

The CROWSNEST





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The Cover—Wren Petty Officer Rosalee Auger walks past a sentry outside Buckingham Palace to report for duty as secretary to fellow-Canadian Lt.-Cdr. Esmond Butler, RCN(R) (Ret.), assistant press secretary to Her Majesty the Queen. Also appointed to the Queen's household was Lt.-Cdr. Ian A. Macpherson, RCN, one of three serving officers of the Canadian forces to be equerries. (Photo courtesy United Kingdom Information Services.)

LADY OF THE MONTH

The ample lady shown on the opposite page has now served in three navies. She is the Royal Canadian Navy's first mobile repair vessel, HMCS *Cape Scott*, commissioned at Halifax on January 28. Built in Vancouver, B.C., and launched in 1944, she served in the Royal Navy as the *Beachy Head* until 1947, when she was lent to the Royal Netherlands Navy and named *Vulkaan*. Three years later she was returned to the Royal Navy, got her old name back, was transferred in 1952 to the RCN, again parted with her maiden name and became the *Cape Scott*.

Of more than 11,000 tons displacement, the *Cape Scott* is equipped with the many shops needed to handle maintenance work while following the fleet. She also has a helicopter platform and a decompression chamber for divers assigned to the ship. (HS-55346)

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RCN NEWS REVIEW

The photographer's purpose was to take a picture of the Bonaventure, her hull shrouded by "Arctic steam", as she prepared to sail from Halifax harbour for carrier qualifications off Nova Scotia. When he developed the negative, it was apparent there was going to be no family separation on this cruise. There, lined up neatly on the flight deck were the sailors' homes, all set for the voyage. The photographer, Ldg. Sea. James Oakes, besides getting a good "gag" shot, caught a bad cold.

Mobile Repair Ship in Service

The first mobile repair ship to serve with the Royal Canadian Navy, HMCS *Cape Scott* was commissioned at HMC Dockyard in Halifax on January 28. Her mission is to increase the mobility of Canada's anti-submarine fleet by providing repair and maintenance facilities for ships away from their home port.

The ship is equipped with a multitude of shops to handle every type of work required to keep ships at sea. They include a battery shop, blacksmith shop, electrical and electronic repair shops, diesel engine repair shop, and shops for other technical and mechanical specialties.

Her equipment also includes a decompression chamber for the divers she carries to effect underwater repairs and a helicopter landing platform.

The commanding officer of the *Cape Scott* is Cdr. Frank J. Jones, who welcomed the 250 officers and men to the ship who will serve under him.

"For the first time in the history of the Royal Canadian Navy we have a mobile maintenance vessel," Cdr. Jones said, "but our ship can serve no purpose without the high degree of technical skill of the men who will sail in her, working together as a team.

"We are the team which has the responsibility of bringing her to life as an efficient working unit of the fleet.

We must be able to function in peace as well as in war, for our purpose is to extend the operation and efficiency of the fleet."

In a message to the ship's company, Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, said:

"The greatest threat to the security of the free world today is the missile-equipped submarine.



Wren PO Rosalee Auger is shown as she began her "in routine" at HMCS Niobe in London, following her arrival in England to begin Royal Tour duties with the Queen's Household. Checking the "in routine" form is PO A. R. Munson. (Photo by Sport and General Press Agency, Limited).

"To combat this menace, the Royal Canadian Navy must have in readiness a fully modern and highly mobile fleet, maintained at all times in maximum efficiency.

"The commissioning of Her Majesty's Canadian Ship *Cape Scott* is an important step toward the achievement of this objective."

The *Cape Scott* was built in Vancouver during the latter part of the Second World War for the Royal Navy, in which she was commissioned as HMS *Beachy Head*. In 1947 she was loaned to the Royal Netherlands Navy and served as the *Vulkaan*. Returned to the RN, she was acquired by the RCN in 1952 and later renamed *Cape Scott*. For a time she provided extra barracks accommodation for apprentices training in her sister ship, HMCS *Cape Breton*.

The *Cape Scott* is built along freighter lines, displaces about 11,000 tons, full load, and is powered by a triple expansion engine which gives her a rated speed of 11 knots.

Wren PO Joins Palace Staff

A Wren petty officer of the Royal Canadian Navy joined the Royal Household Staff at Buckingham Palace in January.

Petty Officer Rosalee Auger was appointed to the staff of Esmond Butler, assistant press secretary to Her Majesty the Queen, for duties in connection with the Royal Visit to Canada this summer.

PO Auger, who had been serving in *Naden*, assumed the duties of private secretary to Mr. Butler and will travel with the official party during the Royal Visit.

As a member of the Royal Household Staff, PO Auger is working at Buckingham Palace. Her tour of duty will last for approximately one year.

PO Auger was selected by the Navy from the Wrens on the basis of stenographic and organizational ability, tact, reliability, capacity for work and appearance.

A native of Port Arthur, PO Auger is a daughter of Mrs. Robert Strutt, Winnipeg, and the late Vivien Auger. She attended St. Andrew's and Pine Street schools in Port Arthur before moving to Winnipeg, where she graduated in 1950 from Gordon Bell High School.

PO Auger joined the RCN(R) at Chippawa, the Winnipeg naval division, as a Wren in October 1952 and a year later began a two-year period of continuous naval duty. She transferred to the RCN permanent force in January 1955.

Before joining *Naden* in September 1957, PO Auger served in *Stadacona*, and *Cornwallis*. A specialist in personnel work, she was promoted to petty officer in November 1958.

Pacific Dockyard Wins Grand Award

The grand award for the military division for Canada in the International Fire Prevention Contest, 1958, has been won by HMC Dockyard, Esquimalt, it was announced on January 23 by Hon. Howard Green, Minister of Public Works, Ottawa.

