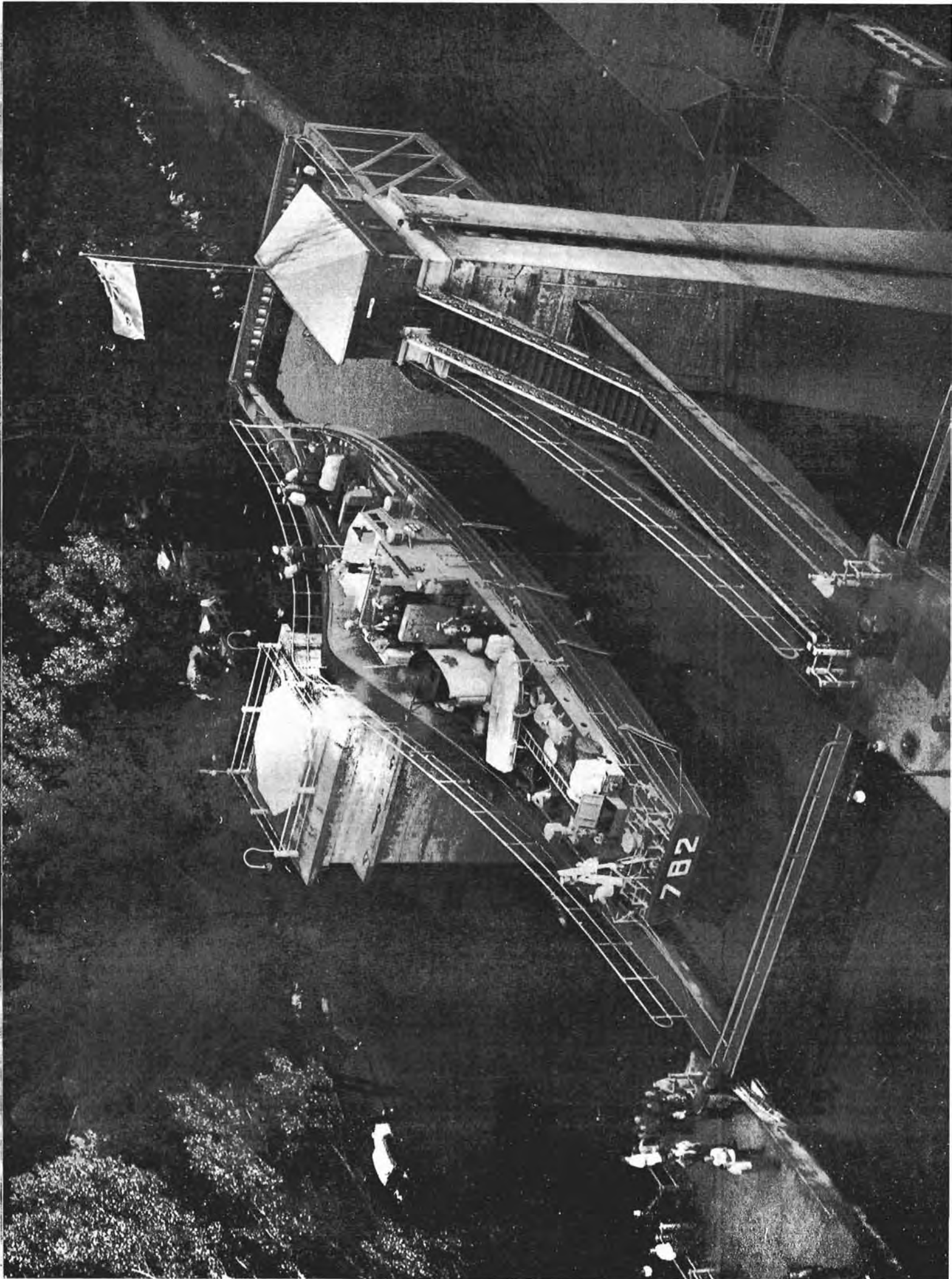


The CROWSNEST



Vol. 8, No. 12

October, 1956



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THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1956

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LADY OF THE MONTH

Poised for flight down a lift lock at Peterborough, Ontario, is the patrol craft HMCS *Blue Heron*, traversing the Trent canal from Orillia to Lake Ontario. The spectacle of a commissioned Canadian warship making the descent of the famous locks was rare enough to attract thousands of spectators, many of whom were in the city for the annual exhibition.

The evening sun was low in the sky when the aerial photograph was taken of the *Blue Heron* in the east lock at 8.30 p.m. Some of the detail lost in the shadows has been restored by retouching to make it easier to visualize the impressive drop of 65 feet from the upper to the lower level. The height is equal to that of a six-storey building.

Peterborough's lift locks, unique on this continent, are an outstanding tourist attraction. Each of the two locks, operated by hydraulic power, is 142 feet long by 33 feet in width and can accommodate vessels of up to six feet in draught. Archimedes figured out long ago that the size of ship, providing it was afloat, would make no difference to the loaded weight of the lock — a source of comfort to those making the descent in large craft.—(Photo by H. R. Oakman, Aerial Photographer, Peterborough.)

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The Cover — The second of Canada's atomic age anti-submarine destroyer escorts, HMCS *Assiniboine*, cleaves the waters of the approaches of Halifax harbour on the occasion of her first homecoming. She is wearing the light grey — almost white — paint which is coming into general use for HMC ships. (DNS-16384)



RCN NEWS REVIEW

Banshees of 870 Squadron on the tarmac at Lambert Field, St. Louis, Missouri, where they were flown following the Canadian International Air Show in Toronto. Pilots visited the plant of the McDonnell Aircraft Corporation, manufacturers of the jet fighters. (Photo courtesy McDonnell Aircraft Corporation.)

Bonaventure To Be Ready in January

Due to recent labour difficulties, the commissioning of the *Bonaventure*, originally planned for late this fall, has been delayed. The *Bonaventure*, a light fleet carrier, is being built for the Royal Canadian Navy by Harland and Wolff Ltd., Belfast, Northern Ireland.

The difficulties at the shipyard have now been overcome and preliminary trials will commence shortly. Commissioning should take place early in the new year and a new commissioning date will be announced as soon as it has been established.

Postponement of the commissioning date of the ship has been accepted in order to ensure that the highest possible standards of workmanship are maintained throughout the final fitting out and pre-commissioning trials period.

RCN Helicopters Fly to Labrador

Six helicopters of the anti-submarine helicopter squadron, HS-50, left *Shearwater* September 22 for the northland to assist the Royal Canadian Air Force in maintaining an air-lift of personnel and equipment to the Mid-Canada Line in the northern Quebec-Labrador area.

Because of the urgency of completing the line, the naval aircraft were withdrawn from fall and winter sea exercises in the Bermuda area.

To prepare for the operation, the helicopters were flown earlier in the month from the aircraft carrier *Magnificent* to *Shearwater* where their

sonar equipment was temporarily removed and other equipment installed to assist them in transport duties in the north.

Approximately 50 officers and men are serving with the naval helicopters which are operating out of Knob Lake.

Naval pilots, plus some ground crew to maintain the aircraft en route, flew the helicopters on the 850-mile flight from *Shearwater* to Knob Lake. The RCAF provided an air-lift to fly the remainder of the ground crew, equipment and spares.

Naval personnel are being accommodated in the RCAF barracks at Knob Lake but groups operating out of the base to the air-lift live in temporary shelters along the route.

HS-50 is the RCN's experimental helicopter anti-submarine unit and was formed on July 4, 1955. It is equipped with Sikorsky HO4S-3 aircraft.

Labrador Ends 1956 Mission

The Arctic patrol ship *Labrador* headed south in early October in the final phases of her 1956 Arctic mission.

The *Labrador* sailed from Halifax July 3 to take part for the second successive year in the seaborne supply of Distant Early Warning Line sites in the eastern Arctic area of northern Canada. Her principal duties in this connection included the exploration and charting of navigable routes, survey and selection of landing beaches and the escort of supply convoys to their destinations.

In addition, she had embarked civilian scientists who carried out a pro-

gram of studies and research planned both to provide direct support to the *Labrador's* main mission and to add further to the gradually increasing store of knowledge and data concerning Canada's Arctic region.

Already having established a number of records in the Arctic, the *Labrador* continued this year to add to her list of firsts.

This summer she became the first ship to pass through Navy Channel, 150 miles north of the Arctic Circle and between Rowley Island and North Spicer Island in Foxe Basin. Having made this passage, the *Labrador* carried on to navigate the channel five more times in the course of the hydrographic work in which she was engaged at the time.

Then on September 17 she became the first ship to make an east to west passage of Fury and Hecla Strait, between Baffin and Melville Peninsula. This passage was made in the course of a general reconnaissance and hydrographic and oceanographic surveys of the Gulf of Boothia, Prince Regent Inlet and Bellot Strait.

She was followed through the Fury and Hecla Strait eight hours later by the U.S. Navy icebreaker *Edisto* which lost her starboard propeller in heavy polar ice.

The *Labrador* immediately steamed to the *Edisto's* assistance. On arrival, the Canadian icebreaker cut in a few feet ahead of the U.S. ship and then cleared a 10-mile passage to the relatively ice-free waters of Fury and Hecla Strait.

After escorting the *Edisto* to a Foxe Basin anchorage, the *Labrador* turned north again to continue her surveys. These took her to the Gulf of Boothia, Bellot Strait, Prince Regent Inlet and through Barrows Strait to Resolute on Cornwallis Island.

From Resolute, the *Labrador* proceeded to Arctic Bay on Admiralty Inlet at the northern end of Baffin Island, thence to Craig Harbor, at the southern end of Ellesmere Island, a point nearly 700 miles north of the Arctic Circle. From here she turned southward home and completion of her 1956 duties.

Ottawa To Join Fleet in November

The third of Canada's new anti-submarine destroyer escorts, Her Majesty's Canadian Ship *Ottawa*, will be commissioned on Saturday, November 10, at Canadian Vickers Limited, Montreal.

Shortly after commissioning, the *Ottawa*, the third of her name, will sail for Halifax to join company with her sister-ships, the *St. Laurent* and *Assiniboine*, in the Third Canadian Escort Squadron. The *St. Laurent* was commissioned at Canadian Vickers on October 29, 1955, and the *Assiniboine* was commissioned at Marine Industries Limited, Sorel, Que., last August 16.

Eleven more of the anti-submarine destroyer escorts are in various stages of construction.

Alderney Goes Back to U.K.

The submarine *Alderney* sailed from HMC Dockyard on Monday, October 8, for her home port of Portsmouth, England, after 18 months' service with the Sixth Submarine Squadron of the Royal Navy based at Halifax.

Commanding officer of the *Alderney* is Lt.-Cdr. D. E. Teare, RN.

Identity Cards To Be Changed

New type identity cards are to be issued to all service personnel, with processing or reprocessing of those entitled to them commencing in November, according to a National Defence Headquarters announcement.

Personnel at NDHQ were to be the first to have their photographs taken for the new cards. Some time after the middle of November and commencing on dates to be announced, the reprocessing of personnel serving ashore or afloat outside of Ottawa was to commence. Finger-printing will not be required for holders of the present "ID" cards.

Until distribution of the new cards is completed, both the old and new



And what could a Newfoundlander do with his spare time on board ship but build a model of a fishing schooner? The dexterous fingers of PO Reginald Rhymes, of Burgeo, Nfld., fashion just such a model on board the frigate *Lanark*. (HS-43567)

types will be valid. Since identification cards are widely used by service personnel in cashing cheques and in other circumstances where it is necessary to identify themselves to civilians, the issuance of the new cards will be widely publicized.

'Sweepers Journey To Newfoundland

Four "Bay" class coastal minesweepers out of Halifax by the end of September had completed separate cruises which took them to ports in Newfoundland, Quebec, Nova Scotia, the island of St. Pierre and the State of Maine.

Three, the *Gaspe*, *Resolute* and *Trinity*, of the First Canadian Minesweeping Squadron, made their cruises in the latter half of the month, but that of the *Quinte* took a month and a half and spread along the Atlantic seaboard from Newfoundland to Maine.

Squadron Sails For Europe

Ships of the First Canadian Escort Squadron sailed from Halifax September 19 for a two-month training cruise to the Azores, the United Kingdom and continental Europe.

Three ships sailed on schedule. They were the *Huron*, *Iroquois* and *Micmac*. The *Algonquin*, senior ship of the squadron, was damaged by Hurricane Carla earlier in the month while she was taking part in the NATO sea-ex-

ercise *New Broom VI*. However, with repairs completed, she sailed from Halifax September 29 to rejoin the squadron overseas.

The ships were scheduled to be joined late in October by the *Assiniboine*, destroyer escort commissioned at Sorel, August 16. She will remain in company with the squadron for the remainder of the cruise which is scheduled to end with the return of the ships to their Halifax base on November 21.

New Broom VI Proves Success

Although initially hampered by Hurricane Carla the NATO sea-air exercise *New Broom VI* was finally carried on to a successful conclusion early in September.

The exercise, employing both United States and Canadian ships, submarines and aircraft, was conducted by Rear-Admiral R. E. S. Bidwell, Commander, Canadian Atlantic Sub-Area.

On conclusion of the exercise, Admiral Bidwell messaged to all concerned:

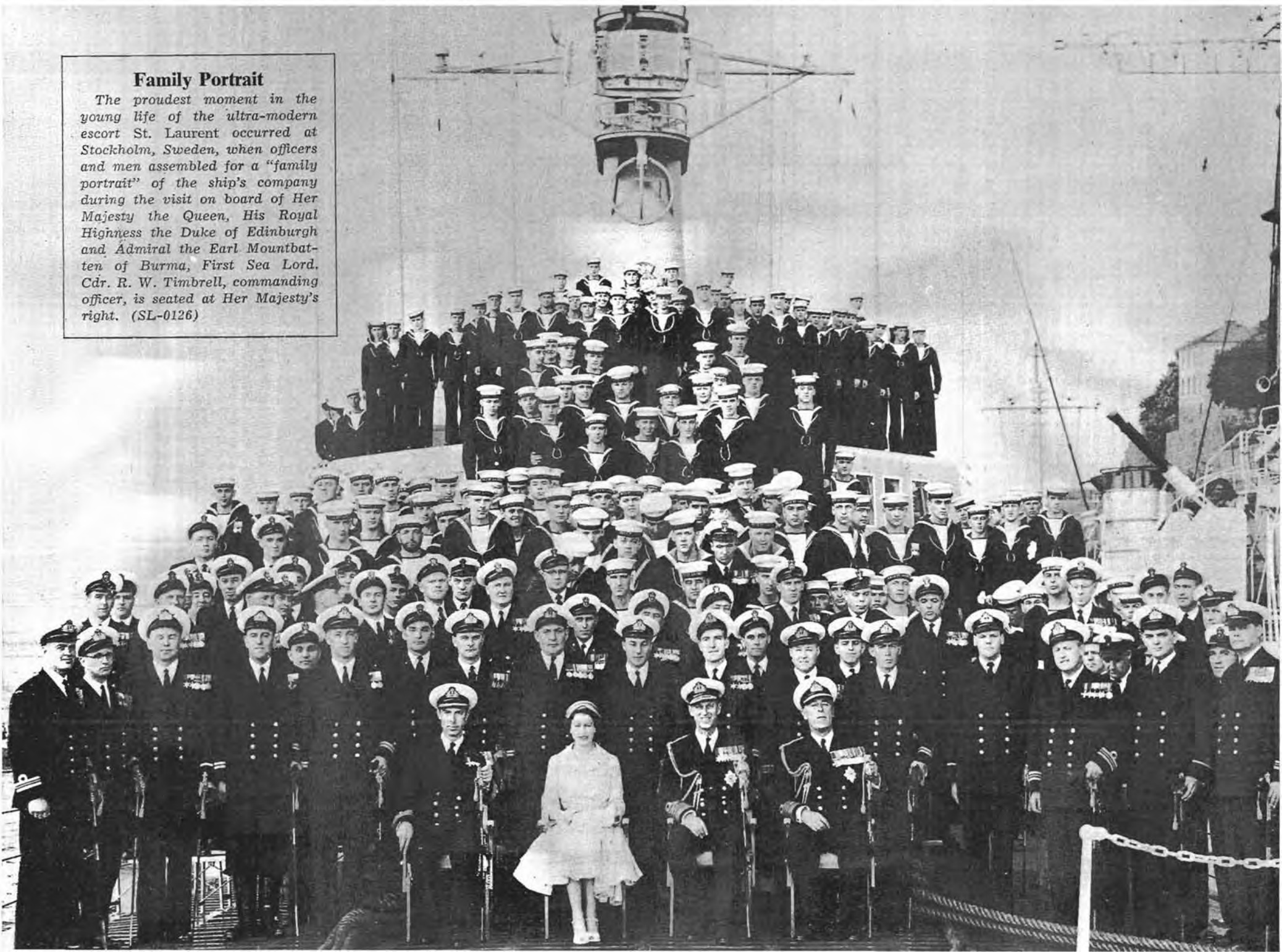
"New Broom Six has been a successful anti-submarine warfare exercise and indicates that integrated NATO forces work well together.

