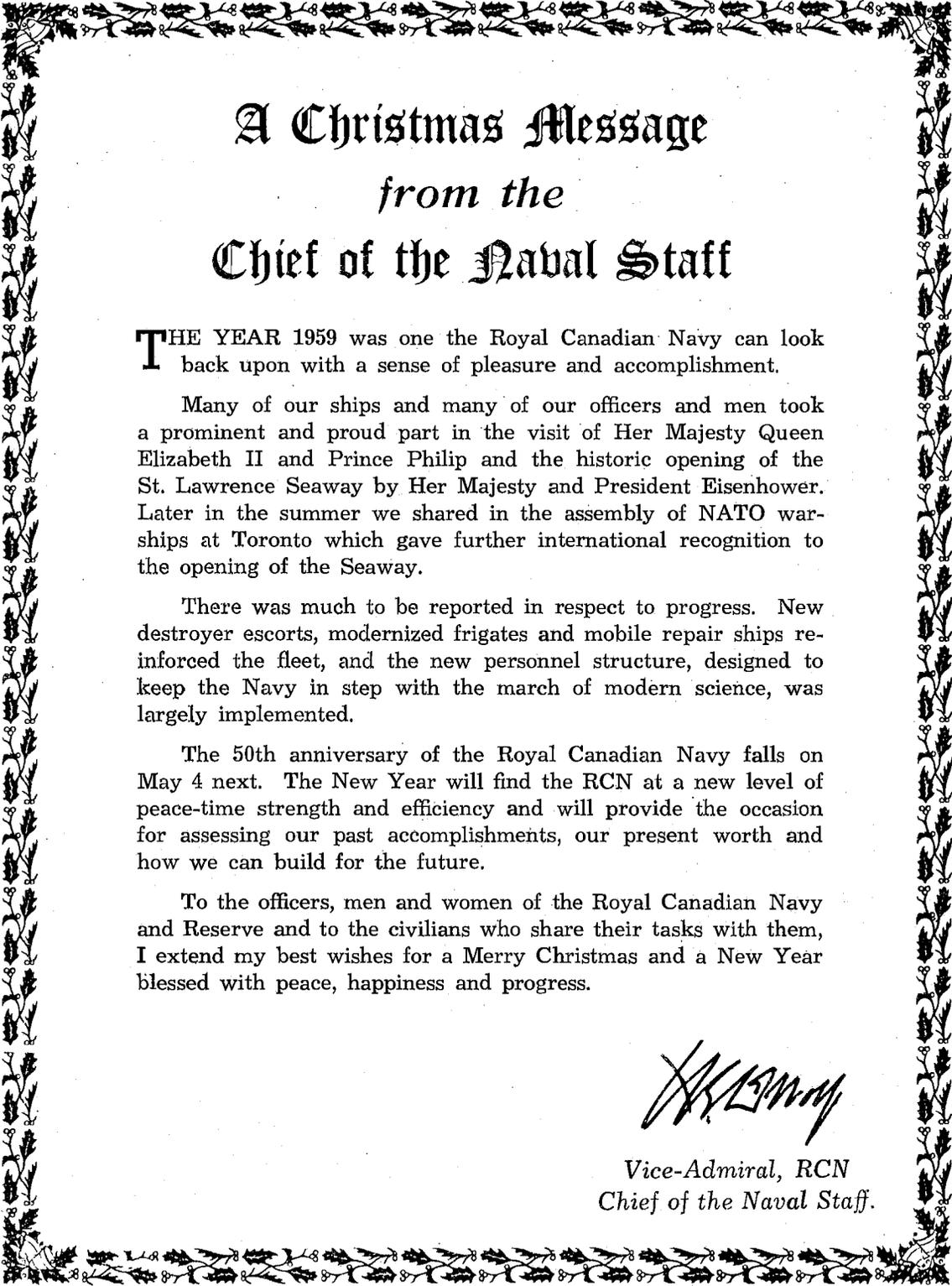


The CROWSNEST



Vol. 12 No. 1

Christmas, 1959



A Christmas Message *from the* Chief of the Naval Staff

THE YEAR 1959 was one the Royal Canadian Navy can look back upon with a sense of pleasure and accomplishment.

Many of our ships and many of our officers and men took a prominent and proud part in the visit of Her Majesty Queen Elizabeth II and Prince Philip and the historic opening of the St. Lawrence Seaway by Her Majesty and President Eisenhower. Later in the summer we shared in the assembly of NATO warships at Toronto which gave further international recognition to the opening of the Seaway.

There was much to be reported in respect to progress. New destroyer escorts, modernized frigates and mobile repair ships reinforced the fleet, and the new personnel structure, designed to keep the Navy in step with the march of modern science, was largely implemented.

The 50th anniversary of the Royal Canadian Navy falls on May 4 next. The New Year will find the RCN at a new level of peace-time strength and efficiency and will provide the occasion for assessing our past accomplishments, our present worth and how we can build for the future.

To the officers, men and women of the Royal Canadian Navy and Reserve and to the civilians who share their tasks with them, I extend my best wishes for a Merry Christmas and a New Year blessed with peace, happiness and progress.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

Vol. 12 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1959

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Commendations for Three</i>	3
<i>Two for the Fleet</i>	5
<i>Officers and Men</i>	8
<i>Weddings and Births</i>	8
<i>Lower Deck Promotions</i>	9
<i>Marine Mystery</i>	13
<i>Seaway Year</i>	15
<i>Afloat and Ashore</i>	17
<i>Champion Sub-Killer Paid Off</i>	20
<i>Here and There in the RCN</i>	21
<i>Gibraltar's Links with Canada</i>	23
<i>The Navy Plays</i>	25
<i>Books for the Sailor</i>	27
<i>Naval Lore Corner No. 77</i>	<i>Inside Back Cover</i>

The Cover—The airborne saint has had rather a rough time of it in recent years, but he still remains the symbol of generosity, merriment and thoughtfulness for others and plays a stellar role in Christmas festivities. The ship on the moonlit sea is the *St. Laurent*.

The Crowsnest Extends to Its Readers All Best Wishes for Christmas and the New Year

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

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RCN NEWS REVIEW

Supplies go on board the Cape Breton at Esquimalt in anticipation of her commissioning as the Royal Canadian Navy's second mobile repair ship on November 16. (E-52984)

First Sea Lord Visits Canada

The First Sea Lord, Admiral Sir Charles Lambe, accompanied by Lady Lambe, visited Canada and the United States in late October and early November to meet the Chief of the Canadian Naval Staff and the Chief of Naval Operations, United States Navy. The talks were confined to exchanges of views on naval matters of mutual interest.

The First Sea Lord was in Canada from October 27 to October 30 and in the U.S.A. from October 30 to November 8. It was the first visit of Admiral Sir Charles Lambe as First Sea Lord, to Canada and the United States.

Admiral and Lady Lambe arrived by air at Montreal's Dorval airport, where they were met by Commodore H. L. Quinn, Senior Naval Officer, River St. Lawrence Area, and Captain R. G. Dreyer, Senior Naval Liaison Officer for the United Kingdom in Canada. They then flew to Ottawa.

On arrival at Uplands airport Admiral Lambe and Lady Lambe were met by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. During their stay in Ottawa they were guests of the United

Kingdom High Commissioner, at Earncliffe.

During his Ottawa visit, Admiral Lambe called on Hon. George R. Pearkes, VC, Minister of National Defence, and Vice-Admiral DeWolf and met informally with the Chiefs of Staff and with the Naval Board.

Admiral Lambe was guest of the Navy at a mess dinner at HMCS Carleton on Wednesday evening.

On Friday morning, October 30, Admiral and Lady Lambe left from Uplands airport for Washington.

Record Blood Clinic Held

Naval personnel of the Atlantic Command were prominent in blood donations to the Red Cross during October, with one record clinic achieved and recognition for 11 naval donors from the Lieutenant-Governor of the Province, Major-General the Hon. E. C. Plow.

The aircraft carrier *Bonaventure* contributed a record 368 pints to the Red Cross on the afternoon of October 22 and most of the 23rd. This compared to 251 pints realized last January and 234 in 1957. The Third Escort Squadron gave a healthy 204 pints on the morn-

ing of the 22nd, the destroyer escort *Cayuga* leading squadron ships with 89 donors.

On the 26th, 11 naval personnel were involved in presentation of 30-donation pins and 20-donation scrolls by the Lieutenant-Governor in the Red Chamber of the Province House. A total of 170 Halifax - Dartmouth citizens were being honoured at that ceremony.

Awarded pins were CPO C. L. Benjamin, *Shearwater*; Lt. Ronald Costar, *Fort Erie*; Inst. Lt. A. H. Gibson, *Bonaventure*; Ldg. Sea. Jack Ellison, *Stadacona*; PO Ralph Paulsen, *Stadacona*; CPO Ronald Pearson, *Sioux*; PO Owen Smith, *Stadacona*; CPO David Weir, *Bonaventure*, and PO William Hargreaves, *Bonaventure*.

Awarded scrolls were PO Arthur Tippet, *Huron* and PO Wilburne Shaw, *Stadacona*.

College Courses For 10 Sailors

Ten men from the lower deck were promoted to the rank of Cadet, RCN, this fall and are attending Canadian Services Colleges or Universities under the RCN's College Training Plan. The CTP provides fully subsidized university education leading to a degree and a commission in the Navy.

The ten men, with their former ranks are: Ldg. Sea. Gerhard Franz Biesinger; AB Earl C. Cole; PO Gordon Coon; PO John A. Forbes; PO Michael J. Kendrick; Ord. Sea. Mark E. McDonnell; PO Jerry P. Stevenson; Ldg. Sea. John R. Walter; PO Stuart B. Wiley and PO Brian Wyatt.

Cadet Biesinger will take a four-year course in electrical engineering at

Queen's University. Born in Germany, he entered the RCN in March 1955 and later specialized as an electrician's mate and radio artificer. He is a qualified clearance diver.

Cadet Cole will attend Royal Military College. Born in Saskatoon, he entered the RCN in November 1957 and was an administrative writer.

Cadet Coon will take a three-year

course in mathematics and physics at the University of New Brunswick. He was born in Eaton, Sask., and entered the RCN at Vancouver in November, 1951. He was an engineering mechanic and served in the *Ontario*, *Sioux*, *Cru-sader* and *Cayuga*.

Cadet Forbes will take a three-year course in mathematics and physics at Queen's University. He was born in

QUEEN'S COMMENDATION AWARDED THREE



CDR. KENNETH LEWIS



PO R. G. SEAGER



LDG. SEA. C. CLYDE ROSE

HER MAJESTY THE QUEEN has been pleased to approve the award of the Queen's Commendation for Brave Conduct to one officer and two men of the Royal Canadian Navy in recognition of their bravery in fighting a serious fire in the engineroom of the Norwegian Motor Ship *Ferngulf* near Vancouver May 1, 1959.

The awards have been made to Cdr. (E) Kenneth E. Lewis; PO Richard Seager, and Ldg. Sea. Charles Clyde Rose.

Cdr. Lewis' citation reads: "Commander Lewis, on May 1, 1959, off Vancouver, B.C., led a fire fighting team of RCN and USN personnel to fight a serious fire in the engine room of the M/S *Ferngulf*. With great coolness Commander Lewis entered the burning engine room and personally directed fire fighting operations in spite of the smoke, heat, and complete lack of light. Despite the fact that all signs and tallies were written in Norwegian, which he could not understand, this officer succeeded in finding the main supply lines and cutting off the flow of oil that was feeding the fire. He also, with great personal courage, fought a bilge fire

below one of the high-pressure-air starting tanks for the diesel engines, knowing full well that there was a danger that the tanks might explode violently from excessive pressure. By cool-headed application of his technical skill and by fine personal leadership this officer saved the ship from being a total loss and undoubtedly saved lives that would have been lost had she blown up."

PO Seager is cited for taking charge of a section of men and "skilfully and diligently directed their efforts towards extinguishing a dangerous bilge fire . . ." The citation adds, "The courage and leadership displayed by Petty Officer Seager were of the highest order and did much to inspire his men."

The citation for Ldg. Sea. Rose reads, in part: "He displayed qualities of initiative and leadership beyond that normally found in a man of his rank. On several occasions he volunteered for the dangerous job of crawling into the bilges to remove and extinguish burning debris and by these actions and his alacrity in carrying out the work assigned to him, he brought the highest

credit to the Royal Canadian Navy."

At the time, Cdr. Lewis was serving in HMCS *Assiniboine* as Squadron Technical Officer, PO Seager was in the *Saguenay* and Ldg. Sea. Rose in the *Assiniboine*. The ships were visiting in Vancouver as was the U.S. Submarine *Capitane*.

When word of the fire was received a volunteer firefighting party was immediately organized with Cdr. Lewis in charge. It consisted of three officers and three men from the *Saguenay*, four men from the *Assiniboine* and ten men from the *Capitane*.

On arrival, Cdr. Lewis quickly deployed his volunteer firefighters and on finding most of the ship's fire extinguishers already emptied, ordered a Terry pump on board a nearby tug to be manned and "fog" was applied to the starboard side of the engine room to prevent a second explosion.

The fire was attacked at 7:15 p.m. and was under control 25 minutes later.

Cdr. Lewis is now serving at *Naden* as Apprentice Training Officer. PO Seager and Ldg. Sea. Rose are still with the *Saguenay* and *Assiniboine*.

Kingston, Ont., and entered the RCN in August 1952 at Vancouver, and was in visual communications.

Cadet Kendrick will take a three-year course in mathematics and physics at the University of New Brunswick. He entered the RCN in March 1954 and was in the ordnance branch.

Cadet Mark Edgar McDonnell will attend the University of Western Ontario, taking a science course. He was born in Peninsula, Ontario, and entered the RCN in 1958. He specialized in radar plot.

Cadet Stevenson will take a three-year mathematics and physics course at the University of British Columbia. He entered the RCN in January 1952 and was in radio communications.

Cadet Walter will take a four-year course in electronic engineering at the University of Toronto. He was born in Toronto, and entered the RCN in 1955, specializing in radar.

Cadet Wiley will take a four-year course in mechanical engineering at the University of Manitoba. He was born in Winnipeg and joined the RCN in 1955, serving as an engineering mechanic.

Cadet Wyatt will take a three-year course in mathematics and physics at the University of Western Ontario. He was born in England and was in the Royal Navy nine years before transferring to the RCN in 1954. He was an administrative writer.

Officers from 13 Nations Visit RCN

Fifteen senior naval officers from 13 nations have toured Canadian naval and commercial installations as guests of the Royal Canadian Navy.

The officers were participants in a United States Navy Senior Allied Officers Supply Management Course in Washington, D.C. The purpose of the course was to acquaint officers from other nations with USN supply method. This was the first time a visit to naval and industrial establishments in Canada had been arranged.

Countries represented were: Canada, Ecuador, Germany, Greece, Japan, Korea, Norway, Peru, Philippines, Taiwan, Turkey, Spain and the United States.

Captain (S) Leonard J. Nairn, RCN, of Vancouver and Ottawa, was the Canadian naval officer taking the course.

The officers arrived November 5, in Montreal, where they visited the Naval Supply Depot, the RCN Supply School, and Canadair Limited.

On November 8, the group visited Ottawa, and the next day flew to Halifax. They toured the *Cape Scott*, RCN



The U.S. schooner *Lady of Fatima* radioed for help 40-odd miles off Halifax so an injured crew man could be hospitalized October 23. The RCN Air Station sent off a Tracker and two helicopters for the mission. When the fishing vessel's rigging prevented a pick-up from the deck, the patient was towed astern in a dory. The rescue helicopter piloted by Lt.-Cdr. William Frayn, commanding officer of HU 21, approached the dory for the transfer. The injured man, wearing a life jacket, sits facing the aircraft. He had mangled his hand in a winch. (DNS-24578)

fleet maintenance and supply vessel, *Stadacona* and *Shearwater*.

They returned to Montreal by air November 11 and proceeded by train for Washington.

Students Go to Sea In West Coast Ships

Representative students and staff members of high schools, private schools and colleges of the lower British Columbia area have been spending time at sea with the Royal Canadian Navy.

Between September 26 and October 10, a series of one-day cruises were conducted by five destroyer-escorts of the Pacific Command's Second Canadian Escort Squadron.