The international contest, with entries from the United States and Canada, is sponsored by the Fire Prevention and Clean-up Campaign Committee of the National Fire Prevention Association. The purpose of the contest is to encourage a broader use of modern techniques in both public and private fire prevention education. The contest also offers recognition to outstanding fire prevention education.

Winners within the various divisions in the Royal Canadian Navy were:

Small (under 1,500 personnel): 1. Point Edward Naval Base, Sydney, N.S.; 2. Patricia Bay Airport, near Victoria; 3. RCN Magazines, Bedford, N.S.; Honourable mention: RCN Magazines, Rocky Point, B.C.; RCN Armament Depot, Dartmouth, N.S.; Naval Supply Centre, Montreal, and RCN Armament Depot, Longueuil, Que.



The Swedish naval minelayer, HSwMS Alvsnabben, visited the Pacific Command in early January in the course of a cadet training cruise. Inset is a picture of her commanding officer, Captain Karl Gunnar Norstrom. (Photo from Royal Swedish Navy)

Medium (1,500 to 3,500 personnel): 1. Belmont Park Married Quarters, Colwood, B.C.; 2. RCN Married Quarters, Shannon Park, Dartmouth, N.S.; 3. HMCS *Naden*. Honourable mention: HMCS *Stadacona*; HMCS *Cornwallis*, and HMCS *Shearwater*.

Large (over 3,500 personnel): 1. HMC Dockyard, Esquimalt (grand award winner); 2 HMC Dockyard, Halifax.

The board of judges for the 1958 contest was made up of three American and three Canadian members. Trophies and certificates were scheduled for presentation in Ottawa early in March.

Swedish Warship Visits West Coast

The minelayer HSwMS *Alvsnabben* became the first Swedish naval vessel to visit the British Columbia coast when she arrived at Esquimalt on the morning of January 8 in the course of a combined good will and training cruise.

Commanded by Captain Karl G. Norstrom, the 4,200-ton, 318-foot ship carries approximately 60 naval officer cadets in addition to her regular ship's company. Among those boarding the ship immediately on arrival was K. A. Stahl, Swedish Consul.

An activity-packed program for the visiting Swedish officers, cadets and men included several social events, smokers for the men, suppers, sightseeing tours of the Greater Victoria area, a soccer game for teams of the *Alvsnabben* and

the RCN barracks, and a dance for the visiting cadets.

Citizens of the area toured the ship in an "open house" program on the afternoon of January 10.

The *Alvsnabben* left Esquimalt on the evening of Saturday, January 10, for Vancouver.

Cdr. Little Wins History Prize

The Barry German prize in naval history for 1958, awarded by the Naval Officers' Associations of Canada and carrying a cash prize of \$100, has been won by Instructor Cdr. C. H. Little, RCN(Ret.), who was Command Education Officer in Halifax until his retirement last fall.

Cdr. Little's subject is "A Naval Study of the Richelieu-Champlain Valley" and his essay discusses the naval and military operations along this strategic valley linking Quebec and New England. A portion of the essay will appear in a future issue of *The Crowsnest*.

Warship Transfer Details Given

Details regarding the transfer of destroyer escorts between the east and west coasts were announced in January. Seven anti-submarine destroyer escorts are involved in the exchange.

"Operation Transfer" got underway January 13 when the *Crescent*, accompanied by three other destroyer escorts

(Fraser, Margaree and Skeena) left Esquimalt on a training cruise to Alaskan waters, the mid-Pacific, and to San Diego, California.

Meanwhile, HMC Ships *Assiniboine* and *Ottawa* left Halifax on January 19—bound for Esquimalt. Their last ports of call before going to the Pacific Command naval base were San Diego, and Long Beach.

The transfer of ships' companies between the *Crescent* and the *Assiniboine* took place in San Diego between February 13 and 20. The *Crescent* then proceeded to Halifax, and the *Assiniboine* to Esquimalt.

HMCS *Ottawa* was due at Esquimalt, from Long Beach, on February 18 where her ship's company was to transfer to the new destroyer escorts *Kootenay* and *Terra Nova* on commissioning.

Another phase of the transfer began January 19 when HMC Ships *Athabaskan* and *Cayuga* left Esquimalt to proceed, via the Panama Canal, to Halifax.

The transfer of crews between the *Athabaskan* and the *Saguenay*, and between crews of the *Cayuga* and the *St. Laurent* would be completed in Halifax by early March.

HMC Ships *Saguenay* and *St. Laurent* were to leave Halifax in March.

Upon completion of the transfers the Pacific Command will have seven destroyer escorts of the *St. Laurent* class in its Second Canadian Escort Squadron. They will be HMC Ships *Assiniboine*, *St. Laurent*, *Ottawa*, *Saguenay*, *Margaree*, *Skeena* and *Fraser*.

In the Atlantic Command there will be two squadrons of Second World War

class destroyer escorts and a squadron of *Restigouche* class. All destroyer escorts in the Pacific Command will be of the *St. Laurent* class. The move is designed to bring about a better balance in fighting strength and to effect economies in maintenance.

Dockyard Issues Own Newspaper

A new and newsy publication made its appearance at the West Coast around Christmas. This was "Dockyard News", published under auspices of the Dockyard Welfare Committee, HMC Dockyard, Esquimalt. Publication every two months is planned.

The first issue carried greetings from Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast; Commodore (L) John Deane, Commodore Superintendent Pacific Coast, Captain (E) John Doherty, Deputy Commodore Superintendent, and, on the civilian side, from C. F. Prevey, Assistant Superintendent (Administration).

The quantity and quality of the news in the first issue would indicate that the paper has ably filled a long-vacant niche in Dockyard life at Esquimalt.

Bonaventure On Exercises

The *Bonaventure* left her berth near *Shearwater*, on January 15 to begin 1959 activities at sea.