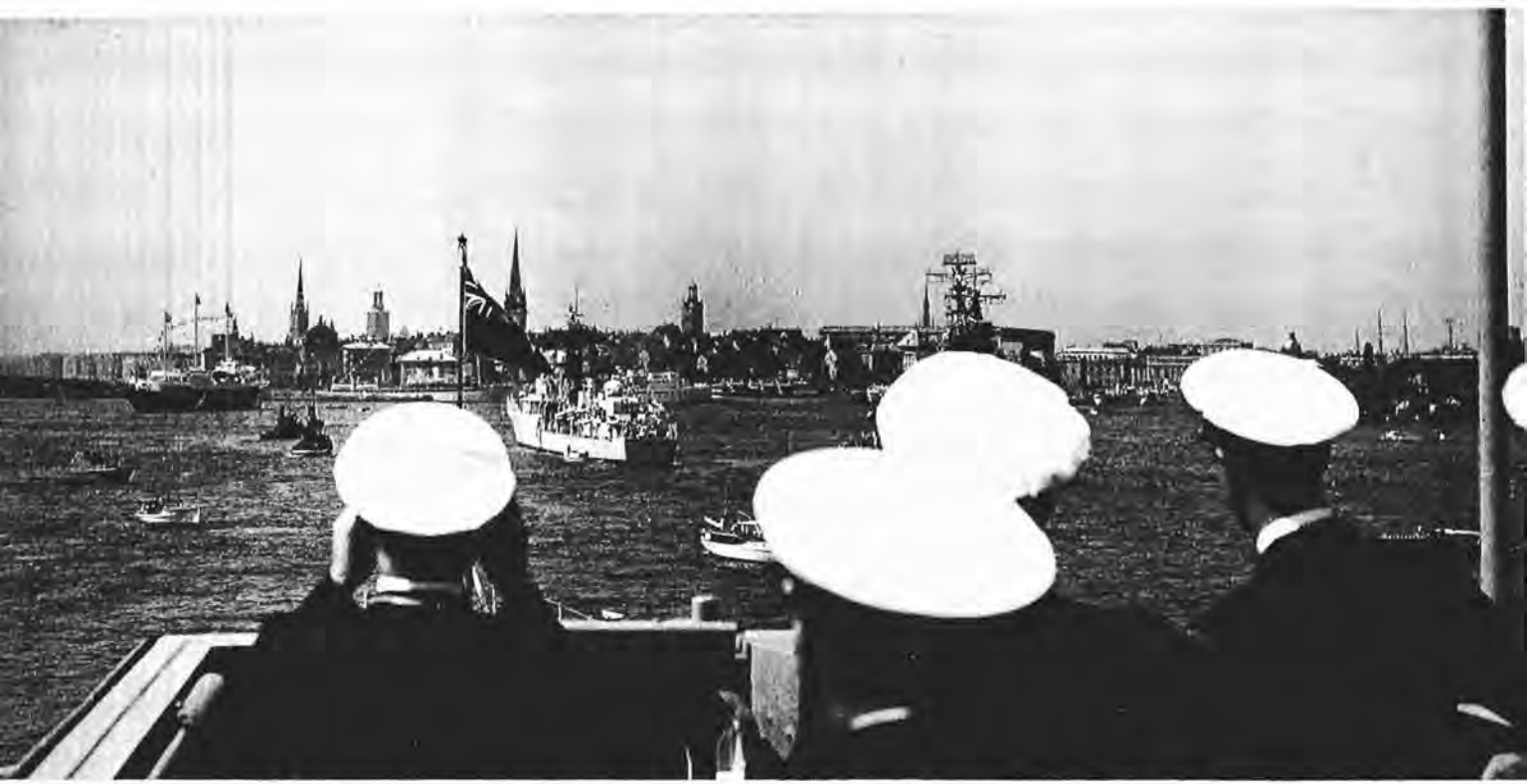
"The effort put into this exercise by the forces participating and those involved in its planning is laudable.

"All are to be complimented upon the performance given. Well done."

Family Portrait

The proudest moment in the young life of the ultra-modern escort St. Laurent occurred at Stockholm, Sweden, when officers and men assembled for a "family portrait" of the ship's company during the visit on board of Her Majesty the Queen, His Royal Highness the Duke of Edinburgh and Admiral the Earl Mountbatten of Burma, First Sea Lord. Cdr. R. W. Timbrell, commanding officer, is seated at Her Majesty's right. (SL-0126)





The *St. Laurent* comes to anchor in Stockholm harbour. In the left background is the Royal Yacht *Britannia*, while the British escorting warships are in the middle distance ahead of the *St. Laurent*. (SI-0116)

ST. LAURENT - - - ESCORT TO THE QUEEN

Stockholm Voyage Memorable Page in Young Ship's History

IT IS ALWAYS pleasant to reminisce, and since it is inevitable that aged sailors upon retirement will outlive their love of truth, it is essential that events be recorded as soon after their occurrence as possible. It is, then, in a spirit of modified solicitude, mindful of our responsibility to posterity, that the following brief remarks are committed to print.

HMCS *St. Laurent* sailed from Halifax on May 5, 1956, for Londonderry, Northern Ireland, which sanctuary was gained on May 12 after an uneventful passage. To dismiss the passage as uneventful is perhaps a little disparaging when one considers the ingenuity of the ship's company in converting the Limbo well into a deck tennis court, and the feverish activity of the rigger in his attempt to replace the quoits, thrown over the side with recklessly gay abandon and depressing regularity.

The object of the Londonderry visit was twofold; to exhibit the ship to the faculty of the Joint Anti-Submarine School at HMS *Sea Eagle*, and to determine the degree of integration that could be achieved by a worked-up ship of this class with established groups of British ships performing difficult exercises under a variety of conditions,

without a joint workup period. Then again Londonderry is a pleasant recreational port.

The objectives were successfully achieved, though minor difficulties were experienced, as illustrated by the following snatch of conversation overheard on the bridge.

"Yeoman, is the 'what-the-hell' pennant still flying?"

"Yes, sir."

"Then nail it to the truck!"

The exercises were held in particularly inclement weather, and after two weeks the average man felt as though he had been living in an automatic washing machine; the departure for Portsmouth was, in consequence, hailed as the best possible thing under the prevailing circumstances. There was, however, no respite for the wishful thinkers, for no sooner had they secured their warlike equipment and grease pencils than Operation Paint Ship was launched under the kindly auspices of the chief bos'n's mate.

The ship's program provided for six days in Portsmouth, during which time the ship was to be prepared in all respects for her role in the Royal Visit to Sweden. An opportunity was also afforded interested officers of the Portsmouth command to view the ship. The

ensuing events can only be compared with the descent of locusts on the land of Egypt, only the Egyptians were not painting at the time. Her Majesty's Yacht *Britannia* was also at Portsmouth, effecting last-minute preparations, and looking every inch a lady of quality. Many friendships were made with her hospitable crew, thus it was quite a family affair when the *Britannia*, wearing the flag of Vice-Admiral Sir Conolly Abel Smith, KCVO, CB, RN, and with the *St. Laurent* in company sailed for Middlesbrough.

Her Majesty the Queen had travelled to Yorkshire in order to visit several communities in that county and to open a new steel rolling mill. Middlesbrough had been selected as the embarkation port for the royal party and the rendezvous for ships of the Commonwealth escort. The *St. Laurent* berthed at Smith's Dock, the birthplace of the corvette of Second World War fame, and enjoyed warm hospitality from the residents of the town.

On June 4 the *St. Laurent* slipped and proceeded to the mouth of the River Tee to rendezvous with Her Majesty's Ships *Defender* and *Delight*, two "Daring" class ships, to form the Commonwealth escort. HM Yacht *Britannia* with the royal party, comprising HM

the Queen, HRH the Duke of Edinburgh and Admiral the Earl Mountbatten embarked, sailed from Middlesbrough. She was led, in accordance with tradition, by the Trinity House Yacht *Patricia* through pilotage waters, and escorted by MCBs of the RNVR. The *Britannia* steamed close up the starboard side of the *St. Laurent* and assumed guide for all escorting ships.

The passage to Sweden started in glorious weather and added support to the theory prevalent among Royal Yachtsmen, that the *Britannia*, assisted by her stabilizing hydroplanes, did in fact rule the waves. This speculation was short lived, however, as the weather deteriorated and the elements endeavoured to produce more typical North Sea conditions. Despite these unfavourable conditions of wind, sea, and fog, the ships were exercised by the Royal Yacht throughout the passage.

At 1800 on June 6, the *St. Laurent*—at that time tail end Charlie of a line astern formation—was ordered to close the Royal Yacht and receive mail from the First Sea Lord for distribution to the escorting ships. This evolution entailed three coston gun line transfers under tricky conditions, and was carried out so smoothly that a “well done” was received from the yacht.

The mail delivered confirmed an earlier message informing the escort of Her Majesty's desire to visit the three ships on Monday, June 11. This represented a departure from precedent since



Her Majesty the Queen raises her hand in farewell as the Royal Barge leaves the side of the *St. Laurent*. (SL-0128)

it is not customary for Her Majesty to visit escorts smaller than cruisers.

The entrance to Stockholm harbour is through the tortuous 36-mile archipelago, a maze of islands which are inundated with summer homes, large rocks and, as it appeared to the squad-

ron, hordes of cheering children. Under favourable conditions this is a most picturesque though difficult passage. The Royal Squadron navigated this hazard in thick fog, and was joined en route by two Swedish destroyers and a flotilla of fast, new MTBs. This amazing armada crept through the fog, until, as the capitol drew near, the fog lifted revealing clear blue skies and brilliant sunshine.

As the *Britannia* entered the harbour 300 jet aircraft of the Royal Swedish Air Force gave a breathtaking display of precision flying. Beneath this panoply of sunshine and spectacle, musical and gun salutes welcomed the Royal Yacht and her escort as they came to anchor in sight of the Royal Palace. The state visit of Her Majesty Queen Elizabeth II to Sweden had officially begun.

As the *Britannia* came to anchor the Swedish Royal Barge, an 18-oar, double-banked ceremonial vessel used for occasions of state, pulled out from the shore and embarked the Royal Party from the yacht. “The three-day state visit to Sweden was followed by an informal naval visit of seven days, during which time the royal party, reinforced by Princess Margaret and the Duke and Duchess of Gloucester, lived on board the *Britannia*.”

It was on the first day of the naval visit, Monday, June 11, that Her Majesty the Queen, the Duke of Edinburgh,



Her Majesty the Queen is piped on board the *St. Laurent* at Stockholm, Sweden. She is followed by His Royal Highness the Duke of Edinburgh and Admiral the Earl Mountbatten of Burma, First Sea Lord. (SL-0123)

and Admiral the Earl Mountbatten visited the three ships of the Commonwealth escort. The Royal Party toured each ship, talked with officers and men, and graciously posed with each ship's company for a photograph. The *St. Laurent* was further honoured when Her Majesty accepted an invitation to refreshments in the wardroom.

The entertainment of officers and men by the Swedish people was lavish and excellent. This fact, the beautiful city and an 0230 sunrise ensured that the Swedish visit was indeed a memorable one.

The *St. Laurent* slipped from her berth on a cold wet morning, Saturday, June 16, and sailed for her search and rescue station for the Queen's return flight over the North Sea. The highlight of this passage was the navigation of the famous 95-kilometer Kiel Canal.

On receipt of the "safe arrival" signal from Admiralty, the *St. Laurent* left her SAR station, set course for the Thames estuary, and on arrival proceeded up the River Thames and secured to buoys between London Bridge and Tower Bridge in the Pool of London.

The purpose of the London visit was to exhibit the ship to Admiralty officials and interested officers from the Nore. Once again the ship was host to hordes of visitors, led by the First Sea Lord and the Board of Admiralty. The ship was open to unofficial visitors, who arrived in droves by trippers boats for the modest sum of two shillings per person per trip—payable directly to the happy skippers who, as one so succinctly expressed it, "'ad never 'ad it so good".

The ship's company was royally entertained in London. Visits to industries were many and well attended. Jack Hylton, the producer, presented the ship with 120 tickets to "Kismet" (a gesture equalled only by the ship's company in issuing 120 invitations to the cast of "Kismet"), and each man was presented with a ticket to the Royal Tournament by HMCS *Niobe*; five of the ship's officers were invited to Royal Ascot, as guests of Her Majesty the Queen, for the Gold Cup, and later for tea; and every one had 48 hours well-earned leave.

On June 26, the *St. Laurent* sailed from the Pool of London, and proceeded to sea. After a brief stop in Portland to conduct trials and to show visitors around the ship, course was set for Halifax and home. At 1100 on July 5 the *St. Laurent* secured alongside in HMC Dockyard and preparations were made for both the ship and the ship's company to undergo a period of self-refit.



FROM THE NAVAL PHOTO SALON—A cat may look at a king and, by the same token, may turn its back on a revered admiral. This photograph from the Naval Photo Salon, which is on a tour of Canadian cities, was taken by Lieut. (SB) Bert Norbury, command photographic and motion picture officer at Naden.

ELECTRONIC PRANKS

DURING the last days of August and the first few in September, the Arctic reached down deep in her bag of tricks for one more stunt to upset the schedule of HMCS *Labrador*.

All during August, the work had proceeded normally and, with a good amount of surveying accomplished and the sea lift escorted without incident into the DEW line sites, there didn't appear to be any outstanding difficulties remaining. Suddenly a radio blackout began and the ship lost all contact with the outside world.

First to be affected was the weather officer, for without weather reports from a large surrounding area, forecasting is quickly relegated to the aching-corn approach and in the Arctic this is less than half the story.

The first evening, a boat and a helicopter were stranded on the beach by a snowstorm and were unable to return until the next morning. Then, with the sun smiling down and apparently settled weather approaching, two sounding boats were left to survey one of the channels. The following day, a fresh wind developed making small boat operations hazardous and forcing the cancellation of several beacon-erecting expeditions. All this difficulty could have been prevented if the reception of weather reports had made accurate forecasts possible.

Other departments of the ship remained relatively unaffected except for the communicators, who had increasing backlogs of traffic to be cleared, and at Churchill the incoming-material was bound to pile up.

Radio blackouts or magnetic storms are caused basically by flare-ups or spots on the sun and can descend on the Arctic regions without warning. They are most frequent during the spring and fall but can occur at any season of the year. This year is near the top of the sun-spot cycle and consequently the storms are more common, more lasting and more intense.

The Canadian Arctic is most affected by these storms because it is the home of the North Magnetic Pole. Sunspots are the source of a stream of particles from the sun which, in approaching the earth are concentrated by magnetic forces. The effect in the Arctic is most intense and it has been found that, as in the case with "northern lights", the band of severest disturbance runs across northern Quebec, northern Hudson Bay and the southwesternmost of the Arctic islands.

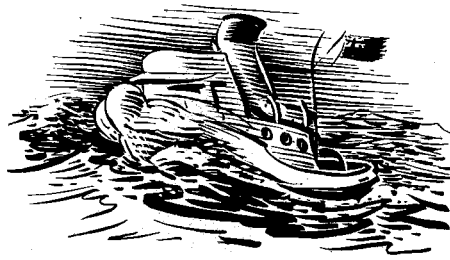
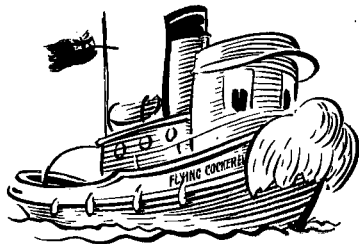
Some progress has been made in predicting these occurrences but to date no sure method of penetration has been found and it is usually a matter of waiting it out.

The Voyage of the Flying Cockerel

- - - A Ballad of the Mersey-side - - -

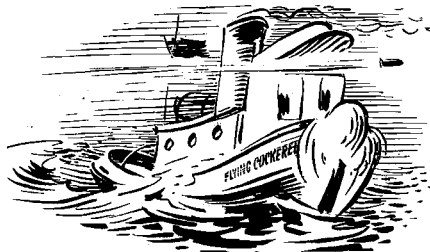
THE *Flying Cockerel* spent her days
Upon the Mersey-side,
A river tug with tattered flag
Which always snapped with pride.
Black, squat and ugly, draped around
With beard of old tarred rope,
As rolling in her eight-knot gait
As sailor from Cape Hope.

*In years of peace she huffed and puffed
To dock the ocean ships,
The river in her painted pride,
The tramps and cargo ships.
Then, when war swept like snarling tide
Across the Mersey sand,
Her crew and skipper jumped with pride
To lend a ready hand.*



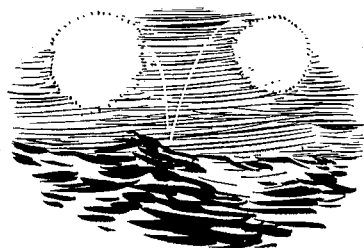
'T WAS THEN the *Flying Cockerel's*
crew
Knew it was up to them,
So, tossing Regulations out
They turned a seawards stem.
High raced the flying bow waves white,
Her ensign red flew free,
As, like a bulldog slipped from leash
She headed out to sea!

