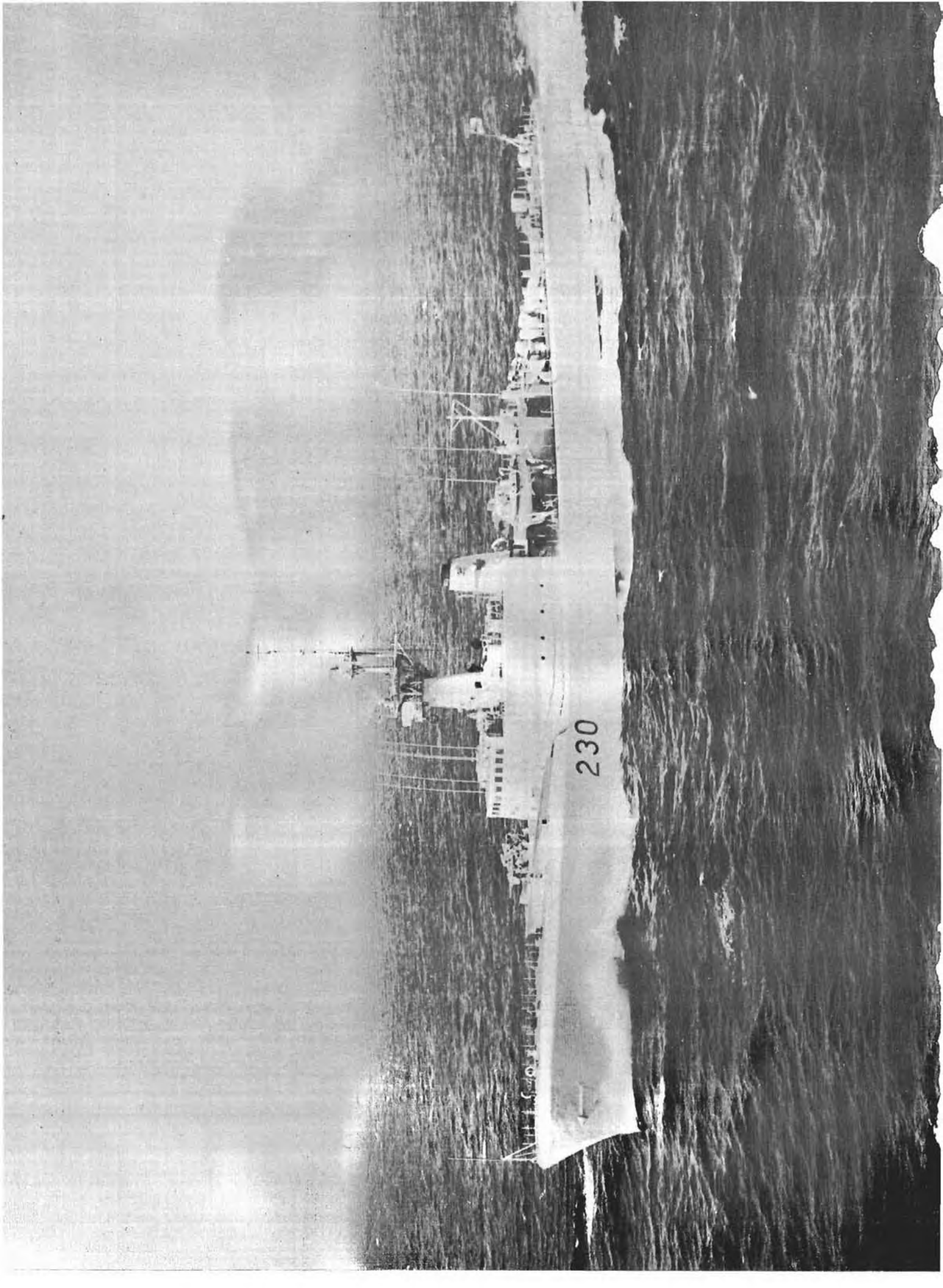




GROWNEST



The CROWSNEST

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LADY OF THE MONTH

About the time the Cape Breton highlands are at their autumn loveliest, a new destroyer escort was commissioned into the Royal Canadian Navy. She is HMCS *Margaree*, bearer of the name of a famous Cape Breton salmon stream, and a ship whose name is also a memorial to a destroyer tragically lost after only a few days' service with the RCN in Second World War.

With the commissioning of the *Margaree* the half-way point was reached in the RCN's current destroyer escort building program. She is a product of Halifax Shipyards, which also built her sister ship, the *Saguenay*.

Although constructed in Halifax and commissioned there, the *Margaree* is destined to serve on the West Coast—an area that also makes some claims to being salmon country.

The origin of the name "Margaree" is disputed, but the possibility that it is a variant of "Marguerite" is followed in the ship's badge which has as its central design a daisy or marguerite. (DNS-19224)

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The Cover—Ottawa gave Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh a joyous and affectionate welcome at mid-October. The cover picture was taken just after Her Majesty had read the Speech from the Throne at the opening of Parliament. (O-10065)



RCN NEWS REVIEW

HMCS Outremont alongside at St. Pierre during the cruise of His Excellency the Governor General this past summer. At anchor in the bay is the French frigate L'Aventure. (HS-50051)

Bangors Prepared For Turkish Navy

In mid-September a party of Turkish naval officers and petty officers arrived at Sydney, N.S., members of the liaison and trials teams for the transfer of 10 Bangor minesweepers to Turkey.

The vessels, at the Point Edward Naval Base, Sydney, were being equipped and stored at the time in preparation for transfer.

Being turned over to Turkey under the Mutual Aid program, the vessels are the *Blairmore*, *Fort William*, *Kenora*, *Kentville*, *Mahone*, *Medicine Hat*, *Nipigon*, *Sarnia*, *Swift Current* and *Westmount*.

It was anticipated that the first five would be turned over to Turkey before the end of 1957, the balance to be transferred early in the following year.

Ships Pay Visits To B.C. Ports

Ships of the Pacific Command's Second Canadian Escort Squadron visited a number of British Columbia ports during the course of a combined training exercise commencing October 8.

Taking part in the exercises were the destroyer escorts *Crescent*, commanded by Captain Michael G. Stirling; *Cayuga*, commanded by Cdr. Patrick Benson; *Fraser*, commanded by Cdr. Raymond Phillips, and *Athabaskan*, commanded by Cdr. D. S. Boyle.

The *Crescent* was at Kitimat between October 11 and 14 and at Vancouver between October 17 and 19.

The *Cayuga* visited Ocean Falls between October 11 and 14 and Vancouver between October 17 and 19.

The *Fraser* was at Prince Rupert between October 11 and 14 and at New Westminster between October 17 and 20.

The *Athabaskan* visited Port Alberni between October 11 and 14 and New Westminster between October 17 and 20.

The ships were open to the public at ports where suitable berthing arrangements could be made.

Thunder III Commissioned

Launched at the Port Arthur Shipbuilding Co. Ltd., yard on October 27, 1956, the Bay class minesweeper *Thunder* was commissioned on Thursday, October 3.

She sailed immediately to join the

Atlantic Command as a unit of the First Canadian Minesweeping Squadron.

The *Thunder* was built to replace one of six of her class turned over to France under the Mutual Aid Agreement in 1954.

She is the third ship to bear the name in the RCN. The first, a Bangor class minesweeper, was commissioned in October 1941. She steamed nearly 125,000 miles on minesweeping, escort and patrol duties in the Western Atlantic in the following two-and-a-half years.

Later, she was a unit of the Fourth Minesweeping Flotilla which, in addition to other operations in English and French coastal waters, carried out the pre-invasion sweep of the Channel to the Normandy beach head.

She was paid off in October 1945 and turned over to War Assets Corporation for disposal.

The second *Thunder*, commissioned in December 1953, now serves in the French Navy under her new name, *La Paimpolaise*.

The latest ship to bear the name is commanded by Lt.-Cdr. Thomas F. Owen.

Defence Minister Visits East Coast

Defence Minister G. R. Pearkes, making his first visit to the Atlantic Command since taking up his cabinet post, spent an event-packed two days touring naval establishments and ships in the Halifax-Dartmouth area.

'Copter Speeds Minister's Tour

During his three-day visit to defence installations in the Maritimes, Defence Minister G. R. Pearkes found a naval helicopter handy in keeping up with his tight schedule.

The day after his arrival he flew from *Stadacona* to *Bonaventure* at sea; from the ship to *Shearwater*, and from the naval air station across the harbour to the seaward defence base.

The next day he was airborne again in a "chopper", this time for the run from *Shearwater* to Camp Aldershot.

Arriving by air on the evening of September 30 he held a press conference at the *Shearwater* naval air station before going to Government House, where he was a guest during his stay of Lieutenant-Governor and Mrs. Alistair Fraser.

The next morning he visited the Halifax Citadel before attending divisions and a march past in *Stadacona*. Later he addressed service officers, toured the dockyard and Atlantic Command naval headquarters, visited the Naval Research Establishment and lunched with the General Officer Commanding, Eastern Command of the Canadian Army. In the afternoon he travelled by naval helicopter to the *Bonaventure* at sea off the coast and spent two hours witnessing flying qualifications aboard the aircraft carrier.

A tour of *Shearwater*, to which he returned by helicopter from the *Bonaventure*, and a tri-service dinner at *Stadacona*, rounded out his first full day in the Command.

Wednesday was spent inspecting Maritime Air Command Headquarters in Halifax and the Aldershot Military Camp and RCAF Station Greenwood in other parts of the province.

He spent the night at Greenwood and travelled to *Cornwallis* the following morning. After his inspection of the sprawling new-entry training base and lunch with the commanding officer he returned to Greenwood to board his aircraft for RCAF Station Summerside, P.E.I. He left there that evening for Ottawa.

Subs Inspected By Flag Officer

Rear-Admiral W. J. W. Woods, Flag Officer Submarines of the Royal Navy was a recent visitor to Halifax.

While there Rear-Admiral Woods inspected personnel of the RN's Sixth Submarine Squadron, based at Halifax, at ceremonial divisions on the parade square in the Dockyard.

Admiral Woods also discussed the operation of the squadron with senior officers of the RCN and RN, and inspected two of the boats which make up the squadron, the *Amphion* and the *Alliance*. The third, the *Alcide*, was not inspected.

Labrador Ends Last Cruise with RCN

Returning to Halifax on October 11 following her fourth season in northern waters, the *Labrador* completed her last operational cruise in the Arctic as a unit of the Royal Canadian Navy.

She sailed from Halifax on June 25 and three months later, on September 23, it was announced that for reasons



In a six-hour visit to the Atlantic Command Naval Headquarters at Halifax, on September 21, Admiral Jerauld Wright, Supreme Allied Commander Atlantic, managed to accomplish the following: a briefing on NATO fall exercises, a visit to the Maritime Museum, a press conference, a reception attended by Navy, Army and Air Force officers holding NATO appointments in the Canadian Atlantic area and a dinner with the Flag Officer Atlantic Coast. Admiral Wright is shown with Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, shortly after his arrival at the *Shearwater* Naval Air Station. (HS-49990)



German Ambassador H. Von Eitzdorf, second from left, presents a letter of thanks to the Minister of National Defence, Hon. George R. Pearkes, VC, for the part played by the destroyer escort HMCS *Crusader* in the search for the German merchant training ship *Pamir*. The *Pamir* was lost in a hurricane off the Azores on September 20 and the *Crusader*, exercising in the area, led the search for the first two days. The letter of thanks came from the owners of the *Pamir* who will present a plate to the *Crusader* later. Also present at the brief ceremony were Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, left, and Col. F. C. Schlichting, German military attaché. (National Defence Photo.)

of economy she was to be transferred in 1958 to the Department of Transport.

High praise for her 1957 northern operations came from Rear-Admiral Roy Gano, USN, commander of the task force to which *Labrador* was attached for part of the past summer.

In a message to the ship he said: "I note that HMCS *Labrador* has con-

ducted beach reconnaissance on the coasts of Newfoundland and Labrador, escorted shipping, discovered and charted a new and safe channel into Frobisher Bay, served as flagship of the successful Bellot Strait operation while accomplishing the first deep draught passage of the strait, and numerous other tasks, including hydrography and

oceanographic surveys and UDT (underwater diving team) beach surveys in Foxe Basin.

"The professional skill, courage, initiative and determinations displayed by the *Labrador* in accomplishing assigned tasks reflect great credit upon the Royal Canadian Navy and have once more earned the highest admiration and respect of Task Force Six. Well done."

In a letter addressed to Captain T. C. Pullen, commanding officer of the *Labrador*, Vice-Admiral J. M. Will, USN, Commander of the Military Sea Transportation Service, wrote:

"It is with pleasure that I express to you, your officers and your men, my deep appreciation for the part HMCS *Labrador* has played in MSTS Arctic operations 1957.

"I have followed your operations with interest and admiration. Your aggressiveness and your exploitations of opportunities, despite seemingly insurmountable obstacles again have been true to the tradition of HMCS *Labrador*. Your discovery of a 'deep water channel' in Frobisher Bay and your personal leadership in proving the feasibility of a practical deep water Northwest Passage are significant contributions to man's knowledge of the Arctic.

"As you leave us to rejoin your families and loved ones at home, you carry with you our 'Well Done'."

Air Competition Trophy Presented

Surrounded by a group of the original pilots from the first RCN fighter squadron formed, and which he commanded, L. D. Wilkinson, (Lt.-Cdr. RN (Ret'd)) of Brook, Surrey, England, recently donated a magnificent trophy to the RCN.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, accepted the gift at an informal ceremony which took place in the wardroom of *Bytown*.

Surmounting the trophy is a replica of the Vickers Supermarine Sea Fire Mark XV aircraft with which the squadron he commanded, No. 803, was equipped.

Known as the Wilkinson Trophy, it bears the inscription: "For annual competition between RCN air squadrons or ships equipped with surface to air missiles, Royal Canadian Navy."

Mr. Wilkinson, a businessman and insurance executive in England, had come over to Canada in mid-September to look up some of the pilots with whom he had once flown in the original squadron. He flew from the U.K. to Vancouver and from there visited Calgary, Winnipeg and Toronto before arriving



Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, is shown here accepting new trophy for the RCN from the donor, L. D. Wilkinson, of Brook, Surrey, England, who commanded the first RCN fighter squadron, No. 803. Mr. Wilkinson recently made a visit to Canada to present the beautiful gift, to commemorate his happy association with the squadron. (O-10044)

at Ottawa. After presenting his trophy to the RCN he left for the U.K. in mid-October.

His father, Sir George Wilkinson, was Lord Mayor of London during the blitz years of 1941 and 1942.