Initially, the carrier operated about 100 miles off the coast to enable pilots of Anti-Submarine Squadrons 880 and 881 to conduct carrier qualifications.

The Tracker aircraft of these squadrons, whenever possible, returned overnight to *Shearwater*.

The program was interrupted when the carrier returned January 21 to Halifax to embark Helicopter Anti-Submarine Squadron 50 and detachments of VS 881 and Utility Squadron 32, taking them to Bermuda.

These aircraft were to operate from Bermuda up to six weeks in conjunction with exercises by RCN surface units in that area.

Two other ships left port January 15. The destroyer escorts *Algonquin* and *Nootka* of the First Canadian Escort Squadron, departed for Bermuda and the West Indies. The *Haida* left port January 20 to act as a plane guard for the *Bonaventure* but joined the *Algonquin* and *Nootka* when they called at the Virgin Islands February 12. The destroyer escort *Iroquois* sailed January 30 and joined the squadron for the balance of the training cruise, which was to end in Halifax in mid-March.

School Reunion For Esquimalt

Because a large number of serving naval personnel or their children are former students of Esquimalt High School, there is bound to be considerable naval interest in the reunion at the high school auditorium on May 15.

The publicity chairman, William P. McColl, has announced that the program will include a dinner, a brief entertainment and dancing to the Esquimalt High School Orchestra.

Ample opportunity will be given to meet old friends and old school pictures will be displayed.

Sub Commanded By RCN Officer

The Royal Navy submarine *Trespasser* commissioned at Rosyth Dockyard on Monday, December 15, under the command of Lt. S. G. Tomlinson, RCN, the fourth Canadian to assume command of a British submarine.

The ceremony was attended by a small number of guests, dockyard officials and relatives of the crew. It was an intimate rather than a glamorous occasion, for it marked the beginning of the *Trespasser's* eighth commission.

First commissioned in November 1942, the *Trespasser* is a conventional "T" boat, mounting ten tubes and a four-inch gun. Her battle honours include the Aegean Sea, Sicily and the Malacca Straits.

Her crew includes five other Canadian submariners, in addition to her captain.

Lt. Tomlinson began submarine training with the Royal Navy in 1955.



The appointment by Her Majesty the Queen of three serving officers from the Canadian forces to be equerries during her tour in Canada was announced in January by Hon. G. R. Pearkes, Minister of National Defence. Shown at a briefing by Lieutenant-General Howard D. Graham, Commissioner, Royal Visit (1959), they are Squadron Leader R. M. Edwards, Major R. A. Reid and Lt.-Cdr. Ian A. Macpherson. (Z-8436)



Offshore view of the beach at Oak Point. (BN-2045)

BONAVENTURE - BY - THE - BEACH

CANVAS is a material with which sailors have long been familiar in the form of sails and awnings. Sailors of the *Bonaventure* thus felt able to cope with the decision that their families would have the opportunity of living under canvas while the aircraft carrier was under refit in Saint John last summer. From this idea, the camp for the *Bonaventure* took root.

When the refit port was established, Lt. S. W. Shackell, the ship's P&RT officer, took leave and visited Saint John to find out whether it would be

feasible to organize a camp that could become a "village under canvas". He wanted land, near water (without overabundance of mosquitoes and poison ivy) where tents could be erected and where a camp could be set up. When he started out for Saint John he had nothing more than a leave chit and a full gas tank.

Saint John is the home of HMCS *Brunswick*, so that naval division became Lt. Shackell's point of aim. This was very fortunate, for on arrival he bumped into Lt. (S) T. L. McGloan,

an old friend, who from the word go decided to shoulder all the camping worries and to find a suitable site.

Between them they found Oak Point, not too far from Saint John, not too close; a beautiful made-to-order camping place on the Saint John River, with ideal beaches for the children, a few mosquitoes, not too much poison ivy. In fact, almost a perfect camp site.

A lease was quickly prepared by Lt. McGloan, for not only is he an officer in the RCN (Reserve) but also a lawyer, and for a very reasonable rental Oak Point transferred its tenancy to the *Bonaventure* for the summer. The location, apart from its natural camping potential, possesses a pavilion and three cottages. These were included in the rental part of the lease.

From these rather small beginnings the *Bonaventures* made a camp, but it wasn't without effort that the idea became a reality. In the first place the camp needed tents and camping equipment. The army was asked to help and in short order made available tents, floor boards, camp beds, mattresses, camp chairs and tables. The Commodore Superintendent at Halifax allocated two stake trucks from the dockyard vehicle pool. The New Brunswick Power Commission ran power to the site. Captain Mackay, the ship's Army liaison officer, supplied enthusiasm and know-how. Although ship's dinghies were earmarked, *Shearwater* had a small craft complete with outboard motor and this, Captain R. P. Welland, commanding officer of *Shearwater*, loaned to the camp. Even the camping licence came without trouble. The Minister of Lands and Forests for New Brunswick, Hon.



Part of the *Bonaventure*'s tent village at Oak Point. (BN-2049)

Norman B. Buchanan, said "go ahead have a camp and good luck to you".

Everyone who was asked gave his help and so Oak Point became *Bona-venture II*.

Captain Mackay moved into Oak Point in mid-May. He took with him a chief gunnery instructor and five men. The fact that their names were Turcotte, Lewis, Donald, McKenzie, Hancock and Pease didn't matter very much. What did matter was they stripped to the waist and went to work. They drained a swamp by building a culvert, then gathered drift logs and built a jetty, they put up telegraph poles, they made a hot water plant out of stone and an oil drum, and they made an incinerator. The short story is they made the camp and no one denied them the sign they raised outside a hut which read *Bonaventure Construction Company*.

By June 1, the campers came: small boys in blue jeans, small girls who would soon have freckles on their noses, mothers whose closest experience to camping was a trip to the garden to hang up the Monday wash, and fathers who were sailors, but not necessarily campers. The marquees, the bell tents and the cottages filled up, and from the word go the campers became very good campers and *Bonaventure II* was a success.