*Her sturdy engines drove her on,
The wreck lay dead ahead,
And soon a heaving line snaked out,
Caught on the fo'c'sle head.
Then, breathlessly, with frantic hand
Four men were safe on board,
And still the wild wrack of the storm
To thundering heavens roared!*



ONE NIGHT, a battered cargo boat,
Hit hard upon the Bar,
Her convoy safely home in port—
Hers an unlucky star.
Like jewels 'cross the throat of night,
Her rockets lit the sky,
As o'er the raging waters screamed
The sea-birds raucous cry!

*A ship to help, a life to save,
No thought of danger near,
The Perch Rock lifeboat put to sea
Without a thought of fear.
But, suddenly a clawing sea
Struck heavy on her side,
And left her shattered in her tracks
Athwart a raging tide.*



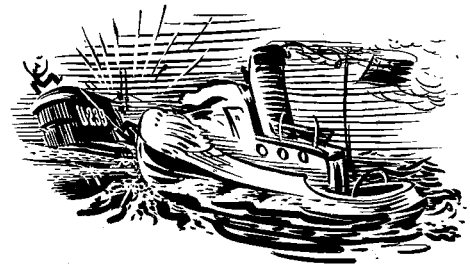
The Writer

A former RCAF officer with both experience and love of the sea, ex-Sqd.-Ldr. R. C. Tiplady, of Toronto, contributed the ballad of the war at sea which appears here. Mr. Tiplady this past summer became editor-in-chief of *The Veterans Advocate*, the official publication of the Army, Navy and Air Force Veterans of Canada.

Naval readers will recognize the poem as art rather than history. The German submarine mentioned here, the U-239, was in fact destroyed during an RAF raid on Kiel on July 23, 1944.

THE *Flying Cockerel* rolled a-beam,
And thought her duty done,
When suddenly, above the storm,
Cracked out a vicious gun,
"My God, a sub!" the skipper cried,
And hard upon her lee
The German U-boat 239
Rolled in a trough of sea.

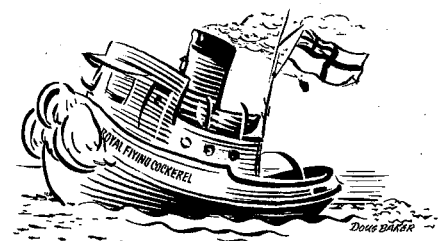
*"Clear off the fenders from the bow!"
The Cockerel's skipper cried
'I'll ram the tin-can so-and-so
Or go out on the tide!"
And so the story thus is told—
They struck her rolling hull,
Ripped through her plates and sheared
her side—
High screamed the storm-tossed gull.*



ON MERSEY-SIDE the brass hats
stood.
The Navy blue and gold;
And for a dignified salute
The naval drum-heads rolled.
"I name thee 'Royal'," the "brass hat"
said,
"Royal *Flying Cockerel*—
And let her fly the ensign white
Instead of ensign red!"

*And if you visit Mersey-side
You'll see an old black tug,
Still puffing up the river wide
Like squat and sturdy pug.
And if you wonder why she flies
Her naval flag with pride
Don't ask her skipper or her crew—
Just ask the Mersey tide!*

—R.C.T.



OFFICERS AND MEN

Half-Century With Reserves

The death on July 2, 1956, of Commander Russell Porter Ponder, RCN(R) (Ret'd), brought to a close an association with the naval reserve which predated the Royal Canadian Navy by five years.

Well-known to thousands of serving and retired officers of the regular force and reserves of two navies, Commander Ponder died at his home in Langley Prairie, B.C., at the age of 68.

The funeral was held from HMCS *Discovery*, the Vancouver naval division, with full naval honours and his ashes were consigned to the sea.

Cdr. Ponder was born in London, England, on September 8, 1888, and entered the Royal Naval Volunteer Reserve there as an ordinary seaman in 1905.

He came to Canada in 1913 and joined the British Columbia Provincial Police. At the same time he retained his connections with the naval reserve by attending parades of the old pioneer company of the newly-formed reserve at Esquimalt.

In August 1914 he entered the Royal Naval Canadian Volunteer Reserve at Esquimalt as a chief petty officer instructor. He transferred to the RNVN in 1915 and went to the UK where he was promoted to sub-lieutenant in June of that year and appointed for courses, after which he went to the gunboat *Snakefly*, then in Basra as first lieutenant.

He returned to England in 1918 and was appointed to the drifter HMS *Guide On* in command, where he remained until he was demobilized and returned to Victoria and his job with the provincial police.

Posted to northern British Columbia by the police, he organized the Prince Rupert half-company of the RCNVR and was appointed company commanding officer in August 1924. In December 1927 a transfer by the police brought him to Alert Bay and he was attached to the Vancouver naval division.

In September 1939 he was called out on active service and was appointed to HMCS *Naden*, where he later became provost marshal. He became drafting

commander at Esquimalt in 1944 and took his discharge in March 1945.

From 1905, until his death, when not on active service, Cdr. Ponder remained on the active or retired lists of the naval reserve, a period of 51 years.

Cdr. Ponder is survived by his wife, Mrs. Barbara Ponder.

Fellowship for Engineer Officer

A Royal Canadian Navy officer, Sub-Lt. (E) William Norman Ower, who served for six years on the lower deck has been awarded an Athlone Fellowship and was to proceed to the United Kingdom this fall for two years of post-graduate studies in advanced practical work and research in engineering.

Sub-Lt. Ower, who was serving in HMCS *Ontario* (cruiser), completed a four-year engineering course at the University of New Brunswick this past summer. He is the second RCN officer to receive an Athlone Fellowship. The first was Lieut. (L) D. C. di Cenzo, who was awarded the Fellowship in 1953.

The Athlone Fellowships, first awarded in 1951, are offered annually to 38 young Canadian engineers. The Fellowship provides for two years' post-graduate training in industrial establishments or universities in the United Kingdom.

Increases Made In Flying Pay

Substantial increases in flying pay for aircrew in the three armed services were announced in late August. The new rates are graduated from \$75 to \$150 a month, according to duties and rank, and replace the former standard rate of \$30 a month.

The increases apply both to regular force and reserve aircrew and, in announcing them, Hon. Ralph Campney, Minister of National Defence, said:

"The increase is in recognition of the professional character and responsibilities involved in aircrew duties, and the high qualifications required today. The increasing complexity of military aviation in recent years and the obvious advances which will occur in the future make it necessary that the services attract individuals possessing the capacity to meet those challenges. Aircrew pay must be commensurate with the apti-



Retiring recently after 47 years service with the stores department of HMC Dockyard, Walter R. Grant, Halifax, was presented with a silver tray and service in recognition of his long and efficient service. Mr. Grant, left, receives the tray from Commodore (E) John MacGillivray, Commodore Superintendent Atlantic Coast. (HS-43954)

tude, skills and responsibilities required."

The increased aircrew pay rates are comparable to those in effect in the United Kingdom and the United States.

The flying pay increases apply both to officers and lower deck personnel carrying out aircrew duties in the Royal Canadian Navy.

At the present time there are 46 men serving as Observer's Mates in Avenger anti-submarine aircraft of the RCN or in related training duties at *Shearwater*. Another 12 men are specializing as air-borne sonar operators with the Navy's anti-submarine helicopter unit, HS-50. Flying pay for men in both categories has been raised to \$75 from \$30 a month.

In the Avenger, the Observer's Mate is mainly concerned with the operation of radar and radio equipment. However, the size of his branch and the scope of his duties and responsibilities are currently being expanded in preparation for the re-arming of the Navy's anti-submarine squadrons with the CS2F-1 aircraft beginning this fall.

To meet future manning and training requirements, the Observer's Mate branch is gradually building toward an authorized complement of 125.

The 12 sonar operators attached to HS-50 are members of the Seaman Branch with specialized training as Submarine Detectors. They took to the air following the formation of the anti-submarine helicopter unit and the installation of "dunking sonar" in the aircraft. "Dunking sonar" is a device which can be lowered into the water from a hovering helicopter. Its submarine detection properties are generally similar to those of shipborne sonar.

The flying pay increase affects approximately 320 RCN officers possessing aircrew qualifications. They range from cadets just beginning flight training with the U.S. Navy at Pensacola, Fla., to veterans of carrier combat duty in the Second World War who are now commanding naval air squadrons and in other important naval aviation appointments.

Supply Branch Officers Shifted

Five officers of the supply branch of the Royal Canadian Navy took up new appointments in July and August.

Cdr. (S) Beverley E. Gaynor, who had been supply officer at *Stadacona*, was appointed supply officer at *Shearwater*. He succeeded, on July 18, Cdr. (S) Harold Connor Ledsham.

Cdr. Ledsham replaced Cdr. (S) Raymond V. Bowditch as supply officer of

the *Magnificent* on July 30. The latter took up a new appointment as Director of General Stores at Naval Headquarters on August 20.

Cdr. (S) Austin B. Rivers was appointed to *Stadacona* as supply officer, effective July 30. His appointment as Officer-in-Charge of the Aviation Supply Depot at *Shearwater* was filled by Lt.-Cdr. (S) James W. Thomson, formerly Deputy Supply Officer in the *Quebec*.

Officers' Rank For Supply Men

Two former petty officers have been promoted to the rank of acting sub-lieutenant in the supply branch of the Royal Canadian Navy. They are A/Sub-Lt. (S) Harold Allan MacCullough and A/Sub-Lt. (S) Albert Arthur Allen.

In August they began a six-week divisional officer's course at *Cornwallis*, and in October went to Naval Supply

Education Credits Garnered in North

Naval education credits are an important by-product of an Arctic cruise in the *Labrador*. Many of the men take advantage of the opportunity to study courses and to write examinations. There is no shore leave and, although it is fascinating to watch the heavy ice give way under the bow of the ship, there isn't always ice present. The *Labrador* often sails through great stretches of open water and a regular "sea-routine" is the order of the day.

A seaman who shuns the usual cribbage, bridge, hobby crafts and reading can work his way through basic and intermediate courses right up to the Higher Education Tests, which are the naval equivalent of junior matriculation.

The books for the various courses are carried in the *Labrador* and the men use their off-time to good advantage. Books for 111 courses were drawn between the start of the voyage and August 16. The final examination tests are carried and as soon as a man completes a course he writes the examination. Then he draws the books for the next course and continues right on.

The chaplain is the acting education officer. He is in charge of the text books, organizes classes in basic English and Arithmetic, marks the practice tests, and arranges and monitors the final examinations. However, he does not have the responsibility of marking the final papers. These are sent to the command education office and the results come from there.

School in Montreal for a supply officer's technical course. Following these courses they will take up appointments in the fleet.

Chaplains Given New Appointments

Four Roman Catholic chaplains of the Royal Canadian Navy received new appointments this summer.

Chaplain Joseph E. Whelly has been appointed to the *Bonaventure*, at Belfast, Northern Ireland. He was succeeded as Command Chaplain (RC) on the staff of the Flag Officer Atlantic Coast, by Chaplain Joseph H. LaPorte who took up his new appointment on September 3.

Chaplain John A. Eves, Ireland, and Victoria, relieved Chaplain LaPorte at *Cornwallis* on August 27.

Replacing Chaplain Eves, on August 20, at *Naden*, was Chaplain John P. Farrell. Chaplain Farrell was formerly Roman Catholic Chaplain in the *Quebec*.

Divers Produce Live Lobster

A "practical" use for diving was demonstrated to crews attending the First Annual Lobster Carnival at Summerside, P.E.I., when two naval divers dropped into the sea from a helicopter and emerged bearing a 8½-pound live lobster, which was presented to the mayor of Summerside.

The demonstration was put on by a diving team from Halifax, headed by Lieut. E. D. Thompson, and the divers who performed the feat of legerdemain were Petty Officers V. N. Melanson and Y. J. Gingras. Needless to say they had not combed the bottom of the Atlantic for the lobster. It came from a planted lobster trap whose location was marked by a buoy.

Throughout the Lobster Carnival, held from July 18 to 21, a static display, featuring diving gear, was open to the public.

The display was arranged by CPO W. R. Morton, RCN recruiter for Prince Edward Island, and showed both deep-sea and shallow-water equipment. The equipment was brought to the island by the diving team, who put on the "live" diving display on the last day of the carnival.

Wren Officers Promoted

The promotion in rank of two wren officers was announced by Naval Headquarters.

Promoted to lieutenant-commander (W) was Lieut. Jean Crawford-Smith,

Staff Officer (Wrens) to the Flag Officer Naval Divisions in Hamilton. She is the first regular force wren officer to attain the rank of lieutenant-commander.

Promoted to lieutenant (W) (SB) was Sub-Lt. Patricia Rosemary Rennie, operations officer at HMCS *Coverdale*, naval radio station near Moncton.

Commissions for Three CPOs

Three former chief petty officers of the Royal Canadian Navy have been promoted to the rank of acting commissioned officer. They are A/Cd. Master-at-Arms James Gordon MacQuarrie, A/Cd. Commissary Off. Raymond Horace Barringer and A/Cd. Stores Off. Geoffrey Jackson Clark.

Cd. MAA MacQuarrie was to attend a divisional course at *Cornwallis* before taking up an appointment on the staff of the Area Recruiting Officer, Eastern Ontario, in October. Cd. Commissary Off. Barringer was appointed to *Hochelega*, the Naval Supply Centre at Montreal, and Cd. Stores Off. Clark took up an appointment at *Gloucester*, naval radio station near Ottawa. The latter two assumed their new duties on August 1.

Difficult Mercy Errand Performed

A cable ship, engaged in laying cable south from Alaska off the Queen Charlotte Islands and unable to slacken speed or alter course, offered a difficult rescue problem when one of her seamen was seriously injured in late August.

A seaman, Alfred Wore, suffered multiple leg fractures when he was crushed by a cable drum on board the *Albert J. Meyer*.

A Canadian fisheries vessel failed through lack of speed in an attempt to remove the injured seaman. The Algerine coastal escort HMCS *Oshawa* was diverted from a training cruise in the area and, in a late night manoeuvre, came alongside the *Albert J. Meyer* and took the accident victim on board.

Four hours of fast steaming brought the *Oshawa* to Port Hardy, on the northern end of Vancouver Island. There an RCAF Dakota was waiting to fly the injured man to Seattle.

Naval Aviation Changes Announced

Cdr. John Douglas Lowe has been appointed Deputy Director of Naval Aviation at Naval Headquarters. He succeeds Cdr. H. James Hunter, assigned to the U.S. Navy's test pilot course at

the U.S. Naval Test Centre, at Patuxent River, Maryland.

Both officers began their naval careers on the lower deck—Cdr. Lowe as a boy seaman and Cdr. Hunter as an ordinary seaman—and received their commissions early in the Second World War.

Cdr. Lowe was promoted to his present rank on July 1 of this year, while serving as Staff Officer (Helicopters) at Headquarters. Cdr. Hunter was serving as an exchange officer in the USS *Yorktown* (aircraft carrier) off Korea when promoted from lieutenant-commander in July 1954.

Officer Attends NATO Course

Cdr. Raymond Albert Green has gone overseas to attend the tenth course at the NATO Defence College, Paris, beginning on September 3.

Cdr. Green was Staff Officer (Air Personnel) at Naval Headquarters before taking up his new appointment.

Aviation Stores Post Filled

Cdr. (S) Peter Harold Sinclair became Director of Aviation Stores on the Staff of the Supply Officer-in-Chief at Naval Headquarters on September 10.

His predecessor was Lt.-Cdr. (S) J. Kevin Power who began a busi-

RCN Firemen Help In Halifax Blaze

Fire fighters from HMC Dockyard fought side by side with city firemen when a dangerous and costly fire raged on the Halifax waterfront on August 18. Small boys playing with matches started the blaze which destroyed five warehouses and storage buildings. The loss was several hundred thousands of dollars.

HMC Dockyard's Fire Tug No. 1 was on duty assisting Halifax firemen for five and a half hours and during much of that time the *Stadacona* company was on standby duty should its services be required.

A letter of gratitude for the assistance lent by naval fire fighters was addressed to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, by Mayor L. A. Kitz, as follows:

"Many thanks for the immediate assistance of naval fire boat in fighting fire on our waterfront Friday. Chief MacGillivray found it of great help in carrying on his dangerous job. It is another of many acts that demonstrates the spirit of co-operation existing between the Navy and our city."

ness administration course at the University of Western Ontario, London, this fall. Lt.-Cdr. Power had been Director of Aviation Stores since June 1954.

"Biggest Show On Ice" Staged

Dubbed the "biggest show on ice" by the ship's newspaper, the Sunday Night Jamboree had its inaugural performance on board the *Labrador* on July 29. The show was held in the cafeteria and was attended by the Captain, the Commander, a number of other officers and most of the ship's company.

"Emceed" by PO J. E. Elliott, of Montreal and Halifax, the performance lasted just over an hour and featured members of the crew in songs that ranged from spirituals to old favourites to "Rock Island Line".

Musical accompaniment was supplied by a band composed of Ldg. Sea. R. L. Hinder of Halifax on the bass fiddle (an inverted gash can, length of rope and half a broomstick); Ldg. Sea. S. G. D. Guertin, of Halifax and Ottawa, on the harmonica; Able Seamen J. A. Adams, of Toronto, and K. Knight, of Sarnia, on electric guitars; Ldg. Sea. B. A. Chestney, of Hamilton, with the bones, and AB M. J. Legault of Montreal on drums (a cake tin borrowed from the galley). The cox'n, CPO D. B. Backman, of Halifax, strummed the ukelele with commendable zeal.