Of the eight original pilots present at the ceremony, six are still in the RCN. Comprising the group were: Cdr. (P) W. H. Fearon, *Bytown*; Lt.-Cdr. (P) (D) R. A. Beach, *Stadacona*; Lt.-Cdr. (P) J. C. Sloan, commanding officer VX 10, *Shearwater*; Lt.-Cdr. (P) J. W. Logan, *Bytown*; Lt.-Cdr. (P) W. P. Rikely, *Bytown*; M. M. Douglas and J. L. Anderson, both of Ottawa.

In his remarks when presenting the trophy, Mr. Wilkinson said that their

kindness in coming had made it an extremely happy day for him.

Accepting the trophy, Admiral DeWolf described it as "a very handsome and very generous gesture" which the RCN accepted with great pleasure. It was a very kind thought on the part of Mr. Wilkinson, he said.

Following the official ceremony, Cdr. Fearon presented an authorization signed by Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff, allowing him to wear the RCN officer's tie and blazer badge in recognition of his service commanding the first RCN fighter squadron.

A tie and badge were given to Mr. Wilkinson by the pilots present.



A Royal Household Guard was mounted each day at Rideau Hall, residence of the Governor-General, during the four days Queen Elizabeth and Prince Philip stayed there. The naval component, which stood guard for the first and last day, is shown at the present during the ceremony of mounting the guard. (O-10081)

The Royal Visit and the RCAF

THE SAILORS of the Queen joined the Army, the RCAF and other Canadians to welcome to Ottawa Her Majesty Queen Elizabeth II and His Royal Highness the Prince Philip from October 12 to 16.

More than 600 officers and men from *Stadacona, Cornwallis, Shearwater, Hochelaga, Donnacona, Bytown, Carleton* and *Gloucester*, took part in the busy four-day program.

The Navy mounted a Household Guard for the first time in history, and shared this duty at Government House with the Army and the Air Force. A Guard of Honour and a Colour party showed the Queen's Colour and the guard was inspected by Her Majesty just before the Royal Party boarded the RCAF C-5 aircraft for the United States' portion of the visit.

The members of the guard performed the ancient and moving Sunset Ceremony on Parliament Hill, climaxing the ceremony by firing a 21-gun salute with two 12-pounder guns during the orchestrated "Sunset Call". A 50-piece band, formed from units of the Atlantic Command, provided music for various ceremonies including the departure, the changing of the Household Guard, the

Sunset Ceremony, and also played two concerts and joined other service bands for three massed-band concerts.

Men from the Ottawa and Montreal units were part of the tri-service "street-liners" who were spotted along each route taken by Her Majesty and



Her Majesty the Queen at Government House on the occasion of her television and radio address to the nation.

Prince Philip. Wrens of the regular forces took part in the departure activities and also at the City of Ottawa ceremonies to begin the Queensway, an Ottawa express highway. *HMCS Gloucester* also provided drivers for the car transporting the Queen and Prince Philip, and for other cars assigned to the official party.

The first members of the naval contingent to arrive were those chosen for the Household Guard in mid-September. This group included Lt. Michael Barrow, CPO James Callighen, and 17 men to form the guard. From each of the other two services came a similar group, and the three units were trained at RCAF Station Rockcliffe, under the command of Squadron Leader R. S. Davis, of the RCAF.

It was the first time a tri-service guard had been mounted at Government House while the ruling Sovereign was in residence. The three units and the RCAF band paraded to the gates of Government House at 1200 on Saturday, October 12, to seek permission to mount the guard. The Navy guard was mounted during this ceremony, and remained on duty for 24 hours, being relieved Sunday noon by the Army guard,

who, in turn were relieved by the Air Force on Monday, and so on for the remainder of the visit. Each day at noon, the changing of the guard attracted a large number of spectators, particularly on the weekend and Thanksgiving day.

WHILE the Household Guard was training at Rockcliffe, the main portion of the naval participation for the Royal Visit was being prepared at *Cornwallis*. The Guard of Honour of 96 men, two chief petty officers, and two petty officers, spent six weeks training for the Visit. The members of the guard were to take part in the departure ceremony at Uplands airport and also in the Sunset Ceremony, in which 48 men formed the guard and the remainder manned the two 12-pounders.

The men in the guard were young in naval service. Very few had joined the Navy before June of this year. They had completed about eight weeks of new entry training before being selected for the Royal Visit. They were young in years—hardly one was more than 19—and they were from large cities like Toronto, Montreal, Vancouver, and Winnipeg, and from towns and villages like Chu Chua, B.C.; Montrock, Ont.; Quyon, Que.; and Alameda, Sask.

The officer of the guard was Lt.-Cdr. Geoffrey J. Brockhurst, *Cornwallis*, and second officer of the guard was Lt. Paul A. Roggeveen, also of *Cornwallis*. Lt. Frederick W. Crickard, *Stadacona*, was the Colour officer.

Spectators were heard to call it the most stirring military ceremony they had ever witnessed when sailors of the Atlantic Command of the Royal Canadian Navy performed the traditional Sunset Ceremony before thousands on Parliament Hill October 15 as part of the Royal Visit celebrations. Part of the 50-piece band is shown in an anchor pattern during one of several marching manoeuvres, while the sunset guard and field guns' crews stand fast in the rear of the photo.



Two of the Navy chauffeurs assigned to the Royal Visit were lucky enough to drive the Royal Couple. PO Murray Love drives the Queen and Prince Philip to the wreath-laying ceremony at the National War Memorial and then to church Sunday morning. (NFB Pool Photo)

Beginning training the same time as the guard were 50 bandsmen from *Cornwallis*, *Stadacona* and *Shearwater*. They formed one unit known as the Atlantic Command Band and were under the direction of Cd. Off. (SB) E. Tudor Jones, *Cornwallis*.

Because the band was to take part in massed concerts with other bands from the Army, Air Force, and RCMP, the bandsmen arrived in Ottawa on October 6 for rehearsals. Since the Air Force is responsible for ceremonial tri-service activities during 1957, the band programs were organized under the direction of Squadron Leader E. A. Kirkwood, RCAF. The band, and the guard and colour party, which arrived in Ottawa on October 12, were all quartered at the Ottawa naval division, HMCS *Carleton*, where the necessary preparations had been made to accommodate them for the Royal Visit.

Within two hours of the arrival of the guard and colour party, a unique ceremony took place at *Carleton*. The Queen's Colour, brought to Ottawa from Halifax, was transferred to the naval division for safekeeping. This marked the first time that the Queen's Colour has been held by a Canadian naval reserve unit. The Colour was returned to Halifax on completion of the Royal Visit.

THE AIRCRAFT bearing the Queen, Prince Philip and the Royal party arrived exactly on schedule at 1630 Saturday October 12 at Uplands airport where the RCAF paraded a guard of honour. A Navy man, CPO Earl Stong, of HMCS *Bytown*, had one of the first official duties to perform, as he broke the Royal Standard to signify





Her Majesty inspects the guard mounted in her honour at Uplands Airport just before departure from Ottawa for the United States. With her is Lt.-Cdr. Geoffrey Brockhurst, officer of the guard. Behind them is Prime Minister Diefenbaker. (O-10161)

Her Majesty's presence. Chief Stong had a busy four days arriving at various sites ahead of the Queen and breaking the Standard on the arrival of Her Majesty.

The first day of the Royal Visit—Saturday—was relatively light for the naval contingent. The Standing Guard had mounted at noon at Government House, and the band played a concert in Confederation Square at 1530 to entertain the many people lining the route the Royal party would take to Rideau Hall. Streetliners from *Gloucester* were along the route near the Experimental farm and just outside the gates to Government House. A party of men from the guard, stationed at HMCS *Carleton*, gave the traditional naval cheer.

On Sunday a sentry and bugler from the RCN took part in the moving ceremony at the cenotaph where Her Majesty and Prince Philip laid a wreath. A nursing sister from HMCS *Carleton*, Lt. (MN) Margaret Godin, RCN(R), was selected to represent the women in the armed forces at this ceremony.

The naval guard was relieved by the Army at Government House and the sailors did not mount the guard again until Tuesday noon. In the afternoon the RCN band joined one RCMP, two Army, and two Air Force bands for the first of three massed band concerts held during the visit. The concert was held

on Parliament Hill where a temporary bandstand had been erected.

On Monday, nearly all the 600 officers and men in the naval contingent played some part in the day's activities. By 0700 buses left Montreal with men from *Hochelaga* and *Donnacona* who were to line the streets with men from *Carleton*

and *Gloucester* for the opening of Parliament. At 0900 the guard, band, and guns' crews were busy at a rehearsal of the Sunset Ceremony to be presented later in the day. At 1300 the band was back at Parliament Hill to take part in another concert by the massed bands.

At the same time the streetliners were forming up near the Chateau Laurier hotel, along Wellington and at the corner of St. Patrick and Mackenzie streets, to outline the route taken by the horse-drawn landau taking Her Majesty and Prince Philip to officiate at the opening of Parliament. This provided one of the most memorable sights of the entire visit. Her Majesty was wearing the Coronation gown and tiara, and Prince Philip wore the uniform of the Colonel-in-Chief of the Royal Canadian Regiment.

Two footmen in black trousers and red and gold jackets and hats perched stiffly on the back of the black and gilt open landau drawn by four horses as black and polished as a blackbird's wing. At each side of the landau rode scarlet coated mounties. The streetliners, closer to the scene than most of the people along the route, were rewarded with a fine view of a scene as magnificent and rich in pageantry as they are likely to see again.

IN THE EVENING of Thanksgiving day, the naval guard, band and guns' crews provided more colour and pageantry. Shortly before 1800 the entire group, about 150 in all, marched

Sailors fire naval field guns on Parliament Hill at the stirring climax to the 1812 Overture, their blasts punctuating music from a massed band of 225 pieces and the clamour of the carillon in the Peace Tower. The event took place October 14 after the Navy performed the traditional Sunset Ceremony as part of the Royal Visit celebrations.





The Royal Guard of Honour salutes the Queen on arrival at Uplands Airport from which Her Majesty left shortly after by plane for the United States portion of the tour. The officers and men, all from the Atlantic Command, had paraded the Queen's Colour of the RCN before her Majesty arrived at Uplands. (O-10152)

along the Driveway, through Confederation Square past the war memorial, and to Parliament Hill, pulling the two 12-pounder guns by "drag ropes". As the giant clock on the Peace Tower tolled 1800, the guard and band began the ancient and colorful Sunset Ceremony, which had its roots in the Crusades of the 12th century. Highlight of the ceremony was the firing of a 21-gun salute by the field guns during the specially arranged Sunset Call, when a gun was fired every 30 seconds during a pause in the music.

The ceremony was witnessed by more than 15,000 people who applauded loudly several times during the presentation. The press of the country was equally enthusiastic. The *Winnipeg Tribune* headlined its story: "Magnificent Ceremony on Hill Brought Tears to Eyes of Many"; the *Halifax Herald* said: "The Navy from Halifax did itself proud on 'the Queen's Day' at Parliament Hill"; and the *Ottawa Citizen* said the crowd was "thrilled by the stirring exhibition of precision marching, band music and ringing gunfire which is the centuries-old Sunset Ceremony".

On completion of the Sunset Ceremony, the two 12-pounders joined a third on the pavement just below the Peace Tower for a spectacular rendition of Tchaikovsky's "1812 Overture", which is climaxed by the ringing of



On arrival from Halifax, the Queen's Colour was transferred to HMCS Carleton, Ottawa naval division, marking the first time reserves have held the Colour. Reserves at the transfer ceremony are, left to right: PO Robert Desgagne, CPO Robert Hewens and PO Lorne Wiggin. (O-10142)

bells and by cannon shots. The Dominion Carillonneur, Robert Donnell, joined the 225-piece massed bands for the overture. As the music mounted, the guns' crews stood ready and, in a splendid demonstration of teamwork and speed, fired a round every two seconds during the crashing finale. It was one of the most unusual—and noisy—selections ever played on Parliament Hill.

The actual naval participation in the program on Tuesday October 15 was light, but a full dress rehearsal kept most of the officers and men busy. Twenty-five wrens joined women from

the other services at a ceremony held by the city of Ottawa to inaugurate the Queensway cross-city throughway. Streetliners from *Carleton* and *Hoche-laga* were in Hull to assist that city in its reception for the Queen. The RCN Household Guard began its second, and last, tour of duty at Government House, and the band played a concert in Confederation Square in the later afternoon.

At the rehearsal, Lt.-Cdr. (MN) Mary E. Nesbitt, was "The Queen" for the occasion. She rode to the cantilever hangar at Uplands and, after greetings by Governor General and the Chief of



When the Queen opened Ottawa's Queensway, a key thoroughway in the trans-Canada highway system, women of the Armed Forces from the Ottawa district were streetliners. (O-10131)



A parade through downtown Ottawa was held by officers and men of the Royal Guard of Honour, the Colour party and band, during their visit to the capital to take part in the Royal Visit program. Here the Colour party marches past the saluting base on Elgin street in front of the National Defence Headquarters. Taking the salute are Mayor George Nelms, with chain of office, and Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. (O-10130)

Naval Staff, played by Cdr. Bruce Carnall and Cdr. W. H. Fearon, respectively, proceeded to the dais where Lt.-Cdr. Geoffrey Brockhurst, reported the guard for inspection.

THE NAVY'S big day was Wednesday October 16, as the RCN paraded the Guard of Honour for Her Majesty and showed the naval Queen's Colour for the first time in Ottawa. The ceremony took place at RCAF Station, Uplands, and it was also the first time that the naval Colour had even been paraded on an RCAF station.

The departure of the RCAF C-5 with the Royal Party was scheduled for 1130. By 0945 the guard, Colour party, band, streetliners, and wrens had assembled at the cantilever hangar. Tickets for the temporary stands erected around the hangar area, had been distributed to naval personnel, their families and relatives and to civil servants attached to the RCN. By 1015, when the band marched out into the hazy sunshine to play music on the march, most of the seats were full.

Earlier in the day a thick fog had covered most of Ottawa and district but

the sun had burned through the disappearing curtain. It was a pleasant day for a memorable event.

The Queen's Colour was marched on shortly after 1030 and the guard, band, and Colour party entered the cantilever hangar to await the arrival of Her Majesty at 1115 by car from Government House. The deck of the giant hangar had been freshly painted and the shining surface reflected the straight ranks of white-gaitered sailors. There were temporary stands inside the hangar, too, for members of the government, senior officers of the armed forces, other guests and their families.

Lt. F. W. Crickard, the Colour officer, showed the Queen's Colour shortly before 11 o'clock. One of the most interested spectators in the stands was Lt. Crickard's father, who had flown from Vancouver to be present at the ceremony.