Oak Point is also the site of a small Anglican Church, which the congregation very generously offered for camp services. The ship's chaplains moved in to give the families their Sunday hymns and sermons.

The pavilion on the point made a TV auditorium so that rainy days were not a problem, and so that no one missed an episode of "I Love Lucy". It had its juke box, so the campers could dance and it became the centre for bingo and other camp activities.

Officers and men applied for space in the camp. In his own words, here are the experiences of one officer:

"We arrived from Halifax at about 6:00 p.m. and found Chief Petty Officer Turcotte, who directed us to the tents which were to be our home for the rest of the summer. There was a choice between one large marquee tent, without a floor, or three bell tents with floors and the latter were chosen. In a few minutes the camp truck arrived and presented me with furniture for our home. Having three children, aged 10, 8 and 2, we used two tents for sleeping and one for a living room, dining room and kitchen. We were given four army-type beds, mattresses, pillows, two tables and five chairs. Also 135

tent pegs and two large mallets. By now it was 7 p.m., the children were tired from the drive from Halifax and my wife and I somewhat dismayed at what must be done before dark.

"In a short time the beds were erected and made, the table and chairs installed in the living room, dining room, kitchen and after a sandwich supper (prepared in Halifax that morning, thank goodness) it was time to put the children to bed.

"Two friendly chipmunks had invaded the children's sleeping tent but were shooed outside and the youngsters were

bedded (not settled) down. Everything seemed to be going too well and sure enough, as it became dark, a nearby friendly loon took up his eerie cry. Now you take a city child, put him in a tent for the first time, have a few trees rustling outside and then, the loon. Positively not conducive to sleep. Anyway sleep finally overcame fear, all out, until the wee hours when the bathroom parade usually takes place. Then it was 'Daddy' or 'Mommy', and out of nice cozy bed, wading through damp grass to outdoor plumbing, also a new experience.



During the *Bonaventure's* summer-long refit at Saint John, N.B., the problem of the welfare and happiness of the families of the stand-by ship's company had, as always, to be considered. The solution was to establish a summer camp at nearby Oak Point, where wives and children lived under canvas during the sunny (and otherwise) summer days. In the top photo *Bonaventure* wives are enjoying a coffee break. Pictured are Mrs. Douglas Brown, Mrs. George Inch, two-and-a-half-year old Paul and his mother, Mrs. William Bruce, and Mrs. Lyle Harper. Having a real riot on a sea-going air mattress are four eight-year-olds, Raymond Inch, David Brown, Gerald Shroud and Greg Inch. (BN-2064; BN-2065)

"The night passed and a glorious sun revealed the nearby river.

"Everyone anxious for his first dip, after all, this had been anticipated for weeks. But first breakfast. Down to the canteen, operated by Mr. Jones, the owner of the site, to procure fresh milk, no refrigerators here.

"Electricity wired into the tent enabled the use of a hot plate, electric kettle and toaster, all the comforts of home. Coffee that first morning tasted funny, like an old boot. Discovered that a new fire hose provided the water at our 'door step'. A lesson learned, obtain drinking water cold from the pump house and only water for washing from the hose.

"This first day, one of organization and exploration; everything stowed away well in the tents after breakfast and off to the beach. Now the looks of the previous night are forgotten, it was the beginning of a steady round of eating, resting, swimming, and hiking.

"On Monday, back to work in the ship for the men and a process of making friends for the wives and children.

"The routine of camp life was soon established. For the men up at six and off to the ship, leave the ship at 5 p.m.



AB James Horvath helps to rig the power supply for the Bonaventure's summer camp. (BN-2022)

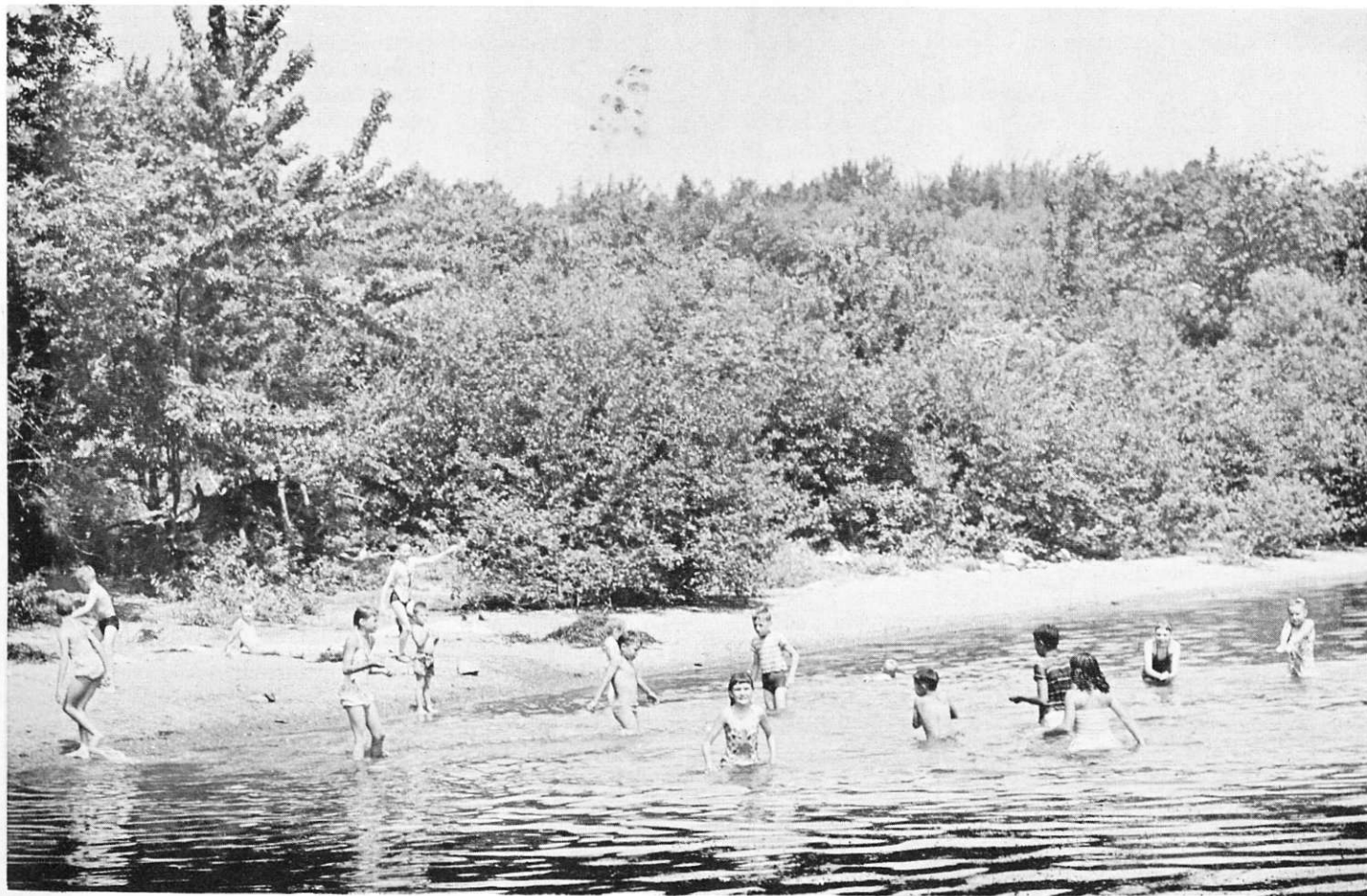
and home by 6:30 p.m., a long day and a tiresome drive (the only real disadvantage of the whole camp). For the women, up when the sun became hot (the tents would be oven-like unless rolled up at the sides during the day),