The "orchestra", calling themselves the Northern Airs, were dressed in uniform trousers and tee shirts, topped off by two-foot wide, yellow bow ties and colourful cardboard bowlers.

One item on the card, not requiring the services of the band, was a short "talk" by PO Van Northwick, USN. Using PO Elliott as stooge, he told a joke which was not only funny, but no one had heard it before. He was called back later for a second performance.

It was a rapid-fire show, informal and with no delays. The audience applauded vigorously and all are looking forward to the next program.

'Lab' Assistant Gains Promotion

A former petty officer, Robert Gregory Armstrong, has been promoted to the rank of acting commissioned officer (Medical Technician).

Cd. Off. Armstrong, formerly a laboratory assistant in the RCN Hospital at *Stadacona*, was promoted on July 1. On August 24, he went to *Cornwallis* for a divisional course and on completion he was appointed for duty as a laboratory technician at the RCN Hospital at *Naden*.

Showcases of the Royal Canadian Navy

Citizens, Sailors Make Friends at Fairs and Navy Days

AT THE CNE

A DYNAMIC display of weapons, equipment and techniques and other popular features such as military bands, "frogmen", and a 120-man precision drill team thrilled approximately 750,000 visitors to the Armed Forces Exhibit and the grandstand show at the 1956 Canadian National Exhibition in Toronto.

At the Armed Forces area, just west of the grandstand, the Navy, Army and Air Force combined to present a comprehensive picture of Canada's defence program to more than half a million persons. The tri-service drill team, trained to the ultimate in precision, was an important part of the grandstand show which played to capacity audiences nightly during the two-week exhibition.

In the centre of the main Tri-Service display area the RCN showed a 45-foot model of the first Canadian-owned aircraft carrier, HMCS *Bonaventure*, which is scheduled to be commissioned early next year. The model was complete in every detail, even to miniatures of

the ship's aircraft—Banshee twin-jet fighters and CS2F-1 anti-submarine planes. A feature of the ship—and the model—is the angled flight deck, one of the most significant developments in carrier construction in recent years.

The Army's main display in the central area was an infantry defensive position complete with weapons. Visitors were invited inside the position to see how soldiers carry out this important phase of military tactics.

The RCAF's portion of the centre section was occupied by a float-equipped Otter aircraft, a Canadian-designed and built machine whose versatility makes it adaptable to many useful roles in the Air Force.

Other naval exhibits included exact scale models of five of the RCN's latest ships and aircraft; a model in intricate detail of the propulsion machinery of a "St. Laurent" class destroyer escort, and an animated map depicting the numerous cruises carried out by ships of the Great Lakes fleet in the summer training of personnel of the RCN (Reserve).

By means of an elaborate terrain model the Army demonstrated how

modern artillery operates in the field, while an exhibit of electronic equipment depicted the highly technical nature of the work of the Royal Canadian Electrical and Mechanical Engineers. A duplicate of the standard barracks room found in all the Army's new camps illustrated the improvements made in living accommodation for the soldier in recent years.

Air defence, and how the Air Force carries out this vital role, was demonstrated in detail by the RCAF.

A centre of attention was "Corporal Electro, RCAF", a mechanical robot possessing considerable capabilities, even though his anatomical evolution need be traced back only as far as a pile of discarded aircraft parts.

The spiritual side of service life received full attention, with a model chapel manned by chaplains of various denominations from the three services.

As in past years, there was a special exhibit featuring the Bureau of Current Affairs, while films of Navy, Army and Air Force activities were shown continuously in the motion picture theatre on the north side of the area.

Band concerts were given in the area off the east of the tri-service bridge. Also in this area, the RCAF offered visitors a chance to test their basic flying ability in one of three Link trainers.

The Royal Canadian Navy Band and 120 men of the Navy, Army and Air Force took part each afternoon and evening in the CNE grandstand show. The tri-Service drill team presented a thrilling display combining precision drill, showmanship and colour. The combined pipe and drum bands of the four Canadian Army regular battalions and the 48th Highlanders of Canada (Militia)—"A Hundred Pipes and A'"—also were a part of the exciting military phase of the grandstand show.

Underwater swimmers, or "frogmen", from the Royal Canadian Navy's Operational Diving Unit at Halifax, demonstrated various aspects of their dangerous but intriguing duties on the lakefront on Friday, August 31. The frogmen put on an afternoon as well as an evening show.

A squadron of Banshee twin-jet fighter aircraft of the Royal Canadian Navy took part in the Canadian International Air Show, held this year in conjunction with the CNE. Before hundreds of thousands of people lining the



Three wrens, who won top places in a "cover girl" contest conducted by "Al Pat" Joseph, editor and publisher of "The Rovin' Pigeon", annual publication for hospitalized veterans, are pictured here as they received their prizes from Major-General J. M. Rockingham at the CNE. First place went to Wren Dawn Downey, of York, at left, and third to Wren "Jackie" Watson, of Star, at right. Wren Joyce Wright, of York, was a runner-up. (COND-2946)

waterfront and jamming the exhibition grounds the sailor-flyers put on a display of low level formation flying and precision aerobatics which compared favourably with anything seen anywhere on the continent. The show took place on September 6 and 7 and was preceded by two days of rehearsals.

IN OLD QUEBEC

OCCUPYING the central area of Quebec Provincial Exhibition the armed forces exhibits and demonstrations again attracted thousands at the country's third-largest annual exhibition. Paid admissions to the exhibition grounds totalled \$395,000.

The naval exhibit featured static displays, including a 25-foot scale model of the *St. Laurent*; inside the naval booth, considerably enlarged since 1955, were shown triple-deck bunks of aluminum with locker and drawers as fitted in the new DEs, a model of the starboard side of the *St. Laurent* machinery compartments, and the builder's model of the improved Tribal class destroyer *Micmac*.

Taking part in the tri-service demonstrations was the silver trumpet band of HMCS *Carleton*, the Ottawa naval division, under the direction of Lieut. Gerald E. Heatley. It played two concerts during the Labour Day weekend visit and, with the *Carleton* guard, on three occasions performed a modified version of the Sunset Ceremony.

Major-General J. P. E. Bernatchez, General Officer Commanding Quebec Command, visiting from his headquarters in Montreal, made an informal tour of the tri-service exhibits on the morning of Armed Forces Day, Saturday, 8 September. That afternoon an official visit to the Armed Forces Area was paid by Brigadier F. J. Fleury, Commander Eastern Quebec Area, Cdr. J. M. Favreau, Commanding Officer HMCS *D'Iberville*, and Wing Commander E. A. Smith, RCAF, Officer Commanding CEPE Valcartier, Que. Heavy rain cancelled all service demonstrations except an impressive fly-past by four CF-100 jet fighters based at Bagotville, Que.

RCN recruiting personnel, under the command of Lt.-Cdr. René Gratton, of Montreal organized and carried out the naval participation at this important provincial exhibition. Senior men of HMCS *Montcalm* the Quebec City naval division with Sub-Lt. Yves Audet in charge manned the naval booth and the large *St. Laurent* model.

D'Iberville provided transportation, security guards at night, working parties and certain matériel.



Hon. L. B. Pearson, Minister of External Affairs, is seen as he concludes the inspection of the naval portion of the tri-service drill team during the Canadian National Exhibition. (COND-2943)

The following officers from the local tri-service committee were responsible for the entire organization of the armed forces exhibits and demonstrations at the Quebec Provincial Exhibition: Lt.-Cdr. J. R. Gratton, chairman and naval member; Major P. F. Gosselin, RCASC, army member; Flt. Lt. J. Demers, RCAF member and Lieut. A. D. Taylor, RCN, secretary.

Construction, installation of material, and art work were under the direction of Harold Provost of the Canadian Government Exhibition Commission.—A.D.T.

IN THE AIR

THERE WAS a great deal of activity in front of number one hangar at *Shearwater* when 870 Fighter Squadron made preparations to take off for Malton Airport, Toronto, to take part in the Canadian International Air show on September 7 and 8 during the last two days of the Canadian National Exhibition.

After the main party was aboard the RCAF airlift aircraft and well on its way, eight Banshee jet fighters took off and set course for Toronto.

Arriving at Toronto, the squadron held two days of rehearsals and found itself ready to perform.

The United States Navy had sent its "Blue Angels" aerobatic team and there was a series of aerobatics by Royal

Canadian Air Force aircraft, so there was a great deal of competition.

The first portion on the Royal Canadian Navy's show was a slow flypast by Lieut. J. V. Searle, who dropped a towed banner in front of the crowd, which had printed upon it in large letters for all to see, the word "Navy". Seconds later five aircraft flew by in "V" formation at high speed.

Immediately after this the aerobatic team led by the commanding officer Lt.-Cdr. R. H. Falls, with Lieut. J. H. Birks, and Lieut. G. L. Edwards as wingmen, swooped in for a formation barrel roll, followed by a formation loop. Between these formation stunts two other Banshees were "Johnny on the spot", with inverted flypasts, seven or eight upward rolls, and various other aerobatic manoeuvres. These aircraft were flown on alternate days by Lieut. Herrington, United States Navy exchange pilot, Lieut. W. S. Sloan, Lieut. D. A. Prout, and Lieut. F. C. Willis.

The show ended with the squadron specialty, the leader of the formation flying inverted, with an aircraft on each wing, after which all six aircraft did a low-level, high-speed flypast, and a series of "Victory" rolls.

Differing from most squadrons, VF 870 thus proved its versatility, and all squadron pilots took part, instead of following the normal practice of employing the skill of a small select group when participating in a show of this kind.

The air show was successful in all respects and credit goes to the maintenance personnel of the squadron who did the almost impossible feat of getting and keeping eight aircraft serviceable until their return to *Shearwater* ten days later. From most reports the Royal Canadian Navy's new jet fighters made their central Canadian debut in great style.

After taking part in the air show at Toronto, the eight Banshees flew down to St. Louis, Missouri, for a three-day visit to the McDonnell Aircraft Corporation, on the kind invitation of the company and the company's *Shearwater* representative, C. E. "Bud" Wright.

Arriving on a sizzling hot Sunday afternoon the pilots were royally greeted by company executives and a small convoy of company cars which were put at the disposal of the flyers while they were in St. Louis. These were led by an air-conditioned Cadillac, which was to be the property of the commanding officer, Lt.-Cdr. R. H. Falls, during the three days.

Early the next day the pilots were taken on a complete tour of the McDonnell plant, and were shown many new and interesting production methods, and assembly lines of the new McDonnell F3H Demon for the United States Navy, and the 101 Voodoo, for the United States Air Force. The plant was immaculate, the airconditioned offices



One of the most popular booths in the Armed Forces area at the CNE was "Neptune's Nautical College" where every visitor had a chance to win a "diploma" by answering four of a series of questions on nautical subjects. A bell rang to indicate the right answer had been given and the questions weren't too hard. One of the "sheepskins" is displayed by Wren Margaret S. Elke, of Saskatoon. (COND-2986)

were spotless, and the pleasant working conditions of the plant in general were extremely impressive.

Tuesday and Wednesday Lt.-Cdr. Falls and Lt. J. H. Birks were given

the opportunity of making two flights in the F3H Demon, and both were immensely impressed with its performance. During the flights they took the aircraft through the speed of sound, being two of the few RCN pilots to pass through the sonic barrier. They reported no ill affects.

The company was host at two banquets for the squadron and the pilots were introduced to a large crowd at the Mid-America Jubilee in downtown St. Louis. The Banshees truly met, and much enjoyed meeting, their "maker". —G.L.E.

NAVY DAY—EAST

ON FRIDAY, August 31, the most ambitious Navy Day program ever scheduled by the Atlantic Command took place in Halifax Harbour and the naval dockyard area.

There were parades, bands, floats, special rides for the children, spectacular water and air demonstrations, plus displays of the latest equipment the navy uses in its training and operational programs.

The day-long program was designed to give the citizens of the Halifax area an opportunity to see the navy at work and to examine at close quarters its ships and equipment.

More than 4,000 officers and men and nearly 30 ships took part in the Navy Day program.



A large model of the new aircraft carrier Bonaventure, with Banshees on its angled deck was a central item of the RCN exhibit at the CNE. The spectators here include Vice-Admiral H. N. Lay, Vice-Chief of the Naval Staff, Mrs. Lay and his son, David. (COND-2977)

The opening parade through Halifax included two bands, 300 officers and men and nine floats. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, took the salute in front of the Camp Hill Hospital on Robie Street.

Two floats from *Shearwater* concluded the parade. The first carried a launching unit for drone target aircraft used in ship-to-air and air-to-air gunnery training. The second float contained a naval air maintenance display using both piston and jet engines.

Sharp at 2 o'clock in the afternoon the dockyard and the ships alongside were opened to the public. The display in the harbour began half an hour later when the Royal Navy submarine *Alderney* dived and made a run up the harbour using snorkel equipment. While the *Alderney* was submerged, the *Iroquois* made an attack using her anti-submarine weapons. Later the *Alderney* surfaced and another attack, this time with surface weapons, was carried out by the *Iroquois*.

The the Navy's experimental hydrofoil craft from the Naval Research Establishment made a high speed run in front of the dockyard. At the same time a unique demonstration by a helicopter from *Shearwater* and frogmen from the operational diving unit took place in the south camber of Jetty No. 5. As the helicopter hovered over the camber the frogmen dropped into the water from a height of 25 feet. The frogmen then swam back to a diving tender.

Ships of the 1st Escort Squadron, HMCS *Loon*, a patrol craft, and a helicopter from *Shearwater* combined for the next demonstration. From mid-stream the *Loon* engaged one of the ship's of the escort squadron with gunfire. During this several men carried out an abandon-ship exercise and jumped into the life rafts and one was hoisted into the hovering helicopter.

Aircraft from *Shearwater* staged a flypast over the harbour and dockyard and two jet aircraft carried out an acrobatics display.

Ships of the 1st Minesweeping Squadron conducted a minesweeping demonstration.

At 4 o'clock the frigates of the 3rd Escort Squadron steamed into the harbour on their return from a cruise to Europe. As they entered the dockyard area they were attacked by a high-speed launch and the *Loon*. This was followed at 4:15 p.m. by a gunfire exercise carried out by the ships of the 3rd Escort Squadron which proceeded to anchor in Bedford Basin. Boats of the Royal Canadian Navy Sailing Association conducted a sailpast at this time.

Shortly afterward the centre of interest shifted from the harbour to the dockyard parade square where a group of new entry seaman from *Cornwallis* presented a physical training display.

At 5 o'clock the program ended with the "Beat Retreat" ceremony performed by the guard from *Cornwallis* assisted by the *Stadacona* band.

All this time there was a highly interesting program of events going in the dockyard. From 2 to 5 p.m. all the ships alongside were open for public inspection. They had also arranged their own demonstrations and displays for visitors.

In the dockyard drill shed near the north gate a major "static display" of naval equipment was set up. The boiler plate shop and the machine shop were open to receive visitors. The naval supply depot, the fire department, the ABCD School, naval research, the life raft repair shop had all prepared displays in their own areas of the dockyard.

A special feature for young visitors was the "Dockyard Express", a special train which ran the length of the dockyard continuously giving free rides. Three refreshment centres were available in the dockyard for the convenience of the public.

NAVY DAY—WEST

NAVY DAY in the Pacific Command, Wednesday, August 15, was brought close to home for Victoria residents when the so-called static displays were set up in Beacon Hill Park,

in the heart of the city, and aerial and nautical events were run off in view of the huge crowd assembled there.

There was standing room only for the crowd of 45,000 men, women and children that jammed the Beacon Hill Park waterfront, but it appears that none wanted to sit down during what the press described as the most successful Navy Day ever held on the West Coast.

After the last rocket had died out in the evening sky, following a 20-minute fireworks display from the *Ontario* and *Crescent*, the crowd dispersed with the conviction that the display should be an annual event in perpetuity.

Excitement was continuous throughout the afternoon from the moment Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, declared the celebration officially opened.

Two thousand youngsters put to sea for a three-hour cruise in 10 warships of the Pacific Command and their enthusiasm promised well for West Coast recruiting for the Navy in years to come. Each lad had been assigned a naval guardian to show him about the ship and to assure that the inquisitive and the adventurous were kept from harm.

Ashore, the younger children attended continuous showings of movie cartoons in a large tent or rattled around a blocked-off section of Dallas Road in a model train labelled the "Cute Noiseless Rocket". The needs of the very youngest of those present were



Spectators ringed the Dockyard parade square and looked down from the flight deck of the *Magnificent* during the physical training display by new entry seamen from *Cornwallis* during the 1956 Navy Day in Halifax. (HS-45052)

taken care of by the Navy wives' organization, the Jill Tars, who, surrounded by stacks of disposable diapers, provided a changing and lost-and-found service.