Taking part in the student cruises were HMC Ships *Assiniboine*, (senior ship of the squadron), *Margaree*, *Fraser*, *St. Laurent* and *Ottawa*. Invitations for the one-day trips went to private and high schools, and colleges of the Victoria, Nanaimo, Vancouver and Fraser Valley areas, and included Victoria College and the University of British Columbia.

The cruises were designed to familiarize the students and school staff representatives with ships of the Royal Canadian Navy, their functions and capabilities, and their officers and men.

The program also provided a first-hand insight into career opportunities in the Navy.

Responsible for arrangements were Lt. Albert A. Allen and Inst. Lt. James M. Clark—both Schools Relations Officers for the British Columbia area.

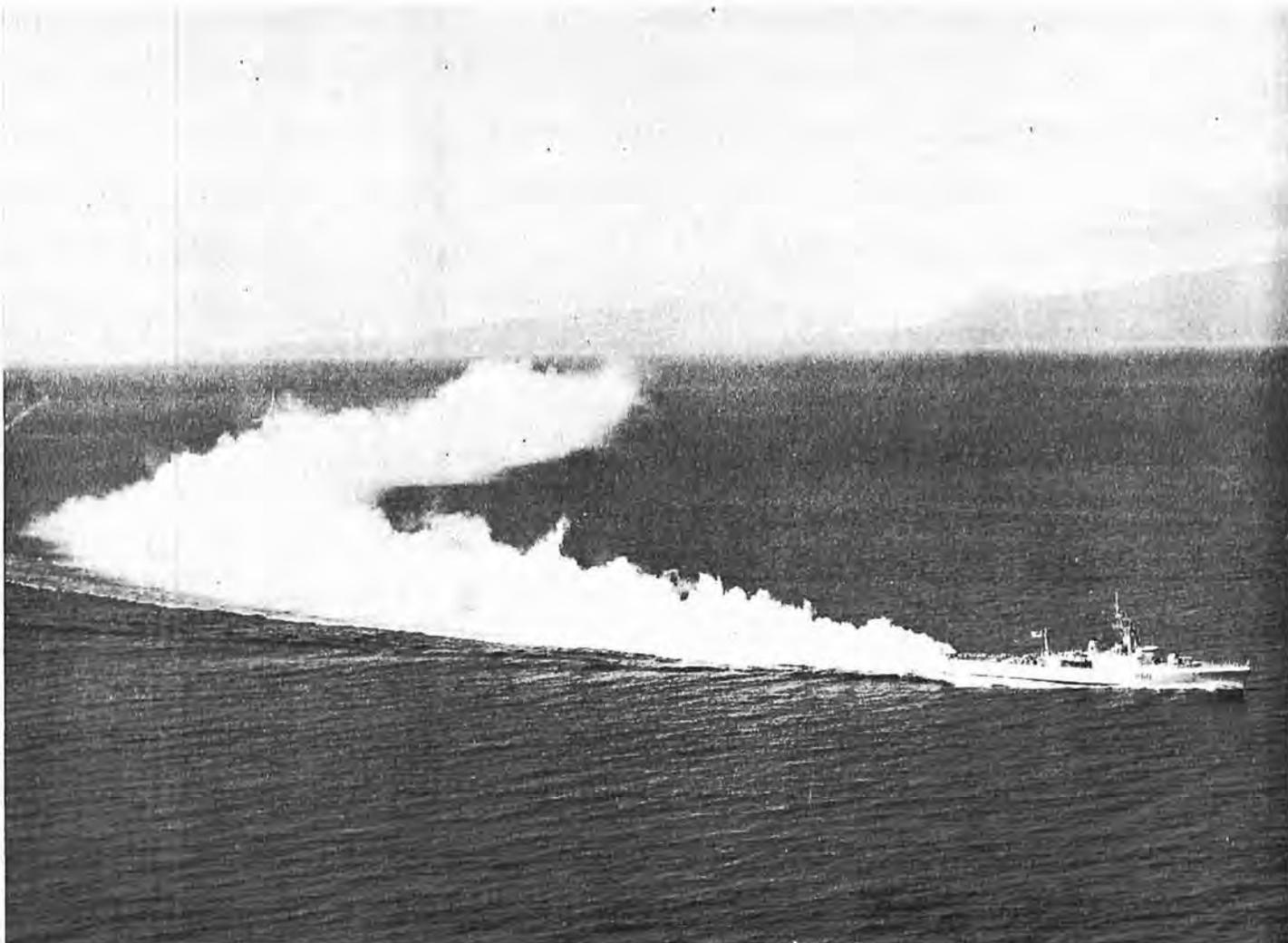
Astute Ends Third East Coast Tour

The submarine *Astute* left Halifax for the United Kingdom November 10 to close off a tour of duty with the Royal Navy's Sixth Submarine Squadron here that began towards the end of June.

The *Astute* steamed about 10,000 miles while attached to the Halifax station, visiting Bermuda, Boston and St. John's, Nfld., in the course of her operations.

She was replaced by another streamlined "A" class submarine, HMS *Auriga*, which arrived in Halifax two days later.

This was the third tour of duty in Halifax for the *Astute*. For part of 1950, the boat operated out of Halifax and, in 1955-56, she was the first submarine in the then newly constituted Sixth Submarine Squadron of the RN here. Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, said a personal farewell. The band of the RCN Air Station, *Shearwater*, provided music as service and community friends saw the *Astute* away.



The newest in a long line of Columbias lays down a smoke screen during trials in West Coast waters. (E-51481)

TWO FOR THE FLEET

Columbia, Chaudiere commissioned in November on Canada's opposite coasts

TWO BRAND NEW ships were commissioned into the RCN in November, a continent apart in space but only a week apart in time.

At Vancouver, the sixth destroyer escort of the Restigouche class, HMCS *Columbia*, entered the Navy's service on November 7, and later sailed for Halifax to join the Fifth Canadian Escort Squadron, which is composed of ships of her own class.

And in an impressive ceremony at Halifax on November 14, at which the Prime Minister was the guest of honour, HMCS *Chaudiere* became the Fleet's latest acquisition. The Chief of the

Naval Staff, Vice-Admiral H. G. DeWolf, attended at the commissioning of the *Chaudiere*, and the service was conducted by the two Chaplains General of Canada's Armed Forces.

Up-to-date in every respect, both the new ships carry the latest weapons and equipment, and are rated among the most modern and effective anti-submarine ships in the world.

Both ships take their names from illustrious predecessors. The *Columbia* is the fifth warship to bear the name. Perhaps her immediate predecessor, the ex-USS *Haraden*, a World War One "four stacker" which rendered yeoman

and inspiring service on convoy escort duty in the Second World War will be the most remembered.

HMCS *Chaudiere* had only one predecessor, the former Royal Navy destroyer HMS *Hero*, which was turned over the RCN in 1943.

Prime Minister John Diefenbaker, at the commissioning of the *Chaudiere*, spoke only briefly, out of consideration for the hundreds of civilians and sailors who stood in the cold drizzle that attended the ceremony. The religious ceremony was conducted by Brigadier the Venerable John W. Forth, Protestant Chaplain General, and the Right

Rev. Ronald Maclean, Roman Catholic Chaplain General.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, paid tribute to the workmanship of HMC Dockyard's "neighbour", the Halifax Shipyards.

The ship was handed over by John Lezie, general manager of Halifax Shipyards, and the acceptance papers were signed by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, and Cdr. V. J. Wilgress, commanding officer of the new ship, on behalf of the Royal Canadian Navy.

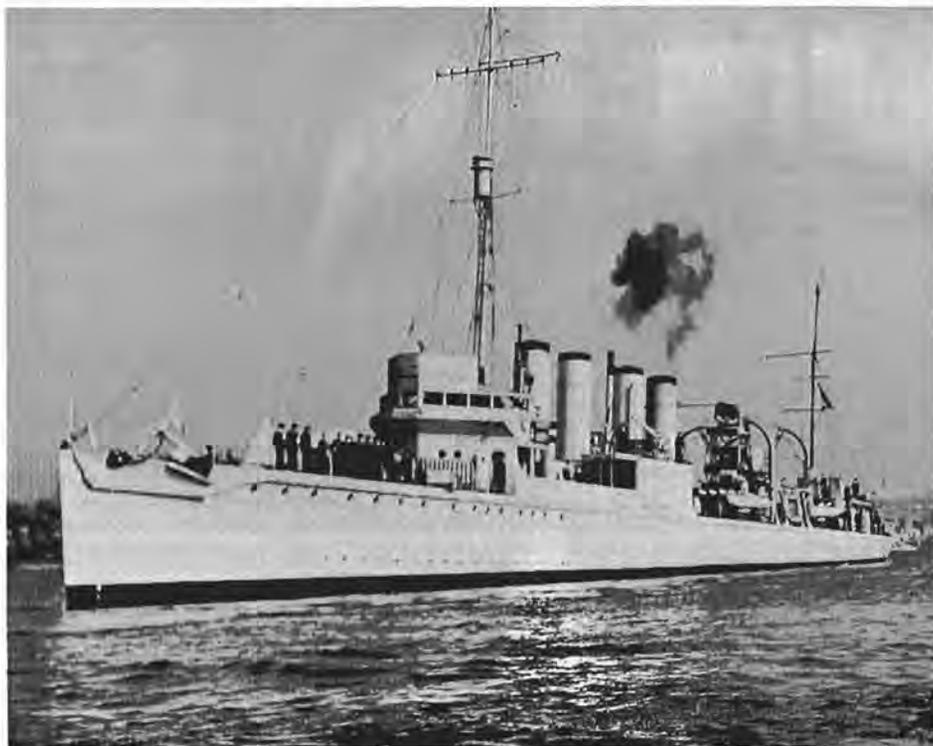
Admiral Spencer was also present at the commissioning of the *Columbia* a week earlier in Vancouver. The new ship was welcomed on behalf of the Dominion Government by W. H. Payne, MP for Coast-Capilano. Other speakers were Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, and Cdr. O. H. Messeck, Resident Naval Overseer.

Religious services for the *Columbia* were conducted by Brigadier Forth and Chaplin of the Fleet (RC) J. E. Whelley.

Hon. Clarence Wallace, president of Burrard Drydock Company, formally handed over the ship and she was accepted into the RCN by Rear-Admiral Spencer and Cdr. W. P. Hayes, the *Columbia's* commanding officer.

Like their sister-ships, the *Chaudiere* and *Columbia* are equipped with the most modern equipment and weapons for the detection and destruction of submarines.

This is the four-stacker destroyer, HMCS *Columbia*, of the Second World War, but needless to say, she did not often present the tiddley appearance shown here. (H-491)



HMCS *Chaudiere*, Second World War destroyer, was the first to bear the name. She was formerly HMS *Hero*. (A-1004)

The sonar, which is the result of intensive study and exhaustive trials in Canada, has a greater range than the types previously in use.

Anti-submarine weapons are the principal armament. These include two mortar mountings, each capable of firing three high explosive projectiles rapidly and with great accuracy in any direction. The mortar is controlled by means of electronic apparatus which locates and tracks the submarine and fires the mortar at the correct moment.

They are also equipped with homing torpedoes—with improved capabilities over those fitted in earlier destroyer escorts—which can alter course to pur-

sue any enemy target taking evasive action on or below the surface.

Other weapons include one twin 3-inch-70 calibre gun mounted forward and one twin 3-inch-50 calibre mounting aft. Although primarily anti-aircraft weapons, each with an extremely high rate of fire, they can be used effectively in surface action.

Chaudiere

The first *Chaudiere* was a former Royal Navy destroyer turned over to Canada and commissioned with her new name on November 15, 1943.

As HMS *Hero* she had seen considerable action against the enemy; and as HMCS *Chaudiere* she took part in the destruction of three U-boats within a period of less than seven months.

During the forenoon of March 5, 1944, while the escort group of which the *Chaudiere* was a unit was escorting a convoy bound for the United Kingdom, HMCS *Gatineau* obtained a submarine contact. This was the *U-744*, which was to lead its pursuers on what was to become the second longest "hunt to exhaustion" for a submarine on record. It took the destroyers, including the *Chaudiere*, a total of 32½ hours and 291 depth charges to vanquish the U-boat.

In April 1944 the *Chaudiere* was assigned to EG-11, a hunter-killer group of RCN destroyers based at Londonderry.

In August of that year the *Chaudiere* teamed with other ships of this group in the destruction of the *U-621* in the Bay of Biscay, west of La Rochelle.

The third U-boat sinking in which she was to play a part took place only two days later. Returning to Londonderry on August 20, HMCS Ships *Chaudiere*, *Ottawa* and *Kootenay* vigorously attacked a submarine contact about 20 miles southwest of Ushant,

most westerly point of France. However, it was not until some time later that the three Canadian destroyers were credited with the destruction of the U-984.

The *Chaudiere* returned to Canada in November, 1944, for refitting but, with the disbanding of EG-11 on June 6, 1945, she was declared surplus to requirements and was eventually sold for scrap.

To her successor she left the battle honours: Atlantic 1944, Normandy 1944, and Biscay 1944.

Columbia

The first *Columbia* was an ex-privateer brig which, sailing out of Boston under the name "Curlew", was captured near Cape Sable in 1812 and commissioned as HM Sloop of War *Columbia*. The second was a steam paddle vessel which served on the North American Station from 1832 until 1857. The next to bear the name was a British trawler which saw service in 1914-1915 and was commanded by a Canadian, Lt.-Cdr. W. H. Hawthorne, RNR. The fourth *Columbia*, and the best-known of the new ship's predecessors, was the

Second World War destroyer, one of seven U.S. Navy "four-stackers" which were turned over to Canada.

Formerly the USS *Haraden*, she was commissioned into the RCN at Halifax, on September 24, 1940, and was principally engaged in escort duties during her active service with the Navy.

In early 1941 she was assigned to the Fourth Escort Flotilla of the Clyde Escort Force and remained with that group until June of the same year when along with other Canadian warships, she was withdrawn from the United Kingdom waters to be re-assigned to the Newfoundland Escort Force.

In January 1942 the *Columbia* was transferred to the Western Local Escort Force which had its base at Halifax.

It was while engaged in local escort duties that the *Columbia* played a vital part in the saving of two ships, a merchantman and a disabled British destroyer.

In October 1942 a merchant ship, the SS *Mathew Luckenbach*, was rammed in the starboard quarter by another merchant ship. The crew, abandoning the ship when the engine room began to flood, later returned to it after a

party from the *Columbia* boarded the *Mathew Luckenbach* and carried out emergency repairs. With volunteers from the ship assisting them, the *Columbia's* personnel were able to get the ship under way and she finally reached Halifax under her own power.

In January 1943 the *Columbia* performed her second rescue mission. This was the towing to Halifax, in high seas and rough conditions, of the British destroyer HMS *Caldwell*. The *Caldwell*, previously damaged in a storm, was being towed by a tug from St. John's, Newfoundland, to Boston for repairs when a storm of hurricane force blew up. The tow parted and attempts by other ships to take the *Caldwell* once more in tow were unsuccessful until the *Columbia*, on her second try, was able to pass a line which the *Caldwell* held. The tow, a distance of 370 miles, took 43 hours.

Following an accident in February 1944, when she damaged her bow against a cliffside in heavy fog, the *Columbia* was retired from active service. She was later used as a fuel and ammunition hulk for ships refitting at Liverpool, N.S.



Cruises on board warships of both the Atlantic and Pacific Commands were arranged for high school students during the autumn. On the occasion pictured here the bridge was aswarm with students as the Fraser (right) came alongside with the Assiniboine for a jacking transfer of personnel during a West Coast cruise. (E-52450)

OFFICERS AND MEN

Cadets Taken on Tour of Bases

Nearly 200 officer cadets and staff members of the Canadian Services College, Royal Roads, observed their annual "military week-end" program in late October.

Sixty of the young officers-of-tomorrow went to the big United States Navy base at Bremerton, Washington, for a tour of ships and establishments there. They journeyed to and from the U.S. base in the frigate *Sussexvale*.

Fifty-five of the officer cadets travelled to Calgary to visit army installations of that area, while 63 of them toured the Royal Canadian Air Force station at Comox. At each place the cadets studied the functions and operations of the military base being visited.

The annual "military week-end" program is designed to familiarize the officer cadets with activities of all three armed forces.