breakfast, and then children to the beach with one or two mothers supervising while the remainder carried out their house-wifely chores."

The camp was organized by a ship's camp committee, which made the camping plans on board and saw them carried out. Within the camp an entertainment committee made the day-to-day plans to see that everyone received the greatest benefit from the holiday. Lt.-Cdr. (E) Cummings headed this group nominally, but Petty Officer Stinton and Mrs. Mackay were his lieutenants. From their deliberations came the dances, and bingos and weiner roasts.

The problem of the aircraft carrier refitting out of "home port" was partly solved by the camp, for the families who took advantage of it were united during the summer months. It provided an inexpensive and rewarding holiday for parents and children alike.

The canvas came down in mid-August and the camp disappeared into Army stores, snapshot albums and fleeting memories. But they won't forget the good friends who made it possible—the good friends of the Army, the Navy and the many citizens of Saint John.



Children of Bonaventure families frolic in the water of Oak Point beach. (BN-2042)

ODD CRAFT STUDIES CAVITATION

THE RESULTS of recent hydrofoil craft investigations in the U.S.A. may be applied to the fundamental research program currently being conducted at the Defence Research Board's Naval Research Establishment in Dartmouth, according to Dr. G. O. Langstroth, chief superintendent of the NRE.

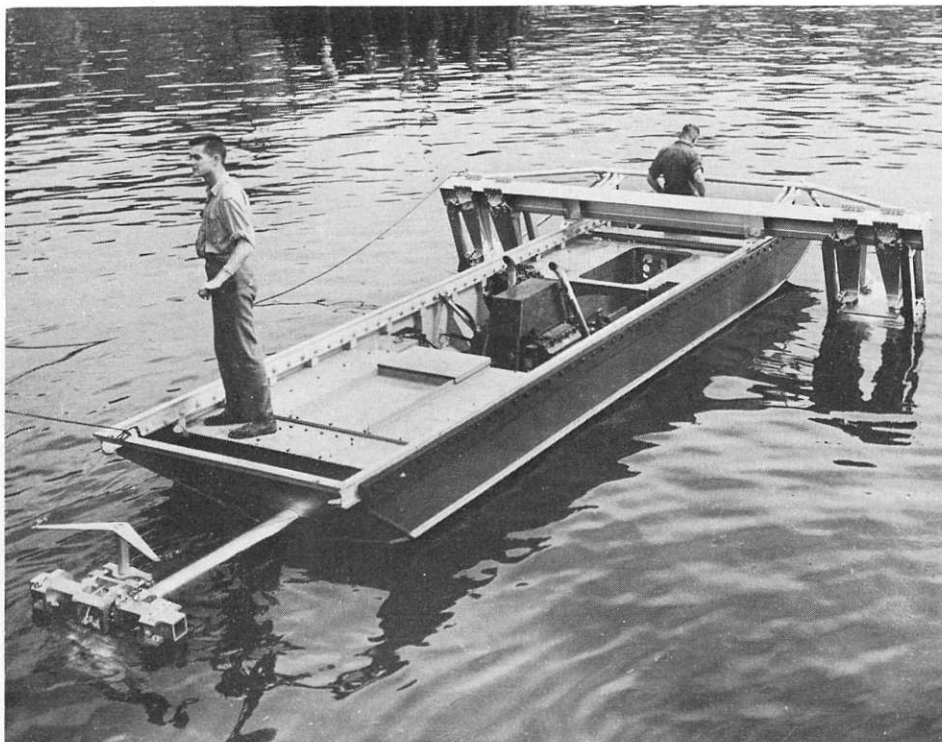
The hydrofoils under investigation are ladder-like devices which can be fitted to the forward sides and sterns of small craft. They increase the latter's speed substantially by lifting the hull above the surface of the water and thereby reducing friction. This facilitates the forward motion of the boat at high speeds.