The indignities of the Crossing the Line ceremony were displayed by King Neptune and his attendants at a tank set up in Beacon Hill Park and another display ribbed the general stores people with a number of exhibits which included a crate labelled: "Deliver to H. Nelson, HMS *Victory*. Deadline delivery date, Oct. 21, 1805." A cook's display — "Every meal a banquet" — offered two choices, "take it" or "leave it".

The standing of the ship's cook was redeemed by another exhibit, in the supply depot tent, of a cake icing model of HMCS *Athabaskan*, modelled by PO Carl Monech, of *Naden*. This exhibit had Victoria housewives "oh-ing" and "ah-ing", according to press accounts.

The humorous displays supplemented a wide range of exhibits of equipment and services of the navy of today. On the serious side was the chaplaincy service tent, where an altar was set up and religious music was played continuously throughout the day, while padres explained to inquirers how the service met the spiritual and personal needs of the sailor.

The Pacific Naval Laboratory had dropped a basket of minnows offshore and, by means of a microphone, the clicking sounds of voracious crabs trying to get at the trapped fish were heard on shore.

The RCAF provided a helicopter from which naval frogmen tumbled into the sea to carry out a demolitions exercise. The guns of the *Cayuga* blazed as naval Avenger aircraft from Pat Bay carried out a simulated aerial attack. The *Cayuga* was again to be the focus of



On her last day of naval service Sub-Lt. (W) V. E. (Vicky) Lavis led the Royal Canadian Sea Cadet band from Winnipeg through a rousing naval march. The Sea Cadets spent two months training in Hamilton this summer. The band was playing a noon hour concert at the Great Lakes Training Centre when, in a surprise move, the bandmaster invited Sub-Lt. Lavis to lead the group in recognition of her retirement from the service to be married. To the delight of the onlookers the wren officer conducted the young musicians with verve and surprising skill. Sub-Lt. Lavis served nearly three years on the staff of the Flag Officer Naval Divisions. Now Mrs. Edward Stewart, she resides in Toronto. (COND-2875)

Parade Prize Won By P&RT Float

The P&RT entry in the Navy Day Parade in Victoria won the best float trophy against strong, and extremely original, competition from other ships and establishments in the Pacific Command.

Keeping the theme on the physical side, and at the same time having in mind the distance-swimming craze, the winning float depicted a Juan de Fuca Strait swim.

The float was in four parts: a mobile replica of the City of Port Angeles, a model tug and, behind this a bathtub full of "Juan de Fuca Strait" complete with a Strait swimmer. There was also a "coaching" boat on roller skates.

attention when she carried out a high speed run along the waterfront in the evening and dropped a depth charge.

During one of the offshore demonstrations, the Avengers dropped five parachute flares and the *Cayuga's* guns opened up. Air Force CF-100s and Lancasters shared in the aerial show, the jets at times approaching the sound barrier in their high-speed runs.

The final event of the day found the *Ontario* and *Crescent*, both illuminated, offshore and sending up what spectators

said was the most gorgeous display of fireworks ever seen in Victoria.

Ashore, the crowds had listened to a 40-minute evening concert by the *Naden* band and bandmen were immensely pleased with the reception given them by their listeners.

The chairman of the Navy Day celebrations was Captain Robert Welland, who referred to the day's program as "Operation Shop Window". He expressed the Navy's thanks for the co-operation given by Victoria and district commercial firms.

PICTURE RECALLS RN FISHERIES PATROL

'Mystery Ship' Appears to Have Been HMS Cleopatra

OCCASIONALLY an old naval photograph comes to light in Naval Headquarters that cannot readily be identified. When such a picture suggests some connection with the naval history of Canada, *The Crow'snest* gladly publishes it in the hope that one of its readers may be able to clear up the mystery. Such was the case in the April issue when the darker picture of the two on this page was published.

There were few takers. One correspondent believed the ship to be HMS *Alert* of the 1875 expedition to Canada's Arctic by Captain George Nares, RN. However, the *Alert* was known to have the typical "clipper" bow and slim stack of the sloop of that time and not the "ram" bow and fat funnel of our mystery ship.

Instructor Lt.-Cdr. L. Farrington of HMCS *Venture* provides the other picture on this page to identify the mystery ship as HMS *Cleopatra*, third-class cruiser.

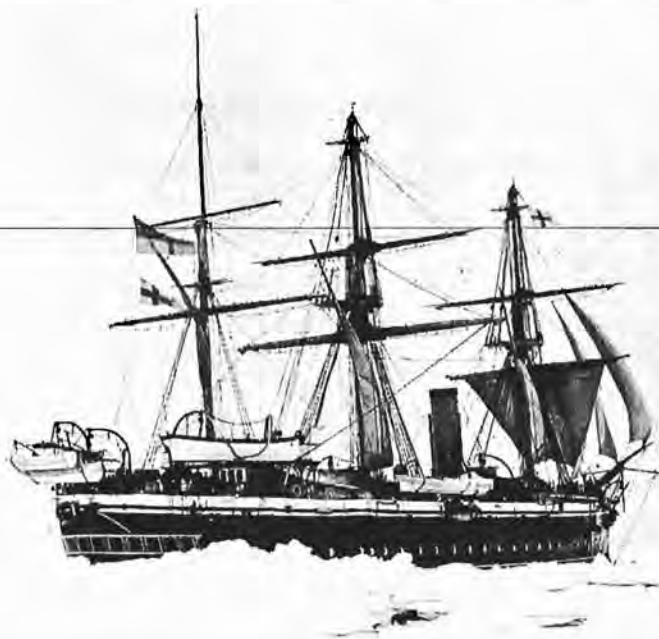
This photograph serves to point up the fact that long before there was a Royal Canadian Navy, the interests of Red Ensign ships in the fisheries off Newfoundland were at all times protected by ships of the North America and West Indies Station of the Royal Navy.

Lt.-Cdr. Farrington found this photograph of the *Cleopatra* on this particular service in the "Navy and Army Illustrated" of March 20, 1896. At the fore topmast head can be seen the broad pendant of a Commodore 2nd Class, Captain the Honourable Asheton G. Curzon-Howe, CB, RN, and at the mizzen gaff below the White Ensign, the church pennant has been hoisted.

Originally designated a corvette, the *Cleopatra* had a length of 225 feet, some 20 feet longer than the Canadian corvette *Sackville*, the only corvette left in the service today. However at 2380 tons, she more than doubled the displacement of the *Sackville*.

With a hull of steel and copper-sheathed wood construction, the *Cleopatra* shown here in the ice served for over half a century. Launched at Glasgow in 1878, she is shown in the Navy List right up to 1931, latterly as HMS *Defiance* III, a hulk tender to the torpedo school at Devonport.

At the time of her service in Canadian waters, the *Cleopatra* was a ship of 14 guns. Her deck plan as shown in



Brassey's Naval Annual indicates all of these guns as being on the upper deck, there being a broadside of six guns each side. These were 64-pounders MLR (Muzzle Loading Rifled); the upper deck gave access to four "blisters" or sponsons to which guns could be shifted to increase the arc of fire. Similarly two bow-and-stern chasers, each weighing 90 hundredweight, were positioned

one in the eyes and the other to fire over the stern. The diameter of the bore of this gun was seven inches and the maximum effective range was 5,500 yards. In addition to two light guns, the ship carried six machine-guns.

The *Cleopatra*, manned by 252 men, was of the *Comus* class; HMS *Champion*, well known on the Esquimalt Station was also of this class.—E.C.R.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Labrador

The visit of Rear-Admiral H. S. Rayner to the *Labrador* on August 18, gave him a picture of the rewards and penalties of work in the Canadian Arctic.

In flying north, Admiral Rayner underwent cancelled flight plans, indefinite delays, and middle-of-the-night departures, finally arriving on board 30 hours later than planned.

After this introduction, things took a turn for the better and it seemed as if the Arctic itself was putting on a show for his benefit. The "met" officer had been instructed to provide ice suitable for a demonstration of ice-breaking techniques and, thanks to a favourable wind, the ice appeared within a few hours of Admiral Rayner's arrival.

In quick succession the same day, both walruses and polar bears were sighted as the ship steamed through a maze of floes ranging in thickness from four to 15 feet. Even the necessity for a quick change of plans was encountered when a beacon-erecting

operation had to be cancelled because of the abundance of ice near the beach.

The admiral was entertained at a mess dinner Saturday night, visited the Chief and POs' mess on Sunday afternoon and listened to an outstanding ship's concert in the evening. This was another of the regular Sunday night jamborees featuring the "Northern Airs" with electric guitars and a variety of hand-made instruments.

On Monday the delays inherent in Arctic air travel began once more and it was not until that evening that the flight southward began.

HMCS D'Iberville

Quebec City was the port of call of five American warships and one French frigate during June and July. The usual hospitality was extended to officers and men by *D'Iberville* on each occasion.

A particularly successful smoker was held in the Chief and Petty Officers' Mess in honour of the men from the French frigate *l'Aventure*. HMCS *Buckingham* called in Quebec City on

August 4 to embark His Honour the Lieutenant Governor of Quebec to visit the lower St. Lawrence and the Gulf of St. Lawrence municipalities. While the *Buckingham* was alongside in Quebec, *D'Iberville's* new entries were given the opportunity to walk around the ship.

Group Captain J. Archambault, commanding officer of the RCAF station, St. Johns, Quebec, visited the Navy and Army counterparts in Quebec City of the school under his command.

Captain W. J. Parry, RN, U.K. Senior Naval Liaison Officer visited *D'Iberville* on August 21.

With the arrival of warm weather in June one division of new entries proceeded weekly to Lake St. Augustine, 12 miles outside Quebec City, for a day's practical instruction in seamanship, with emphasis in boat work and seaboard drill.

A supply officer changeover took place during July. Lieut. (S) R. Bonoyer assumed the duties of Supply Officer *D'Iberville* on July 23.

On Friday, August 3, the thousandth new entry completed training in *D'Iberville* since commissioning. To mark the occasion Ord. Sea. Gaston Bergeron was presented with an appropriately designed cake, baked by the ship's galley staff.

The Quebec Provincial Exhibition provided the Navy with a good opportunity to advertise the service. The Royal Canadian Navy display and the demonstrations by HMCS *Carleton* band and precision squad were a credit to the RCN.

On September 1, on his arrival in Quebec, His Excellency the Governor General inspected the guard. The young sailors rivalled the old timers of the Royal 22nd and succeeded in impressing His Excellency very favourably. His Excellency was in residence at the Citadelle in Quebec City for the month of September.

The arrival of CPO T. M. Mottershead gave a new emphasis to the Physical and Recreational training program in the establishment. Two new entry and two ship's company softball teams were entered in a double round robin softball tournament. The officers' and CPOs' team won the tournament.

An Armed Forces Softball Tournament game was played on September



A daring young man, brash enough to show his wife that he, too, knows his way around the "kitchen", AB Bill Goddard, cook on board the *Magnificent* is seen displaying his skill with a carving knife. Mrs. Goddard was among the hundreds of wives and children who took part in the Maggie's "family day" four-hour cruise on September 24. The cruise had a "See what Daddy does at sea" motif, with a view to giving families some understanding of the sailor's life afloat.

15 and 16 with two teams from the RCAF stations at St. Sylvestre and Mont Apica; a team from RCMP and a team from D'Iberville. The RCAF team from Mont Apica won the honours but it was a close fight with D'Iberville's team.

The Commanding Officer was present at the June 17 ceremony of the elevation of His Excellency the Archbishop of Quebec, Maurice Roy, to the rank of Primate of the Roman Catholic Church of Canada. His Excellency is also the Bishop Ordinary of the Canadian forces.

D'Iberville participated in the parade de la St-Jean Baptiste on June 24 in honour of the patron saint of the French-speaking Canadians.

On July 2 our sailors honoured Samuel de Champlain by attending a huge parade organized to commemorate the memory of the founder of Quebec.

July 23 marked the annual pilgrimage of D'Iberville personnel to Ste-Anne de Beaupré shrine. A favourable impression was made by our sailors on the 5,000-strong crowd of worshippers.

HMCS Outremont

When it comes to awards, CPO Charlie Collinson of the frigate *Outremont* stands alone. He is the proud bearer of the OOE. That's the Order of the Evaporator—to those who aren't in the know.

CPO Collinson won the award for distinguished service beyond the call of routine Engine Room duty. He repaired the ship's evaporator — which produces fresh water from salt water — when the ship's water supply had been reduced to one half-day. This occurred on the third day of a ten-day exercise. In grateful recognition, the ship's company created the "Order".

CPO Collinson was presented with it by the ship's captain, Lt.-Cdr. P. G. Chance, in full traditional style. The ship's officers and the chiefs and petty officers were present.

A medallion-type award, it was in the shape of a six-pointed star, about half a foot across. On the front was printed "Hero 1st class, Order of the Evaporator" and on the reverse side his name. The "Order" was hung on a green baize ribbon.

PACIFIC COMMAND

Mechanical Training Establishment

Routine has returned to normal around the School following leave, ceremonial guards, Pacific National Exhibition, etc., with 104 men under various phases of instruction at the present time.

Many changes have taken place with relief drafts for men instruction and



The crack guard and trumpet band of HMCS Carleton, Ottawa naval division, made an auspicious appearance in the capital by performing the Sunset Ceremony on Parliament Hill Sunday afternoon, September 22, before an estimated 5,000 interested citizens. Rear-Admiral H. S. Rayner, Chief of Naval Personnel, took the salute at the marchpast following the ceremony. The Ottawa citizen-sailors have appeared in many Ontario towns and cities. Lt.-Cdr. W. M. Dicks is the officer of the guard, Lieut. Gerry Heatley, the bandmaster. The former is also gunnery officer of Carleton. (O-8739)

taking courses. Among the senior men drafted are: CPOs Douglas Evans, John Drew, Norman Gustafson, Tom Bonneau, William Grondin, Allen Wise, Dave Naysmith and Murray Minckler.

Recent arrivals include CPOs John Haight, Frank Durkee, Joe McCall, George Fairbank, Frank Pellow and Norm Mackie. A/Sub-Lt. (E) R. D. Detwiler is leaving to join *Ontario*. CPO Eldon "Curly" Martin has recovered from his recent stay in RCNH, while CPO Robert Whalen has been admitted. Twelve engineering personnel members are commencing the Makers' Course at various cities in Canada.

CPO Thomas Dawe is counting the days of rehabilitation leave and PO James "Slim" Hay is already enjoying his leave, after 20 years' service.

TAS Training Centre

Fifty-eight officers of the RCN, RCAF and USN attended the first junior anti-submarine warfare course ever held on the West Coast by the Joint Maritime Warfare School, Halifax, during October.

Attending the course, which was held in the TAS Training Centre, *Naden*, were 25 officers from various ships in the Pacific Command, four USN officers and 29 aircrew officers from RCAF Station, Comox.

Normally, all courses in maritime warfare are held at Halifax but due to the large numbers of officers nominated from the West Coast it was decided to bring the JMWS staff officers here from the East Coast. The course lasted for three weeks, the first two in the school and third at sea in ships of the Second Canadian Escort Squadron.

Senior staff officers in charge of the school were: Cdr. A. H. Rankin, the RCN director, and Wing Commander J. E. Creeper, the RCAF director. The senior instructor was Lt.-Cdr. D. M. MacLennan, and the chief instructor, Squadron Leader G. G. Agnew.

Navigation Direction Training Centre

Things have settled down to the normal busy routine in the Navigation Direction Training Centre at *Naden* with the return of three instructors, POs Norman B. Hill, Ronald Speed and William Plant from the Pacific National Exhibition in Vancouver, where a successful display was the centre of attraction.

The thousands of spectators visiting the Armed Forces Exhibit at the PNE saw, among other things, the different types of radar, loran and plotting which were set up by the NDTC. A chart of Vancouver harbour was displayed, allowing the public to compare Vancouver on the chart with the picture

on the radar display. At the same time a continuous air plot was simulated.

At the present time an RP 3 class is completing and RP 2 class is well under way, with another RP 3 and RP 2 class to follow later in the month.

Ordnance School

The greatest number of ordnance personnel in the history of the Ordnance School at *Naden* is under instruction at the present time, a total of 53 officers and men. Following are the classes under training: 7th ordnance officers, 5th OTs "Q", 6th and 7th armourers "Q", CA conversion course and 15th armourers' mates.

Recent additions to the staff at the school were Ord. Lieut. N. T. Malcolm for pre-commissioning training before taking up his appointment in the *Skeena*, and PO Bill Wood from the *Ontario*.

Gunnery Training Centre

The Gunnery Training Centre has once again settled down to teach the fine art of gunnery after a hectic summer of ceremonial occasions. These included the visit to the West Coast of His Excellency the Governor General to unveil a cairn in Beacon Hill Park (commemorating the presentation of the Queen's Colour to the RCN), and a visit by a USN squadron.

U.S. Army 'Adopts' Canadian Warship

"You're in the army now, So don't be late for chow", is an old song that has a new, nautical application.

This came about in St. John's, Newfoundland, when the *Labrador* was made an "honorary" member of the United States Army Transportation Corps' 727th GU TTC (NEAC).

During a visit to St. John's by the *Labrador*, Captain T. C. Pullen and his crew members were honoured by the USATC unit in "recognition of the fine spirit of co-operation between the Canadian Navy vessel and the ATC during operations on the DEW line in 1955".