U.K. NATO Officers On Visit to Canada

Admiral Sir William Davis, Commander-in-Chief of NATO's Eastern Atlantic Area, and Air Marshal Sir Edward Chilton, Commander-in-Chief Air, Eastern Atlantic Area, visited Canada in early November.

During their visit they conferred with

senior officers of the Canadian Armed Forces.

The party arrived at *Shearwater* Tuesday afternoon, November 3. The next day they flew to the RCAF station at Greenwood, N.S. and later that day took off for Ottawa for a two day visit.

The party left for the United Kingdom from Montreal November 9.

Admiral Davis, who is also Commander-in-Chief of the British Home Fleet, was accompanied by his Chief of Staff, Rear-Admiral J. B. Frewen. Air Marshal Chilton, who also holds the position of Air Officer Commander-in-Chief, RAF Coastal Command, was accompanied by Air Vice-Marshal W. E. Oulton, his Senior Air Staff Officer.

Fuel Economy Is Aim of Suggestion

A suggestion by CPO Keith Arthur Toll has earned him a cash award from the Suggestion Award Board of the Public Service of Canada.

CPO Toll suggested a damper control for oil flow transmitters used in ships of the RCN. This modification is expected to save in fuel used by ships and result in more economical steaming.

CPO Toll was born in London, Ontario, February 25, 1924. He entered the wartime RCNVR in May 1942 and transferred to the permanent force March 20, 1944. He is now serving in the *Fraser*.

Promotion for Petty Officer

Former Petty Officer Ronald Dick Speed has been promoted to the rank of Acting Commissioned Boatswain. He has been appointed to the *Fraser*.

A/Cd. Bos'n Speed served in the wartime RCNVR and joined the permanent force at HMCS *Chippawa*, Winnipeg naval division in May 1946. He has served on both coasts and at sea in the aircraft carrier *Magnificent*, the cruiser *Ontario* and the destroyer escorts *Cayuga*, *Crescent* and *Crusader*.

Three Officers to Serve in Viet-Nam

Appointment changes for officers of the Royal Canadian Navy serving with the Military Component, Canadian Delegation, Viet-Nam on the International

Supervisory Commission in Indo-China have been announced effective December 7.

Appointed for duty with the Military Component in Viet-Nam are: Lieutenant-Commanders Benjamin N. Weber, Vincent F. Lambie, Frank B. Barclay.

Returning to Canada from Viet-Nam are Lieutenant-Commanders F. M. Proud, Stuart B. Fraser, and Acting Lt.-Cdr. John C. Payne.

Lt.-Cdr. Proud has been appointed Area Recruiting Officer at HMCS *Discovery*, Vancouver, effective April 1960; Lt.-Cdr. Fraser will join the Directorate of Naval Training at Naval Headquarters, and A/Lt.-Cdr. Payne has been appointed to the Retired List of the Royal Canadian Navy (Reserve).

Outstanding Sea Cadet Named

PO Silvere Maurice Brochez, son of Mr. and Mrs. A. Brochez, of Brandon, Manitoba, has been selected as Canada's outstanding sea cadet for 1959. The announcement was made in late October at the annual meeting of the Navy League of Canada in Quebec.

PO Brochez, 19, was born in East Flanders, Belgium, and came to Canada and Brandon in 1953. Two days later, he attended his first sea cadet parade with a friend and he has been one of the top Brandon cadets ever since.

WEDDINGS

Lieutenant (N) G. G. Armstrong, *Terra Nova*, to Sub-Lieutenant (MN) Elizabeth MacManus, *Naden*.

Able Seaman Earl Bartlett, *St. Croix*, to Miss Elva Lillian Collins, McGivney, N.B.

Leading Seaman J. H. Benson, *Quinte*, to Miss C. Poirier, Charlottetown, P.E.I.

Lieutenant (S) Bryan S. Berryman, HMC Dockyard, Esquimalt, to Sub-Lieutenant (MT) Carlyn Jane Robertson, *Naden*.

Lieutenant (P&RT) R. W. Carlyle, *Fundy*, to Lieutenant (MN) M. M. McGuire, *Stadacona*.

Leading Seaman J. W. Charlton, *Quinte*, to Miss P. Landry, Halifax, N.S.

Able Seaman John A. Clint, *Naden*, to Miss Gwen Huntley, Victoria.

Lieutenant John K. Kennedy, *Beacon Hill*, to Judith Ann Watson, of Victoria, B.C.

Sub-Lieutenant Paul S. LeGallais, *Lauzon*, to Miss Mona Lillian Macdonald, Fairview, N.S.

Able Seaman Ray Senger, *Naden*, to Miss Donna Mitchell, of Nanaimo, B.C.

Ordinary Seaman R. W. Swan, *Cornwallis*, to Miss Doreen Hubley, of Clementsvalle, N.S.

BIRTHS

To Able Seaman R. J. Bannister, *Naden*, and Mrs. Bannister, a son.

To Leading Seaman D. R. Beaudin, *Bytown*, and Mrs. Beaudin, a daughter.

To Petty Officer G. A. Bouchard, *Naden*, and Mrs. Bouchard, a son.

To Petty Officer G. R. Brown, *Naden*, and Mrs. Brown, a daughter.

To Ordinary Seaman M. G. Dymock, *Naden*, and Mrs. Dymock, a daughter.

To Leading Seaman R. T. Falshaw, *Stadacona*, and Mrs. Falshaw, a daughter.

To Petty Officer D. B. Gibbs, *Naden*, and Mrs. Gibbs, a daughter.

To Leading Seaman E. J. Griffin, *Quinte*, and Mrs. Griffin, a son.

To Cd. Off. P. A. Medcalf, *Naden*, and Mrs. Medcalf, a daughter.

To Leading Seaman Frank Merkl, *Margaree*, and Mrs. Merkl, a son.

To Leading Seaman K. J. Mooney, *Fundy*, and Mrs. Mooney, a daughter.

To Lieutenant H. W. Plant, *Margaree*, and Mrs. Plant, a daughter.

To Leading Seaman Ronald Orton, *Margaree*, and Mrs. Orton, a son.

To Leading Seaman Victor Stashewsky, *Margaree*, and Mrs. Stashewsky, a son.

Unable to speak English on his arrival, Brochez quickly mastered the language and at present can speak and write fluently in four languages, Dutch, Flemish, French and English.

During his training he has qualified as quartermaster, communicator third class and recently has held the position of Chief Gunner's Mate. He resigned from RCSCC *Swiftsure* at the end of October and left for Regina to begin training with the RCMP.

In the summers of 1955 and 1956, Brochez attended training courses at HMCS *Quadra* at Comox, B.C., and in 1957 took a quartermaster's course at *Naden*. He was selected in 1958 for a four-month training cruise in the *Crescent* to ports in the U.S., Hawaii, Japan and Indo-China.

Four times in his cadet career, PO Brochez has received special awards. In the spring of 1956, he was named lead bugler in the cadet 20-piece band. He received the IODE shield for best all round cadet at annual inspection in 1956 and the IODE shield for leadership at the 1957 annual inspection.

While at *Naden* in 1957, he was awarded a boatswain's call for outstanding duties. He received the award for organizing publication of a course yearbook, the first ever published at a sea cadet course.

PO Brochez was named in 1958 to represent the Cadet Corps at Princess Margaret's Royal Fleet review in Victoria and during the review he held quarterdeck duties aboard the *New Glasgow*.

The latest award, accompanied by the President's trophy, is the highest available to Canada's 15,000 sea cadets.

Sea Appointment For Cdr. T. H. Crone

Cdr. Thomas H. Crone, has been appointed to take command of the *Skeena* in January.

He is a former instructor-lieutenant, who, following several years service as personnel selection officer, transferred to the executive branch.

Since 1956, Cdr. Crone has been at Naval Headquarters, as Director of Service Conditions and Welfare.

17 Complete Naden Courses

Seventeen medical assistants have completed courses at the Medical Branch School, *Naden*, and have received the following drafts:

Trade Group Four: Petty Officers H. N. Bailey, *Cayuga*; L. G. Bouchard,

Haida; G. J. Bruneau, *Stadacona*; A. H. D'Orsay, *Columbia*; W. D. Fawns, *Naden*, L. Osland, *Naden*, and S. Tippet, *Huron*.

Trade Group Three: Petty Officers H. C. Bell, Canadian Forces Hospital, Kingston, and J. K. Takaoka, *Inch Arran*, and Leading Seamen D. R. Beaudin, Canadian Forces Hospital, Rockcliffe; R. A. Burns, *Stadacona*; A. Caulier, *Shearwater*; W. Chilibeck, *Cornwallis*; R. T. Falshaw, *Stadacona*, and W. N. Lennox, C. L. Lumsden and C. W. Patterson, to *Naden*.

Cedarwood Back As Coastal Freighter

The former HMCS *Cedarwood* refuses to give up. She has been purchased by Vancouver shipping interests to be operated as a freighter on the British Columbia coast. The 166-foot, wooden-hulled ship was built in Nova Scotia in 1944, and was employed by the Canadian Army for carrying troops and supplies to Newfoundland before she was acquired by the Navy.

She arrived on the West coast in 1948 and for eight years was used as a research ship by scientists of the Pacific Naval Laboratory at Esquimalt.

PROMOTIONS

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

CADUE, Edward F.P1QM3
 DICKSON, Brian D.P2RT3
 DICKSON, Frank I.P2AT3
 DOBSON, Wayne P.LSEM1
 FINLAY, Kenneth J.P2AT3
 GEISSLER, Manfred M.LSRT2
 GLENCROSS, James F.LSEA2
 GRANT, JamesP2RT3
 GROSETH, Robert B.P1EF4
 HOLLAND, Anthony W.LSAP2
 KAZIMER, IvanLSEM1
 LEWIS, David A.LSEA2
 MacPHEE, Robert W.LSEF2
 OLSON, James W.LSRT2
 RUPPERT, George W.P2RA3
 ST. JOHN, Ross G.P2RA3
 SCOTT, David A.LSRT2
 SINCLAIR, Thomas E.P2EF3
 WILKINSON, Alan S.LSEA3
 YOUNG, William H.LSEA2

In 1949 the *Cedarwood* sailed on an extended joint operation to the Arctic with members of the naval electronics laboratory at San Diego. She came close to sinking in December 1954, when she was battered by a 60 mile-an-hour gale in Hecate Strait. Her ship's company battled for three days to keep her afloat before reaching port safely.

The *Cedarwood* was retired from naval duties in 1956, but was brought out of retirement in 1958 to take part in British Columbia's centennial celebrations. For this, she was converted temporarily into a replica of the SS *Commodore*—a famous paddle steamer which brought the first party of gold seekers to Victoria from San Francisco in 1858.

Bandsman Gains Commission

A former petty officer bandsman, Peter Alan Medcalf has been promoted to the rank of Acting Commissioned Officer (Special Branch) in the Royal Canadian Navy. He has been appointed to the School of Music at *Naden*.

A/Cd. Officer Medcalf served in the Royal Marines for 15 years and joined the RCN at HMCS *Niobe*, RCN naval establishment in London, England, in August 1954. He has since served in naval shore establishments on both coasts.

Cdr. H. Smith New Huron CO

Cdr. Herbert Smith, of Youngstown, Alta., and Saanich, B.C., has been appointed to take command of the *Huron* on December 16, 1959. The *Huron* is a unit of the First Canadian Escort Squadron based at Halifax.

He succeeds Cdr. William H. Howe, who has been appointed to *Stadacona*, additional on the staff of the Flag Officer Atlantic Coast. Cdr. Howe will take up his new appointment early in the new year.

New Officer Goes To New Escort

Former Chief Petty Officer John Albert Norris has been promoted to the rank of Acting Commissioned Gunner. He has been appointed to the *Chaudiere* (destroyer escort) which commissioned at Halifax Shipyards, Halifax on November 14.

A/Cd. Gunner Norris served in the Royal Navy for 16 years before entering the Royal Canadian Navy in June 1952. He has since served on both coasts and at sea in the aircraft carrier *Magnificent*.

Naval Ancestor's Church for Wedding

Sub-Lt. Reginald J. M. Hardy, RCN, of Kitchener, Ont., took Miss Saundra Lee Smith for his bride in historic St. Paul's Church, Halifax, Saturday afternoon, October 3. His great great-grandfather, Sir Thomas Masterman Hardy, was married in the same church 152 years before.

Sir Thomas was married to Anne Louise Emily, daughter of a British official, Sir George Grandfield Berkeley, in Halifax in 1807, while he was serving on the North American station. One year before, he had been created a baronet for his services in the Royal Navy as Nelson's flag captain in the *Victory* at the Battle of Trafalgar. Sir Thomas later was made First Sea Lord.

Sub-Lt. Hardy is the son of Mr. and Mrs. Malcolm A. Hardy, Kitchener, Ont., and the bride is the daughter of Mr. and Mrs. Dougall Smith, Saint John, N.B.

The service was performed by Rev. Canon H. St. Clair Hilchey. The bride was given in marriage by her father.

Best man was Sub-Lt. Leo MacDonald and the ushers were Sub-Lt. Gareth Eldridge and Lt. Sydney Smith. A naval guard of honour was formed by officers of the *Restigouche*, the groom's ship.

The bride is a graduate of the Victoria General Hospital School of Nursing in Halifax and the groom received his cadet training at *Venture*.

Guy Carr, Sea Story Writer, Dies

One of Canada's most prolific writers about the navy and the sea, Cdr. William James Guy Carr, RCN(R) (Ret.), died in Sunnybrook Hospital, Toronto, on October 2 at the age of 64.

Cdr. Carr served as a naval officer in both World Wars. His first book, about the submarine service, was entitled "By Guess and by God", and was published in 1930. Later works included: "Hell's Angels of the Deep", "A Century of Sea Stories", "High and Dry", "Good Hunting", "Brass Hats and Bell Bottomed Trousers", "Out of the Mist" and "Checkmate in the North".

Sailors Give 749 Pints of Blood

Naval personnel in the Halifax area donated 749 pints of blood to revive badly depleted Red Cross stocks during the week beginning August 17.

Officers and men of the destroyer escort *Algonquin* donated 116 pints in the ship clinic on the 17th and during



Sailors of HMCS *Stadacona*, RCN barracks, Halifax, donated blood to the Red Cross during a three-day clinic August 18-20. Red Cross nurse Thelma Foote, of Red Island, Newfoundland, attends to AB C. J. Bucior. The sailors gave 633 pints. (HS-58571)

the following three days, 633 *Stadacona* personnel gave blood at the clinic in the living block of the RCN Barracks in Halifax.

Flight Simulator For Air Station

A CS2F1 flight simulator and tactics trainer was off-loaded from the Cunard Line's SS *Andria* at the carrier jetty on the RCN Air Station, Dartmouth, August 29.

Housed for the most part in a large trailer, the simulator came from Redifon Co., Crawley, Sussex, England, where it had been accepted by a detachment of VX-10, under Lt.-Cdr. S. W. Grossmith.

Cadets Embarked In Valley Forge

Five cadets of the University Naval Training Divisions were embarked in the U.S. Navy aircraft carrier *Valley Forge* when she sailed from Halifax July 16.

The Canadians, all third-year cadets undergoing annual training on the East Coast trained with U.S. Naval Officer Reserve Training Corps midshipmen in the aircraft carrier, until they disembarked at Norfolk, Virginia, August 13.

Other Canadian cadets have taken amphibious training with the USN in other years.

The Canadians included: Cadet David J. Johns, University of Western Ontario; Cadet Aubrey J. Mallard, McMaster University; Cadet (S) J. H. MacIntosh, Dalhousie University; Cadet (E) Andre Thivierge, Laval University, and Cadet Wallace S. Turnbull, Dalhousie, University.

They returned by air to Halifax in mid-August.

DOT Takes Over Ice Forecasting

Canada's ice-forecasting service — started last year by the Royal Canadian Navy on behalf of the Department of Transport — was taken over by the Meteorological Branch of the department on Thursday, October 1, 1959.

Until then, by Joint RCN-DOT agreement, naval personnel assisted the Department in inaugurating and operating the Ice Forecasting Service. During the past summer the DOT provided personnel to work with this service in order to make a smooth and efficient turn over of responsibility possible.

The Ice Forecasting Central, previously located at *Shearwater*, has been transferred to the Department of Transport meteorological offices in Halifax.