At 1115 buglers stationed along the route the Royal car took to reach the hangar, sounded the alert to signify that Her Majesty was approaching the departure area. Soon the convoy of cars, escorted by motorcycle policemen, entered the area in front of the hangar and drove slowly past the stands with Her Majesty and Prince Philip waving and smiling to the many people gathered there. The Royal car—a silver Cadillac

Carleton Given Custody of Colour

HMCS *Carleton* became the first naval reserve unit to hold the naval Queen's Colour when the Colour was transferred to the division during the Royal Visit to Ottawa.

The Colour was turned over to the naval division shortly after the Royal Guard and Colour Party arrived in the national capital by special train from the Atlantic Command. The Colour was paraded at RCAF Station Uplands, outside of Ottawa, before Her Majesty Queen Elizabeth II and Prince Philip left by air for the United States.

The Queen's Colour was held by *Carleton* from Saturday October 12 until October 17 when it was returned to Halifax.

with a transparent plastic stop—stopped opposite the red carpeting placed on the concrete tarmac and the Governor General stepped forward to greet the Queen and Prince Philip.

Her Majesty and Prince Philip were then greeted by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, who escorted Her Majesty to the dais within the hangar. The guard officer, Lt.-Cdr. Brockhurst, reported the guard and Her Majesty inspected it, walking slowly along each rank. The inspection was in clear view of all the spectators including those outside the hangar. The large doors, which make up one side of the hangar, were opened wide and the lighting, which was insufficient normally, was augmented by several powerful lights placed in the rafters by the CBC for television coverage.

The Naval component of the Royal Household Guard was mounted at Government House for the first and last 24-hour period of Her Majesty's residence at Rideau Hall. AB Harry Suto, Stadacona, is shown on guard at one side of the main entrance. (O-10099)



AFTER the inspection of the guard, Her Majesty began the walk of about 100 yards to the aircraft, pausing and turning to wave to those in the inside, and then the outside stands. The Queen, at one point, short-circuited the red carpet laid out in an "L" shape from the dais to the aircraft steps, and cut across the tarmac to the line of government officials waiting at the aircraft steps for the farewells. Her Majesty and Prince Philip then climbed the steps and stopped before entering the door to wave a last goodbye.

Thus did the historic events of four days come to an end. But the members of the guard and band were to see the

School Girls Prove They Saw Queen

Autographs of two naval officers helped two Ottawa school girls prove they attended the ceremony at the departure of Her Majesty Queen Elizabeth and Prince Philip from Uplands airport for the United States.

After the ceremony the two girls, about 12, asked the officers for their autographs. When asked why they wanted the autographs, the girls replied that their teacher had permitted them to attend the departure, but in return, they were required to get signatures of six members of the armed forces as proof of attendance.

They passed a pencil and a piece of paper, already containing four autographs, to one of the officers who signed his name and, above his signature, wrote "They were here". His companion counter-signed the statement.

Queen again in a few days in the United States, where Her Majesty visited as "the Queen of Canada". At Washington and New York the guard and band added a Canadian touch at the ceremonies and social activities attended by their Queen and Prince Philip.

The sailors of the Queen, who welcomed their Monarch to Canada with other Canadians, and who attended the Queen on her visit to the United States, came from eight different establishments, but they represented all the officers and men of the Royal Canadian Navy. They were proud to play a part in these events and proud to represent the fleet in which they serve and their many shipmates who were not able to attend.

In a message to the fleet the Minister of National Defence, the Hon. George R. Pearkes, VC said:

"I have been asked by the Prime Minister to thank you for everything that your service did to make the visit



The difficult task of working his way through the crowds to unfurl the Royal Standard on the arrival of Her Majesty at Queen at various ceremonial points was the lot of CPO Earl A. Stong during the Royal Visit to Ottawa. (O-10042)

of Her Majesty and His Royal Highness the Prince Philip so memorable. The excellence of the guards, bands and street liners provided by the Royal Canadian Navy left nothing to be desired. It was especially notable that small details such as the flying of Her Majesty's personal standard, which I understand was the responsibility of members of your service, were performed with much efficiency".

"I trust you will pass on to all officers and men in the Royal Canadian Navy the sentiments the Prime Minister has asked me to express to you, adding my own personal congratulations on an excellent job well done".

Wallet Presented To Royal Driver

PO M. K. Love, of HMCS *Gloucester*, the naval radio station near Ottawa, was presented with a pigskin wallet with an ER crest and a favourite photograph of the Royal Family, autographed by both Queen Elizabeth and Prince Philip.

The presentation was made by Her Majesty and Prince Philip at Government House to PO Love, Sgt. Robert Monteith, RCAF; and Staff Sgt. Rene Desjardins, RCASC—the three men who drove the cars for the Royal couple during the visit to Ottawa. PO Love drove the Queen and Prince Philip to the wreath-laying ceremony on Sunday morning and then to church services.

Another Gloucester man, CPO Sam Miller, had the honour of driving the car on the route to the departure ceremony at Uplands airport on Wednesday.

OFFICERS AND MEN

Chief 'Breaks' Royal Standard

Chief Petty Officer Earl A. Stong, serving with the Director of Naval Communications at Naval Headquarters was selected to "break" the Royal Standard at several sites in Ottawa and Hull during the visit of Her Majesty, Queen Elizabeth II.

The Royal Standard is flown whenever Her Majesty is present. It is hoisted to the masthead rolled up, and is unfurled—or "broken"—on her arrival, by a tug on the halyard. This duty is performed by a chief yeoman of signals.

CPO Stong "broke" the Royal Standard during Her Majesty's presence at Uplands airport, Government House, the Prime Minister's residence, the Chateau Laurier, and Hotel de Ville (city hall) in Hull.

The toughest part of his job was to get to each of these places ahead of

the Royal Party. Perhaps an example will best illustrate CPO Stong's plight:

On Sunday morning he had to be at the War Memorial to break the standard when Her Majesty arrived at 10:30 o'clock. He had then to get to Christ Church Cathedral and be ready with the Royal Standard for Her Majesty's arrival at 10:55 a.m.

CPO Stong had this kind of program on several occasions and a schedule was worked out to get him to each location ahead of the Royal Party. Just in case he was held up, a standby yeoman with a Royal Standard, was placed at each of the sites. Chief Stong made it every time.

CPO Stong, a chief yeoman of signals, was born on April 22, 1922, and entered the Royal Canadian Naval Volunteer Reserve in April 1940 as an ordinary signalman. He transferred to the regular force in November 1940 and served ashore on the East Coast and at

sea in HMC Ships *Ottawa* (destroyer), *Minas* (Bangor minesweeper) and *Baddeck* (corvette).

Following the war he went to York, Toronto naval division, *Cataraqui*, Kingston naval division, and *Carleton*, Ottawa naval division. In June, 1950, he was drafted to the *Magnificent* and later to the *Swansea* (frigate). He also served briefly in the *Quebec* and the *Haida*. In July 1954 he again took up visual communications duties in the *Magnificent* and came to Naval Headquarters in June 1956 for duty on the staff of the Director of Naval Communications.

CPO Stong was awarded the Coronation Medal in 1953. He is married and makes his home at 1884 Othello Rd., Elmvale Acres, Ottawa.

Rear-Admiral Lay To Retire Jan 2

Rear-Admiral Horatio Nelson Lay will begin retirement leave on January 2, 1958, after 40 years of service with the Royal Canadian Navy. He has been Vice-Chief of the Naval Staff at Naval Headquarters, Ottawa, since August, 1954.

Rear-Admiral Lay will be succeeded by Commodore Ernest Patrick Tisdall, who will be promoted to the rank of rear-admiral on taking up the appointment. Since last fall Commodore Tisdall has served at Headquarters as Assistant to the Chief of the Naval Staff and as chairman of a special committee engaged in a study of the personnel structure of the RCN.

Funds Raised for Play Therapy Room

Expansion of the play therapy room at the Children's Hospital in Halifax has been assured through the success of the annual "Kermesse", a project of the Women's Auxiliary to the hospital, strongly supported by the RCN's Atlantic Command.

Under the convenership of Mrs. F. G. MacHattie, wife of Surgeon Captain MacHattie, Atlantic Command Medical Officer, the Kermesse raised \$6,000 through the sale of homecooking, sewing, knitted work and other material. Of this total the Navy was directly responsible for \$1,800.



F. W. Crickard, Vancouver businessman and retired naval officer, travelled to Ottawa at Royal Visit time especially to see his son as Colour Officer during the parading of the Queen's Colour by the RCN at Her Majesty's departure from Uplands airport for the U.S. portion of the tour. They are shown just after the ceremony. Mr. Crickard is the only surviving member of the Vancouver Company, RCNVR, is a founder of the Vancouver NOA and served in the Second World War as a merchant service officer. His son is a gunnery specialist, now flag lieutenant to the Flag Officer Pacific Coast. (O-10174)

In addition to Mrs. MacHattie, other Navy wives who have taken an active and interested part in the Auxiliary and the Kermesse are Mrs. R. E. S. Bidwell, Mrs. Donald Dixon, Mrs. Gordon Faraday, Mrs. E. Kiley and Mrs. D. G. King.

Ships Guard Plane Route

During the recent Royal Visit to Canada and the United States of America, three ships of the RCN took stations in the Western Atlantic along the route of the Royal Flight.

The three ships, units of the Seventh Canadian Escort Squadron, were the *Fort Erie*, *Lanark* and *Lauzon*.

Similar duties during both the west-bound and eastbound flights were carried out in the eastern Atlantic by RN ships.

These were among the measures taken to ensure the safety of her Majesty Queen Elizabeth II and His Royal Highness Prince Philip during their North American tour.

Commodore Sears Returns to RN

Commodore Harold Parker Sears, of Sunderland, England, who has been on loan from the Royal Navy to the Royal Canadian Navy since June, 1955, has concluded his appointment as Assistant Chief of the Naval Staff (Air).

His successor is Commodore Antony H. G. Storrs, who will hold the appointment of Assistant Chief of the Naval Staff (Air and Warfare).

Commodore Storrs formerly was Assistant Chief of the Naval Staff (Warfare). In a reorganization of the Naval Staff, effective September 1, the air, surface and sub-surface functions of Naval Warfare have been combined.

Two of a Kind on Board St. Laurent

Life on board HMCS *St. Laurent* involves a full-time guessing game for those who have anything to do with the communication branch.

The game is provided by twin brothers Ronald Thomas Marsh and Donald James Marsh, who add to the expected confusion of identities by both being petty officers second class, Korean war veterans and communicators.

They are the sons of Mr. and Mrs. A. N. Marsh, 30 Main Street, Lambeth, Ont. They were born on September 17, 1931, in Halifax, where their father was serving in the army at the time.

They have two brothers, Ralph, 33, living in Lambeth, and Bruce, 23, who is serving as an able seaman in the *Saguenay*, a sister of the *St. Laurent*.



CPO Charles Dixon is confronted by his daily problem on board the *St. Laurent*; to assign the right duties to the right twin. PO Donald Marsh, centre, and PO Ronald Marsh are identical twins born in Halifax on September 17, 1931. To make matters more confusing, they both serve in the communications department of the *St. Laurent*, one in the visual, the other in the radio section. (SL-257)

This fall all three sea-going brothers took part in the NATO exercises and continued with their ships and other units of the Third and First Canadian Escort Squadron into the Baltic Sea for a series of visits to Norway, Sweden, Finland, Denmark and Germany. During the ships' visit to Germany, they hoped to visit their sister who is living in Antwerp, Belgium, where her husband, Staff Sergeant Harold Drake, is serving with the Royal Canadian Ordnance Corps.

The confusion as to which twin is which extends back into their younger years at school when their similarity of appearance was heightened by their mother's habit of dressing them identically. The sameness of clothing was absent during their high school years but, shortly after, the Navy took over where Mrs. Marsh had left off.

The instructors at *Cornwallis* were spared the confusion the twins might have caused, as Donald joined up six months earlier than Ronald.

The brothers' first service together came in the *Nootka*, after Donald had served one tour of duty in the Korean theatre on board the *Athabaskan*. The brothers served the next two tours of Korean duty together, first in the *Nootka* and then in the *Haida*.

Following their Korean service, they were parted again, Ronald going to Al-

bro Lake Naval Radio Station and Donald going to the *Micmac*.

From Albro Lake, Ronald was drafted to the *St. Laurent* and has served in her since her commissioning in October 1955. Meanwhile, Donald went from the *Micmac* to the signal tower in HMC Dockyard, Halifax, and then to the frigate *Lauzon*. He finally joined his brother in the *St. Laurent* on July 29 of this year.

During the times they have served together, they have found it frequently happens that their respective heads of departments have ordered the wrong twin to carry out a duty specific to the branch to which the head of department wrongly thought the twin belonged. They have, in these circumstances, advised their seniors of their errors and these bemused gentlemen have had little choice but to accept the advice.

The twins find their messmates generally can tell the difference between them after a fairly short time, as, with the years, the similarity has become less marked, although not greatly so.

Today, Donald is married, with two children. His wife, Shirley lives at 39 Mumford Road, Halifax, with their two boys Ronald Charles, age 5, and Darrell Steven, who was two months old on September 10. Ronald is still single.

EXHIBIT PORTRAYS SUBMARINE MENACE

Tri-Service Display at CNE Draws 400,000 Visitors

THE NAVY went on show once again at the Canadian National Exhibition, the largest annual exhibition in the world, in Toronto from August 23 to September 7, before large crowds from many parts of Canada and the United States.

With the army and the air force, the RCN shared the tri-service display site which attracted nearly 400,000 visitors. In addition another 320,000 attended the grandstand show which featured a demonstration by a 60-man tri-service gymnastic team. The Navy also got a good share of the crowd on Lake-fair Day, August 29, when ships of the Great Lakes training fleet anchored outside the breakwater and took part in the day-long water program. The ships' companies staged a crossing-the-line ceremony and, in the evening, gave a display of fireworks and "lit up" for the night.

Highlight of the Navy display in the tri-service area was a presentation entitled "On Guard by Sea". This was



A Tracker anti-submarine aircraft was displayed by the Royal Canadian Navy at the Canadian National Exhibition in Toronto this year and gave hundreds of thousands of Canadians an opportunity of seeing the Navy's latest weapon against the undersea menace.

Aircraft Names Suffer Sea Change

"What's in a name?" Shakespeare's Juliet asks and authorities at Naval Headquarters must derive some comfort from her rhetorical question. After much circulating of files, consultation of experts, persuasive arguments, a collection of Canadianized names was acquired to affix to the jet fighters and anti-submarine aircraft coming into service in the RCN.

After due and weighty deliberation, it was decided to retain American designations, since the aircraft in question was already in service in the U.S. Navy. The McDonnell F2H-3 Banshee designation therefore remained for the jet fighters obtained from the USN. The S2F Tracker was changed slightly to CS2F-1 Tracker, since a modified version of this aircraft was being built in Canada under licence from Grumman.