Colonel C. J. Rinker, Terminal Commander of the 727th GU Transportation Command (NEAC), presented Captain Pullen with an impressive scroll naming the *Labrador* and her complement to the honorary membership in the unit.

Captain Pullen accepted the suitably framed membership certificate on behalf of himself and the ship's company and expressed his pleasure at the honour that had been bestowed on the ship and the crew.

The *Labrador* had been in St. John's for discussions with the USATC in connection with the 1956 resupply of the DEW line sites.



Captain Richard P. White, OBE, VRD, RCN(R), (left) turned over command of HMCS Carleton, Ottawa naval division, to Cdr. W. Robert Inman, CD, RCN(R), at a change-over ceremony September 20 at the Daw's Lake divisional headquarters. Captain White, who commanded Carleton since January, 1951, then went on the retired list of the reserve. Cdr. Inman was formerly the executive officer and was succeeded in that appointment by Cdr. W. P. Chipman, RCN(R). (O-8933)

The American gunnery officers and men were challenged to a rifle shoot at Heal's Range, followed by a successful barbecue and an evening of entertainment which was enjoyed by all. (PS—WE won the shoot!)

In the fleet regatta, GTC made a good showing.

The Navy Day parade was a great success, thanks to all departments. This was followed by GTC's participation at the PNE with gunnery displays and the guard and band performing the Sunet Ceremony.

Last, but not least, the Pacific Command Rifle Association shoot at Heal's Range was organized and supervised by the GTC Staff. It was the most successful event of its kind ever to be held in the Command.

NAVAL DIVISIONS

HMCS York

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, on October 3 presented the Inter-divisional Efficiency Trophy, awarded annually to the best all-around naval division in Canada, to HMCS *York*, Toronto's naval division.

Rear-Admiral Adams presented the trophy to Captain Leonard Stupart, commanding officer of *York*.

In making the award, Rear-Admiral Adams congratulated the ship's com-

pany for its fine showing and training results in the competition with the 21 other naval divisions.

The award is made after a complete study of the results of annual inspections of the reserve ships. Judging was based on analysis of each division's training program, general appearance of the establishment, standard and efficiency of the ship's company as well as the administration, public relations and community relations program.

York won the honours, along with *Chippawa*, Winnipeg. This is the third year the trophy has been presented. It was first awarded to *Prevost*, London. Last year's winner was *Discovery*, Vancouver.

The trophy is a mounted sterling silver model of the *St. Laurent*, Canada's new destroyer escort. It was awarded by Vice-Admiral H. T. W. Grant, former Chief of the Naval Staff.

To You with 'Fading' Hands . .

THE ESCORT squadrons of the Atlantic Command were reorganized in September. The frigates *Lanark*, *Fort Erie* and *Lauzon* which have been the Third Escort Squadron lost their number to the *St. Laurent* and *Assiniboine*, which are now the Third Escort Squadron. The frigates were renumbered and became the Seventh Escort Squadron.

As the frigates relinquished their number they passed a little poetry and advice to the new "Third":

With steady hands
We pass to you
The title of our squadron;
We don't expect
In days to come
To have this title trod on.

Now that we
Have made the Third
A proud and well known squadron,
We wish you well
From all of us,
Fort Erie, Lanark, Lauzon.

We must admit
We're not as new
Nor did we cost as much;
You've got the speed
And glamour too,
We hope you've got our touch.

To start from scratch
And make a name
Was not exactly heaven.
So don't crap out
With number three
While we roll number seven.

AN HONORARY TAIL-HOOK PILOT IS BORN

Officer's Wife Describes Experiences in Carrier

As reported by Peggie Buchanan

ON MAY 17, 1956, I achieved what had been an 11-year ambition. In 1945, while serving at a Royal Naval Air Station as a member of the wrens, I became intensely interested in naval aviation, with a particular desire to make a trip aboard an aircraft carrier and witness deck landings. Little did I know then that the dream would come true.

The USS *Saipan*, operating out of the Naval Air Station at Pensacola, Florida, plays an important part in the U.S. naval air training program. It is upon her flight deck that close to 3,000 student pilots per year qualify with six deck landings in a light trainer.

Apart from this function, the *Saipan* performs another even more trying task: Every day except Saturday and Sunday she takes on board approximately 60 guests ranging from high government officials to, believe it or not, wives and dependents of officers and men serving in the Pensacola area. On May 17, as wife of the Canadian Liaison Officer, Lt.-Cdr. Hector Buchanan, of Vancouver, I was one of the fortunate wives.

We boarded the captain's gig at 0730 and were taken out to the ship at anchor in the stream. Oh! That first ladder, it seemed so long and shaky! I tried hard not to watch my feet but was more than gratified to reach the quarterdeck. There we were greeted by the captain, Captain Allen M. Shinn, USN, his executive officer Cdr. N. Bacon, and the ship's public information officer, Lt.-Cdr. Johnson, who was to be our main guide and "questions and answers" man.

We were led to the elevator, by which we were quickly transported to the flight deck. At once we all felt we were going to be blown overboard, although there was not a cloud in the sky and not enough breeze to ruffle the most elaborate hair-do. After a few moments we felt more at ease and were ushered toward the island for a group photograph, after which we gathered forward of the raised barriers to witness "touch and go" landings by several "whirly-birds" from the Helicopter Training Unit. This kept us interested and the camera shutters clicking until we were out of Pensacola Bay and heading smartly to sea.

Our guide then invited us to go below to the wardroom where whilst we sipped coffee, Cdr. Bacon gave us a short

résumé of the ship's history, and then Captain Shinn again welcomed us aboard and proceeded to give us a very clear picture of the part the *Saipan* plays in the flying training program. He also warned us of high steps, steep ladders and numerous other hazards we might encounter and then introduced us to the ship's medical officer, who assured us of immediate attention in any emergency. The MO further advised us that he had a good supply of anti-seasick pills should they be needed!

By this time we had been divided into smaller groups, or "flights" as we were called, and an able young officer was appointed to each group as flight leader.

I had previously discovered that one of our Canadian students, Sub-Lt. Alan Hawthorne, of Peterborough, Ont., was scheduled to qualify that day and I was anxious to watch him make the grade.

Just as we were finishing our coffee we heard the roar of the first aircraft coming in for its initial approach.



Former wren, and the wife of Lt.-Cdr. Hector Buchanan, Canadian Naval Liaison Officer at the Pensacola, Florida, Naval Air Station, Mrs. Peggie Buchanan was a guest on board the aircraft carrier USS *Saipan* on the day Sub-Lt. Alan Hawthorne, of Peterborough, Ont., completed his deck-landing qualifications. She is shown congratulating him. (Photo courtesy U.S. Navy: CN-3022)

Lt.-Cdr. Johnson quickly tagged a young photographer and instructed him to "escort Mrs. Buchanan to the bridge without delay"; Sub-Lt. Hawthorne was to be in the first flight.

I don't think I have ever climbed so many ladders quite so quickly in my life. I arrived on the bridge a quivering, panting mass, and my escort was not much better. While I tried to regain breath and composure, he obtained the number of Sub-Lt. Hawthorne's aircraft and we relaxed and waited for number 110 to come around. Alan made his first landing a few moments later and I am sure I was as excited and thrilled as he was. It was more than interesting, if not a little amusing to note the changes of expression on the young students' faces as they roared down the deck on take-off. The first time off their faces were so tense, as if they couldn't believe that they could get off in so short a space; and then with each successive landing and take-off there was a gradual relaxation until with the sixth we noted confident grins as they roared by the bridge to join up with their respective flights and head back to the airfield.

By the time Alan had done four of his landings the rest of my flight had joined me and in no time were all rooting for "Canada". During the very brief spells of comparative quiet between landings our guide explained the duties of the various members of the flight deck crews, and we managed to see how quickly and thoroughly they work when one aircraft had to have a tire change. When "Canada" had completed his six, Captain Shinn asked for him to come to the bridge for his congratulations and I had the honour of shaking his hand and posing for a photograph with him.

Now it was another flight's turn to occupy the vantage point on the bridge and we were taken below for our tour. We visited the dispensary, dental surgery, laundry, barber shop, officers' and men's quarters, and in each section were impressed by the fact that no matter how busy everyone was, they took time out to explain their own particular function in this floating airdrome and answer numerous questions.

Lunch was the next item on the agenda and I was honoured to be invited to join Captain and Mrs. Shinn and their guests in the captain's suite. After an enjoyable meal and rest, Mrs. Shinn, two other lady guests and myself were escorted on still another tour of interesting places. We visited first the Combat Information Centre, or "Operations", which to me was particularly interesting as I had done an aircraft

direction course during my time in the WRNS. From there to the Communications Room, which was delightfully air conditioned, and then down below to one of the four boiler rooms, where we nearly roasted!. Then on to the galleys, bakery and butcher shop. Further aft we saw more crew's quarters and for a brief moment watched the aircraft approaching from a vantage point under the round-down—not a very healthy looking spot. Back to the hangar deck again to see the machine shops and ready rooms and to be shown one aircraft that had had a slight acquaintance with the barrier. Then to the "island" again for a look at the wheelhouse and the bridge, after which we resumed our "goofing stations" to watch more landings. In all, 180 landings were made while we were aboard, which, according to the landing signal officer, was just a fair day.

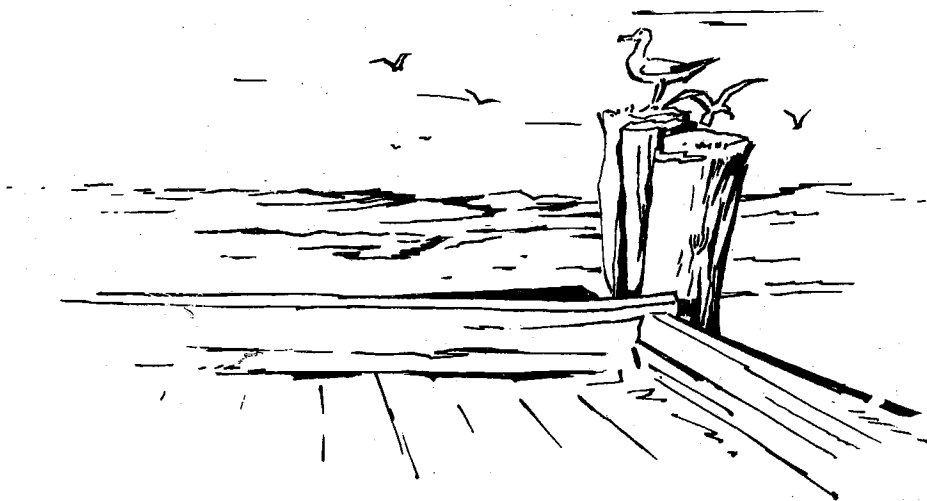
We had been told earlier that a "high line transfer" was to be demonstrated for our benefit and when the "flying flag" came down and the flight deck was cleared we all moved to the starboard after end of the deck to see the operation. The destroyer USS *Coney*, which had been sailing on our port quarter as plane guard all day, came alongside, and, to our surprise, the transfer proved to be a necessity and not just a demonstration. One of the *Coney's* crew had taken ill and, as the destroyer was not returning to Pensacola with us, her captain arranged for the sick man to be transferred to the *Saipan* and taken to the naval hospital ashore. While the lines were being

secured and the sick man was being settled in his stretcher, we were entertained by the antics of a large school of porpoises running before the bows of the destroyer.

The transfer completed without mishap, we wended our way to the wardroom for coffee or iced tea, a talk by the air officer and a demonstration of their various duties by members of the flight crews. Then Captain Shinn introduced a naval aviation cadet who had, only an hour or so earlier, completed his carrier qualification. We all felt extremely sorry for the poor boy, who claimed he did not know which was the greater ordeal—landing on for the first time or facing us! He then proceeded to outline his training up to the present phase and gave us all a remarkably clear picture of what a student pilot has to learn. A movie on flight deck hazards was then shown and it was agreed that it was better seen *after* we had watched deck landings. Another movie was scheduled but I could not resist going up top again to sit on the now peaceful flight deck and enjoy the evening sunshine as we sailed smoothly home.

As we came alongside the jetty after a very enjoyable "sea duty", it was good but also rather amusing to see several husbands, complete with babies in their arms and toddlers tugging at their free hands, searching the flight deck and gun sponsons for the familiar face of "Mommie".

It was certainly a day to remember and I am proud to be the owner of an "Honorary Tail-Hook Pilot Certificate"!



RESERVISTS GET REAL TASTE OF NAVY

Great Lakes Training Centre Puts in Busy Summer

THE GREAT LAKES Training Centre, Hamilton, Ontario, has completed one of the busiest summer training periods since the inception of reserve training on the Great Lakes five seasons ago.

Now the ships have departed and the reservists are home again in the 22 naval divisions across Canada. But the memories and the statistics linger on, and new records are in the books.

During the thriving summer months a total of nearly 1,000 men and women of the RCN(R) arrived at Hamilton's naval command for their two weeks' training. Of these, the majority were new entry seamen undertaking their first sea training in ships of the fleet. Others included wrens assigned to communications courses, petty officers doing qualifying courses and reserve officers prepping for watchkeeping certificates.

With a number of reserves completing both Part II and III of the training syllabus, an aggregate total of 1,970 officers and men attended the two-week courses.

Sea training was carried out in ships of the 11th Escort Squadron — HMC Ships *Portage*, *Sault Ste. Marie* and *Wallaceburg* — and Fairmile and Bird class patrol craft. Totalling some ten ships, the fleet, sailing independently,

Reserve wrens took communications training at the Great Lakes Training Centre during the summer months. Wren Communicators Geraldine Beaucaire and Harlene Teskey, from HMCS Carleton, Ottawa, decode a teletype message in the communications centre. (COND-2627)



Hamilton Bay was a scene of considerable naval activity when the Eleventh Escort Squadron hit port. The three ships of the squadron, *Portage*, *Sault Ste. Marie* and *Wallaceburg*, spent a busy summer training new entry reserve seamen on the Great Lakes. (COND-2595)

made over 50 different cruises to lakes Ontario, Erie, Huron, Michigan and Superior. Numerous ports on both the Canadian and U.S. sides of the lakes were visited, including such well known places as Detroit, Chicago, Toronto, Sarnia and Cleveland.

During the period July 1 to July 8, 270 new entry reserve seamen trained on the lakes, the largest number ever to do so at one time. The peak period of the training program came in the first two weeks of that month with 410 naval reserves on the GLTC rolls.

A "passing out parade" climaxed each two-week training period, with a senior officer from the command taking the salute at the march past. Another record was achieved on the "passing out parade" of July 13 when 140 new entries mustered on the parade ground for the ceremony. Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, took the salute.

All naval divisions were represented during the summer from HMCS *Cabot*, St. John's, Newfoundland to HMCS *Malahat*, Victoria, B.C., and Hamilton. Train and bus depots soon became used to the variety of cap tallies. It was suggested in the *Hamilton Spectator*

that this industrial city holds the record for visitors from other parts of Canada through the response to the Great Lakes Training program!

Cdr. F. H. Pinfold, of Winnipeg, commanded the Great Lakes Training Centre. His executive officer was Lt.-Cdr. A. M. (Curly) Hunter, Simcoe, Ontario, and the administrative staff was made up of experienced officers and men of the RCN(R) as well as permanent force personnel.

Reviewing the summer training season, Cdr. Pinfold said: "This was our most successful year. Our past experience in this training program enabled us to administer the effort smoothly and present the reserves with the most interesting courses possible."

For the hundreds of new entries who completed training this summer, their cruise on the lakes was their first experience of shipboard life in the navy. All of them — even those from the Maritimes and Pacific Coast — found a Great Lakes training cruise every bit as "salty" as an ocean voyage, and a fast-paced daily program of training combined with visits to bustling lake-ports, gave them a real feeling of going places, going navy.

THE NAVY PLAYS

Naden Team Wins Fleet Regatta

Made up of combined points for pulling and sailing, *Naden* won the Aggregate Cup in the Pacific Command Annual Fleet Regatta, held in August.

Weather conditions for the two-day event were ideal, sunny and warm with a good breeze.

For their efforts against strong competition, the ship's company of the little *Digby* received a "Well done" for placing third in the sailing events and fourth in the pulling events.

Sailing results were: *Naden*, 60 points; *Venture*, 55; *Digby*, 50; *Crescent*, 49; *Ontario*, 48; *Stettler*, 33; *Canflagpac*, 32; *Comox*, 32; *Comsuptpac*, 30; *Sioux*, 28; *Oshawa*, 27; *UNTD*, 25; *Athabaskan*, 25; *Sea Cadets*, 22; *Cayuga*, 21; *James Bay*, 15; *Sussexvale*, 14; *Fortune*, 11; *St. Therese*, 11; *Command Technical Office*, 5.

Pulling results: *Naden*, 324; *Ontario*, 264; *Venture*, 239; *Digby*, 196; *Crescent*, 189; *Athabaskan*, 185; *Sioux*, 144; *Stettler*, 139; *St. Therese*, 137; *Canminron 2*, 127; *Sussexvale*, 126; *Cayuga*, 119; *UNTD*, 109; *Oshawa*, 79; *Cordova*, 64; *Jonquiere*, 62; *Brockville*, 52; *Canflagpac*, 50; *Sea Cadets*, 22.