In charge is W. E. Markham, of Dartmouth and Edmonton. Previously responsible for the Ice Forecasting Service as a lieutenant-commander in the RCN,

he resumed civilian duties with the DOT shortly after the transfer date.

The ice forecasting service is part of a co-ordinated Canada-U.S. program based mainly on ice observations and weather conditions. For a considerable number of years the Marine Branch, DOT, provided ice reconnaissance and observation over the Gulf of St. Lawrence and over the Churchill shipping routes.

The present service was inaugurated by the Royal Canadian Navy as an expansion of this program and at the same time the Meteorological Branch, DOT, arranged to provide ice reconnaissance. These co-ordinated services now cover the Gulf of St. Lawrence, Hudson Bay, Hudson Strait, the Northern Coast of continental Canada and the Arctic Archipelago.

From Halifax, ice forecasts for the Gulf of St. Lawrence and the Strait of Belle Isle are issued during the winter and during the spring break-up. During the summer months, field offices set up in the Arctic provide on-the-spot information to assist shipping employed in the sea re-supply of the Distant Early Warning Line sites and re-supply of the point Arctic weather stations. In addition, longer range forecasts for planning purposes are issued from Halifax.

The new service began officially on March 5, 1958, and since then field forecast units have been established during the shipping seasons at Churchill, on the western side of Hudson Bay, at Cambridge Bay on the south-east tip of Victoria Island and at Frobisher Bay, in the southerly portion of Baffin Island.



Three-year-old Donna Thorburn, of Yarmouth, N.S. with her 14-year-old rescuer, Able Cadet Douglas Surette, of Yarmouth, N.S. (Bob Brooks Photo, Yarmouth)

Sea Cadet Saves Life of Child

A three-year-old girl owes her life to the prompt action and courage of a 14-year-old Yarmouth, N.S., Sea Cadet.

She is Donna Jean Thorburn, daughter of Mrs. Jean Thorburn, of Shelburne and Yarmouth. She was saved from drowning by Able Cadet Douglas Surette, son of Mr. and Mrs. Ronald Surette, 5 East Street, Yarmouth.

The incident occurred on a Water Street wharf. Surette and a group of his friends were playing nearby when Donna fell through an opening in the wharf and into 15-foot-deep cold water.

Donna's sister, who was playing with her, ran for help. Douglas pulled off his heavy trousers and dived into the water. He succeeded in getting her to the ladder, where several men helped them both up. Taken home, the little girl was found to be uninjured and suffering only from a mild state of shock.

Able Cadet Surette is a second-year member of the Royal Canadian Sea Cadet Corps *Chebogue*.

Royal Marines Appear in Ottawa

One of the oldest ceremonies in military history was performed for the Ottawa public on the lawns of the Parliament Buildings, Thursday evening, September 17, when "Beat Retreat" was staged by the world-famed band of Her Majesty's Royal Marines.

The Royal Marine Band appeared in Ottawa at the invitation of the Hon. George R. Pearkes, VC, Minister of National Defence, who took the salute during the ceremony.

Royal Canadian Navy personnel from HMCS *Gloucester*, the naval radio station near Ottawa, assisted in the colourful event. Two sailors raised and lowered the White Ensign while 14 sailors acted as bearers of the Royal Marines' Memorial Silver Trumpets on which fanfares were played. *Gloucester* sailors also lined the perimeter of the parade square.

Religious Rites Mark Opening

Monday, September 14, was the official beginning of the new academic year at College Militaire Royal de Saint-Jean. The occasion was marked by special religious services held for the officers, professors and officer cadets.

The Roman Catholic members of the staff and students attended a mass celebrated in the cathedral by the Rt.

Reverend G. M. Coderre, Bishop of Saint-Jean. The officer cadets paraded to the cathedral, and His Excellency the Bishop, accompanied by the commandant and some of the senior members of the staff, took the salute before the Holy Mass.

At the same time, the Protestant members of the staff and officer cadets paraded to the St. James' Anglican Church. After having taken the salute, the Reverend Temple-Hill officiated at the service.

The officer cadets returned to the college on September 1, after having completed one phase of summer military training, and taken a few weeks leave. Last year's juniors are seniors now, and responsible for discipline and command in the cadet wing. They are replaced as Juniors by last year's recruits who seem very pleased to change their status of uninitiated recruits for the more respected one of juniors.

As for the new recruits, they arrived on September 3, from all parts of the country. They number 181, which is the biggest intake since the college opened its doors for the first time in the fall of 1952.

RCN Officer Edits Army Newspaper

The Army is finding itself talked about by the Navy at Camp Borden, as a result of the recent appointment of Cdr. K. E. Grant, commandant of the ABCD School there, as editor-in-chief of the *Camp Borden Citizen*.



Lakehead Wrenettes shared in the annual Sea Cadet inspection at HMCS Griffon, Port Arthur naval division, at which Cdr. T. C. Luck, Griffon's commanding officer, was the inspecting officer. (Courtesy Lakehead Photo)

Cdr. Grant is a former newspaperman, a frequent contributor to *The Crow'snest* and the author of the prize-winning essay in this year's Navy issue of *Canadian Shipping and Marine Engineering News*.

Veterans Give Scholarships

University scholarships valued at \$150 each were presented to Walter R. Benson and Joseph P. McDonald at a recent meeting of the Chief and Petty Officers' Association, Victoria. Walter is the son of ex-Chief Yeoman of Signals R. R. Benson and Joseph is the son of ex-PO Peter McDonald.

The presentations were made to the young university students by J. S. Pettersson, president of the association.

Money for the scholarships is raised by a Christmas "tombola", with the surplus going to Victoria charities.

Wartime Head of WRNS Dies

The death occurred on Friday, September 25, of Dame Vera Laughton Matthews, DBE, Director of the Women's Royal Naval Service from 1933 to 1946. A solemn requiem mass, attended by naval personnel, took place at Westminster Cathedral on October 2. Dame Vera was 71 years of age.

The daughter of Sir John Laughton, RN, naval historian, she first joined the Wrens in 1917 on the day of the formation of the service and served until the WRNS was disbanded after the First World War.

She was married in 1924 in Japan to the late G. D. Matthews, an engineer. They had two sons and a daughter.

With the rebirth of the WRNS in 1939, Dame Vera became director of the service and held that post until her retirement in November 1946.

'Dockyard News' Founder Retires

H. W. (Tommy) Thomas, management control officer, Planning Division, Naval Supply Depot, Esquimalt retired August 30 after 20 years as a civil servant with the Department of National Defence.

"Tommy", as he is known to a great many of his former colleagues, was feted at a luncheon August 27 in the wardroom of *Naden*. The luncheon was attended by Captain (E) E. Revfem, Deputy-Commodore Superintendent Pacific Coast, Captain (S) C. V. Laws, Command Supply Officer, Cdr.



During the Bi-Centennial Celebration in HMC Dockyard, Halifax, the destroyer *Cayuga* entered a "mid-19th Century captain's gig" in the parade of ships. During a rehearsal, a USN liberty boat stopped engines and the coxswain saluted gorgeously-garbed PO D. E. Gilby, although a closer look by the bewildered USN officers in the boat might have told them the supply branch stripes plus Elliott's eye worn by the "commander" were somewhat less than authentic.

(S) M. E. Doyle, Officer-in-Charge, Naval Supply Depot, and the management staff of the depot.

At the luncheon, Captain Revfem presented Mr. Thomas with a certificate of service commemorating his 20 years of service, after which Cdr. Doyle presented him with a token of esteem on behalf of his fellow workers.

In 1958 the management of HMC Dockyard, Esquimalt, considered that the institution of a Dockyard newspaper would prove beneficial to the morale of the Dockyard. The job of bringing the *Dockyard News* into being was undertaken by "Tommy". The enthusiasm with which this paper has been accepted and its success may be deemed a compliment to his endeavours.

During the last year of his employment he and Cdr. Doyle conducted a complementary survey of the depot for submission to Naval Headquarters. This is believed to be the first time that as large an organization as the Naval Supply Depot has prepared its own complement and is another first to be credited to his achievements.

Heads Coastal Marine Service

Director of the Royal Canadian Navy's Trade Division during the Second World War and an expert in convoy

organization, Captain E. S. Brand, RCN (Ret.) has been appointed head of the newly-created Marine Operations Branch of the Department of Transport. Until his new appointment he was executive director of the Canadian Maritime Commission.

Captain Brand will be responsible for the efficiency of the Department of Transport's fleet, to which the name "Canadian Coastal Marine Service" has been given, and for ice-breaking and supply work in the Arctic. He will, in effect, be "admiral" of a civilian fleet of about 50 large ships and scores of smaller craft.

MSTS Observes 10th Birthday

The Military Sea Transportation Service, ocean shipping agency for the U.S. Department of Defence, observed its 10th anniversary on October 1.

MSTS, as it is generally known, was established in October 1949 as a fleet in the operating force of the USN, under the Chief of Naval Operations.

Its activities have become known to Canadians in recent years through its Arctic supply service, operated in connection with the DEW Line and other northern defence undertakings, where the MSTS has sea-lifted more than 5 million tons of cargo since 1950.

MARINE MYSTERY

-- RCN Divers Probe Ancient West Coast Wreck --

FROM WHAT distant land and in what far-off time came the ship whose wreckage has been found almost buried in sand, muck and debris on the bottom of Sydney Inlet, Vancouver Island?

The sea, which has given up fragments of the ship to RCN divers, may keep its secret forever, but already some interesting speculation has arisen from the discovery and some of the flightier suggestions have been brought down to earth.

It was hopefully thought at first that the wreck could be that of one of the old Spanish ships which explored along the British Columbia coast more than a century and a half ago.

Then it was thought that the wreckage had provided the answer to one of the unsolved mysteries of the Pacific Coast—the fate of the screw sloop HMS *Condor*, which disappeared with all hands, presumably in a violent storm off Cape Flattery. Only two clues to the fate of the *Condor*, which sailed from

Esquimalt on December 3, 1901, Honolulu-bound, were ever discovered, one a lifeboat, washed ashore in Kyoquot Sound, the other a lifebuoy cast up at Banks Island.

Guesses that the wreck had lain on the bottom of Sydney Inlet, not far from Estevan Point, for as long as 200 years and hence might be that of a Spanish vessel of olden times were considered far from the mark when a cast-iron bilge pump was recovered from the wreckage. There were also reasons for regarding the wreck as of a much earlier date than that of the loss of the *Condor*.

One of the best preserved portions of the ship was a 62-foot mahogany mast, which apprentices from the Naval Technical School were put to work on shaping into a flagstaff for use at the school, if the core proves sound after its long immersion in the sea.

A mahogany mast would appear to rule out a ship of British or North American construction. Major F. V.

Naval diver Ldg. Sea. Charles Greengrass probes among the debris of the sunken sailing ship. (E-52615)



The minesweeper James Bay lifts a barnacle-covered windlass from the floor of the sea. In the background is the naval auxiliary vessel Laymore. (E-52613)

Longstaff, who has long delved into marine history on the West Coast, believes that remains may be those of one of three ships lost off the coast of Vancouver Island—the Peruvian bark *Floranza*, lost in 1860; the bark *Iwanowna*, lost in 1865, or the bark *Mauna Kea*, lost in 1866.

The solid facts in the case are embodied in five tons of rusty, barnacle-coated fragments of the unknown ship, which have been landed at Esquimalt.

The interesting salvage story started when a group of adventurous men from Portland, Ore., made an expedition to Sydney Inlet in 1958.

Dr. George Gottrell, of Portland, whose fascinating hobby is skin-diving for historic sunken ships, headed the exploratory party. Also with the group was Tom Metz, a consulting engineer, another skin-diving enthusiast.

The search party found a wreck, noted its location, and recently interested the Royal Canadian Navy in obtaining relics for the British Columbia Maritime Museum, at Esquimalt.

During the last week of October the naval auxiliary vessel *Laymore*, with several members of the RCN diving school aboard, proceeded to the location. There the group was joined by the minesweeper HMCS *James Bay*, which was conducting exercises in the area.

Among the searching party were Mr. Metz, who travelled from Portland especially for the salvage project; Lt.-Cdr. Ben Ackerman, officer-in-charge of the Navy's operational clearance diving unit at Esquimalt; and Lt. John Turner,

in charge of the Pacific Command's photographic branch.

On the bottom of a bay on the north side of the inlet, the divers re-located the ancient wreck. She rests bottom up at a rakish angle with the bow in 35 feet of water, and her stern some 70 feet down.

The old sailing ship was broken and scattered. Her planks were encrusted with barnacles and other sea growth. Parts of her broken hull were covered with copper sheathing. It was estimated the ship had been approximately 150 feet long, with a beam of 35 or 40 feet.

With the salvage group were naval divers Glen Sine, Paddy Dutton, and Charles Greengrass.

Between them all, and with equipment carried by the minesweeper, a number of pieces of the ship were brought to the surface. They included the 62-foot mahogany mast, an ancient anchor measuring eight feet in length, a 12-foot-long hand-worked windlass, a great capstan made of teak to which were attached broken length of heavy (17½ inch wide and six inches thick) teakwood planking, and the ship's bilge pump, made of cast iron, in which the leather valves are still visible. Underneath the copper sheathing the wood is in a remarkably good state of preservation. Elsewhere on the winch, time, marine life and the action of sea have left their mark.

Lt.-Cdr. Ackerman said there were many sodden logs on and about the sunken wreckage. This gave rise to the theory that possibly an unsuccessful attempt had been made—years ago—to raise the sunken ship by the use of bundles of logs. The logs were "rotten and hollow", he said.

Naval photographic officer Lt. Turner, who assisted in the salvage program and took a series of photographs of the operation, said parts of the hull were buried in sand, rock and muck.

He said there was a second mast lying on the bottom and protruding from the wreck . . . even longer than the one brought to the surface. No human remains have been found.

The salvaged equipment was delivered to Esquimalt harbour on the morning of October 23.

Now studies and inquiries are being made with the hope that some clues might be found to identify the sunken ship—and to unlock another secret held for years by the "graveyard of the Pacific".

Whatever the answer may be, the B.C. Maritime Museum has acquired some interesting relics and naval divers have obtained valuable experience.



Crew members of CNAV Laymore, in the hold of their ship, look over some of the relics salvaged from a sailing ship sunk, perhaps a hundred years ago, in Sydney Inlet on the west coast of Vancouver Island. (E-52611)



This huge capstan, coated with barnacles and other marine growth, was among pieces of equipment salvaged by naval divers from an ancient shipwreck, on the west coast of Vancouver Island. Attached to it are chunks of broken teakwood planking. Looking over the relic are, from left naval divers AB Paddy Dutton, AB Glen Sine, Ldg. Sea, Charles Greengrass, and Lieut.-Cdr. Ben Ackerman, officer in charge of the navy's operational diving unit at Esquimalt. (E-52589)

SEAWAY YEAR

*Great Lakes visited by most warships
in century and a half*

THIS WAS Seaway year at the Canadian National Exhibition and the Great Lakes haven't seen such an assemblage of warships in nearly 150 years.

A unique sight was the presence off Toronto of 19 warships from the navies of six NATO nations.

On August 26, the City of Toronto looked out over its waterfront to a fleet of warships from Canada, France, the Netherlands, the United Kingdom, United States and West Germany.

Canada, the host country, had the largest number of ships at the Toronto anchorage, nearly 700 miles inland from Father Point, Quebec, where deep-sea ships take on their river pilots. The Canadian warships were the destroyer escorts *Gatineau*, *St. Croix*, *Kootenay*, *Terra Nova* and *Restigouche*, and the frigates *Cap de la Madeleine*, *Lauson* and *Buckingham*. France was represented by the destroyer *Guepratte*; the Netherlands by the destroyer *Gelderland*; the United Kingdom by the frigates *Scarborough*, *Tenby*, *Salisbury* and *Whitby*; the United States by the destroyers *Basilone*, *R. L. Wilson* and *Damato*, and West Germany by the frigates *Graf Spee* and *Hipper*.

The NATO fleet began to assemble off Toronto on August 25. Last to arrive were the ships of the Royal Navy's Fifth Frigate Squadron. Flying his Union Flag as Admiral of the Fleet from the senior ship, HMS *Scarborough*, was Admiral of the Fleet Lord Louis Mountbatten, who came to Toronto to open the Canadian National Exhibition, which used the NATO fleet as dramatic evidence of the opening and significance of the St. Lawrence Seaway.