U.S. scientists have discovered that super-cavitation—the development of a steady air “bubble” along the top surface of the lowest foil—will stabilize hydrofoil-equipped craft at high speeds where difficulties begin to be experienced with conventional hydrofoils. The “bubble” is developed automatically by means of appropriate foil design.

In the past, vapour “bubbles” were formed on top of the lowest foil at high speeds. Because they were unsteady however, a loss of stability frequently resulted with concurrent rolling and pitching of the craft.

NRE's project—a long-term, moderate-cost fundamental research program—is designed to obtain basic data about hydrofoil-equipped boats rather than the development of a specific operational craft.

Shortly after the turn of the century, Alexander Graham Bell and F. W. “Casey” Baldwin conducted some in-



This strange craft, called the “R-X”, will be used this spring to test a set of super-cavitating hydrofoils in the continuing search for the most effective design for high-speed hydrofoil boats. Super-cavitation involves the deliberate formation of an air or vapour cushion on the blade of a foil or propeller. All is made clear in the article accompanying this picture. (Naval Research Establishment, Halifax.)

vestigations on the Bras d'Or Lakes into the possibility of equipping small craft with hydrofoils. During the Second World War, Lt.-Cdr. Duncan Hodgson, RCNVR, of Montreal, fitted foils to the *Massawippi*, a five-ton boat, with the ultimate objective of achieving the world's speed boat record.

The Defence Research Board became interested in the project and about eight years ago, initiated its basic research program at the Dartmouth establishment.

Also interested in the potentialities of small, foil-equipped craft, the Royal Navy supported design studies of small models in the United Kingdom. In 1957, after several years of these studies, Saunders-Roe Limited, of England, built a 17-ton, 60-foot experimental craft called the *Bras d'Or* as a tool for research. It was shipped to Halifax and during the past year, NRE scientists have been studying its behaviour in Bedford Basin.

One of the problems encountered has been the instability which results from the unsteady cavitation as the *Bras d'Or* approaches its top speed. The limited adjustments that can be made to the heavy foils of the twin-engined craft have hampered the scientists in solving all the problems related to the cavitation phenomenon.

The scientists feel that before any attempt is made to rectify unfavourable characteristics, more information should be obtained on the new type of super-cavitating foil because the latter offers promise of increased speed and size for hydrofoil craft.

In order to investigate the super-cavitating types of foils, NRE scientists and engineers have designed and constructed an inexpensive, barge-like platform powered by a marine engine which will permit the speedy adjustment and fitting of a variety of foils. The boat-like platform, called the “R-X”, is built of plywood covered with fibre glass. Probably one of the most versatile research facilities of its kind, it will be employed first during the spring to test a set of super-cavitating foils designed and constructed at NRE.

Experiments with the “R-X” craft will require many months of effort and the data obtained will be processed on the establishment's electronic computer.

Dr. Langstroth, has emphasized that the Dartmouth establishment's hydrofoil program is a fundamental research project aimed at adding to the general fund of scientific knowledge on foil-equipped craft. Because Canada is bounded on three sides of oceans, this knowledge may well become advantageous to Canadians in the future.

Ancient Tale —New Setting

A new setting for a very old tale was described in a report of proceedings from the *Saguenay*. An engineering mechanic, holding a drain cock, approached a chief engineering artificer to tell him it had come off in his hand.

Chief: Where?

The EM: The air conditioning plant, plant, chief.

Chief: Well, take it to the Outside Machinery Space Chief.

The EM: Yes, chief, but what about that man down there with his finger in the hole?

OFFICERS AND MEN

'Copter Serves as Sea Ambulance

Excellent teamwork by three ships of the Royal Canadian Navy and a naval helicopter formed the background to a successful operation in the *Bonaventure* during a NATO exercise in the Bay of Biscay.

Now recovered from an emergency appendectomy is CPO Thomas Robertson, an engineroom artificer in the *Ottawa*.

The *Bonaventure* and the *St. Laurent*, *Ottawa* and *Haida* sailed from Gibraltar on Monday, November 24, to take part in NATO exercises with ships of the Royal Navy, the French Navy and the German Navy while en route to Portsmouth, England. That same night, while on watch, CPO Robertson became suddenly ill. He was taken to the *Ottawa's* sick bay where the medical assistant diagnosed the complaint as appendicitis. The medical officers in the *Bonaventure* and *St. Laurent* were informed by ship-to-ship communication and it was decided the medical officer in the *St. Laurent* would transfer from his ship to the *Ottawa* by jackstay to confirm the diagnosis.

Steaming north through the Bay of Biscay, the two ships closed and carried out the transfer late that night. The appendicitis diagnosis was confirmed and it was decided that at first light the next day the patient and the doctor attending him would be brought to the carrier by one of the *Bonaventure's* helicopters.