Once the aircraft were in operational use on board the *Bonaventure*, the mulled-over names went promptly over the side. The men who fly and otherwise handle and maintain them have had the last, though unofficial word: Banshees are "Banjos" and the Canadian S2Fs are simply "Stoofs".

Those who served in the *Warrior* and *Magnificent*, predecessors to the "Bonnie", will recall that the Fireflies were "Fireboxes" and the Avengers quickly became "Turkeys". Headquarters just can't win.

a 12-minute demonstration employing a combination of films, lighted graphics, and manikins, showing how cities as far from the sea as Toronto, Ottawa and Hamilton could be in real danger of attack from the sea, and how the Navy with its new ships, aircraft and weapons stands on guard against such a threat. The capability of the modern submarine to fire a guided missile 500 miles to hit cities far inland, was emphasized in this program, which was conducted in a darkened theatre-like room. Officers, specially trained for the presentation, gave a descriptive talk using back-lighted plexiglass panels containing a map of the Atlantic seaboard, a drawing of a destroyer escort of the *Bonaventure* and of her aircraft. Four film inserts illustrating the torpedoing of a merchant ship in the Second World War, the *De* and the *Bonaventure* in action, and the officers and men who man the ships, completed the program. This demonstration played to capacity houses nearly every day.

Other Navy exhibits included a Tracker anti-submarine aircraft which was displayed with both wings folded, and a Tracker armament training panel

which demonstrated the wiring and workings of the aircraft's homing torpedo and sonobuoys. Another exhibit was the pictorial presentation of the junior officer training establishment HMCS *Venture*. In operation again this year, for the third time, was the Neptune quiz where visitors were awarded special certificates for answering correctly questions about the RCN.

The Navy took part in three tri-service displays. One was the chapel where chaplains from all three services were on hand to explain the role of the "church in uniform", and another was the tri-service theatre where films of the Navy, Canadian Army and Royal Canadian Air Force were shown continuously. The largest tri-service display, however, was in the grandstand show where 20 men from each service performed for eight minutes to open the giant show. The team gave a display of acrobatics, tumbling, and a running maze with the men carrying flaming sabres. The members also participated in the finale forming a striking and effective tableau in the closing scene of what is believed to be the largest stage presentation on the continent.



SATELLITES — WHAT GOOD ARE THEY?

Now Earth and Atmosphere Can be Studied from Space

EDITOR'S NOTE

The accompanying article, it will be immediately evident to readers, was written before Sputnik appeared in the sky on October 4. The launching of the Russian earth satellite, greeted by congratulations and cries of consternation, was one of the most significant scientific achievements since the discovery of sustained atomic fission, which led along the branching roads to atomic destruction and the peaceful production of nuclear power.

From the military standpoint the earth satellite is significant because it means that rocket motors powerful enough to propel inter-continental ballistic missiles have been achieved; to the man on the street, the satellite represents the first step on the road to the stars. But the question remains: What good is it? Is it simply a scientific "stunt" or can mankind derive some benefit from it?

These questions are answered in this article by Professor S. E. Singer, of the Physics Department, University of Maryland. It is reprinted here with grateful acknowledgement to Air BP, the journal of the international aviation service of the British Petroleum Company Ltd., London, England.

The diagram, which has been redrawn from one accompanying the Air BP article, shows variations from what actually happened in the case of Sputnik. The Russian satellite's nose cone was not released until Sputnik had reached its orbit and the final-stage rocket casing also continued to fly around the earth. Drawings are by the Naval Art Section.

THERE is a natural tendency, particularly among engineers, to question any new development in terms of the utility. "What good is it?"

This applies to explorations or the climbing of Mount Everest, as well as to the launching of artificial satellites; and the sceptical attitude is justified, since the engineer is generally more aware of the technical difficulties of a project than the average citizen.

Thus, some of the most persistent opposition to the "spaceship theme" has been from realistic and practical engineers who could very well visualize all the difficulties involved in the construction and launching of such vehicles.

The fact that the United States is going to launch a small satellite during the International Geophysical Year 1957-58 has, of course, received a great deal of public attention. To the man who still asks the question, "What good is it?" can now be argued that the utility of an artificial satellite has outweighed the technical difficulties and the financial investment.

The prime purpose of the satellite is to serve as an observatory above the earth's atmosphere and to investigate the space which forms the environment of the earth. A satellite can do many things. It can look up and measure the incoming radiations which are normally attenuated or absorbed by the atmosphere. It can look down on the earth and examine the atmosphere below it. It is affected by the earth's gravitational field and by the residual atmosphere; their effects on the orbit, although minute, can lead to important results.

Perhaps a good way to start examining the utility of a satellite is to ask what can be done with a body which carries no instruments. Since it moves in a satellite orbit, it is affected by the gravitational field of the earth and any slight deviation of this gravitational field from the perfect inverse square law is noticeable by the deviation of

the satellite orbit from a perfect ellipse. We may find therefore that the orbit of the satellite is not re-entrant and that the ellipse rotates slowly in its own plane with time. We may also find that the plane of the orbit itself does not stay constant in space but precesses because the earth is not a perfect sphere. For example it can be calculated that if the orbit is inclined at 83° to the equator, the equatorial bulge of the earth causes a precession which equals one complete turn per year. In other words, a satellite orbit inclined 83° to the equator will keep constant its orientation with respect to the sun-earth line.

Of great interest are the effects of the residual atmosphere even where it is quite rarefied. Each individual impact with a molecule will rob the satellite of some energy and these losses of energy will lead eventually to a perceptible change in the orbit. The satellite will seek an orbit of lower total energy, i.e., an orbit at a lower altitude. The loss of height will be small at first, but will be accelerated as the satellite enters the denser atmosphere. Finally, the orbit will decay quite rapidly and the satellite will plummet to earth, burning up as it enters the lower atmosphere at high speed.

By observing the satellite's orbit, we shall get accurate information on the density of the atmosphere at various altitudes. In fact, this seems to be about the only way in which we can measure the density of the atmosphere here at extreme altitudes of about 300 miles or higher. The conventional type of rocket does not spend enough time in this region to make a measurement possible.

For all of the measurements discussed so far it is essential to observe the satellite and to track its orbit. This can be done by visual means if the satellite is large enough or if the observing telescopes are large enough. Another method, which does not depend on atmospheric conditions, uses a transmitter in the satellite and a receiver on

the ground. Interference methods of the type which have been used to track astronomical radio stars can also be applied to the satellite and give great precision in fixing the instantaneous position of the satellite, and therefore its orbit. A chain of radio tracking stations set up along the satellite's path could intercept it during every orbit. The data would be fed into a central collecting station from which the satellite orbit and the changes of the orbit could then be computed.

Once we have a transmitter in the satellite, it becomes possible to do a large variety of measurements. Instruments can be placed in the satellite and their outputs used to modulate the transmitter. This intelligence can then be received on the ground and interpreted.

Perhaps the most important phenomenon to measure is the sun's ultraviolet and x-radiation. This radiation is normally hidden from us because it is absorbed in the atmosphere; but by being absorbed it produces a variety of complicated effects which lead to the formation of the ionized layers. These form the ionosphere which reflects radio waves and makes long-distance communications possible. Hence the importance of such measurements is too obvious to require much elaboration. The output of solar ultraviolet is extremely variable, and so the state of the ionosphere also varies from day to day, sometimes even from minute to minute. Much effort is being spent on predicting the propagation conditions of the upper atmosphere in order to make reliable communications possible. In this enterprise the satellite should be able to contribute in an outstanding

way. In addition to the purely scientific applications in the study of the sun, therefore, the satellite will certainly allow us to conduct long-distance communications on a much improved basis.

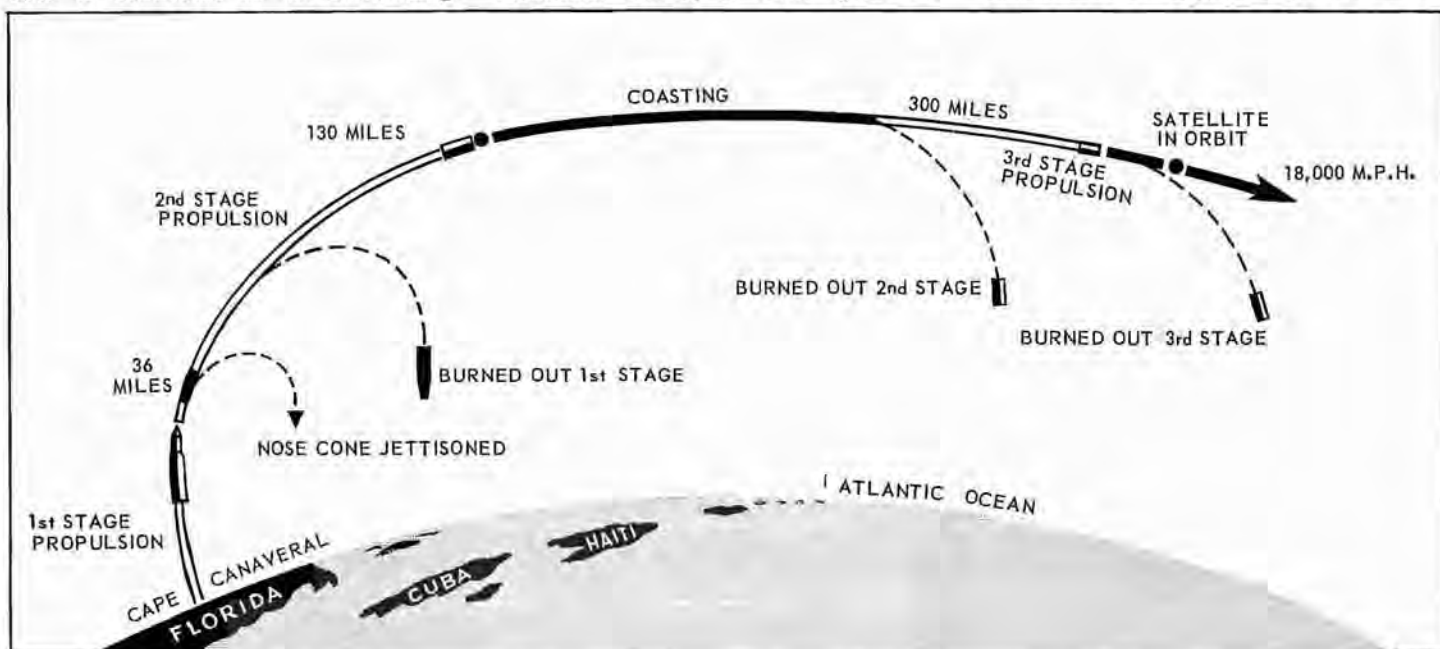
Aside from electromagnetic radiations from the sun, there are occasional outbursts of particles, generally closely following an outburst of ultraviolet (solar flare). These particles may include at the high energy end some very high-speed cosmic rays, and these are added to the normal background cosmic radiation which is probably of galactic origin. Shortly thereafter we observe the incidence on the earth of lower energy (and therefore somewhat slower) particles which arrive in sufficient number to produce the luminous aurora at high latitudes, both north and south. The earth's magnetic field deflects them to these higher latitudes and keeps them away from the equatorial zone. Later still, we observe the incidence of still slower particles which arrive in such large numbers that they produce very strong magnetic effects and lead to magnetic storms on the earth. These large magnetic disturbances can have severe effects not only on radio communication but also on wire communication. Large potentials are often set up which can burn out equipment unless properly safeguarded. Again, the satellite will not only facilitate the proper scientific study of these phenomena but allow us to gauge their effects and possibly predict their occurrence so that precautions can be taken.

Among the more interesting particle radiations coming in from space are

the meteors and their smaller cousins the micrometeors which cannot be observed directly since they do not produce a luminous trail or ionization trail. The constant bombardment by high-speed meteoric dust particles will wear away the skin of the satellite and may damage it. We do not know yet what the erosion rate of the skin will be and one of the satellite experiments is to measure this erosion rate.

The satellite can also make observations of the earth; it can measure the reflected sunlight which goes back out into space. Since clouds act as most efficient reflectors, the satellite in essence measures the cloud distribution on the earth. This has tremendous implications for meteorology. From the cloud distribution, the meteorologist can not only obtain a better view of the current weather but is in a position to predict the weather synoptically much better than is possible at present when only five per cent of the earth's surface is under meteorological observation.

Also, by studying the heat input into the earth's atmosphere from the sun, meteorologists can set up better long-range calculations of the large-scale circulation of the earth's atmosphere and make predictions over extended periods of time of regional weather and climatic changes. Weather affects our daily lives and our national economy in a profound way and even though we cannot yet produce the weather we want, its accurate prediction should save us billions in national income. It will be another dramatic demonstration of the way in which modern technology can benefit our way of life.—*Air BP.*



THE BLUE FIRE THAT SPELLED DEATH

164-Year-Old Tragedy Traced to Deadly Plankton

SOMETIMES during the summer months a strange blue-green light flickers along the crests of the waves of the North Pacific and bursts into foaming masses of pale fire in the bow wave and wake of a speeding ship.

Sailors no longer hold any superstitions concerning this phenomenon. They know that the weird light is simply another manifestation of the teeming life of the sea. What is less known is that this glow upon the surface of the ocean can spell death.

During July, the frigate *Jonquiere* was diverted from an exercise to visit Carter Bay, in Finlayson Channel, about 300 miles from Victoria on the British Columbia coast. A working party landed, searched for and found the rough cairn that marks the resting place of John Carter, an able seaman who served in Captain George Vancouver's famous ship, the *Discovery*.

On June 15, 1793, 24-year-old AB Carter died less than six hours after he had breakfasted on roasted mussels, which had been gathered at a spot later designated by Captain Vancouver as "Poison Cove".

The circumstances of Carter's death are recounted in "Vancouver's Voyage", Volume II, Book the Fourth, Chapter 1, page 284, under the date June 1793. The incident occurred on the 15th of the month when the *Chatham's* cutter and the *Discovery's* small cutter were away in company from the ships on a survey trip under the command of Mr. Johnstone, master of the *Chatham*. Captain Vancouver's account follows:

"In the morning of the 15th, the examination of the continental shore was continued, and from the above north point of this arm the channel was found to extend in a direction N24W about five miles, where the larboard or western shore formed a sharp point, from whence another branch took a direction S55W, and united with that which they had navigated for about 4½ miles north; then took a direction N70E, 4 miles further, where it terminated in latitude 52° 56½', longitude 231° 54',* forming some little bays on the southern side. In one of these they stopped to breakfast, where finding some muscles (Vancouver's spelling), a few of the people ate of them roasted; as had been their usual practice when any of these fish were met with; about nine o'clock they proceeded in very

rainy unpleasant weather down the south-westerly channel, and about one landed for the purpose of dining.