Operational control of the fleet was exercised by the Royal Canadian Navy, which co-ordinated all activities from an operations centre established at HMCS *York*, Toronto naval division. Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, with headquarters at Hamilton, was the operational commander, while Commodore R. I. Hendy, Senior Naval Officer, Toronto, was second in command.

In command of the immediate anchorage area was Commodore M. A. Medland, Senior Canadian Officer Afloat (Atlantic), who flew his broad pendant in HMCS *Gatineau* during the Toronto visit.

In his message of welcome to the visiting NATO ships, Commodore Finch-Noyes said:

"On behalf of the Royal Canadian Navy, it is with great pleasure that I welcome you all to the anchorage off the Canadian National Exhibition at Toronto.

"This fine assembly in Lake Ontario of ships of NATO countries is made possible by the opening of the Seaway earlier this year, and it is this historic and significant occasion which is the theme of the 1959 Canadian National Exhibition.

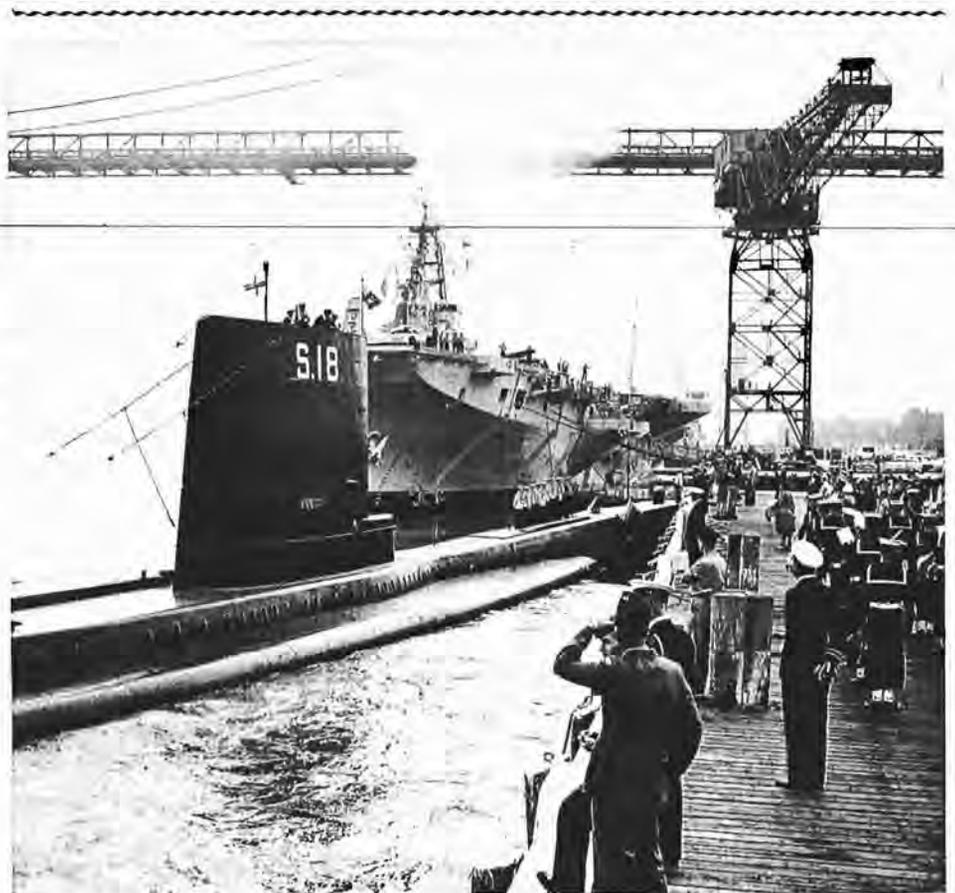
"This gathering is yet another example of naval co-operation which manifests itself in so many ways.

"During your stay here, most of you will see some of your own large ocean-going merchant ships in Toronto for the first time. Their entry has been made possible by the completion of the Seaway.

"Although the Canadian National Exhibition is confined physically to the City of Toronto, it is national and international in scope and our naval welcome therefore speaks for the whole Royal Canadian Navy across the country.

"We hope that you will have a pleasant stay, that you will meet many new friends, renew old acquaintances and that calm weather will prevail for the benefit of the ships in the anchorage."

The arrival of the British squadron marked the official beginning of the NATO fleet visit to Toronto. First to greet Admiral Mountbatten on board the *Scarborough* were Harry I. Price, president of the CNE, Commodore Finch-Noyes and Commodore Hendy. Following the visit and a press conference, the commanding officers of the 18 other warships at the anchorage called on Admiral Mountbatten in the *Scarborough*.



After having steamed the equivalent of one and a half times around the world as a unit of the Royal Navy's Sixth Submarine Squadron at Halifax, HMS *Ambush* (Lt.-Cdr. P. F. B. Roe) left for the United Kingdom September 11. Her paying off pennant was 380 feet long. (HS-58727)

The rest of the day was taken up with further calls and inspections until 3 p.m., when Lord Louis officially opened the CNE.

From then on, there was hardly a quiet moment for the officers and men of the visiting ships as Toronto set out to prove itself an outstanding host.

The highlight of the August 27 activities was a tour of the NATO fleet's anchorage by Admiral Mountbatten. On completion of the tour, the first group of warships moved to jetties in downtown Toronto where thousands began to pour on board to inspect them. For many it was the first chance they had ever had of walking the decks of a naval vessel. The interest shown the first few days, continued right up to the departure of the last of the visiting ships.

The sight of the uniforms of six different navies became a familiar one in downtown Toronto and the friendli-

ness of Toronto continued unabated, proving so great that on Sunday, August 30, hundreds of Toronto families were disappointed when they went down to pick up NATO sailors to take them home for Sunday dinner. So great



was the response of the Torontonians that there just were not enough sailors to go round.

Free admission to the CNE and tickets to the grandstand show were other welcome evidences of hospitality for the naval visitors.

Saturday was a great day for the Royal Canadian Navy when a whaler crew from the frigate *Buckingham* captured the Carling trophy after defeating the finalists of 16 other entries.

On Monday, August 31, the ships of four of the NATO navies left for home, leaving the Canadian and British ships at Toronto. For the balance of the time, until their final departure on September 6, the British and Canadian ships visited a number of ports around Lake Ontario, while those remaining in Toronto continued to draw thousands of visitors on board at their downtown jetties.

All in all the visit was considered a success by everyone. Torontonians, officially and unofficially, expressed their pleasure at having had the navies visit, and the navies in turn expressed their appreciation of the Torontonians.

The success of the visit may be judged in some degree by the fact that naval recruiting in the Toronto area increased markedly.

BARGE FACILITATES ACOUSTIC STUDIES

A 118-FOOT welded steel acoustic barge, believed to be the first craft in North America designed exclusively for acoustic measurements, has been moored at Birch Cove near Halifax as a research aid for scientists from the Naval Research Establishment (NRE), of Dartmouth, the Defence Research Board's easternmost scientific laboratory. The craft has been designed for measurements relative to underwater sound sources and sound receivers.

The 56-foot wide hull includes a 96-by-52 deckhouse of corrugated aluminum which is built flush with the port side, leaving a four-foot walkway on the starboard side and aft. Eighteen feet of loading space forward, including a five-ton electric cargo-type winch which has been fitted to the starboard side, will facilitate the handling of heavy equipment. The winch and loading doors permit the passage of heavy equipment from an attendant vessel through the doors to the crane located inside the deckhouse.

Inside and at the after end of the deck structure is a 60-by-10-foot open well with rails mounted on the sides to carry two motorized trolleys. These in turn support motorized cross trolleys to provide a wide range of adjustment over the well. One of the cross trolleys carries a fully rotating and elevating station.

The overhead crane facilitates the handling of heavy units such as sonar domes and acoustic windows. A station for raising and lowering hydro-



The large shed-like structure is the Dartmouth Naval Research Establishment's acoustic barge, equipped to measure the emission and reception of underwater sound. It is moored at Birch Cove in Bedford Basin. (NRE Photo)

phones and sound projectors is attached to each end of the well. In addition, employment of the outside winch makes it possible to place sound sources in the water beyond the parameter of the barge.

The barge is moored approximately 600 yards from the Bedford Basin shore in about 130 feet of water at Birch Cove. A 60-cycle Delta engine provides main power with emergency or standby power available from a diesel-driven generator.

Under the main deck is a general service pump of the positive displacement type. It is used for transferring ballast and supplying the fire mains. Heat is provided by oil-fired hot air furnaces.

Initial design of the barge was carried out by NRE's Engineering Section. Overall design was the work of the Royal Canadian Navy, which supervised the construction contract carried out by Halifax Shipyards Limited, the successful tenderer.

AFLOAT AND ASHORE

ATLANTIC COMMAND

First Minesweeping Squadron

For the first time in history, Canadian warships steamed 150 miles up the River Hudson when the First Minesweeping Squadron arrived at Albany, capital of the Empire State, on October 13.

An enthusiastic welcome from the local citizens got carried away when the fire department, shooting a dozen fountains from dockside, omitted to turn them off as the senior ship, HMCS *Resolute*, came alongside. A very wet bridge staff, slightly bewildered by the reception, was soon made to feel very welcome to the city, however, as were the remainder of the ships' companies.

The arrival of Canadian warships at Albany coincided with the 350th Hudson - Champlain Celebrations in New York State, and the occasion was marked by a presentation of medals to all Canadian sailors present.

After leaving Albany the ships stopped at West Point, New York, and interesting tours of the Military Academy were arranged. With one fleeting glimpse of Manhattan, the squadron proceeded to Saint John, N.B., for a five-day courtesy call.

More than 80 Sea Cadets, some from as much as 100 miles from the city, were given a Bay of Fundy cruise during the ships' stay in the port city, but the famous bay was living up to its reputation and some of the lads looked glad to get ashore.

The month was climaxed by a full-scale minesweeping exercise off Shelburne, N.S., before half the squadron proceeded towards winter refit ports.

HMCS Kootenay

A colourful feature of the 1959 Canadian National Exhibition in Toronto was an invasion by the Gasparilla Pirates, a hundred business men from Tampa, Florida, who perform pirate frolics in appropriate Captain Morgan type costumes.

The attack was scheduled for September 4. The CNE officials asked for 150 sailors from NATO personnel in warships anchored off Toronto to bolster the pirate invasion.

The shenanigans that followed provided one of the most hilarious shows put on at the exhibition.



HM submarine *Astute* (S.47) left Halifax for the UK on November 10, having steamed 10,000 miles in her five months on the Halifax station. Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, spoke informally to the *Astute's* crew before departure. Her replacement, the *Auriga* (S.09) arrived two days later. Frigates of the Seventh Escort Squadron form the backdrop as the *Auriga* comes alongside Jetty 5 in the Dockyard. (HS-59490; HS-59547)

There was a misunderstanding which kept the sailor pirates waiting for three hours. A boat race held them up again, but meanwhile the Tampa types moved in and took possession of a "pirate" ship. Not to be outdone, the sailors swooped in and took over the ferry *Princess*. This was a tactical triumph, for the Tampa pirates were stuck with a ship having no power. The *Princess* had been supposed to tow it.

The pirate sailors, led by the contingent from the destroyer escort *Kootenay*, cast the Tampa pirates adrift, doused them with fire hoses, stranded their vessel and made off with their three big Jolly Roger flags as spoils. The sailors then took over the parade the CNE had arranged for the Florida types.

The Tampas finally extricated themselves from their predicament, climbed a hill and counter-attacked the CNE, firing 14,000 rounds of ammunition (blank) to rout the sailors. However, the sailors lost themselves in the crowd at the CNE bandshell. Some children there were delighted with the ruckus, some not so sure. One elderly woman thought this was a real mutiny and called the police.

The morning of September 5 saw three Jolly Rogers flying from the mainmast of the proud ship *Kootenay*. The only casualty logged as a result of the victorious action involved the *Kootenay's* coxswain, CPO Norman Dawes, who fell from a parade float and broke his hand.

Shannon Park

A large number of Shannon Park children, ages eight to 16, have been enrolled to study dancing under Joyda Parry. These dancing classes are designed for children who have never had any basic training in dancing. The director's aim is to teach all the necessary fundamentals of ballroom dancing, with a special emphasis on social etiquette. The types of dancing include foxtrot, jive, waltz, folk and square dancing.

At the end of the season, the pupils will present a recital for their parents and friends.

Joyda Parry is an official examiner and member of the Canadian Dance Teachers' Association, a member of the Imperial Society (England), a member of the International Dance Masters' Association (England), and dance adjudicator, Official Board of Ballroom Dancing. She is a fully qualified teacher of ballroom, Latin American, and folk dancing, having studied in North America and abroad.



While the sailor may be able to tell his civilian brother a thing or two about seafaring, the latter could probably fill him in (if you'll excuse the expression) on hockey. The civilian is Gordie Howe, one of the hockey "greats" and the sailor is PO Norman Howe, of HMCS Saguenay. The brothers met for the first time in four years when the Detroit Red Wings were in Victoria for a pre-season exhibition game with the Victoria Cougars. (E-52279)

Last year Mrs. Parry was chosen to represent Canada in world championship ballroom dancing in London, England. She has been seen many times as principal dancer on the Don Messer and other television shows.

PACIFIC COMMAND

Naval Technical School

The Naval Technical School was recently inspected by Hon. F. J. Strauss, Minister of Defence for the Federal Republic of Germany, accompanied by the Flag Officer Pacific Coast, Rear-Admiral H. S. Rayner. During his exten-

sive tour of the school, Dr. Strauss expressed admiration and keen interest in the modern facilities provided for training of technical trades and technical apprentices of the RCN. Accompanying the Minister were General Joseph Kammerhuber, Chief of the West German Air Force, Col. F. C. Schlichting, Air Attaché at Ottawa, and a number of aides and liaison officers.

The honour guard for the German Defence Minister was selected from the technical apprentices, while the saluting gun's crew was recruited from the LSAM qualifying course. Both units performed in a praiseworthy manner.

The apprentices of Term I who joined in July have contributed a good deal to the ceremonial functions of *Naden*. On arrival they formed the first platoon of the royal marching contingent and they performed very creditably. In August the same group proceeded to Vancouver to form the marching unit at the Pacific National Exhibition, and also supplied 16 apprentices for the guard of honour for the visit of the Prime Minister.

The appointment of Staff Officer Apprentice Training has been assumed by Cdr. (E) K. E. Lewis, who came to the school from the *Assiniboine*, where he was Squadron Technical Officer.

Ord. Cdr. G. B. MacLeod, officer-in-charge, has returned to the school after attending an intensive course in business management at the University of Western Ontario, London.

We regret to report the passing away of two former associates of the Engineering Branch, ex-CPO Charles Gordon, who was a civilian instructor in the NTS at the time of his passing, and ex-CPO Cecil Seed, who had been an instructor in the moulding loft in the former MTE and who will be remembered by many of his former students.

The first class of RTs on the West Coast commenced in the NTS in September. This class is comprised of both



There is justifiable pride in the bearing of the *Margaree's* cooks as the moment comes for demolition of the magnificent cake created to mark their ship's second anniversary in commission. Cutting the cake is CPO W. S. James, who will have to call on his aides to blow out the two candles before he goes much further.

naval personnel and dockyard apprentices. The electrical branch is being geared for training personnel affected by the new trade structure.

The Apprentice Automobile Club has been running for some time, with the idea of increasing mechanical knowledge, and a sense of responsibility towards car operation. The club meets weekly and will soon form the nucleus of the Emergency Motor Transport platoon. It is well supported, and with a view to maintaining interest, guest lecturers have been obtained.

During August 60 apprentices spent a week-end at the Canadian Army Camp at Nanaimo. Although all facilities were offered to their party by the Army, the apprentices took their own food, which they cooked themselves. Needless to say the meals were interesting! Two days of relaxation were enjoyed by all, with plenty of swimming in a nearby lake — sporting activities — hiking and fishing. This venture met with such success that it is hoped to repeat the same thing again, when the weather permits.