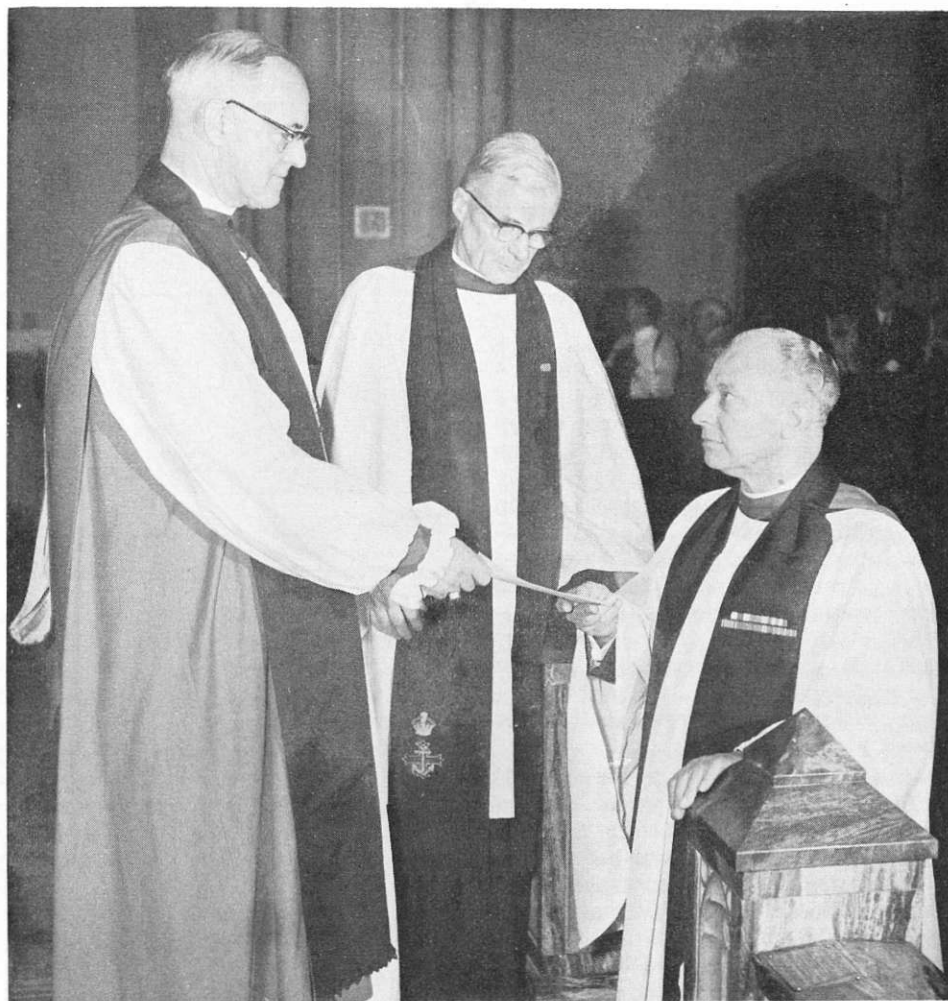
The operation was carried out successfully later the same day and the patient made an excellent and early recovery.

CPO Robertson served in the Navy during the Second World War. He was drafted to the *Ottawa* in June of last year.

First RN Sub Commemorated

Officers and men of the Royal Navy's Sixth Submarine Squadron at Halifax on October 2 commemorated the launching of the first Royal Navy submarine 57 years ago and the founding of the British Submarine Service.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, inspected the 230



Brigadier John W. Forth, Chaplain General of the Canadian Armed Forces was installed as Archdeacon to the Forces by Bishop Ivor A. Norris, Bishop Ordinary to the Forces for the Anglican Church of Canada at the Jubilee Service in St. Paul's Church, Toronto, during the annual meeting of the executive council of the General Synod of The Anglican Church of Canada. This is the first time it has been possible to appoint a service chaplain to an ecclesiastical position in the church. Left to right: Bishop Norris, of Brandon, Man., handing over the archdeacon's certificate; Ven. Cecil Swanson, Rector of St. Paul's Church, and Brigadier Forth. (Canadian Army Photo.)

submariners at ceremonial divisions, on the Dockyard parade square at 10:00 a.m., delivered an address, and took the salute at the marchpast. The *Shearwater* band was in attendance.

The Sixth Submarine Squadron, under Cdr. H. C. Gowan, RN, is based at Halifax to provide ships and aircraft of the Royal Canadian Navy and Maritime aircraft of the RCAF with the means to exercise in the anti-submarine aspects of naval warfare. It also carries out a submarine training role and has a proportion of Canadian naval personnel serving in its various submarines.

At the time, there were three submarines on the Halifax station, HMS *Ambush* (Lt.-Cdr. P. F. B. Roe), HMS *Alderney* (Lt.-Cdr. R. A. Hedgecock) and HMS *Alcide* (Lt.-Cdr. J. H. Blacklock). All were in port for the ceremony. A spare crew held ashore was also included in the ceremonial divisions.

The three boats are of the British "A" class, the *Ambush* and *Alderney* being streamlined modifications. The squadron comes under the operational control of the Flag Officer Atlantic Coast.

The first successful submarine was British, built by a Dutchman in the service of James I in 1620. She is stated to have been navigated under the Thames River for several hours and her propulsion was provided by 12 oarsmen!

The first warlike submarine operation occurred in 1776 when the American submarine *Turtle* tried to sink HMS *Eagle* off New York by screwing a gunpowder charge fitted with a time fuse to her bottom. This attempt failed, as the screw could not be driven through the copper sheathing.

However, some 90 years later, a Confederate submarine attacked and sank the *Housatonic* off Charleston, N.C., by means of a torpedo lashed to a spar attached to the submarine's bow. Unfortunately the submarine, carrying a crew of nine, flooded through an open hatch and sank after the attack.

On October 2, 1901, the first British naval submarine was launched from the Vickers Armstrong yard at Barrow in Furness. It was somewhat similar in size to the present day "X" craft, mid-geet submarines of the RN. Designed by an American, John P. Holland, she was consequently designated as "Holland" class. There are photographs of her at Blockhouse being hoisted out of the water by crane! She had a gasoline engine and electric motors for dived propulsion.

The Holland class led to the first all-British designs so that, by the start of the First World War, a fleet of "D" and "E" diesel-driven submarines, armed with 18-inch torpedoes, was already in being. It was during this war that a number of "H" class submarines were built in Montreal at Canadian Vickers Limited for various allied powers of the period, particularly Britain, Russia and Italy.

These excellent little submarines (about 600 tons) lingered on in service for 25 years, several being employed on operations during the Second World War. Cdr. Gowan, Commander Sixth Squadron, commanded *H-44* for a time and thought she provided some of the best basic submarine training that it was possible to have, for he "never quite knew what was going to happen next"!