"Mr. Johnstone was now informed by Mr. Barrie, that soon after they had quitted the cove, where they had breakfasted, several of his crew who had eaten of the muscles were seized with a numbness about their faces and extremities; their whole bodies were very shortly affected in the same manner, attended with sickness and giddiness. Mr. Barrie had, when in England, experienced a similar disaster, from the

same cause, and was himself indisposed on the present occasion. Recollecting that he had received great relief by violent perspiration, he took an oar,

* Captain Vancouver calculated longitude eastward from Greenwich as he had come by way of the Cape of Good Hope. The International Date Line was not then in existence, hence longitude was, in this case, shown greater than 180°. Today this position would be given as 52° 20½' N—128° 01½' W. Similarly, it is possible that Captain Vancouver should have entered the date as June 14, rather than June 15.



This cluster of lichen-covered rocks marks the final resting place of Able Seaman John Carter, of Captain Vancouver's famed HMS *Discovery*. The 24-year-old sailor died after eating poisonous mussels during an exploration trip in the Finlayson Channel area 164 years ago. (E-42094)

and earnestly advised those who were unwell, viz. John Carter, John M'Alpin, and John Thomas, to use their utmost exertions in pulling, in order to throw themselves into a profuse perspiration; this Mr. Barrie effected in himself, and found considerable relief; but the instant the boat landed, and their exertions at the oar ceased, the three seamen were obliged to be carried on shore. One man only in the *Chatham's* boat was indisposed in a similar way.

"Mr. Johnstone entertained no doubt of the cause from which this evil had arisen, and having no medical assistance within his reach, ordered warm water to be immediately got ready, in the hope, that by copiously drinking, the offending matter might have been removed. Carter attracted nearly the whole of their attention, in devising every means to afford him relief, by rubbing his temples and body, and applying warm cloths to his stomach; but all their efforts at length proved ineffectual, and being unable to swallow the warm water, the poor fellow expired about half an hour after he was landed.

"His death was so tranquil, that it was some little time before they could be perfectly certain of his dissolution. There was no doubt that this was occasioned by a poison contained in the muscles he had eaten about eight o'clock in the morning; at nine he first found himself unwell, and died at half past one; he pulled his oar until the boat landed but when he arose to go on shore he fell down, and never more got up, but by the assistance of his companions. From his first being taken his pulse were [sic] regular, though it gradually grew fainter and weaker until he expired, when his lips turned black, and his hands, face, and neck were much swelled.

"Such was the foolish obstinacy of the others who were affected, that it was not until this poor unfortunate fellow resigned his life, that they could be prevailed upon to drink the hot water; his fate however induced them to follow the advice of their officers, and the desired effect being produced, they all obtained great relief; and though they were not immediately restored to their former state of health, yet, in all probability, it preserved their lives. From Mr. Barrie's account it appeared, that the evil had arisen not from the number of muscles eaten, but from the deleterious quality of some particular ones; and these he conceived were those gathered on the land, and not those taken from the rocks. Mr. Barrie had eaten as many



Shipwright CPO Howard Southin tightens bolts on the permanent brass plaque which will preserve the facts surrounding the death, 164 year ago, of Able Seaman John Carter. The large granite boulder on which the plaque has been placed by the Royal Canadian Navy, overlooks Carter's grave. (E-42098)

as any of the party and was the least affected by them.

"This very unexpected and unfortunate circumstance detained the boats about three hours; when, having taken the corpse on board, and refreshed the three men, who still remained incapable of assisting themselves, with some warm tea, and having covered them up warm in the boat, they continued their route, in very rainy, unpleasant weather, down the south-west channel, until they stopped in a bay for the night, where they buried the dead body. To this bay I gave the name of *Carter's Bay*, after this poor unfortunate fellow; it is situated in latitude 52° 48', longitude 231° 42': and to distinguish the fatal spot where the muscles were eaten, I have called it *Poison Cove*, and the branch leading to it *Muscle Canal*."

Captain Vancouver does not hazard a guess as to why the mussels, which ordinarily would have provided a nourishing meal, proved to be poisonous. Most people are familiar with the old belief that oysters should not be eaten during a month without an "R" in it. These months, of course, are May, June, July and August, and include the warmest months of the year. It is during this season that tiny sea creatures set the waves aglow with their phosphorescence.

The explanation for the mussels becoming poisonous lies here. There is

a reference to it in Rachel Carson's intensely interesting description of the sea and its inhabitants, "*The Sea Around Us*":

"Sometimes the meaning of the glowing water is ominous. Off the Pacific coast of North America, it may mean that the sea is filled with the dinoflagellate *Gonyaulax*, a minute plant that contains a poison of strange and terrible virulence. About four days after *Gonyaulax* comes to dominate the coastal plankton, some of the fishes and shellfish in the vicinity become toxic. This is because, in their normal feeding, they have strained the poisonous plankton out of the water. Mussels accumulate the *Gonyaulax* toxins in their livers, and the toxins react on the human nervous system with an effect similar to that of strychnine. Because of these facts, it is generally understood along the Pacific Coast that it is unwise to eat shellfish taken from coasts exposed to the open sea where *Gonyaulax* may be abundant, in summer or early fall. For generations before the white men came, the Indians knew this. As soon as the red streaks appeared in the sea and the waves began to flicker at night with the mysterious blue-green fires, the tribal leaders forbade the taking of mussels until these warning signals should have passed. They even set guards at inter-

vals along the beaches to warn inlanders who might come down for shellfish and be unable to read the language of the sea."

So now, more than a century and a half after the event, it is possible to say how AB John Carter came to his death. The mystery is why some of the other members of the party did not die.

The death of Carter and the illness of his companions was a strange, frightening experience for the explorers of a coast where the white man had been seldom if ever seen.

Today on a large granite boulder overlooking the half-sunken stones marking Carter's grave a suitably inscribed brass plaque has been placed to commemorate a young British sailor

who died "after pulling his oar to the last".

Headed by Lt.-Cdr. C. D. Gibson, commanding officer of HMCS *Jonquiere*, the working party which affixed the plaque to the rock included Lt. Don Carmichael, Lt. F. C. Allwood, Lt. R. W. Carlyle, Sub-Lt. J. Stamhus, Shipwright CPO Howard Southin and Ldg. Sea. Kenneth Buck.

Franklin's Loss Spurred Arctic Discovery

Last Search for Explorer Began 100 Years Ago

ONE HUNDRED years ago this year there began the last phase of the most extensive and intensive search ever undertaken in the Canadian Arctic. It was to add immeasurably to our knowledge of that ice-bound area. In the ten years from 1847 to 1857 no less than 50 ships participated in a search all over the Canadian Arctic to try and discover the fate of Sir John Franklin, his two ships, and men. The last expedition, under Francis Leopold McClintock, set out in July 1857 and did not return to England until September 1859.

The object of the search, Sir John Franklin, had been appointed by the Admiralty to head an expedition to follow up the discoveries of Captain Parry, who had made some headway toward finding the fabled Northwest Passage. The Northwest Passage had been a dream of Europeans from the time of John Cabot, who thought there must be a short route across the northern part of Canada to Cathay (China). This would be an important commercial route, if it could be found and navigated, as the trip to Cathay at that time took many months each way.

The Admiralty then felt after several hundred years of trying that at last the Northwest Passage was nearly in its grasp. Accordingly, it fitted out an expedition to exploit this chance and Sir John Franklin, the former Governor of Tasmania, an experienced and able man at 59, was chosen to head this expedition. He was given two ships HMS *Terror* (Captain F. R. M. Crozier, RN) and HMS *Erebus* (Captain James Fitzjames, RN) and 129 men.

Franklin saw to it that this was one of the most carefully-planned and best-equipped expeditions ever to challenge the Arctic, or Antarctic for that matter. Provisions were carried for three years and both ships were capable of proceeding under sail or steam. The hulls were specially strengthened to withstand the crushing pressure of the Arctic ice. Nothing was left to chance.

No one in the Admiralty or in England doubted that this so carefully planned undertaking would be successful. Nevertheless, Franklin, who left England on May 19, 1845, was heard from but twice again.

He stopped at Disko, Greenland, where letters were sent home. Then a party of whalers, the Canadian Arctic being the great whale fishing grounds of the world at the time, encountered Franklin during July in Baffin Bay. That was the last that was ever heard from the ill-fated Franklin Expedition.

Several years went by and, even though no word was heard from him, Admiralty was confident that as he had such a great store of provisions he would somehow pull through. However concern began to mount when John Rae, who had led another small expedition which had left England at the same time as Franklin's returned and reported having seen no traces of Franklin or his ships.

In 1848, three years later and with still no word, Lady Franklin, frantic with worry, persuaded Admiralty and several private groups to send out search parties for her husband. Three expeditions left England that year to attempt to discover the fate of Franklin. James Clark Ross, an experienced Antarctic explorer, led one expedition. He followed as closely as possible Franklin's route until he was forced out by heavy ice. No sign of that unlucky expedition was found.

At about the same time Captain Kellett, RN, with Captain Moore, RN, as his assistant, entered the Arctic from the Westward through the Bering Strait, the Chuckchee Sea and across the northern coast of Alaska to Banks Island. The southwest corner of Banks Island has been named Cape Kellett in his honour. Kellett was likewise unsuccessful and was forced out by heavy ice.

Meanwhile a third expedition led by John Rae and John Richardson went

overland on foot from the Mackenzie River to the north and east but failed to find any trace of the unfortunate Franklin expedition.

Some time later Admiralty offered a reward of one hundred thousand pounds for the rescue of Franklin and half of that amount for certain information about the missing expedition. Franklin's widow also offered a reward, though considerably smaller, and even paid for fitting out of a ship and sending it out on the search.

In the next few years Americans and British participated in the search for the lost Franklin. The largest expedition was one led by Sir Edward Belcher with five ships including HMS *North Star*, (Cdr. W. J. Pullen) which had for her sailing master one T. C. Pullen, RN. They were great uncles of Rear-Admiral H. F. Pullen and Captain T. C. Pullen of today's Royal Canadian Navy.

Two of Belcher's ships, the *Resolute* (Captain Kellett) and *Intrepid* (Captain McClintock), sailed west through Lancaster Sound to Belcher Island where the ships were frozen in and wintered near Melville Island. The two ships were eventually abandoned and the ship's companies were ordered back to the *North Star* at Beechey Island. Sir Edward Belcher was with the *Assistance* (Cdr. Richards) and *Pioneer* (Lt. Sherard Osborn), which set out through Lancaster Sound to cover the area of the Wellington Channel. There the two ships were beset by ice and again officers and men set over the ice to join the *North Star*.

At this point the story must be retraced to record the voyage of Robert McClure, who entered the Arctic in the *Investigator* by way of Bering Strait in 1850 and made the first discovery of a possible Northwest Passage in McClure Strait. He sailed east as far as Banks Island and was stranded in the ice there. McClure and his men were rescued by

a party from one of Belcher's ships, the *Resolute*. They were transported by sledge to the *Resolute* at Dealy Island (near Bellville Island). Later they travelled to the *North Star* at Beechey Island on Lancaster Sound, probably again by sledge.

The *North Star*, with the coming of summer, left for England with all the ship's companies on board for England, where Belcher and four captains were court-martialled for losing their ships. All were honorably acquitted. However, they had found no trace of the Franklin expedition and their efforts represented the last large expedition to search for the missing explorer.

In 1854, after the British government had sent out no less than 19 expeditions, it was considered that Franklin and his men were lost and that all that was possible had been done to find him. The Admiralty then considered the matter closed and their spokesman, Admiral Walcott, declared before the House of Commons on August 5, 1854: "I am of the opinion that every endeavour consistent with the honour of the country has been made and all practicable means exhausted in the search for Sir John Franklin and the enterprising men who were his companions. I can only believe that the vessels forming the ill-fated expedition have foundered and that their crews perished."

Lady Franklin was not satisfied, however, and she fitted out a ship, a small screw steamer, the *Fox*, which Francis Leopold McClintock volunteered to command. This man, a veteran of the Ross, Austin and Belcher expeditions, was also the first man to take the trouble to learn from the Eskimos how to use a dog sled and was therefore a happy choice for this dangerous and exacting job.

McClintock was, in fact, the man who finally solved the riddle of the disappearance of Franklin and his men. McClintock reasoned that, as the search generally had concentrated on the northside of Lancaster Sound and to the westward, Franklin perhaps had gone to the southward and probably through Prince Regent Inlet or, what is now known and named after him, McClintock channel. He moved south and carried out extensive searches on foot and finally found some skeletons and traces of the expedition on King William Island on the southern end of McClintock channel.

Among the effects was found a report which contained the following information: The *Erebus* and *Terror* had been abandoned on April 22, 1847, five miles to the northwest after being locked in

the ice since September 12, 1846. The officers and crew, 105 men in all, had landed under Captain F. R. M. Crozier, in Latitude 69° 47' 42" N and Latitude 98° 41' W. Franklin had died on June 11, 1847. Up to the date of writing, the expedition's casualties had amounted to nine officers and 15 men. It was the survivors' intention to make the Great Fish River the following day, April 26.

The report was signed "James Fitzjames, Captain, HMS *Erebus*, and countersigned "F. R. M. Crozier Captain, HMS *Terror*, and Senior Officer".

It follows then that Franklin died on June 11, 1847, and apparently the main body of the expedition perished some time about the end of April 1848 or shortly afterwards.

The foregoing does not completely solve the question: "Where and under what circumstances had Franklin died?"

One of the most interesting theories I know of is one attributed to Sgt Major (later Superintendent) Henry Larsen, captain of the RCMP vessel *St. Roch*. He thinks Franklin sailed south from Lancaster Sound through Regent Inlet to the Gulf of Boothia, then through

Bellot Strait and into McClintock channel. Franklin probably died on Somerset Island or Boothia Peninsula. There are many other theories but no one to my knowledge has been able to prove any of them—M.K.K.

NOTES—HMS *Resolute*, Belcher's flagship, was sighted and taken in tow in Davis Strait, 1,200 miles from where she had been frozen in, and brought back to the United States where she was refitted and presented to England as a symbol of friendship between the U.S. and England. Subsequently, when she was broken up, a desk was made from her timbers and presented to the President of the United States by Queen Victoria and this is the desk the President uses for his TV appearances. (See *The Crow'snest*, May 1956).