HMCS *Margaree*

Cdr. E. V. P. Sunderland, succeeded Cdr. J. E. Korning, as commanding officer of the *Margaree* on September 11.

On a recent cruise in B.C. coastal waters as many as possible of the daylight hours were made available to the hunters and fishermen of the ship's company. Among the successful hunters were Leading Seamen S. Dzeoba and D. K. Riley, while Sub-Lt. W. M. Moore headed a party that made the acquaintance of two black bears.

Bridge and cribbage tournaments were conducted with CPO Martin B.

Gardner and CPO Dennis T. Tompkins becoming the bridge title holders while PO Stewart G. Edmondson won the cribbage title.

October 5 marked the second anniversary of the commissioning of the *Margaree* at Halifax Shipyards. A huge decorated birthday cake was provided by CPO Stan James and his assistants for the party marking the occasion.

By her second birthday the ship had steamed 70,309 miles visiting 22 ports of call. Two officers and 80 men remain of the commissioning ship's company.

Two groups of British Columbia girls in choosing a name for their divisions from a list of RCN ships and establishments have chosen *Margaree*. Asked why they chose the particular name, the girls invariably replied: "I liked it best."

Navy League Wrenettes' *Margaree* Division of Vancouver visited the ship September 26, while the ship was in their city. The Wrenettes were taken on a tour of the ship by members of the ship's company.

A ship's badge was presented to the division by the executive officer, Lt.-Cdr. E. D. Robbins. The gift was accepted by the executive officer, Vancouver Navy League Wrenettes, Lieutenant (NLW) Koelman.

The other group, Sea Rangers *Margaree*, of Victoria has visited the ship in Esquimalt. The group is under the command of Captain (SR) H. D. McLeary.

School of Music

By comparison with the summer season, autumn has been quiet, and, for the most part, uneventful. One highlight, however, was the participation of the *Naden* band in the national convention of the National Defence Transportation Association in Seattle, October 11-14.

The band under the direction of Cd. Off. W. J. Gordon performed the Sunset Ceremony. It proved very successful and resulted in the following message being from the Minister of National Defence:

"Your performance on Monday evening was much appreciated by myself and all who saw it. Congratulations on a very fine show."

An item of special interest has been the success achieved by AB K. G. Garland in winning the Boosey and Hawkes "Musical Achievement Award", and the Selmer Company "Outstanding Instrumentalist Award". These trophies are awarded annually in the RCN School of Music, but this is the first time that both have been won by the same apprentice.

Extra! Ship Run Down by Train

Fog is a mortal foe of every sailor and it creates situations that can "flap" for the moment even the staunchest watchkeepers. Some acoustical tricks played on a frigate in July were unusual enough for the captain to note them in his Report of Proceedings for that month.

Here's the first incident:

"By completion of fuelling, dense fog had rolled into Sydney and, perforce, an excellent opportunity was provided for exercising Blind Pilotage from the moment of letting go the lines at 1719P, until some nine hours later when south of Whitehead Island. It was a little disconcerting during the initial manoeuvre to hear a report of 'I hear a train close astern, sir', particularly as no report of this had been received from Operations."

In another long stretch of fog, later that month:

"At mid-day, Tuesday, twenty-eighth July, both sirennettes became unserviceable due to metal fatigue and it was at this point that an emergency full astern was called for on hearing a report of a fog horn right ahead of the ship, very close. It was with great relief coupled with a certain amount of embarrassment that I discovered that the source of the noise was from the forepeak where the Chief Bosn's Mate was testing the hand fog horn."

CHAMPION SUB-KILLER PAID OFF

THE ORDER "Finished with Main Engines" passed to the engine room of HMS *Starling* when she berthed at Portsmouth on Friday, November 6 brought to an end the active career of the most famous of the U-boat killer sloops of the last war. The following day, towed by a dockyard tug, she was taken away to reduce to reserve.

Built on the Clyde and completed in April 1943, she was commissioned by the late Captain F. J. Walker, CB, DSO and three Bars, RN, and became the leader of the 2nd Escort Group in the Western Approaches, operating out of Liverpool.

The *Starling* was responsible for the destruction of 15 German submarines, including six in one operation lasting for 20 days and described by Mr. A. V. Alexander (now Viscount Alexander of Hillsborough), wartime First Lord of the Admiralty, as "one of the greatest cruises, the greatest perhaps, ever undertaken by an escort group". During a visit to the ship, he compared their victory with that of Trafalgar.

Captain Walker, who was considered to be the Royal Navy's finest exponent of anti-submarine warfare, commanded the *Starling* from March 1943 to July 1944, when he died from the strain of the long period of operations in the Atlantic.

When the ship arrived at South Railway Jetty, Portsmouth Dockyard, from Plymouth at 11 a.m., the Royal Marine band of the Portsmouth Command, which was embarked at Spithead, played her into harbour with "A Hunting We Will Go", a tune used by Captain Walker when the *Starling* left port for her patrols.

Among the official party on the dockside to welcome the *Starling* after her last voyage was Mrs. Walker, Captain Walker's widow. With the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power, KCB, CBE, DSO and Bar) and the Admiral Superintendent, Portsmouth Dockyard (Rear-Admiral J. H. Unwin, CB, DSC) were representatives from the town of Bootle, which adopted the ship, and also five wartime captains of the 2nd Escort Group.

During a brief ceremony on board, the Commander-in-Chief, Portsmouth, addressed the ship's company of the *Starling*, one of the oldest frigates in commission and commanded by 34-year-old Lt.-Cdr. Peter Maslen, RN.

After duty with the 2nd Escort Group, the ship went into reserve in 1945 and the following year her armament was removed and other alterations made before she became a navigational training ship of the Portsmouth Squadron, a role she filled until she was finally paid off.

Unaltered, however, was the small open bridge from which Captain Walker changed the course of the U-Boat war in the Atlantic with his revolutionary

tactics and still remaining was the Captain's chair, his sole source of comfort during the days and sleepless nights spent on duty while the ship was at sea.

Approved crest of the ship is a starling grasping a worm in its beak. Pride of place in the wardroom was, however, given to an unofficial crest carved from wood by a wartime stoker. In it, the starling is plucking a U-Boat from the sea.—*Admiralty News Summary*

COALING SCHOONER

MORE THAN 40 years after his discharge from the RNCVR, a veteran of the First World War has written to Naval Headquarters to find out whether he has "coaling money" still coming to him. He hasn't (the Statute of Limitations would prevent payment even if money were still owing), but his correspondence recalled some little known activities in the RCN in the First World War.

The writer, Loris C. Wolf, of San Francisco, who was an electrician's helper and property man in the Empire Theatre, Edmonton, joined the Royal Naval Canadian Volunteer Reserve on July 17, 1917, as an ordinary seaman and was demobilized on February 11, 1919.

Surprisingly, the application and attestation form which he signed on entry was headed "Royal Canadian Naval Volunteer Reserve"—and the RNCVR did not come until existence until 1923. The explanation is that the printed form was authorized in 1914 when there was still uncertainty concerning the name of the volunteer reserve organization.

During the First World War, the RCN had as one of its duties the supplying of East Coast and Newfoundland light-houses. Ord. Sea. Wolf, in July 1918, found himself on board the schooner *RPS* on light-house coaling duty and the light-houses were usually on rocky hilltops.

"The ship I was in was a fore-and-aft sailing ship," he writes. "Not a motor on her. We carried about 120 tons loose in the hold and we bagged it by hand, hoisted it up out of the hold by hand, put about 20 sacks in a dory alongside (no wharves or jetties) and landed on the beach. No conveyances, right on the shoulder, and 25 tons is quite a lot of coal. Sometimes it was

from daylight to dark. Some of them (the light-houses) were just about out of coal when we got there.

"There were seven men in the whole crew—skipper, cook and five hands. All ate at the same table. It was the skipper who told us we would get 25 cents a day extra coaling money . . ."

The skipper had sadly misinformed his men. Not only did they not receive coaling money, neither did they collect hard-lying money. Throughout his service, Ord. Sea. Wolf received the basic \$1.10 a day and, on demobilization, a war service gratuity of \$70. And when he applied for his share of prize money, he was told he was not entitled because the Schooner *RPS* was not armed.

The schooners, such as the one in which Ord. Sea. Wolf sailed, operated out of Sydney, N.S. For the most part, although this appears not to have been the case with schooner *RPS*, the little ships were stripped of their masts and were towed on their coaling routes.

Another almost-forgotten bit of Canadian naval history is recalled by Mr. Wolf's letter. He writes:

"At the time we put the *RPS* in commission everything was hush-hush. We got a slight rumour that she was going to be a mystery ship. Two pieces of siding were hinged to drop down and camouflaged to look like a dory from each side with a gun in the middle.

"Well, we got all ready to go and a tug pulls alongside and we tie up together. Then around the corner to pick up a load of coal."

The rumour of which Mr. Wolf tells undoubtedly arose from the fact that "Q ships" of the kind used successfully against U-boats in European waters were fitted out at Sydney by the Admiralty. They patrolled the Gulf of St. Lawrence but saw no action.

HERE AND THERE IN THE RCN



Captain J. H. Adams signs the guest book at Command Headquarters during his official call on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. Captain Adams commands the 12,700-ton submarine depot ship HMS Adamant, which called at Halifax October 23-25 en route to England from exercises off the USA. He is also commander of the Royal Navy's Third Submarine Squadron. (HS-59256)



Secretary-receptionist in the naval office at the Canadian Joint Air Training Centre, Rivers, Manitoba, for the past eight years, Mrs. "Terry" Beaulne has left to take up residence in Quebec. Before her departure RCN staff personnel presented her with an inscribed silver tray. AB E. M. Kochanuk made the presentation.



This is the new "Most Efficient Cadet" Trophy presented by Ontario Division of the Navy League of Canada for competition by all Sea Cadets from Ontario, Quebec and Maritime Divisions attending HMCS Acadia. The "most efficient cadet" will be selected in each of the four annual summer training periods and his name will be inscribed on the trophy. In addition, each winning Sea Cadet will be presented with an individual plaque, which will have a replica of the wording and be engraved with his name which he can retain or take back to his Corps. The purpose of the new Ontario Division Trophy is to stimulate interest in the various training courses and it is hoped this will initiate the donation of other trophies by other participating divisions. These might well be for the "most efficient Sea Cadet" title in sailing, water safety or other facets of training. The commanding officer of HMCS Acadia will decide the winner and make the presentation. (Photo by Gilbert A. Milne and Co. Ltd., Toronto.)



The annual meeting of area sea cadet officers at the Hamilton headquarters of the Commanding Officer Naval Divisions September 22 to 23 was attended by representatives from across the nation. Here in the COND conference room are: Front row, left to right: Cdr. (SB) G. J. Manson, Commanding Sea Cadet Officer; Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, and Lt.-Cdr. (SB) E. A. Prescott, Deputy Command Sea Cadet Officer. Rear row, left to right: Lt.-Cdr. R. M. Greene, staff Director of Naval Training, Ottawa; Lt. (S) D. M. Swim, Assistant Command Sea Cadet Officer, and the following area sea cadet officers: Lt.-Cdr. (SB) J. F. Jefferies, Ontario area; Lt.-Cdr. Paul Buisson, Quebec area; Lt.-Cdr. Ray Gleadow, Prairie area; Lt.-Cdr. C. E. Shaver, Newfoundland area; Lt.-Cdr. (SB) S. G. Coombs, Western area; Lt.-Cdr. D. S. Menzies, Maritime area, and Lt.-Cdr. D. H. Tye, Pacific area. (COND-5517)



It looks suspiciously like a surrey with the fringe on top but it was actually a gun carriage on which Commodore Duncan L. Raymond was drawn around the parade square on November 13 while 1,000 Stadaconas cheered. It was the traditional shoreside farewell of the ship's company to its captain. Commodore Raymond went on retirement leave the following day to end 42 years of RN-RCN service. (HS-59553)



F. J. Mathews, of Ottawa, receives a cheque for \$500 from Commodore F. T. Gillespie, Electrical Engineer-in-Chief, on behalf of the Suggestion Awards Committee. Mr. Mathews, on the staff of the Chief of Naval Technical Services, won his award for a suggested improvement to sonar domes. He is a former naval officer. (O-12296)



Cd. Stores Officer William W. Marcus, RCN, on October 26 successfully completed the six-week Navy Exchange Management Course, conducted by the U.S. Navy Ship's Store Office, in Brooklyn, N.Y. Captain R. W. Sauer, SC, USN, presented Mr. Marcus with his certificate. (USN Photo)



Lt. J. W. Stegen introduces Halifax West High School teacher Dorothy Ehler to a Navy helicopter during a tour by Nova Scotia mainland school authorities of Shearwater. More than 160 teachers and selected students also went to sea in three frigates during the November 7 program, designed to acquaint them with the Navy's role and life afloat and ashore.



During a visit of the Navy's Engineer-in-Chief, Commodore (E) J. B. Caldwell, to the Atlantic Command he presented an award to Sub-Lt. (E) Keith Davies in recognition of the latter's high academic standing while at the Royal Naval Engineering College, Plymouth, England. Sub-Lt. Davies, who was a member of the first engineering class at Venture, has been qualifying for his engineroom watchkeeping certificate on board the Micmac. (HS-59176)

GIBRALTAR'S LINKS WITH CANADA

GIBRALTAR, lying well to the south of the usual tourist route to the British Isles and continental Europe, is probably thought of by most Canadians in 19th century terms as an outpost of Empire or a symbol in indomitable strength and endurance.

Yet the Gibraltar of today is not completely unknown to Canadians. Members of the Canadian Army and the RCAF are frequent visitors, particularly those who are travelling to or from the Middle East on United Nations duty, and every year or so one or more ships of the RCN put in at the Rock during training cruises. Canada flashes, in fact, are a well known and generally welcome sight in the colony.

Thousands of Canadian sailors got to know Gibraltar during the war, the largest number of them probably coming from the escort vessels and minesweepers that took part in Operation Torch—the Allied landings in North Africa, which led to a junction with Montgomery's Army of the Nile and the eventual expulsion of Axis forces from the lands south of the Mediterranean.

The actual harbour space in Gibraltar is quite small—only what is provided by three moles and the lee of the Rock—and most ships that went there in those days had to anchor in Gibraltar Bay, probably nearer to Spanish than to British territory. Even now big ships cannot get inside if there is an easterly gale and it may be that some ship's companies have had to say that they went to Gibraltar but never got ashore. (That is more or less what happened to the *Bonaventure* in October 1958.)

The air strip is comparatively new. It arose, like so many other things of lasting benefit, from the pressure of war. The race course was sacrificed, the bay was encroached upon and the narrow isthmus joining the Rock to the Spanish mainland was cleverly built up to provide an air strip which today can accommodate jets. Thus the base which for 250 years has been a vital link in Britain's sea communications has now become a valuable airfield. Canadian planes go regularly from Halifax to Gibraltar with personnel and supplies for the forces in Egypt and elsewhere in the Levant.

Gibraltar has had a remarkable history. It was used by the Phoenicians,

Greeks, Carthaginians and Romans and given the name Monte Calpe by the Greeks long before the beginning of the Christian era. In 711 AD an Arab chieftain named Tarik ibn-Zeyad crossed over to capture the Rock and, like many a conquerer elsewhere, changed the name to Jebel Tarik or Tarik's Hill after himself. It is easy to see how the modern name developed from the Arabic.

After 750 years in Moorish hands, Gibraltar was recaptured by Spanish forces on St. Bernard's Day 1462—consequently St. Bernard is the patron saint. Two of the oldest monuments are the Moorish castle of 711 (now a prison, like many other old castles in this part of the world) and the fifteenth century stone wall built by the Emperor Carlos V.

In 1704, during one of the many wars between England and Spain, Gibraltar was attacked by a British and Dutch naval force under Vice-Admiral Sir George Rooks; marines and soldiers were landed and on 24th July the Spanish surrendered. Several times during the 18th century Gibraltar was attacked by Spain and France but withstood all onslaughts including the Great Siege of 1779-1782.

Paradise, C.B., Next Port of Call

A Hungarian immigrant, rather fed up with Canada, set sail from Halifax in mid-August for a "paradise" of his own seeking in a rudely fashioned yacht. Marine authorities and the local press expressed some concern over his fate in the leaky vessel and expected they had heard the last of him.