In the pulling regatta the various races were won as follows: cutter, *Venture*; open whaler, *Venture*; veterans, *Naden*; junior officers, *Venture*; seamen, *Naden*; miscellaneous, *Naden*; engine room, *Ontario*; wardroom, *Naden*; CPOs and POs, *Venture*; supply, *Naden*; young seamen, *Naden*; war canoe, *Ontario*.

Exchange Officer Golf Champion

Lt.-Cdr. Louis (Lou) Brozo, USN, an exchange officer serving at *Shearwater* captured the Atlantic Command Golf Championship with a net score of 143 for 36 holes at Brightwood Golf Course. He shot a gross of 147, with rounds of 71 and 76.

Second place went to Lt. Col. H. L. Harris, Command Dental Officer, with a gross of 159 and a net of 145. The first RCN golfer was PO Bruce Hutchinson who had a gross of 161 and a net of 145 for third place.

A total of 48 players took part in the tournament.

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That's a *Shearwater* player standing on his ear in the accompanying picture, but actually it was the *Stadacona* players who were stood on theirs, to the tune of 70-0, in the opening game of the Canadian football season in Halifax.

Hochelaga Tops Commercial Loop

Hochelaga won the five-team Commercial Softball League in Montreal's Ville La Salle district and placed second in the Tri-Service League schedule.

The supply sailors met RCAF Station, St. Johns, in the semi-finals, downing the air boys in two straight games but had the tables turned by RCAF, St. Hubert.

The Armed Forces league included three Air Force and two Army Nines in addition to the Ville La Salle sailors.

Stadacona Takes Softball Crown

In the final match for the Atlantic Command softball championships *Stadacona* captured the crown by defeating finalist *Cornwallis* 15-1 on *Shearwater's* diamond.

It was *Stadacona's* second victory of the day. The team earlier bested the *Iroquois* in the semi-finals with a score of 20-2.

Huron Division Wins Boxing Trophy

The finals of the 40th bi-monthly New Entry Boxing Tournament were held in *Cornwallis* to coincide with the annual inspection of the establishment by the Flag Officer Atlantic Coast.

In the tournament, *Huron Division* captured the *Cornwallis* Inter-Divisional Boxing Trophy with a total of 83 points. They fought 50 bouts, winning 34 and losing 16. Their closest rival was *Kootenay Division* with 63 points.

Rear-Admiral R. E. S. Bidwell made the presentations following the tourney.

Competition Keen at Meet

A closely-contested interpart track and field meet was held at *Stadacona* in August.

Excellent weather and organization teamed up to help complete the meet in one hour and three minutes.

The outcome was in doubt throughout and it was not until the last event, when Electrical School emerged victor over MTE by a narrow margin, that any predictions could have been made.

VT 40 Tops League In Touch-Football

Touch-football, horseshoes and volleyball have been completed in *Shearwater's* interpart sports program.

In touch-football league play VT 40 won out with 12 points, two more than their nearest competitor, NAMS, in "A" section. In "B" section 880 Squadron had nine points. When the two clashed for final honours VT 40 was victor, 25-18.

Playoffs in horseshoes saw Motor Transport take the championship by defeating Tractor Section three games to one.

Trophies Return To Rochester

U.S. Navy and Marine personnel at Rochester, N.Y., made a clean sweep recently by upsetting RCN(R) personnel from HMCS *York* during the annual competitions between the two.

In the two days of sports competitions the Americans ran away in the whaler race by six boat lengths. Later the same day, and using the same crew

with the addition of one man, they pulled their way to victory in the tug-o'-war.

In rifle competition they outshot their Canadian counterparts and the following day they completed the whitewashing in baseball by downing the Yorkists 14-7.

Captain L. D. Stupart, RCN(R), *York's* commanding officer turned over all the trophies won by *York* last year which, by an earlier swing of the pendulum, Rochester had won the year before.

About 100 from *York* attended the annual event.

Trophy Taken in Straight Games

At Albro Lake Naval Radio Station the Interpart Softball League completed the season with the Third Watch in first place.

In the finals they took the honours in straight games to win the Wamboldt Trophy.

Shipyards Head Soccer League

In soccer, the Halifax and District Soccer League completed its schedule with Halifax Shipyards first and *Stadacona* second.



Winners of the first boat pulling races to be held at the Canadian National Exhibition were these crew members of the coastal escort *Portage*. Shown here, with the trophy presented by the CNE, are, left to right, front row: second stroke, Ldg. Sea. Donald McDougall; cox's'n, PO Donald Smith; second bow, AB David Laszewski. Rear row: stroke, AB Harold Canning; bow, Ldg. Sea. Carl McMinniman, and midship, AB Charles Cannon. (HS-45205)

Stadacona bowed out, too, in play for the Milne Cup. The *Stad* team reached the semi-finals but lost at that stage to Oland's Brewery, 4-3, after 30 minutes of overtime play.



The *Shearwater* Flyers, in the first football game of the season downed the *Stadacona* Sailors by a score of 70-0, and although *Shearwater* attributes this to rugged practice sessions, perhaps these lovely Flyers rooters had something to do with it. Left to right, they are: Shirley Kearley, Marilyn Purchase, Lynn Maher, Judy Flawn, Betty Skinner and Melaine Haggland, all of them Dartmouth High School girls. (HS-45206)

The Shrimp Boat Is Coming—Phew!

As if the life of a ship's engineer wasn't bad enough proving to stubborn machinery that he has the whip hand, he also has to contend with the cantankerous efforts of creatures of the seas.

One of the most recent efforts noted in the engineer's log originated in HMCS *Crescent* from where the commanding officer, Captain P. D. Taylor recounts, among other things, the tale of engineroom adversity.

It was in Magdalena Bay where official niceties were being observed by a number of RCN ships and advantage being taken of good weather for boat work and other normal naval things.

"It was also at this time," says Capt. Taylor, "that the ubiquitous small Mexican saltwater crayfish made his appearance in overwhelming numbers. Several ships, including HMCS *Ontario*, experienced plugged condensers.

"In HMCS *Crescent*, seven large garbage cans full were extracted and, to add insult to injury, not only were they worthless for eating purposes, but also made the ship reek like a European lobster boat."

HANDSOME BOOK TELLS STORY OF CANADA'S VCs

THE CENTENARY of the institution of the Victoria Cross has called forth many publications, but few can be as handsome or as comprehensive as "Canada's VCs". The main part of the work, "The 94 Canadian Holders of the Victoria Cross", devotes to each man two pages containing a portrait and brief biography followed by a reprint of the citation from the *London Gazette*.

The portraits are a notable feature; in the preface Lt.-Col. Machum says: "I have had particular difficulty in securing photographs and in many cases when they have been obtained they

LETTER TO EDITOR

Sir:

I read recently "A Hundred Years of the Victoria Cross" in the July edition of *The Crownsnest* which contained a paragraph about my father, the late Captain Ronald Neil Stuart VC, DSO, RD, AdC, RNR.

During the First World War my father was the recipient of the United States Navy Cross and was twice mentioned in dispatches in addition to the decoration listed in your article. Returning to Canadian Pacific Steamships after the war he eventually commanded the *Duchess of York* and was the youngest commodore-captain afloat when he assumed command of the 42,000-ton *Empress of Britain*. Subsequently he became Marine Superintendent in Montreal and General Manager of Canadian Pacific Steamships in London. He died in 1954 a few years after retiring.

Being in England at the time I had the honour of being invited by the War Office to represent my late father at the recent Victoria Cross Centenary, my elder brother Lieutenant-Commander Ronald Neil Stuart, DSC, Royal Navy (Ret'd), being unable to attend. The many Canadians who attended the Centenary Celebrations will bear witness that the parade was a most moving and splendid ceremony.

Your obedient servant

(Signed) W. J. H. STUART
Lieutenant-Commander
RCN.

HMCS *Bonaventure*,
Belfast,
Northern Ireland.

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have proved unsuitable for reproduction." This trouble was overcome by having the artist, F. M. L. Barthropp, prepare pen drawings from the photographs. Thus a complete, uniform and handsome set of portraits has been produced.

The 94 VCs treated fully in the book are those listed by the Department of National Defence. "All but two originally joined the Canadian armed forces, and the two exceptions were residents of Canada when the call for service came." Eight more holders of the VC are listed in Appendix A as past or present residents in this country. The other appendices give birth-places and regiments or services (the number of holders in each).

Of particular interest to readers of *The Crownsnest* are four Canadian naval personnel, of whom three were in the British service. Our Navy has been unfortunate in its opportunities for personal distinction in both world wars; these four show that, when the opportunity presents itself, it is eagerly seized.

The first thing the reader is likely to notice as he works through the biographies is that the first four recipients won their decoration so far afield: one in the charge of the Light Brigade at Balaclava, two in the Indian Mutiny (including Able Seaman William Hall) and one at Little Andaman in the Indian Ocean. All the rest of the crosses were won in the South African War and the two World Wars.

BOOKS for the SAILOR

The other notable feature is that the only thing that the men have in common is the Victoria Cross.—P.A.C.

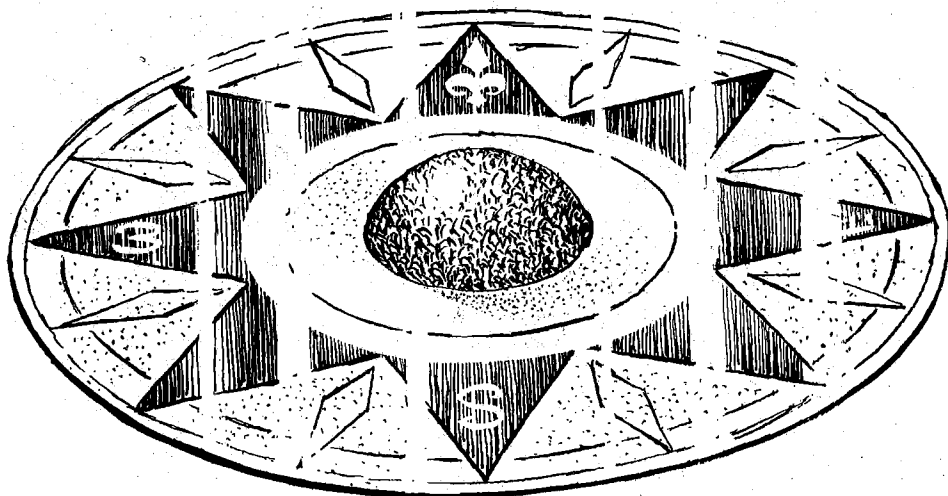
"Canada's VCs"—The story of Canadians who have been awarded the Victoria Cross, a centenary memorial 1956, compiled and with notes by Lieut.-Colonel George C. Machum, ED, with a foreword by General H. D. G. Crerar, CH, CB, DSO, CD, drawings by Francis M. L. Barthropp, Toronto, McClelland & Stewart Limited 1956; 208 pages illustrated, quarto; \$12.50.

NADEN HISTORY TO BE PRINTED

A second edition of the history of HMCS *Naden* has been set in type and an index is now being prepared. The first edition of this work was mimeographed in 50 copies in 1952 but this has been sold out for some years. The book was written by Major F. V. Longstaffe, the well-known West Coast historian, who is editing the new edition. The date of publication is not known at the present time.

Some of the contents include: a list of flag officers of the old Pacific Station, 1836-1905; history of *Naden*; history of the many *Rainbows*; 72 years of service of the ship *Cormorant*; records of pioneer naval volunteers of Canada from 1914 and eight illustrations reproduced from rare pictures never before seen in print.

Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, has contributed an introduction.



LOWER DECK PROMOTIONS

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

ACHYMICHUK, Edward W.....LSMA1
 AMENT, Henry S.....LSAR1
 AUTON, Lyle G.....P2RP2

BABINEAU, Leo J.....LSAF1
 BAIRD, Alexander.....LSRC2
 BARNES, Gregory.....P2EM2
 BECKETT, Rex D.....LSAP2
 BEDARD, Donald C.....P2LR2
 BELISLE, Donatien J.....LSSW2
 BENNETT, Donald.....LSEM1
 BERGERON, Armand J.....LSSW2
 BERGSTROM, Conrad E.....LSAM2
 BERTRAND, Jean-Guy J.....LSRP2
 BEZANT, Ronald E.....LSRD3
 BJORNDALH, Donald.....LSEM1

BRAUN, Roger J.....LSAF1

CAMPBELL, John W.....LSAR1
 CARNEY, John J.....LSQM1
 CARRIERE, Denis A.....LSRD3
 CATO, Robert A.....PIEM4
 CHAPMAN, James N.....LSTD2
 CLARK, John W.....P1AA3
 CLOUTIER, Jacques C.....LSTD1
 CONWAY, Francis P.....PITD3
 COOLEN, Douglas C.....LSAR2
 CORMAN, James H.....P2AF2
 CRAFT, Daryl L.....P2RP2

DAWSON, Walter J.....P2QR2
 DAYTON, Arthur D.....PIEM4
 DIBNAH, Cyril R.....P1BD3
 DONNER, Charles W.....P2RC2
 DOUGHERTY, George E.....LSRP1
 DUNN, Gerald P.....LSEF3

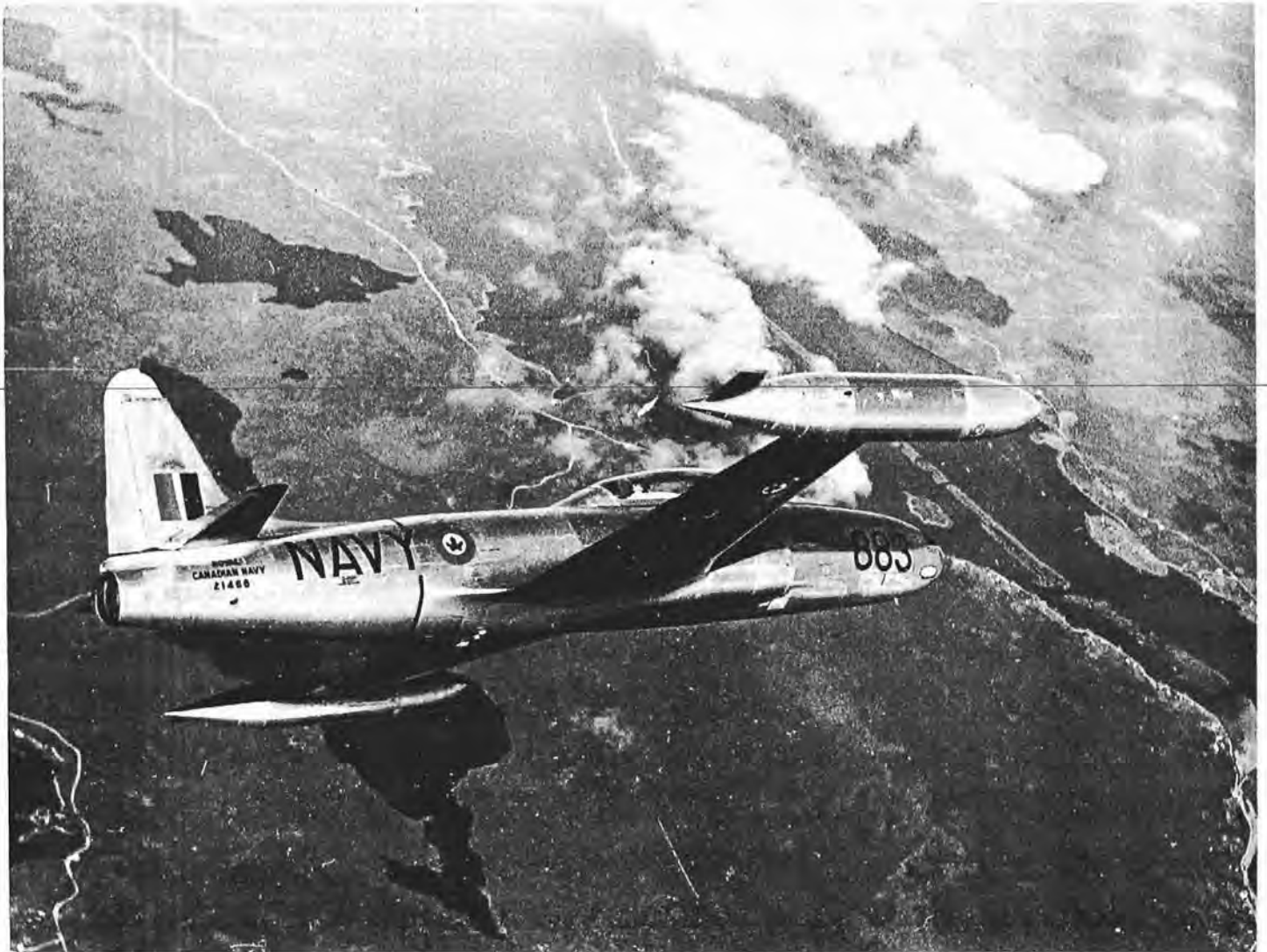
EBBELING, Leonard E.....C1MR4

ESTABROOKS, Keith M.....P2RP2
 ESTABROOKS, Thomas J.....P2RP2

FAIRFIELD, Henry R.....P1ER4
 FEATHERBY, James E.....C2MR4
 FERRIER, Donald M.....LSAA1
 FISHER, George B.....P1ER4
 FLETT, George M.....P1AW3
 FRASER, Alexander C.....LSEM1
 FRASER, Gerald F.....P1ER4
 FRAUZEL, Glendon A.....LSAA1
 FRYER, Lloyd J.....C2Q14

GAUDET, Joseph A.....P2TA3
 GORDON, William J.....P1BD4
 GOYETTE, Jean-Guy E.....LSRP1

HALL, Lloyd E.....LSAW2
 HARVIE, Robert J.....P2TD3
 HAYCOCK, Kenneth J.....P2NS2
 HEAD, Victor.....LSAF1
 HORNCastle, Robert F.....P1RP3
 HOWARD, John.....LSEM1



FROM THE NAVAL PHOTO SALON—A naval Silver Star jet trainer banking as it begins the long descent from above the clouds to earth, was the picture caught by AB Norman F. Fitzmaurice from another T-33 jet. The photo salon, designed to encourage technical and artistic skill in naval photographers, is being displayed in cities across Canada.