Superintendent Larsen mentioned above was the second man ever to take a ship through the northwest passage. He took *St. Roch* through from west to east in 1940-42 taking about 28 months to accomplish the voyage. In 1944 he returned going east to west taking about 86 days this time. The first ship through was the Norwegian vessel *Gjoa* commanded by Amundsen, accomplished the passage between 1903-1906, taking three years. The first and, up to this summer, the only large ship ever to complete the Northwest Passage was RCN's Arctic patrol ship HMCS *Labrador*, on her maiden voyage in 1954.



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS D'Iberville

The enthusiasm as well as the seamanlike conduct and performance of *D'Iberville* new entries, played a great part in the tremendous success the naval service had at the Quebec Provincial Exhibition, which was held the last two days of August and the first week of September.

Twice daily, on certain days, the Sunset Guard under the command of CPO Darveau became the centre of attraction at the Exhibition Grounds. The vital part played by the *Cornwallis* band could not be over-estimated. Under the competent direction of Cd. Off. T. J. Jones, the band presented another concert and this time for the *D'Iberville* people only.

Besides the musical and military training to which *D'Iberville* is exposed, is the athletic sportsmanship which they have displayed by accepting gracefully the defeat they received at a softball game when playing *Donnacona* and again at the hands of the *Hochelaga* team.

Days of glory were here again when they defeated the *Gloucester* and *Nootka* teams. Even the commanding offi-

cer is quite an athlete, as was evident when he pitched the first ball in the International Baseball game between the Montreal Royals and Toronto Maple Leafs. He had the full support of a Sunset Guard, present for this occasion.

Sunset guards and guards of honour are always in demand at *D'Iberville*. On September 5, when His Excellency the Governor General arrived, *D'Iberville* joined with the Royal 22nd Regiment, to form a guard. On another occasion, the commissioning of the *Chignecto*, *D'Iberville* again was accompanied by the band of the Royal 22nd to perform a sunset ceremony.

The *D'Iberville-Montcalm* wardroom honoured Rear-Admiral R. E. S. Bidwell at a party on the occasion of his last visit to the old city of Champlain.

Among the newcomers to *D'Iberville*, not counting the new entries which arrive every Monday (there are now 145 under training), the ship's company welcomed PO Lambert who took over the duties of captain's secretary. Inst. Lt.-Cdr. P. Bernatchez succeeded Lt.-Cdr. E. Boule as senior instructor officer. Lt.-Cdr. Boule, a pioneer of the new entry school, was appointed to *Venture*.

During his farewell inspection of HMCS Hochelaga, Montreal, Rear-Admiral R. E. S. Bidwell, who retired as Flag Officer Atlantic Coast on September 20, visited classrooms in the Supply School. He is shown standing behind the instructor's desk with R. Eastwood, civilian instructor in typing. (ML-5996)



HMCS Buckingham

The first ship in the Royal Canadian Navy to be fitted with a helicopter platform, the frigate *Buckingham* was paid off on September 30 before going into major refit.

Launched on April 28, 1944, she was commissioned in the RCN at Quebec on November 2 of the same year. Early in 1945 she joined a new support group, EG-28, the last of the RCN's "hunter-killer" groups.

She was paid off into reserve at Shelburne, N.S., on November 16, 1945. Taken to Canadian Vickers Ltd., Montreal, for modernization, she was recommissioned on June 25, 1954.

Before being outfitted for the helicopter tests, she was largely employed in providing training afloat for new entry sailors from *Cornwallis*.

11th Canadian Escort Squadron

Thousands of civilians, Canadian and American, had their first glimpse of the Royal Canadian Navy last summer as they visited ships of the Eleventh Canadian Escort Squadron, consisting of the *Sault Ste. Marie*, *Portage* and *Wallaceburg*.

Once again the three ships were based in Hamilton, Ontario, to train RCN(R) new entries in the rudiments of seamanship. Each class of 20 new entries had a busy two weeks' instruction in the ship. However, not all their time was spent at work. Days were spent in Canadian and American cities such as Chicago, Rochester, Bay City, Owen Sound, Sault Ste. Marie, Port Arthur, Montreal, Detroit, Toronto, and many others. Perhaps the most memorable visit was that to Chicago for the July First Week-end.

Competitions between the ships of the Squadron were held in boat pulling and baseball at various times and places during the summer. The *Cock of the Walk* and the *Squadron Buck* changed hands twice and will remain in the *Portage* as a symbol of that ship's final victory in the whaler race at the Canadian National Exhibition at Toronto.

The three ships are now at the Point Edward Naval Base in Sydney, Nova Scotia, having been paid off on September 24. They have steamed many

miles this summer and many of Canada's young men, who have volunteered to join the Reserve, in the future will look back at their first days afloat as happy and memorable ones.

The officers and men of the permanent force may reflect upon a job well done. The people of Sydney will also remember the squadron, for the ship's company of the *Sault Ste. Marie* purchased a television set from that ship's fund for the Cape Breton Hospital in Sydney.

Leadership School

Early September saw the commencement of the autumn training program at the Leadership School in *Cornwallis*. Three RCN courses opened at the beginning of the month to commence a busy six-week schedule.

They included: No. 43 Officers' Divisional Course, No. 83 Chief Petty Officers' and Petty Officers' First Class Leadership Course, and No. 82 Petty Officers' Second Class Leadership Course.

In sports, No. 82 course won the aquatic tabloid, while No. 83 course was most successful in the indoor tabloid.

The beginning of the fall program was marked by several changes in staff. Lt. P. J. A. Traves left the school in the latter part of August to attend McGill University in Montreal.

The appointment of Lt. W. R. Stebbings, to the long gunnery course in *Stadacona* took effect at the beginning of September. He was relieved as course officer for the chief petty officers and petty officers first class by Lt. P. J. Collins.

PO R. Binder was drafted to the school to replace PO R. H. Dykes, who will be leaving in November.—J.M.P.

HMCS St. Laurent

Quick thinking on the part of a chief petty officer on board the *St. Laurent* recently saved a shipmate from possible serious injury or a plunge over the ship's side.

The incident occurred while the *St. Laurent* was refuelling from a U.S. Navy aircraft carrier during the North Atlantic passage to the United Kingdom of Canadian and U.S. naval forces bound for extensive fall NATO exercises in European waters.

AB Reginald Farmer had stepped back from the side of the ship when the fuelling hose being brought in board pulled away. His foot was caught in a bight of the in-haul line and he was dragged toward the ship's side. A sharp



Patients at Cape Breton Hospital, Sydney, N.S., are enjoying the latest in television entertainment, thanks to the generosity of the ship's company of HMCS *Sault Ste. Marie*. When the Eleventh Escort Squadron paid off in Sydney after a summer's operation in the Great Lakes, the ship's company made the hospital a gift of a handsome television set. Shown accepting the set on behalf of the hospital is Miss Sadie Stirling, head nurse. Representing the ship's company are Petty Officers D. MacKay (centre) and W. Bauer.

knife in the hand of CPO Albert Hurtubise severed the line and freed AB Farmer.

The ship's daily orders that evening said:

"Chief Petty Officer Hurtubise is highly commended for his quick-thinking and coolness in cutting the in-haul fuel line from about AB Farmer's ankle this morning, when the latter stepped into a bight as the sea took charge while fuelling.

"There is no doubt that the action of CPO Hurtubise saved AB Farmer from serious injury or quite possibly being hauled over the ship's side."

PACIFIC COMMAND

One hundred and fifty delegates from among the 800 attending the Canadian Chamber of Commerce convention at Victoria were taken on a short cruise of the Juan de Fuca Strait on October 1. The sea-going businessmen were accommodated in the modernized frigates *Jonquiere* and *Ste. Therese*.

A week later 60 members of the War Amputations of Canada, attending their annual Dominion convention in Victoria, were taken on a similar cruise in the *Jonquiere*. Many of the delegates' wives took part in both cruises.

HMCS Antigonish

Following her refit and modernization at Victoria Machinery Depot, the *Antigonish* was commissioned into the RCN on October 12. She is commanded by Lt.-Cdr. R. W. J. Cocks.

Laid down on October 2, 1943, at Yarrows Ltd., Esquimalt, the *Antigonish* was commissioned on July 4, 1944.

After work-ups she was attached to Escort Group 16, based at Halifax. When not engaged in convoy work, the group carried out anti-submarine sweeps in and around the Halifax approaches. With other ships of the group she sailed for the U.K. on March 8, 1945. Two months later ships of the group set out for Gibraltar as a close escort for one of the fast troop convoys running between the U.K. and Alexandria. It was during this passage that the order was broadcast ending the U-boat war.

Returning to Halifax on June 24, 1945, EG-16 was disbanded. The *Antigonish* went into refit for duty in the Pacific but the war ended in this theatre during this period.

Sailing to Esquimalt, the *Antigonish* was paid off into the Reserve Fleet on February 5, 1946. Returning to service

a year later, she was engaged in UNTD training. For a period she was headquarters ship during the Fraser Valley floods of 1948.

She continued with training duties until being paid off on January 15, 1954 for modernization. She bears the battle honour: Atlantic 1944-45.

RADIO STATIONS

HMCS Gloucester

When all the items were totted up, it was found that HMS Gloucester had quite a bit to do with the Royal Visit October 12 to 16 besides providing three naval chauffeurs.

Daily throughout the Ottawa tour, two officers and 100 men were provided by the radio station as street liners during various downtown events. On Sunday, two teams of 100 were turned out and on Monday evening, an additional 40 were detailed for lining the route for the opening of Parliament.

On Monday night, at the Sunset Ceremony on the "Hill", Leading Seamen Howard Garrett and Leroy Demone were ushers in the section reserved for special guests. Ldg. Sea. Harry G. Wilson was the naval sentry at the cenotaph Sunday morning when Her Majesty and Prince Philip laid a wreath

there. The Royal Standard Party, which had to keep ahead of the Queen at every stop on her itinerary, was augmented by three Gloucesters, Able Seamen Lloyd Cara, Maurice Power, and Jean Allan.

Gloucester working parties helped prepare for occupancy the Carleton drill shed which quartered the Royal Guard from the Atlantic Command.

Cdr. (SB) D. S. K. Blackmore, commanding officer of Gloucester and Senior Officer Supplementary Radio Stations, and Lt. A. P. Johnson, accompanied by their wives, were presented to the Queen Tuesday evening at the Chateau Laurier.

Aside from the fact that many radio station personnel had a good look at the Royal Couple because of their duties over the historic weekend, there was a pleasant sequel. PO R. V. Harbridge and 11 other members of the Atlantic Command band performed at the ship's company dance Wednesday night in the Cartier Square drill hall.

The hall was made available by kind permission of Lt.-Col. M. H. Skelton, officer commanding, Cameron Highlanders of Ottawa. PO Ian Barron was master of ceremonies at the successful affair, attended by 100 couples. He presented two dozen roses to Mrs. Blackmore on behalf of the ship's company.



The Women's Naval Auxiliary, Toronto, has named its Man of the Year. CPO F. Hopkins RCN(R), shipwright, received the annual award of the Toronto division this year in recognition of his service to the naval division. He is shown being presented with the trophy by Mrs. Hendy, wife of Commodore R. I. Hendy, Senior Naval Officer Toronto Area. (COND-4351)

NAVAL DIVISIONS

HMCS Montcalm

Quebec City was host to more than 30 ships throughout the summer, mostly USN and RCN, and HMCS Montcalm and HMCS D'Iberville held receptions in honour of the visitors.

Summer activities closed with the visit of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, in September 1, little more than two weeks before his retirement from the service. A farewell party was given for the distinguished visitor.

Recruiting for the Reserve showed an upswing, which, according to the experts, was due to the exhibit at "L'Exposition Provinciale". It proved interesting and popular with young men and women. On this occasion, the Cornwallis band and the D'Iberville guard performed the sunset ceremony every evening throughout the week.

Montcalm's "22 Rifle Club" has resumed its activities, and held some "shoots". Founded last year, the club has six sport rifles, and its own mess with 37 members in teams of five. Cdr. W. Mylett, Montcalm's commanding officer, presented the trophies.

Since Lt. Andre Tardif qualified as a communications officer, Montcalm has two specialists: Lt. (c) Tardif and Lt. (g) Edmund Monaghan.—J.L.



If any improvement has been noted in the quality of fish dishes served in ships and establishments of the Atlantic Command lately, it probably is the result of the efforts of Miss Johanne Zwicker, of the Federal Department of Fisheries. Miss Zwicker recently conducted a demonstration of fish cookery in "A" Block galley, at Stadacona, at which approximately 50 Navy cooks were present. Shown looking over the finished products are left to right: Ord. Sea. D. White, AB L. Lesperance, Miss Zwicker and Able Seamen L. Sneddon and G. Raine. (HS-49962)

SALON THROWS NEW LIGHT ON NAVY

Photo Display Warmly Welcomed Across Canada

“ONE PICTURE is worth one thousand words.”

The office copy of “Bartlett’s Familiar Quotations” does not give the origin of this famous saying, which has been ascribed in some quarters to one of the Chinese sages.

The expression is brought to mind by the eloquence with which the story of the Royal Canadian Navy is being told by the Naval Photo Salon in its tour of Canadian cities.

The photo salon had its beginning last year as a method of increasing the professional competence of naval photographers. Competitors were not confined to naval subjects, but were encouraged to exhibit off-duty photographs as well. The result, both this year and last, has been an outstanding collection of photographs of wide interest.

As the Saint John *Telegraph-Journal* observed in an editorial:

“Members of the armed forces, serving at home and abroad, have more opportunities than stay-at-homes to see the unusual, the striking and the beautiful. Those who have a camera and an eye for these qualities, who know natural artistic composition when they see it and appreciate the effects of light and shade, should be able to record in pictures many scenes, objects and characters with wide general appeal

“For example, the winning photograph this year is one of HMCS *Quebec* in a tropical harbour. The familiar but inspiring in an exotic setting is always effective. The photograph placed second is of a destroyer escort undergoing sea trials — grace and power, man’s inventiveness pitted against the elements. What a chance for the camera!”

Eighty photographs, selected from the 222 submitted, form this year’s salon, which had its initial showing in Ottawa and has since been seen in Halifax, Quebec City, Montreal and Toronto. The salon has been welcomed by press and public wherever it has been shown and its itinerary will take it to Trail, Victoria and Vancouver, in British Columbia, to Calgary, Edmonton, Saskatoon and Winnipeg, on the prairies, and then back to the Ontario cities, Windsor, London and Hamilton.

Perhaps the most attractive feature of the salon is its blend of the exotic



Tackling “off-beat” photographic problems can provide excellent technical training for the photographer, even when the resulting picture is rather weird, as is this one of a swimmer in the pool at Cornwallis. This was taken from above the pool, but underwater photography is also being practised in the RCN. Ldg. Sea. Gordon O. Ellis, who won fourth place and an Award of Merit for this photo in the Photo Salon, called it “Dance of the Deep”.

and familiar by which it conveys the feeling that the sailor, despite his acquaintance with strange, faraway places, has not lost his affection for his native land and the commonplace objects of every day life.