On August 19, a drily-worded message from HMCS *Terra Nova*, the Atlantic Command's newest destroyer escort, brought a measure of relief and a chuckle:

"HUNGARIAN PARADISE SEEKER
IN POSITION 4435N 6238W DOES NOT
DESIRE ASSISTANCE X

"2. PRESENT COURSE INDICATES
CAPE BRETON WILL BE PARADISE"

The *Terra Nova*, under the command of Cdr. W. H. Willson, of Calgary and Halifax, was en route from Halifax to Toronto and the Canadian National Exhibition when she encountered the Hungarian about 47-48 miles due east of Halifax.

The yachtsman later abandoned his voyage.

There are two charming anecdotes of those days:

When Admiral Rooke captured the Rock the inhabitants were all Spanish. They were given the option of remaining or going over to Spain. Those who returned to Spain settled in the town of San Roque where they are still hopefully awaiting a resumption of Spanish authority, for each year they elect a "mayor of Gibraltar" who will assume his office as soon as victory has been won.

The other story is about the "Queen of Spain's Chair". During one of the sieges the reigning Queen went up on a hill overlooking Gibraltar and vowed she would remain there until the Spanish flag flew over the fortress. Unfortunately, for her, the stubborn British would not give up and she remained there several days with the prospect of many more ahead. The Governor, learning of the lady's situation, decided to be chivalrous so that she might come down without loss of face: he ordered that a Spanish flag be hoisted. After it had flown for a decent interval to permit the Queen to withdraw, the Union Jack was again displayed. The hill-top is called after this incident "The Queen of Spain's Chair".

Despite occasional threats, Gibraltar has remained firmly in British hands and has served the Allies well in the Napoleonic Wars, in both World Wars and in the present cold war.

All tourists hear about the Barbary apes whose origin is uncertain but whose presence is popularly supposed to ensure the continuance of British rule (during the Second World War Mr. Churchill heard that the apes were diminishing—he was so impressed by the popular belief that he had additional apes brought in to keep up the numbers). Guides will also take you to St. Michael's Cave to see the limestone formations or to the galleries whence you can see over Spain and the Mediterranean. But Maritimers will take particular interest in visiting the Trafalgar cemetery, King's Chapel and the museum.

The Trafalgar cemetery, as its name implies, contains the dust of many officers and men who fell in the decisive battle which took its name from a headland near Tarifa, a few leagues from Gibraltar. The victorious British ships returned to Gibraltar with prizes, their wounded and the body of their hero, Nelson. All that Trafalgar meant in the struggle against Napoleon and in the foundation of British supremacy at sea was recalled on October 21, 1958, during an impressive ceremony held in

the cemetery. A hundred Canadian officers and men attended to pay their tribute to the past and to show that the value of sea power remains 154 years after the event.

Like so many old buildings in the Mediterranean the King's Chapel has had a varied past. Soon after the Spanish drove out the Moors—in 1480 to be exact—the Franciscan order established a monastery and in 1533 built an accompanying chapel. In 1704 the Friary or Convent became the Governor's residence (the official name of Government House is still the Convent) and the chapel was converted to the Church of England. It suffered during the Great Siege but survived to be rebuilt with a shortened name and had been completed when in 1951 the Royal Fleet Auxiliary *Bedenham* blew up in the harbour and caused more damage than all the minor sieges. Those who recall the Halifax explosion will need no reminder of the

disaster caused by an ammunition ship when it goes up.

On the gospel side behind the choir stalls there is a marble scroll of special interest to Nova Scotians:

This Tablet

*The last sad tribute of affection
is consecrated to the memory of*

ELEANOR

*Wife of Wm. Hacket, MD,
Dept. Insp. General in this command
and daughter of the late*

*Richard John Uniacke, Esquire,
Attorney General of Nova Scotia.*

*She departed this life
on the 19th day of April 1849
aged 50 years.*

*"I know that My Redeemer liveth"
Job xix—25th verse.*

The oak lectern also is Canadian. Its inscription reads:

*Presented by the Military Association
of Canada to commemorate
the services of Nos. 1 and 2 Tunnel-*

*ling Coys Royal Canadian Engineers
in Gibraltar 1939-1945.*

And in the Gibraltar Museum Maritimers will be pleased to find a portrait of Edward Cornwallis, the same who arrived in Chebucto in 1749 to found Halifax and to establish the predominantly British character of both the city and the province. It may not be so well known that he resigned from his Canadian post in 1752 and resumed military service in India, where he was promoted colonel. Then in 1762 he became Governor of Gibraltar, thus joining a long line of distinguished soldiers who have served the Commonwealth in this vital base. His tenure of office was for that year only but he made one small bit of local history by silencing the bell of the King's Chapel because it disturbed his rest in the Convent. For years thereafter the Protestants in the garrison went to church by drum beat instead of by church bell.—C.H.L.

Eagles and Crows

In view of all the interest of late in schemes of promotion, and the recent changes in the RCN promotion system, it is worth noting that the broad principles of human advancement remain the same, and the two criteria are still: "Are you really efficient?" and "Are your human relations good?". This is the telling point made by the editor of *Canadian Power Engineer*, a magazine serving the interests of civilian engineering circles throughout the nation. He goes on to enumerate some of the check points by which we may judge our personal measurements in these fields and it appears that they are so justly applicable to RCN life that perhaps we could look at them:

Acquire additional skills! Since you already have a job on the strength of certain qualifications, it should require only a minimum of effort to branch out. Nobody ever lost an opportunity through increasing his knowledge and capacities.

Be enthusiastic! The difference in actual skill, ability and intelligence between those who succeed and those who fail is very little. If two men are equally matched, the man who is enthusiastic will find the scales tipped in his favour. A man of less ability, with enthusiasm, who believes in his work, will often outstrip the man of first rate ability who lacks enthusiasm.

Be friendly! Look for the good in everyone.

The sullen boiler operator, the silent boss, may be waiting for you to make the first move. A lot of people get reputations for being unfriendly when in reality they are just painfully shy.

Keep your word! When you promise something, deliver even if it causes you inconvenience.

Be neat! The chief with a clean collar, the neatly dressed maintenance staff, the boiler room crew whose work clothes bespeak cleanliness, are silently telling people that they know how to look after the equipment they operate, because they know how to look after themselves.

Leave trouble at home! Make a real effort to shrug off petty grievances and concentrate on your job. Grouchiness will only alienate your fellow workers, and may threaten your own safety, because are are most accident-prone when upset.

No matter what a person does for a living, and that can include both the newest recruit oiling bearings, and the fellow travelling the country on policy assignments, there is one sure thing—there is always room for improvement. Just reading this will not make you the most popular and efficient fellow in Canada, but it may start you thinking about self-improvement. We cannot all fly with the eagles, but that does not mean we must peck with the crows.—G.A.D.

THE NAVY PLAYS

CMR Big Winner At Stadacona

Athletes representing College Militaire Royal de St. Jean, won the major share of events in a crowded athletic program at *Stadacona* in mid-November.

CMR captured the fencing and basketball contests, were second in the swims, tied in water polo and lost in hockey by a 6-3 score to St. Mary's University.

In basketball CMR rolled up a 60-47 victory over *Cornwallis* after leading 29-22 at half time. They were paced to their clean cut victory by Coupal who swished 26 points. Alden and MacDonnell each added 10. Pala was *Cornwallis'* big producer with 15 while Tegue hooped 10.

Stadacona swept to victory in the swimming events with 36 points. CMR was second with 29, while *Cornwallis* had 22 and *Stadacona* B team 8.

CMR rolled up 36 points in fencing against 16 for RCAF Greenwood and six each for *Stadacona* and *Cornwallis*. Greenwood entered only two men both unbeaten, while the others had four.

In water polo *Stadacona* led 2-0 at the end of the first half but CMR came back to outscore its Halifax rivals 3-1 in the second.

Meanwhile, in hockey, St. Mary's University outscored CMR 6-3.

Little League Team Wins Eighth Straight

Little League Football made a high hit at *Cornwallis* this fall with Cougars taking home all the honors with eight straight wins. In those eight games the champions scored 282 points and had only 42 scored against.

Big guns for Cougars were right half Phil Obendorf and left half Ted Semmens, the team's leading scorers. The boys ran most of the plays generally with only a few being sent in from the bench from time to time.

Kit Frewer called the signals and showed considerable ball-handling ability. Ends Eric Sim and Bruce Walker were standouts while Bob Arnott and Ian Cocks performed well as guards.

The league started with three teams, Cougars, Tigers and Bruins, playing six



Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, tosses the ball to begin the basketball game between CMR and *Cornwallis* during a crowded sports meet November 14 at *Stadacona*. CMR won 60-47. On the left is Gerry Benner of *Cornwallis* and Bob Alden is on the right. In the left background is Lt.-Cdr. Reg Mylrea, Command P&RT Officer, who was chairman of the CMR vs Command meet. (HS-59565)

a side. Halfway through the schedule the winless Bruins disbanded and some of their better players went to the other two teams, providing eight-man squads.

The age limit was 10 to 13 with a maximum weight limit of 115. Downfield blocking was permitted on all plays and the quarterback was not allowed to run the ball himself without first handing it off or passing. All the other fundamentals of football were carefully observed and some promising material was uncovered.

The league was conducted under the direction of its founder and organizer, Cdr. E. Semmens.

Semmens coached the winning Cougars, Leading Seaman Peters handled the Tigers and Cyril Smith the Bruins. A total of 52 boys registered for the three starting teams.

Hockey Team Off To Good Start

The Pacific Command in early encounters led the Victoria Commercial Hockey League with an undefeated record.

In the season's opener they defeated Victoria "Vics" 8-5, in the second game they beat Army (PPCL) 4-2 and in the third game they trounced Patterson Construction 9-0. This they accomplished with a different goalie for each game. Newcomer Ord. Sea. Andre Desrochers tended the net for the first game, AB "Pat" Cain took the second and "Art" Morton the last one. Cain was one of the two goalies from last year's team. Morton is a recent arrival from *Shearwater* and looked sharp in his first game.

The teams in the league are working for the privilege of representing Victoria against Japan's National team which starts its Canadian tour at Victoria in the latter part of December.

Hoopsters Join Four-Team League

The Pacific Command junior basketball team has been playing in a league with two Victoria college teams and Royal Roads and was in second place with one game won and one lost.

AB Bruce Baxter in the opening games, was high scorer on the team and AB Martin Tomelack second, followed by AB Dick Austin. The trio makes up the first string of forwards. This line is backed up by AB Dick Cordick and AB Syd Price in guard positions, with Price team captain and main play maker. Bench strength includes AB Les Lane, AB George Dow, AB Dick Mills and AB Tom Jones. Ldg-Sea. Lloyd Henderson coaches the team.

Apprentices Win 27 Rifle Awards

A notable success was scored by the Naval Technical Apprentices' rifle team which until now has been limited to .22 shooting. When the members entered the Pacific Command Rifle Association annual meet they proceeded to win no fewer than 27 awards. The outstanding member of the team was Ord. Sea. Duff Pennie, who won the five major trophies.

This was their first appearance at Heales Range and speaks well for the future.

A strong apprentice team was entered in the B.C. Junior Track and Field competitions at Nanaimo in September



After an absence of five years, Canadian football returned this fall to Cornwallis. Six new entry teams played. Here Fraser Division practises backfield handoffs. Left to right are Ord Sea, Sheldon Hills, Terry Coady, George Milligan, Wayne Severin, Wayne Vilness, and Joseph Bicknell. (DB-13164)

and at the inter-service meet at Sea Island four days later. All entries placed well.

Patriot Curlers Choose Officers

Election of the 1959-60 slate of officers for the Hamilton branch of the Royal Canadian Navy Curling Association was held at HMCS *Patriot* in November and the new executive is: Honorary president, Commodore E. W. Finch-Noyes; president, Lt. J. M. Reid; vice-president, Lt.-Cdr. H. C. Tilbury; secretary-treasurer, Lt. (S) D. M. Swim; executive members, Cdr. G. J. Manson, Ldg. Sea. R. O. L. Cook, PO R. M. Stevens, CPO C. J. O'Hearon, Lt. J. C. Persson and Lt. (MN) A. B. Harvey.

The RCNCA local branch curls at the Hamilton Victoria Branch on Monday afternoon.

Apprentices Stage Boxing Show

The Technical Apprentice School held its first inter-divisional boxing show in early November.

Light middleweight Evans scored the only knockout when he KO'd Neidy in the early twenty minutes of the first round. Thomson won a TKO over Len in the lightweight division and Boxwell TKO'd Gough in the lightwelter division. Featherweight Irwin decisioned Andrew; welterweight Miller decisioned Hill; middleweight Baxter decisioned Van Buskirk, and lighthheavy Yuill earned a decision over Mills.

RETIREMENTS

CPO JOHN LEWIS SMITH, 38, C2MR4, of Langley Prairie, B.C., joined October 3, 1938; served in *Naden, Ottawa, Stadacona, Venture, Galt, Avalon, Cornwallis, SNO Liverpool, Scotian, Coverdale, Magnificent, Gloucester, Bytown*; awarded CD May 6, 1952; retired October 17, 1959.

CPO ERNEST GEORGE WOOLLEY, 40, C1Q14, of Watson, Sask., joined October 3, 1938; served in *Naden, St. Laurent, Stadacona, Saguenay, Cornwallis, Peregrine, Niobe, Warrior, Cayuga, Royal Roads, Beacon Hill, Ontario, Malahat, Athabaskan, Saguenay*; awarded Long Service and Good Conduct Medal; retired October 2, 1959.

PO SAMUEL DAVIS ROY, 38, P1TI4, of Swift Current, Sask., joined October 3, 1938; served in *Naden, Restigouche, Stadacona, Acadia, St. Clair, Niobe, Assiniboine, Spikenard, Summerside, Cornwallis, Huron, Qu'Appelle, Iroquois, Givenchy, Rockcliffe, Crescent Beacon Hill, Portage, Sioux, Ontario*; awarded CD November 1, 1950, retired October 2, 1959.

Ldg. Sea. JAMES PATRICK CULLEN, 43, LSQR2 of Halifax, N.S., joined RCNVR February 4, 1936, transferred RCN July 13, 1940; served in *Stadacona, Skeena, DEMS Cathcart, Annapolis, Hamilton, Sambro, Hochelaga II, Cape Breton, Matane, Niobe, Peregrine, Cornwallis, Uganda, Portage, Warrior, W190, Iroquois, Haida, Nootka, Magnificent, Swansea, Quebec, Huron, Swansea, Toronto, Shearwater, Fort Erie, Ottawa*; awarded CD, August 28, 1952; retired October 3, 1959.

CPO JAMES EARL FEATHERBY, 36, C2MR4, of MacLean, Sask., joined July 15, 1940; served in *Naden, Sans Peur, Prince*

David, Star, Stadacona, ML 078, ML 056, Fort Ramsay, GV3, Peregrine, Niobe, Sarnia, Shelburne, Warrior, Scotian, V190, Iroquois, St. Stephen, Nootka, La Hullose, Micmac, Wallaceburg, Shearwater, Magnificent; awarded CD July 15, 1954; retired October 2, 1959.

CPO DOUGLAS HAIG EVANS, 42, C1ERA, of Clair, Sask., joined October 3, 1938; served in *Naden, Ottawa, Stadacona, St. Croix, Courtenay, Nonsuch, Niobe, HMS Glasgow, Uganda, Givenchy, Rockcliffe, Athabaskan, Churchill, New Glasgow, Sussexvale*; awarded Long Service and Good Conduct Medal, 3 October, 1953; retired October 2, 1959.

CPO JAMES FRANKLIN GREIG, 41, of Halifax, N.S.; joined RCNVR September 12, 1939; transferred to RCN September 1, 1941, served in *Stadacona, Restigouche, Niobe, Cornwallis, Westmount, Hochelaga, Blairmore, St. John, Peregrine, Bowmanville, Middlesex, Scotian, Magnificent, Micmac, Haida, Lauzon, Huron, Swansea*; awarded May 30, 1955; retired October 3, 1959.

CPO JOSEPH EMILE DERISE MICHAUX, 50, C1BD4 (NQ), of Dawson, Yukon Territory; joined RCNVR Sept. 13, 1940; transferred to RCN February 2, 1946; served in *Naden, Stadacona, Niobe, Peregrine, Discovery*; awarded CD, September 15, 1952; retired October 24, 1959.