JACKSON, Kenneth A.....C1G14
 JACOB, John H.....P2VS2
 JEFFREY, Charles H.....P2RW3
 JENKINS, James D.....LSQM1
 JENSEN, Eric R.....LSAM2
 JESSIMAN, Harold R.....P2EM2

KEHOE, John B.....P2TA3
 KEKEWICH, Glenn A.....P1RP3
 KELLY, John P.....LSQR1
 KEY, Thomas.....LSNS1
 KREPPS, John R.....P1ER4

LANGILLE, James D.....P2AA2
 LAPOINTE, Francis J.....LSRP1
 LEBLANC, Laurie J.....P1RC3
 LEDUC, John M.....P2AF2
 LOCK, Courtney A.....LSEM1
 LUMSDEN, Alexander S.....P2AA2

MacDONALD, Glenn H.....LSEM1
 McBRIDE, Richard T.....P1ER4
 McCARTHY, Paul A.....C1MR4
 McISAAC, James G.....LSEF3
 MCKIEL, Rankin R.....LSRP1
 McMILLAN, Ronald A.....P1AA2
 MCKINNIMAN, Carl F.....LSQM1
 McNUTT, Ernest W.....C2P14
 MARGERISON, Charles A.....LSCV1
 MARSH, John E.....LSEM1
 MARTIN, Gael A.....LSQM2
 MAY, Donald F.....LSAR1
 MAYBEE, William.....LSEM1
 MELNECHUK, William.....P2PR2
 MENZIES, Donald W.....LSEM1
 MILES, George N.....LSAA1
 MILNE, John B.....P2RP2
 MORO, Louie J.....P1PR2
 MORTON, John W.....LSAW2
 MOSHER, Wilson W.....LSCK2
 MUNRO, Gordon W.....P2RP2
 MURISON, John B.....P2CS3

NAULT, Roger J.....LSSW2
 NEILL, David M.....P2TD2
 NEWBOLD, Norman G.....LSEM1
 NIXON, Alan W.....P2TD3

O'CONNOR, Murray T.....LSEF3
 O'DONNELL, Murray E.....P2AA2
 OVERTON, Kenneth A.....LSQM1

PARK, Harry A.....LSAM2
 PARK, Rowland P.....LSRD3
 PARKER, Howard.....LSSE1
 PARTNER, Robert W.....LSAR1
 PEARSON, William G.....P1ER4
 PEPPATT, Francis B.....LSRP1
 PINNOCH, Frank J.....LSRP1
 PLANT, Merle A.....P2SW2
 PRIMEAU, Joseph L.....LSQM1
 PRINGLE, Clynton N.....LSEM1
 PRISKE, Robert E.....P2TD2
 PROWSE, Charles W.....LSAP2
 RAVEN, Stuart C.....LSED3

WEDDINGS

Able Wren Margaret J. Johnson, *Stadacona*, to Chief Petty Officer Sydney R. Wallace, *Stadacona*.

Sub-Lieutenant (W) Victoria E. Lavis, *Patriot*, to Mr. Edward Stewart, Toronto, Ont.

Sub-Lieutenant (W) Irene Ross Johnson, *Prevost*, to Commissioned Engineer Leslie C. Sandells, RN, Sixth Submarine Squadron.

ROTH, Frank J.....LSNS2
 ROWBOTTOM, Gerald A.....LSEM1

SALAGA, Stephen A.....LSNS2
 SCHULZ, Charles D.....G2G14
 SCOPIE, Donald B.....LSAA1
 SELF, Robert H.....P1ER4
 SEVERNY, Paul.....P1ER4
 SHOVELLER, Roderick M.....P2TD2
 SINE, Bruce K.....P2GA3
 STEPHENSON, Michael E.....LSAR1
 STEWART, Kenneth G.....C2ER4
 SUTTON, Donald K.....LSAW2
 SWEENEY, John N.....LSRP1

TELLIER, Guy J.....LSEM1
 THORNE, Ronald E.....LSAM2
 TITCHMARSH, John H.....P2EM2
 TRAVISS, Richard B.....LSQM1
 TURNBULL, Andrew J.....P2EM2
 TURNER, Bruce A.....C2ER4

VANDER-HOEK, Harry.....P1ER4

WALKER, Robert E.....P1QM3
 WALLS, George F.....LSEM1
 WARNER, Francis H.....LSCK2
 WATSON, James.....C2QR3
 WAY, Fraser.....LSAA1
 WEAVER, Ronald F.....LSRP1
 WEBB, Bruce A.....LSEM1
 WESSEL, Anthony J.....P2AF2
 WILE, Philip O.....P1AA3
 WILLIAMS, William E.....P2AR2
 WILSON, Wilbert C.....P1QM3

YAKUBOWICH, Nicholas.....P1ER4

ZOBATAR, John A.....LSTD2

RCN (R)

ANDREW, Joel H.....ABNS1

BAUDER, Larry R.....LSAW1
 BETHUNE, Janet.....WLQMS
 BOLTER, William G.....ABLMS
 BOUCHER, Richard F. J.....ABCR1

CAMPBELL, Kenneth A.....P2CV2
 CAVE, Beverly J.....WACO(T)1
 CHISTIE, Charles S.....LSAAS
 CHITOURAS, Arthur J.....LSNS1

**Governor General
 Extends Thanks**

Vice-regal thanks were a part of the reward of four RCN ships which had embarked His Excellency the Governor General for brief visits to two Saguenay River ports.

The *Wallaceburg*, *Cormorant*, *Blue Heron* and *Mallard* were hosts to the Governor General while en route to Halifax following completion of the 1956 Great Lakes Training.

On his return to Quebec City, after visiting Tadoussac and Port Alfred with the ships, His Excellency messaged:

"Again I want to thank the ship's company of HMCS *Wallaceburg* and the ships' companies of *Blue Heron*, *Mallard* and *Cormorant* for all the kindness they showed me during my passage up the Saguenay. God bless you all."

CLARK, Gordon M.....CICV3
 CRAWFORD, Allan B.....ABCR1
 CROSS, Marilyn R.....WAME(X)1

DAW, Mary P.....WAWA1

FORD, Larry R.....ABMA1

GAGNON, Frances I.....WLSS(X)1
 GAMBEE, Peter G.....P2QMS
 GARRECK, Harley.....LSQMS
 GOODFELLOW, James B.....P2BD3

HALTER, Florandena.....WACO(T)1
 HOLMES, John F.....C2CV3
 HUGES, David E.....LSBD2
 HUNT, Holman R. C.....LSCR2

KENNEDY, Albert L.....ABMA1
 KENNEDY, Robert J.....LSQMS
 KILPATRICK, Norman L.....P2EM2
 KILPATRICK, Ross S.....LSBD2
 KINDREE, Denise R.....WLSS(X)1
 KOZIEL, Bernice K.....WAME(X)1

LITVAX, Marlene F. M...WAME(X)1

MARSHALL, Frederick.....P2PW2
 MESTON, Gordon E.....C1ER4
 MITCHIE, Charlotte.....WACO(T)1
 MONTIETH, Mildred A.....WASS(X)1
 MOORE, Lyman E.....LSRPS
 MORRISON, Theodore W.....P2CK2

NEEDLES, Marjorie J.....WA(NQ)

O'LEARY, Charles A.....P1ED4
 OVERWATER, Wilhelmus T...ABBD1

PARKER, Robert H.....C2SH4
 PASH, Charles A.....LSMA1
 PEACOCK, Julia J.....WLSDS
 PEDDLE, Clarence A.....LSMA1
 PRICE, Howard G.....ABLMS
 PROCEVIAT, Jean T.....WP2CO(T)2

ROSE, Angus G.....LSEM1
 ROPER, Joseph M.....P1QMS

SAMBELL, Keith S.....P1SHS
 SMALLWOOD, Charles W.....LSAW1
 SMALLWOOD, David M.....ABAW1
 SPEED, Harry E.....C2CR3
 STEVENSON, Heber J.....C1MA3

TESKEY, Harlene M.....WACO(T)1
 THOMAS, Barbara N.....WASS(X)1
 TIMMONS, Bruce L.....PIPW3

VICKERS, Gordon S.....ABBD1
 VINNICK, Mary.....WLCO(R)1

WAKEHAM, Earle C.....ABSW1
 WEST, George W.....LSLM1
 WRIGHT, William G.....P2EM2
 WYLIE, Roy M.....P2CV2

BIRTHS

To Commander K. H. Boggild, *Stadacona*, and Mrs. Boggild, a son.

To Able Seaman John W. Milligan, *Stadacona*, and Mrs. Milligan, a daughter.

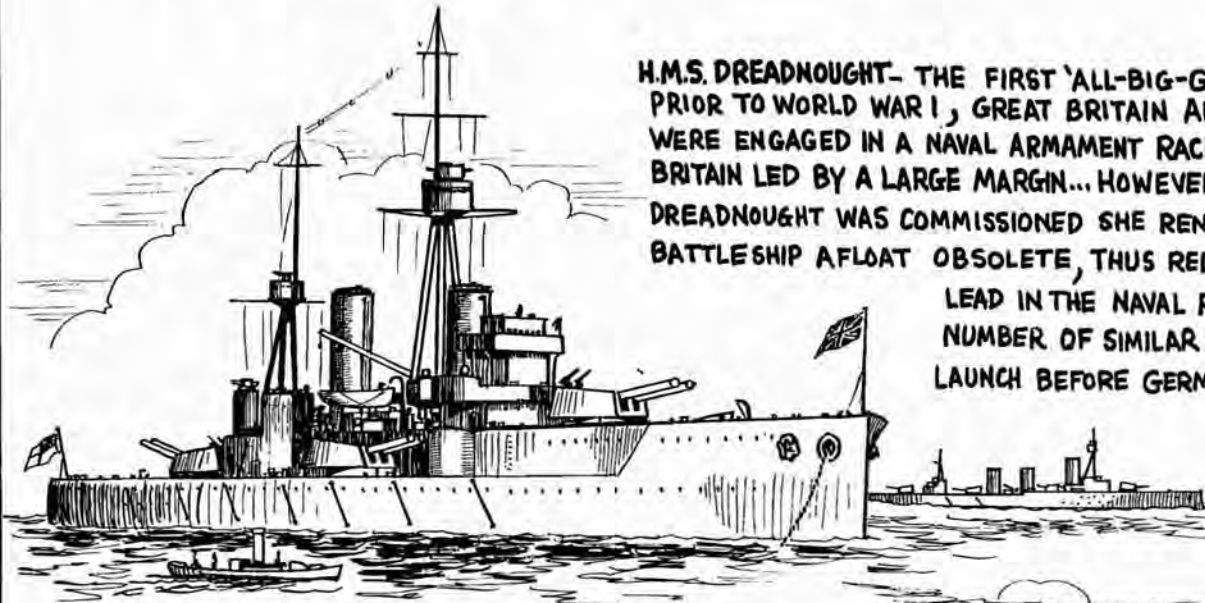
To Lieutenant (SB) Ray Wormald, Naval Headquarters, and Mrs. Wormald, a son.

To Lieutenant (SB) E. C. Russell, *Carleton*, and Mrs. Russell, a daughter.

To Lieutenant (SB) P. A. C. Chaplin, *Carleton*, and Mrs. Chaplin, a son.

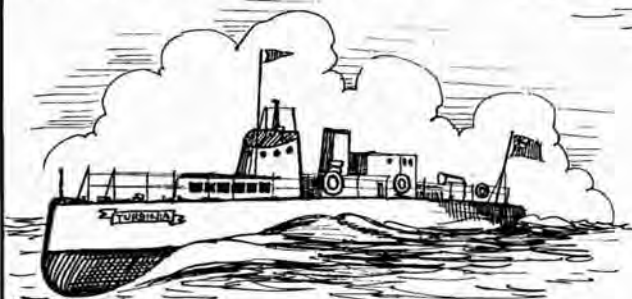
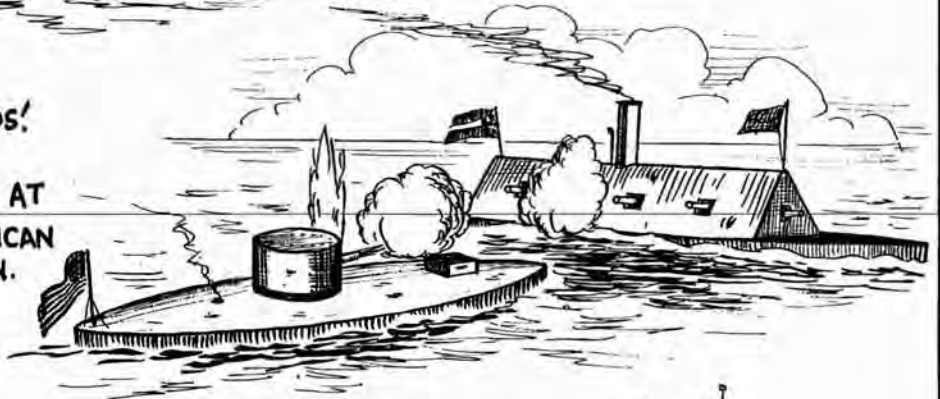
Naval Lore Corner

NO. 41
SHIPS THAT ALTERED
NAVAL CONCEPTS



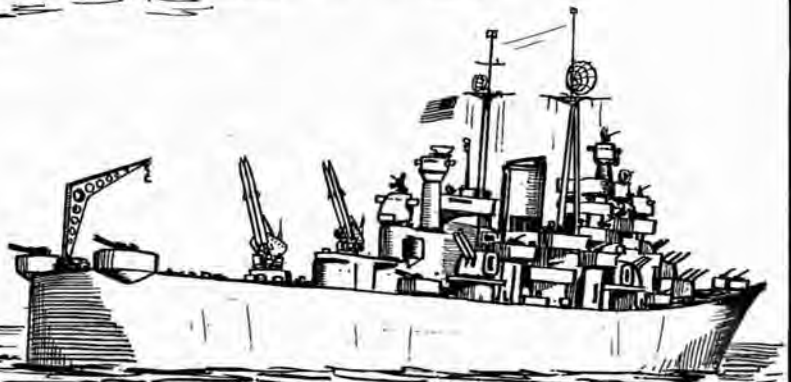
H.M.S. DREADNOUGHT- THE FIRST 'ALL-BIG-GUN' BATTLESHIP. PRIOR TO WORLD WAR I, GREAT BRITAIN AND GERMANY WERE ENGAGED IN A NAVAL ARMAMENT RACE IN WHICH GREAT BRITAIN LED BY A LARGE MARGIN... HOWEVER, WHEN H.M.S. DREADNOUGHT WAS COMMISSIONED SHE RENDERED EVERY BATTLESHIP AFLOAT OBSOLETE, THUS REDUCING BRITAIN'S LEAD IN THE NAVAL RACE TO THE NUMBER OF SIMILAR SHIPS SHE COULD LAUNCH BEFORE GERMANY FOLLOWED SUIT...

THE FIRST CLASH OF THE 'IRONCLADS' THE 'MONITOR' AND THE 'MERRIMAC' WHICH FOUGHT AT CLOSE QUARTERS AT HAMPTON ROADS, VA. DURING THE AMERICAN CIVIL WAR. THE MONITOR (LEFT) WON. THESE SHIPS GAVE BIRTH TO MODERN ARMoured NAVIES..



'TURBINIA'-1894

THIS TINY VESSEL INTRODUCED THE STEAM TURBINE TO THE SEAS WHEN SHE DEMONSTRATED HER PROWESS AT THE 1897 NAVAL REVIEW BY STEAMING UP AND DOWN THE LINES OF WARSHIPS AT THE THEN ASTOUNDING SPEED OF 34½ KNOTS.



U.S.S. BOSTON

AMERICAN HEAVY CRUISER. THE FIRST OPERATIONAL NAVAL VESSEL TO BE ARMED WITH GUIDED MISSILES. (ORIGINALLY DESIGNED FOR CONVENTIONAL ARMAMENT, LATER CONVERTED.)