The salon is thus helping the Canadian public to keep its concept of the sailor in true perspective—not always easy for the dweller inland to whom life at sea is something remote and strange.

Interesting subjects for pictures are all around us, but it takes a trained

and discerning eye to discover this. Part of the aim of the Naval Photo Salon is to encourage in naval photographers enterprise, imagination and an eye for the significant. They have already been trained in the mechanics of the camera, its possibilities and limitations, and in the dark-room procedures required to bring out the best in what is recorded on the film. It takes extra practice, thought and effort to transform a photograph from a lifeless document into a living work of art.

Only a proportion of the naval photographer's work is concerned with taking pictures for publicity outlets . . . newspapers, magazines, television and movies. Most of the branch's output is technical, recording the progress of naval projects, defects in equipment, the utilization of space in ships or buildings and so on. A photograph of a corroded propeller or a damaged bearing can avert the necessity of experts at headquarters travelling to the commands. Even this type of photography is most successful when the

photographer has a thorough understanding of light and shadow, perspective and all the factors resulting in clarity of detail. Here again it is hoped that the high standards set by the Photo Salon will result in improved workmanship, although the work hardly falls within the category of art.

A rewarding aspect of the Photo Salon is the eagerness with which hotels, galleries and department stores have greeted the opportunity of displaying it. One store alone spent more than \$2,000 of its own money in pre-

paring a setting which would display the salon to the best advantage.

As the salon progresses across Canada, viewers are learning more of what the Royal Canadian Navy is, where its ships go and what they do, and what the men are like who man the ships.

Like charity, the Naval Photo Salon is twice blessed: it spurs the naval photographer onward toward technical and artistic perfection and it presents the Canadian public with a display which is both beautiful and informative.



Television coverage was so excellent it prompted many Ottawans to stay at home to watch their sets instead of turning out in the numbers they might have for the various Royal Visit events. The exception was the opening of the 23rd Parliament, which brought more than 25,000 to the "Hill". This is just a small portion of the crowd that day. (O-10067)



'PRE-WETTING' AT SIEGE OF GIBRALTAR

Another New Idea Found to Have Historic Antecedent

THE EXPRESSION "pre-wetting" has a modern ring to it, signifying as it does the washing down of the superstructure and exposed decks of warships to prevent the accumulation of radioactive fallout in the event of a nuclear attack.

There is an interesting parallel between this modern development and an ingenious idea developed during the Great Siege of Gibraltar, which lasted for nearly four years in the early 1780s. A pre-wetting system for warships was developed during the siege by the eminent French engineer d'Arçon, in anticipation of a "fall-out" of red hot shot from the British batteries on the Rock.

The besieging Spanish and French, unable to reduce the Gibraltar garrison by using their shore guns, planned an attack from the sea, but were faced with the problem of keeping their ships afloat long enough to bombard the British positions effectively.

M. d'Arçon decided to construct a number of floating fireproof batteries, which could take up position in Gibraltar Bay, and shell the British at leisure, regardless of the fire returned against them. How he brought his idea to fruition is told in an anonymous account of the sieges of Gibraltar published during the last century ("Gibraltar and Its Sieges", Thomas Nelson and Sons, London, 1884):

"In the construction of these floating castles M. d'Arçon exhausted all his ingenuity. There were ten of them, each armed with 15 heavy guns, and

their structure was as follows: On the larboard side they were six or seven feet thick, made of green timber, bolted and cased with cork, iron, and raw hides. Inside they were lined with a bed of wet sand, and in case they should nevertheless take fire, currents of water were poured through them by a system of pumps and channels, so that, should any red-hot shot pierce the vessel and open up any one of the ducts, the water would pour forth instantly and extinguish the flames. As an additional protection, each tower was covered with a slanting bomb-proof roof, capable of being raised or lowered at pleasure, by means of machinery, from which, it was calculated, the balls would glide harmlessly into the sea. In fact the devices for the protection of the besiegers seem to have been more numerous and more skilful than those for the attack of the besieged. We must add that these ponderous floating batteries were masted and rigged, so as to sail like frigates."

The floating batteries were put to the test on September 13, 1782, anchoring about 1,000 yards from the garrison. The British opened up with everything they had.

"After a few hours' cannonade," the account continues, "our soldiers found that the battering ships were fully as formidable as they had been represented. 'Our heaviest shells,' says Drinkwater, 'often rebounded from their tops, whilst the 32-pound shot seemed incapable of making any visible im-

pression upon their hulls. Frequently we flattered ourselves they were on fire; but no sooner did any smoke appear than with admirable intrepidity men were observed applying water from their engines within to those places whence the smoke issued. These circumstances, with the prodigious cannonade which they maintained, gave us reason to imagine that the attack would not be so decided as, from our success against their land batteries, we had fondly expected. Even the artillery themselves at this period had their doubts of the effect of the red-hot shot, which began to be used about twelve, but were not general till between one and two o'clock.' The ordnance portable furnaces for heating shot being too few to supply the demands of the artillery when the battle reached its culmination, huge fires of wood were kindled in the corners of the nearest buildings, in which the shot was speedily prepared for use. Our soldiers jocularly termed these supplies 'roasted potatoes'."

Harassed by cross-fire from Spanish land fortifications and subjected to increasingly accurate fire from the battering ships, the British had every right to feel dismayed. The only encouraging result of hours of shelling was the sight of the masts of several of the ships going by the board.

"The wonderful construction of the floating batteries apparently defied the heaviest ordnance that the garrison could bring to bear upon them. In the

afternoon, however, a considerable change was apparent, and the besieged observed with delight that the flagship and the admiral's second were on fire, and that on board several of the vessels an evident confusion prevailed. Their cannonade slackened rapidly towards the evening; and about seven or eight o'clock it almost ceased. Various signals were thrown up from the suffering ships, and rockets were discharged to inform their friends of their distressed condition.

"As night came on, says Botta, the flames defied the most anxious efforts of the Spaniards to extinguish them; and the disorder which reigned on board the burning batteries soon communicated itself to the whole line. To the diminished fire of the enemy the garrison returned a cannonade which seemed actually to increase in rapidity and power. It was maintained throughout the night. At one in the morning

two ships were in flames. The others speedily caught fire, either from the effects of the red-hot balls, or, as the Spaniards said, because they set them on fire when they had lost all hope of saving them. The light and glow of this tremendous conflagration illuminated the entire bay, as well as the sombre Rock, and assisted the British gunners to point their artillery with the utmost precision."

Thus came to a sad end an experiment which anticipated "pre-wetting" and armour-clad ships. The disaster to the Spanish forces spelled an early end to the siege. Less than a month later, Lord Howe, with 34 ships of the line lured a superior Spanish-French fleet out to sea, permitting relief ships to gain the shelter of the Rock without loss. That was the end of the blockade and by the next spring Spain and Britain were allies.

LETTERS TO THE EDITOR

Dear Sir:

Arrived in Knoxville a little over a month ago, and am now enrolled in the Graduate School, University of Tennessee, where I am a candidate for the MSc degree. Sent my change of address to The Queen's Printer forthwith, and was very pleased to receive the August issue a few days ago.

It was a particular pleasure to see my old ship, in cartoon form, on page six of the August issue. I thought you might be interested in the story behind some of those cartoons.

We had a Ldg. Tel., John Ritcey from down in the Bluenose country, who liked to keep up his speed by copying commercial press news on short wave whenever we weren't too busy. That was something of a feat in itself, as the transmissions were machine sent, at a terrific speed.

I was the Ldg. Coder aboard at the time, and we decided to make the news he was copying available to the ship's company. Using onion-skin bond and the finest carbon paper we could find, we managed to turn out six copies of this news on the old typewriter—one copy for each mess and one for the CO.

The idea met with such instant and spontaneous enthusiasm that *The Rosthern Rag* was born there and then, and continued in production for several crossings. With the blessings of Commander P. B. Cross, the finest "old man" in the whole "Wavy Navy", we branched out into something of a one-page production. Don Geary, and two or three others whose names escape me

at the moment, did cartoons for nearly every issue of *The Rag*. It was no light task, either, as they usually copied them by hand on each sheet.

I'm not sure that the cartoon you printed ever appeared in *The Rag*, but a lot of them did. Don Geary, incidentally, designed and drew the rather famous gun shield emblem which graced the *Rosthern's* 4-inch over so many thousands of miles of the North Atlantic. Remember? The one of the donkey kicking the U-Boat out of the Atlantic?

Just thought you might be interested in that background info for your cartoon. I enjoy every issue of *The Crow'snest*. Keep up the good work.

Sincerely,

Wm. L. EVERNDEN,
(Inst. Lt., RCN(R))
(Ret'd)

Box 8659,
University Station,
Knoxville, Tennessee,
U.S.A.

Dear Sir:

Your appreciative comments on page 15 of the August *Crow'snest* concerning the U.S. Naval Institute *Proceedings* have just come to my attention. Thank you for the kind words.

Associate membership in the Naval Institute is open to Canadian citizens. Dues are three dollars a year, plus one dollar for postage. Such membership entitles one to a subscription to the

Proceedings as well as a liberal discount (usually 40 per cent) on books published by the Naval Institute. At the present time our total membership, domestic and foreign, is approximately 50,000.

You may be interested to know that early next year, probably in April, we shall publish a pictorial section in the *Proceedings* devoted to the Royal Canadian Navy. That issue will use a painting of a World War II RCN corvette as its cover picture.

Sincerely yours,

ROBERT N. ADRIAN
Commander, U.S. Navy
Secretary-Treasurer

United States Naval Institute,
Annapolis,
Maryland, U.S.A.

NOTE: The article mentioned above left the impression that associate membership was open only to officers. Such is not the case. Messes are not entitled to membership but may subscribe for the *Proceedings* at \$5 a year, plus \$1 postage.—Editor.

Recruit-a-Day Quota Beaten



Away back in 1949 AD when Lt. (E) W. H. Lang began recruiting duties at HMCS *York* in Toronto he was told that he would be expected to produce an average of one recruit a day.

On September 12, Lt. Lang's office enrolled the 3,000th recruit to have joined during his appointment. The new member of the RCN was Ord. Sea Thomas E. Pratt.

Lt. Lang checked up to see how he had been doing throughout the years. Taking into account two leap years, his tenure of office by September 26 had amounted to 2,922 days, putting him 78 days into the black against the continuing objective of a recruit a day.

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.

AGATE, Donald R.LSEM1
 AITKEN, Charles E.LSNS2
 AITKEN, JosephLSEM1
 ALLEN, William R.LSCD1
 ANDERSON, Gary A.LSAW2
 ANDREWS, George W.P1RP3
 ANSLOW, Clifford G.C2BD4
 ASH, Eldon J.P1RP3
 ATKINSON, Bernard M.LSTD1
 ATTWOOD, GeorgeLSRP1
 AYOTTE, George E.P1TD3

BARCLAY, Donald A.P1AA3
 BARR, Paul J.P2EM3
 BAY, Norman D.P1RP2
 BECK, Oakland E.P1TD3
 BERTHIAUME, Donald J.LSAA1
 BLAKE, Kenneth W.C2BD4
 BOOK, Kenneth E.P1QM2
 BOULANGER, Gaston E.P2EM2
 BOUTILIER, Myles G.P2NS2
 BREDIN, JamesLSCV1
 BRODEUR, Paul A.PIEF4
 BROOME, GeorgeC2LR3
 BROWN, Thomas D.P1QR2
 BROWN, William T.P1ER4

BROWNE, Ronald J.LSCS2
 BUCHAN, Garry W.LSCR1
 BUCHAN, Ross M.LSCS2
 BUTLER, Charles J.LSTD1

CAIN, John H.LSEM1
 CAMPBELL, James J.P1BD3
 CARR, JohnLSMO2
 CARROLL, Albert W.P2EM3
 CASE, StanleyC2AA3
 CHAFFEY, Albert G.P1RP3
 CHAGNON, Rene J.LSCK1
 CHALMERS, Robert B.P1TD3
 CHARRON, Jean-ClaudeLSCK2
 COLLINS, Harold D.LSCK2
 COMISH, Frank E.P1AA3
 CONNORS, John F.P1TD3
 CORBETT, Dean N.LSCR1
 CORBETT, John W.P1RC2
 COUSINEAU, Jean-PaulC2VS3
 CUDMORE, Donald B.LSVS2
 CUTHBERT, William D.LSAR2

GILLESPIE, Robert J.LSCR1
 GIROUX, William R.P1QM3
 GOLDEN, Kenneth V.P1EM4
 GOVEIA, Anthony C.P1RP3
 GREEN, Walter J.LSQM1
 GRIFFIN, Richard W.P1RC2
 GUILLE, Gerald E.C2Q14

HACKENSCHMIDT, Richard J.LSCK2
 HALL, Matthew J.C1MR4
 HAMER, Charles A.P2EM2
 HARRISON, DerekP2PR2
 HARRISON, Howard J.LSCS2
 HENDERSON, Kenneth F.C1Q14
 HENDRICKSON, Bruce E.LSEM1
 HENRY, LawrenceLSRP1
 HOVAN, Jack D.C1ET4
 HOWARD, Kenneth D.LSVS2
 HOYLE, Hugh R.LSAW1
 HRICK, JohnP1AA3
 HUNT, George F.LSSW1

JOHNSON,, Martin G.LSEM1

LADOUCEUR, Andrew J.LSCR1
 LAFRANCE, Michel E.LSRP2
 LANE, Thomas P.LSCS2
 LAURENT, John P.P1QM3
 LEBLANC, Gerard J.LSEM1
 LETHBRIDGE, William S.P2EM2
 LEWIS, Norman K.P1RP3
 LINFORD, Lorne K.P2EF3
 LISTER, James W.LSCV1
 LOCKHART, William E.P2RS3
 LUSHINGTON, Phillip W.C2AA3
 LYONS, Terrance C.LSAP2

MacKAY, Angus D.C2BD4
 MacKINNON, James E.P2QR2
 MacPHEE, Arnold J.P1QM3
 McAUSLAND, Harvey R.P1QR2
 McCONNELL, HughP2EM1
 McCUTCHEON, John R.LSCS2
 McHUGH, James L.LSEM1
 McINTOSH, Kenneth J.P2BD3
 McKINNON, Vernon E.P1TD3
 McLEOD, Cathel J.C2ER4
 McNORGAN, Kenneth L.LSEM1
 McQUESTON, Robert J.P1RP3
 MAAS, ReinholdP1BD3
 MADDEN, Joseph H.P2CS3
 MARSH, Frank A.P1TD3
 MARTINELL, Roy E.LSEF3
 MATTHEWS, Ronald J.LSEM1
 MEADWELL, John G.C2PI4
 MEIN, Louis E.LSTD1
 MELANSON, Vernon M.P1CD3



WEDDINGS

Ordnance Lieutenant Ernest C. Ball, York, to Miss Dorothy Joyce Lynch, of Calgary.