CPO ROBERT KINSEY, 50, C1MA4, of Stockport, England, joined RCNVR July 21, 1940; transferred to RCN February 27, 1947; service in *Ottawa, Naden, Prince David, Givenchy, Peregrine, Cornwallis, Niobe, Carleton, Bytown, Warrior, Magnificent, Stadacona, Iroquois, La Hullose, Wallaceburg, Micmac, Assiniboine*; awarded CD November 10, 1950; retired October 27, 1959.

TRADITIONS

LAST SUMMER a woman correspondent from a Toronto newspaper visited on board one of the "Cadillacs" anchored off the Toronto waterfront. She was suitably impressed by Canada's new destroyer escorts and the officers and men in them. But there was one wistful note in her story.

Why were the calls that came over the speakers not prefaced by the words: "Now hear this!"

Her error was a natural one. There is a general assumption, largely correct, that the navies of the world have a common tradition. The uniforms, wherever you go, are pretty much the same, the ships look alike, the behaviour and speech of the sailors are those of men belonging to a common fraternity.

The very good reason for this is that most navies have modeled themselves to a large degree on the Royal Navy. Sometimes this was done out of sheer admiration; in other cases, notably the United States Navy and navies of the Commonwealth, it was a matter of direct inheritance. Long after the American colonies had severed ties with Britain, however, the USN continued to draw on the customs and traditions of the Royal Navy—the designs of its uniforms are visual evidence of this—and, while building its own body of tradition, retained certain customs and traditions which have long been abandoned by the Royal Navy.

This is by way of saying that the fourth edition of "Naval Customs, Traditions and Usage", by Vice-Admiral Leland P. Lovette, USN (Ret.), is very nearly as valuable to the Royal Canadian Navy (or any other) as to the USN, for which it was specifically written.

The book is not merely a compendium of the oddities that set the seaman apart from the landsman, such as that delightful little book of Cdr. W. N. T. Beckett's, "A Few Naval Customs, Expressions, Traditions and Superstitions". It ranges widely through naval etiquette, social customs, historical background of the U.S. Navy and the common traditions of all seamen.

The first edition of Admiral Lovette's work was published in 1934. The fourth edition finds about half the material that appeared in the earlier editions re-written, the rest revised and new material and illustrations added.

The appendices, which make up nearly a third of the book, contain a

wealth of material and it is here the reader will find the rules for conducting a mess dinner in the Royal Canadian Navy. These are set down as supplied to RCN(R) officers attending a divisional course sponsored by the Commanding Officer Naval Divisions in January 1955. How treacherous is the ground on which students of naval tradition walk was evident when an RCN officer, on glancing at this section, immediately disputed the wording of the Naval Grace given therein. The two versions were both much too long,

BOOKS for the SAILOR

he protested. In his experience grace before dinner was usually a simple "Thank God". Others will probably agree with COND's version or produce their own.

There will be disputes over the origins ascribed by Admiral Lovette to such expressions as "bitter end" or "splice the main brace", but these and many others present questions which may be insoluble at this late date.

When he was preparing this fourth edition of his work, Admiral Lovette appealed through the pages of the "United States Naval Institute Proceedings" for suggestions and information—an appeal that led to the appearance of the section on the RCN mess dinner and several other items about the RCN and RN, contributed by a member of the Naval Historian's staff, Philip Chaplain.

"Naval Customs" is not a book to be picked up and read at a sitting. It is much too rich a brew for that. Portions can be read for amusement, others for instruction and the whole as a solid and informative guide to the way of life that in the Navy.—H.M.C.

"NAVAL CUSTOMS, TRADITIONS, AND USAGE", fourth edition, by Vice-Admiral Leland P. Lovette, USN (Ret.); published by United States Naval Institute, Annapolis, Maryland; 358 pages; illustrated; \$5.50.

U.K. Institution Increases Rates

Because of a great increase in operating expenses, the Council of the Royal United Service Institution, with head-

quarters in London, England, has decided to increase the subscription rate for individual members to £3 a year, effective January 1, 1960. This is twice the previous rate.

However, the price of the RUSI *Journal* to service messes, institutes etc., remains at £2-2-0 a year, post paid, according to Major-General G. R. Turner, Honorary Member for Canada, Council of the RUSI.

Library Seeks Old Publications

The National Defence Library is trying to complete its sets of Royal Canadian Navy periodicals, according to C. H. Stewart, departmental librarian at National Defence Headquarters, Ottawa.

Some of the periodicals have long since ceased publication, but it is possible officers or men may have the missing numbers among their souvenirs and may be willing to contribute them to the library, which will take steps to assure their preservation.

The following missing issues are required:

The Telescope—All issues except Vol. 1, Nos. 1 and 2;

White Twist—All issues except 1954;

Royal Canadian Naval College Log—All issues except Vol. 5, No. 3;

The Log—Royal Roads—Vols. 1 to 9 inclusive, Vol. 11 and from Vol. 13 to date;

Supply Mercury—Vol. 1, No. 1 only;

Wave Off—Vol. 3, Nos 3 and 4, July and October 1952; Vol. 4, Nos. 3 and 4, July and October 1953.

LETTER TO EDITOR

Dear Sir:

I think it quite superfluous to mention that I have a great admiration for the Royal Canadian Navy as portrayed in your very excellent journal, and I always find its contents most interesting.

I beg to refer to your July 1959 issue. On page three it looks very much as though the flags "Negative" and "Z" on board HMCS *Gatineau* are upside down.

On page twenty-nine, the Russian cruiser *Aurora* should not be flying the ensign at the jack-staff. The jack at that time was a composition not unlike our own Union Jack at a distance.

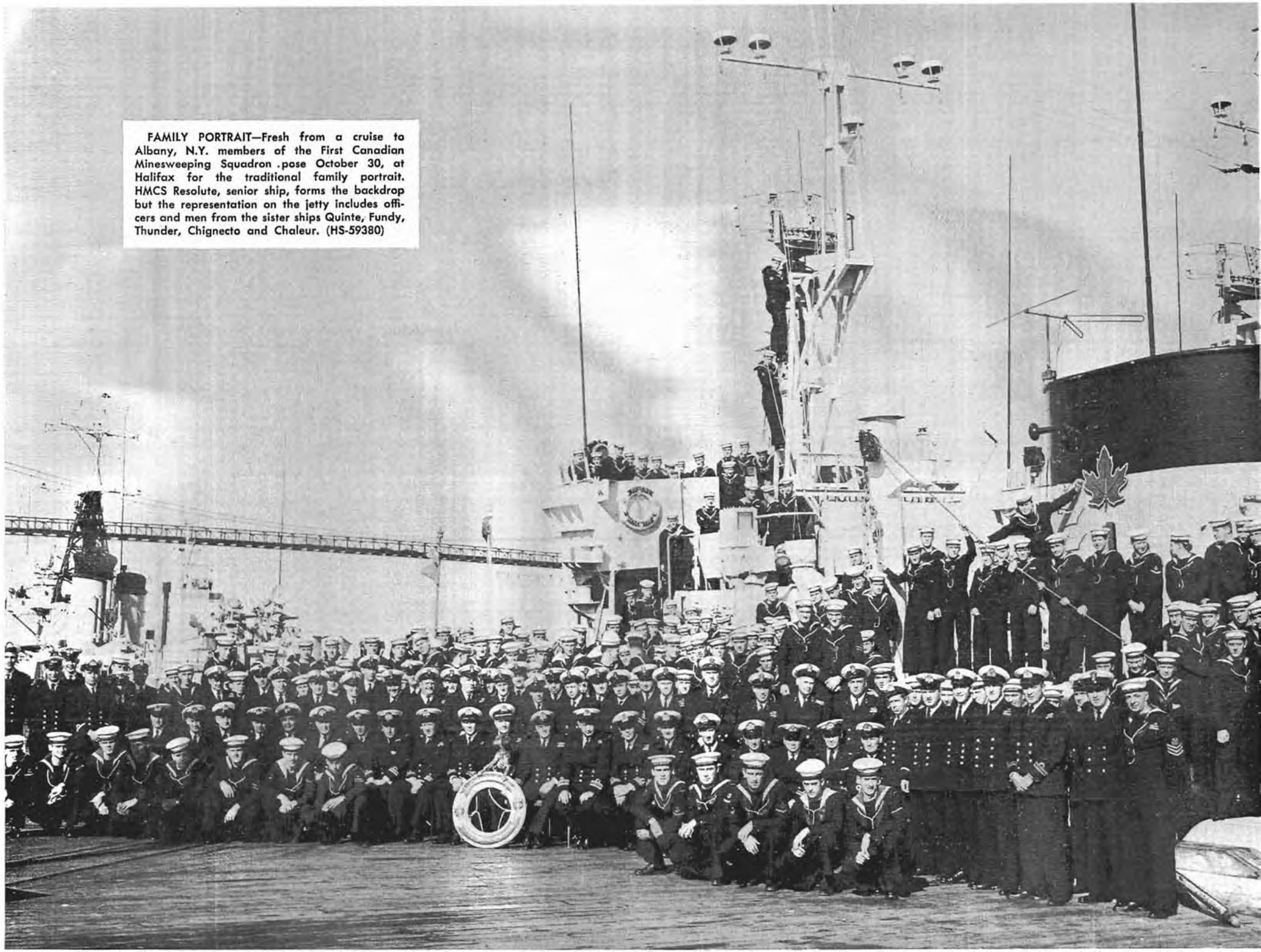
With best compliments,

Yours truly

H. P. MEAD
(Commander, RN)

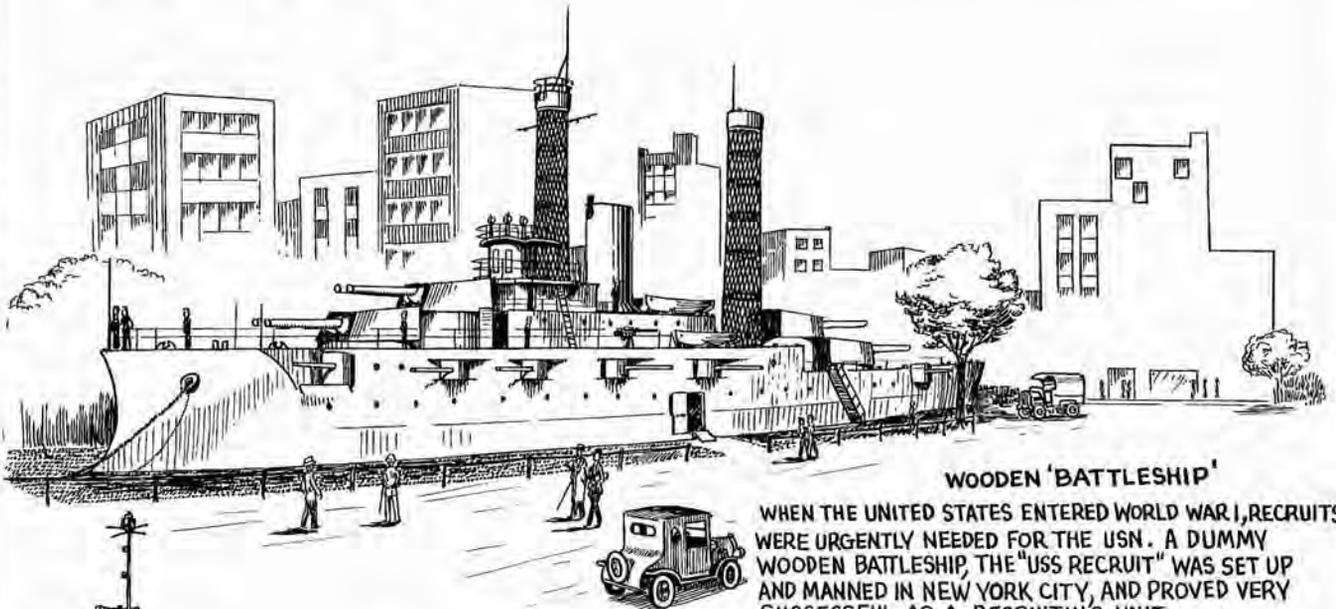
Lloyd's,
London, EC3,
England.

FAMILY PORTRAIT—Fresh from a cruise to Albany, N.Y. members of the First Canadian Minesweeping Squadron pose October 30, at Halifax for the traditional family portrait. HMCS Resolute, senior ship, forms the backdrop but the representation on the jetty includes officers and men from the sister ships Quinte, Fundy, Thunder, Chignecto and Chaleur. (HS-59380)



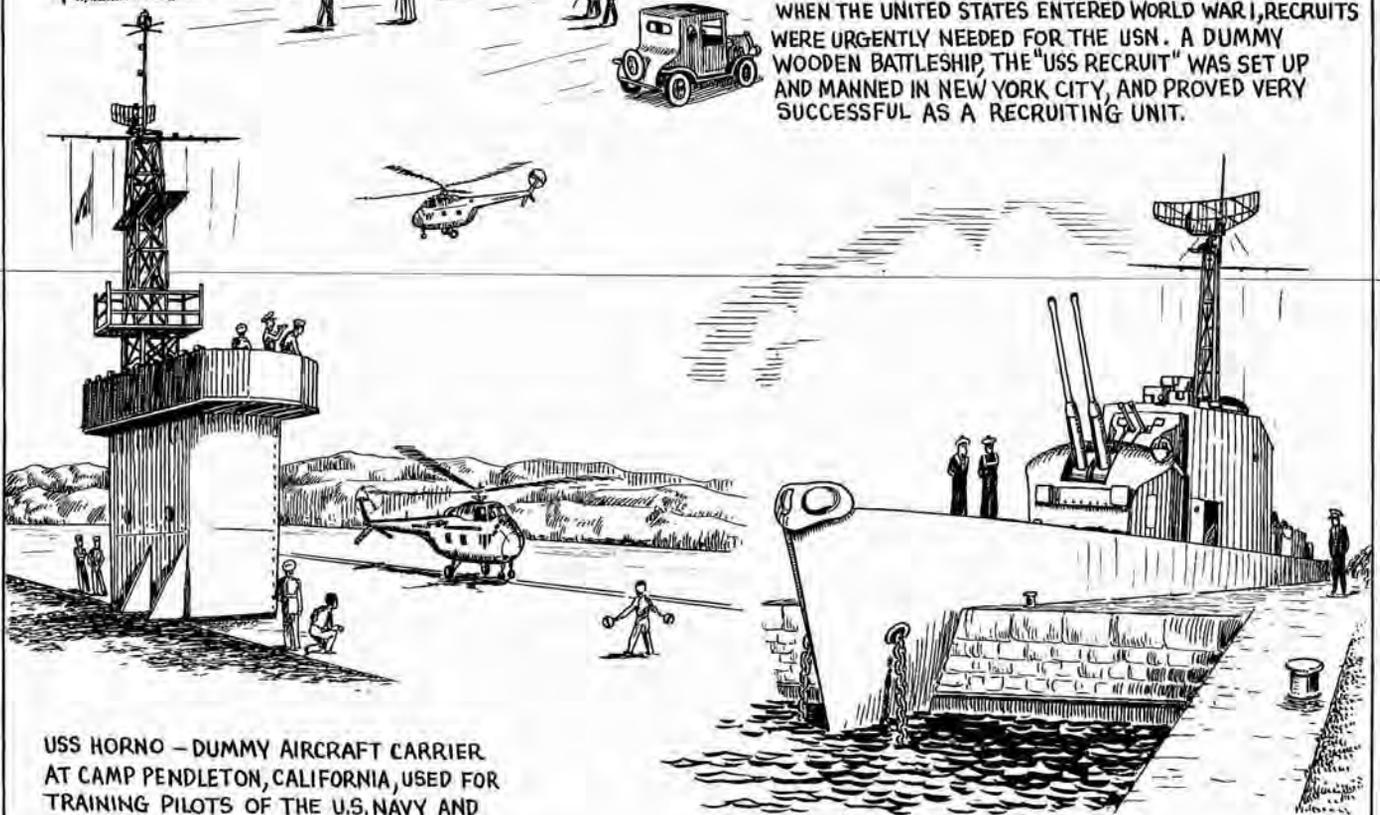
Naval Lore Corner

Number 77
"WARSHIPS" THAT NEVER SAIL



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