Lieutenant R. B. Bartlett, Tecumseh, to Miss Sylvia Anne Griffiths, of Calgary.

Lieutenant Harry J. Brown, Shearwater, to Miss Lorraine Doris Rosalie Todd, of Halifax.

Able Seaman Leo Charpentier, Sussexvale, to Miss Alice Genest, of Victoria.

Lieutenant-Commander (S) J. H. M. Cocks, Patriot, to Miss Virginia Goldingham, of Buckinghamshire, England.

Petty Officer T. E. Dalgleish, Stadacona, to Miss Louise Sellers, of Fort William, Ont.

Leading Seaman Douglas G. Dauphinee, Stadacona, to Miss Nellie Isabelle Giles, of Halifax.

Lieutenant W. A. B. Douglas, Outremont, to Miss Jane Anne Middleton, of London, Ont.

Lieutenant Joseph I. Gallant, Huron, to Miss Barbara Eileen Cosgrove, of Halifax.

Lieutenant Andre J. Geddes, Stadacona, to Miss Marie MacCormack, of Halifax.

Lieutenant (S) Douglas E. Gerber, York, to Miss Shirley Mildred Baker, of Dunnville, Ont.

Able Seaman G. F. B. Hearn, Chignecto, to Miss Gladys Daniels, of Winnipeg.

Lieutenant (S) Gerald E. Johnston, Shearwater, to Miss Mary Lois Jackman, of Ottawa.

Sub-Lieutenant Lawrence M. Lafontaine, Stadacona, to Miss Jean Marie Richardson, of Saint John, N.B.

Chief Petty Officer Anthony F. McGowan, Lanark, to Miss Gertrude Laina Violet Tapio, of Port Arthur, Ont.

Able Seaman Bernard O'Leary, St. Laurent, to Miss Dorothy Kennedy, of Dundee, Scotland.

Leading Seaman Wallace H. Roseveare, Mallard, to Miss Lillian Marie Webber, of Sperling, Manitoba.

Midshipman David I. Rushton, St. Laurent, to Miss Jean Marie Mitchell, of Bedford, N.S.

DAVEY, Rexford K.LSEM1
 DAVIDSON, Martin I.LSEA3
 DAVIES, Robert W.P2LR2
 DAVIS, Walter W.LSAF1
 DERRY, Eugene J.LSTD2
 DINGLE, Henry T.P2QR2
 DIONNE, Roland R.P2TA3
 DIXON, Lloyd R.P1LR2
 DOIG, Charles A.LSAA1
 DOOLEY, Ernest L.LSEM1
 DUECK, Clarence H.P1RP3
 DUKE, Howard B.LSSW1
 DUN, Thomas A.LSEM1
 DYMOTT, David A.LSQM1

EASTERBROOK, Herbert F.LSTD1
 EVANS, James T.LSCK2

FALLAHAY, Ronald J.P1RT4
 FALSHAW, Russell T.LSMA1
 FAULKNER, Ralph B.P1QR3
 FEATHERSTONE, Robert J.LSAR2
 FISHER, DavidP1BD3
 FITZMAURICE, Norman E.LSPH2
 FLYNN, Dominic J.P1AA3
 FOGARTY, John G.LSCV1
 FORBES, Barry E.P2EM2
 FRASER, Glenn A.LSCR1
 FRASER, Graham A.LSAR2
 FRIGAULT, Maurice P.LSQM1

GALLANT, Joseph E.LSCR1
 GAUMOND, Gilles J.LSCR1
 GIBSON, Murray F.LSEM1

BIRTHS

To Petty Officer Edwin Brown, D'Iberville, and Mrs. Brown, a daughter.

To Chief Petty Officer William E. John, Ontario, and Mrs. John, a daughter.

To Petty Officer Maurice Jones, D'Iberville, and Mrs. Jones, a daughter.

To Leading Seaman Roger Nault, D'Iberville, and Mrs. Nault, a son.

To Petty Officer John O'Donnell, Assiniboine, and Mrs. O'Donnell, a son.

To Lieutenant-Commander Harry Shorten, Naval Headquarters, and Mrs. Shorten, a daughter.

MELOCHE, Alvin L.P2PH3
 MILLAN, FrancisP1TD3
 MILLER, Eugene V.P2PH3
 MILLS, Robert C.P1RP2
 MOFFAT, Donald G.LSEM1
 MOORE, Charles A.P1BD3
 MORGAN, EdwardLSTD1
 MORINO, MauriceC2EM4
 MOSKI, AlixLSAW2
 MUIR, John P.LSCCK2
 MUNRO, John D.P1AA2
 MURPHY, Walter J.C2QR3
 MURRAY, Edward D.LSCV1
 MYERS, Joseph F.P2CK2

NANTAU, Frederick G.LSCS2
 NASH, Joseph H.LSAF2
 NORDLINGER, Frederick K. ..C2MR4

ORR, JohnLSQM1
 OUELLET, GuyP1RP3

PAQUETTE, Ernest J.LSRP1

PARKIN, George R.P1AA3
 PECORE, Daniel R.LSEM1
 PERRY, Donald E.P1EM4
 PILGER, Charles V.P1MO3
 PLOURD, Willis J.LSVS1
 POINTER, Leslie T.P1RP3

RANDALL, Milton L.LSRC2
 REDDEN, William J.LSPR2
 RICKARD, John B.C2CI4
 RING, Donald E.P1QM3
 ROBERTSON, Alexander M. ...P2BD3
 ROBERTSON, John W.LSEM1
 ROSS, Laurier J.P1RP3

SALSMAN, Whiley D.P1RC3
 SCOTT, William L.P1BD3
 SHANKS, Raymond F.P2PR2
 SIGSWORTH, DonaldLSAO2
 SILVESTER, HenryC1Q14
 SKIBA, AlexanderLSCCK2
 SMAGGUS, LeonardLSEM1
 SMART, Peter A.LSEF3

SMITH, James A.LSCCK2
 SMYLIE, Charles S.C2TI4
 SPELLMAN, Gregory R.LSEM1
 STOKES, William M.P1TD3

THIBAUT, Jean-Louis J.LSCV1
 TUSON, Robert C.LSSW1

VALLEAU, Jack A.LSCCK2

WAINMAN, Garry R.LSNS2
 WALDEN, Donald K.P1AA2
 WALKER, Clifford L.P1QR2
 WALTON, Bruce E.LSMA1
 WARRINER, Edward T.LSPW2
 WHITE, Francis L.P1BD3
 WHITTAKER, Patrick V.P2EM2
 WIGMORE, Robert A.C1CI4
 WILLIAMS, Warren W.LSAP2

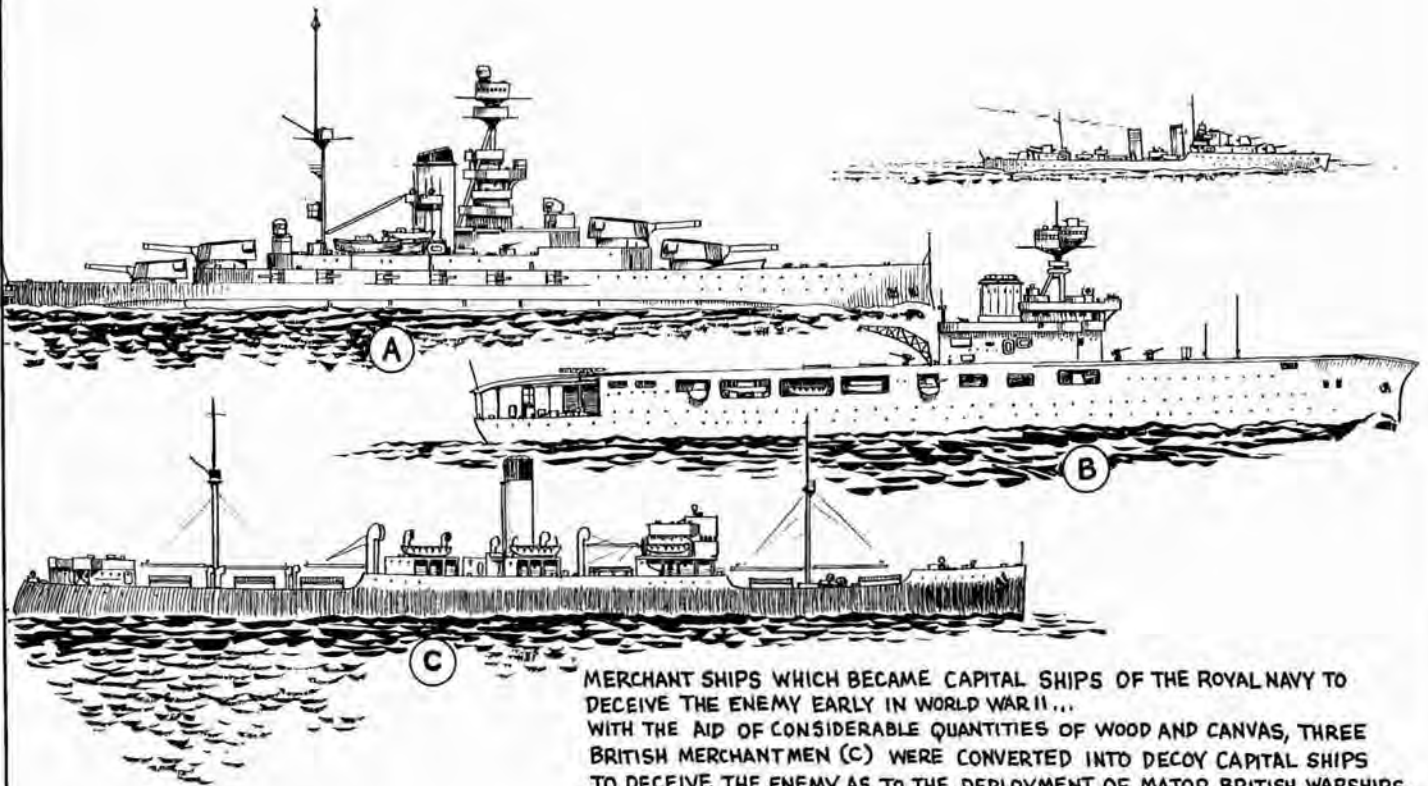
YOOL, Curtis R.P1PH4
 YOUNG, Kenneth G.LSBD2
 YUILLE, Clifford R.P1RC2



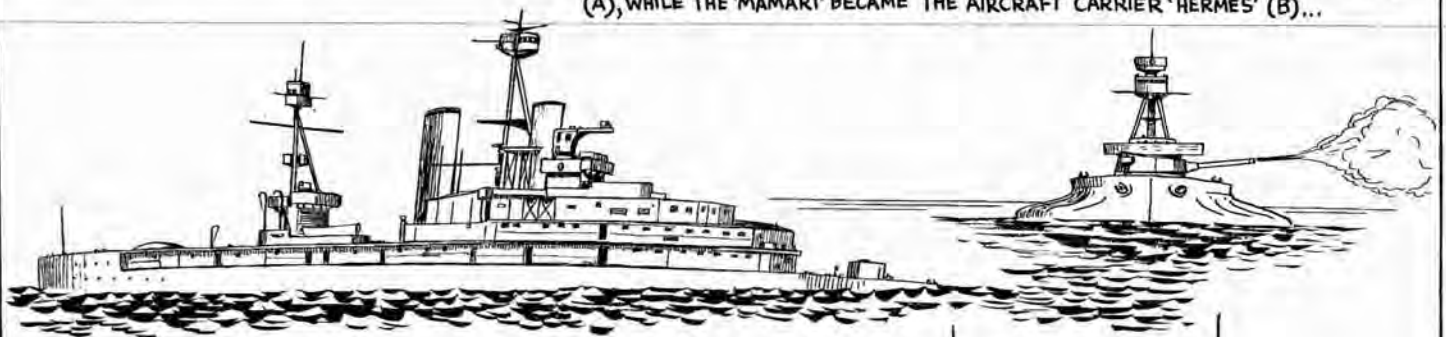
The end of the Governor General's cruise of the Lower St. Lawrence and southern Newfoundland was the occasion for the taking of this "family portrait" on board the frigate Outremont at the Point Edward base across from Sydney. Ships of the reserve fleet can be seen at the right. The commanding officer, Lt.-Cdr. M. O. Jones, is flanked by two distinguished passengers, His Excellency the French ambassador to Canada, Francis La-Coste, and His Excellency the Governor General, the Rt. Hon. Vincent Massey. (HS-50046)

Naval Lore Corner

Number 52
NAVAL DECOYS



MERCHANT SHIPS WHICH BECAME CAPITAL SHIPS OF THE ROYAL NAVY TO DECEIVE THE ENEMY EARLY IN WORLD WAR II... WITH THE AID OF CONSIDERABLE QUANTITIES OF WOOD AND CANVAS, THREE BRITISH MERCHANTMEN (C) WERE CONVERTED INTO DECOY CAPITAL SHIPS TO DECEIVE THE ENEMY AS TO THE DEPLOYMENT OF MAJOR BRITISH WARSHIPS. THE 'PAKEHA' AND 'WAIMANA' BECAME THE BATTLESHIPS 'REVENGE' AND 'RESOLUTION' (A), WHILE THE 'MAMARI' BECAME THE AIRCRAFT CARRIER 'HERMES' (B)...



DUMMY WOODEN BATTLESHIP OF WORLD WAR I... .. MOORED IN A HARBOUR WHERE A LANDING WAS PLANNED IT COULD ACT AS A BREAKWATER AND PROVIDE COVER FOR THE DISEMBARKATION OF TROOPS. ALSO USED AS A DECOY IN THE OPEN SEA...

FALSE PAINTED BOW WAVE ON FREIGHTER TO GIVE ILLUSION OF SPEED THUS CONFUSING THE AIM OF U-BOATS...

GERMAN AUXILIARY CRUISER 'PINQUIN' (HK33) EMPLOYED AS A RAIDER DURING WORLD WAR II. AFTER A 2-YEAR CAREER SHE WAS SUNK BY H.M.S. CORNWALL. SHE ROAMED THE HIGH SEAS FROM NEW ZEALAND TO THE INDIAN OCEAN IN MANY DISGUISES—FIRST AS A RUSSIAN TANKER AND FINALLY AS A NORWEGIAN... SHE SANK 200,000 TONS OF ALLIED SHIPPING WITH MINES, TORPEDOS, EXPLOSIVES AND GUNFIRE...

Edmond Cloutier

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