There are three periods in the history of the RCN when it had submarines of its own. The first was in 1914 when the government of British Columbia purchased two submarines under construction in the United States for Chile, for defence of the West Coast, which was greatly in fear of attack from Germany's far-roving China Squadron. To avoid breaking neutral-



Several score relatives and friends said farewell to HMS Alcide as she left the dockyard for England on the conclusion of her third Canadian tour December 1. The 280-foot, 1,120-ton Alcide had served at Halifax in the Sixth Submarine Squadron of the Royal Navy on her latest tour since July 1957. (HS-55397)

ity laws, the subs had to be spirited from Seattle and, at a clandestine meeting off Esquimalt, \$1,150,000 changed hands.

The boats were taken over and manned by the RCN, performing useful patrol service until 1917, when they were transferred to Halifax. They were the first vessels wearing the White Ensign to use the Panama Canal. They were ultimately paid off in 1920. Complement of each was about 17 officers and men.

The second period was in 1920 when the RCN owned two "H" class, *CH-14* and *CH-15*, which continued in service until 1922, when they had to be scrapped owing to a reduction in the Navy's manpower.

After the Second World War, the surrendered German submarine *U-190* was commissioned in the RCN for a time for experimental purposes. She made a cruise to Montreal and was deliberately sunk in an anti-submarine exercise in October 1947.

Medical Branch PO Promoted

A former petty officer, L. Walter Bowman, 28, has been promoted to the rank of acting sub-lieutenant (medical technical). He is now at *Cornwallis* attending an officer's divisional course, before taking up an appointment with the fleet.

A/Sub-Lt. Bowman was born in Yorkton on June 27, 1930, and entered the Royal Canadian Navy as an ordinary seaman in September 1950.

Following his early training at *Cornwallis*, he specialized as a medical assistant and has since served at RCN hospitals on both coasts and on the medical staff of the *Ontario* and the *Bonaventure* (aircraft carrier). He took a specialist course in 1955 to qualify as a radio-grapher.

Cornwallis Sees Noel Coward Play

"Blithe Spirit", rollicking play by the noted playwright, Noel Coward, was ably presented by the *Cornwallis* Theatre Group at the Recreation Centre on Friday and Saturday, October 3 and 4.

The play, produced and directed by David Moilliet, takes place in the living-room of Charles Condomine's country home in Kent. It is built around the amusing situations which develop when Charles' first wife, Elvira, is brought back from the spirit world by the eccentric medium, Madame Arcati.

Jennifer Chaster, who is not a newcomer to the *Cornwallis* stage, having played a variety of roles to perfection, has done it again with her portrayal of the talkative medium, Madame Arcati. From her first entrance, down the middle aisle of the theatre, on a bicycle, the play picked up momentum.

Her trance was so realistic that her presence was forgotten by the audience as the action went on around her prone figure.

Mrs. Marjory Whitworth, who did such an excellent job as one of the old ladies in "Arsenic and Old Lace", was just as believable as Ruth, the young, second wife of Charles.

Patrick Green, as Charles Condomine, the husband with double wife trouble, made an excellent foil for the bickering of his two wives. His exasperation at the appearance of his first wife's ghost, which only he could see and hear, and the resulting confusion as he talked to her in the presence of his second wife, provided many hilarious moments in the play.

Elvira, the ghost of Charles' first wife, played by Mrs. Pamela Jones, glided most spookily around the room.

Her ghostly appearance, and that of Ruth when, she later appeared as a ghost, were a credit to the make-up artists and lighting technicians.

The role of Dr. Bradman, portrayed by Roy Whetmore, did not give much scope for dramatic acting, but Mr. Whetmore gave the part all it asked for. Mrs. Hortense Pimenoff was delightful as Dr. Bradman's rather giddy wife and giggled delightfully at several opportune moments. Mrs. Thelma Binder as Edith, the maid, who was always in a hurry, rounded out an excellent cast.

Behind the scenes technicians who kept the play running smoothly, were stage manager, Derek Whitworth; assistant stage manager, Arthur Broster; costumes, Alice Adams and Lorraine Cram; stage design, Elizabeth Wilcox; make-up, Margaret Mackie, Mabel

Driega and William Chaster; properties, Robert Binder and lighting William Rogers.

Charming Miss Hazel Opendorg, daughter of Mr. and Mrs. Philip Opendorf, presented each of the ladies in the cast with a lovely bouquet of flowers at the conclusion of Friday night's performance.

Three Promoted To Radio Officers

Three former chief petty officers of the Royal Canadian Navy, Edwin Charles Hunt, John D. Cottle, and Herbert J. Law, have been promoted to the rank of acting commissioned radio officers.

They have completed an officers' divisional course at Cornwallis, and took up appointments with the Fleet in mid-December.

A/Cd. Rad. Off. Hunt was born in Chauvin and served in the Navy from December 1942 until he took his discharge in January 1946.

In June 1946 he entered the RCN as a radio artificer and has since served in establishments on both coasts, at naval radio stations near Vancouver and Ottawa, and at sea in the *Sioux* (destroyer escort).

A/Cd. Rad. Off. Cottle was born in London, England, and served with the Royal Navy from June 1943 until December 1946. He was living in Toronto when he entered the RCN in May 1948 as an air radio mechanic. Since then he has served in the RCN Barracks at Halifax, and with carrier air groups and anti-submarine squadrons both in the *Magnificent* and at *Shearwater*.

A/Cd. Rad. Off. Law was born in Guelph but was living in Toronto when he entered the Navy in May 1943. He transferred to the regular force as a radio artificer in September 1945 and has since served ashore on both coasts, at naval radio stations near Vancouver and Montreal, and at sea in cruisers, destroyers, frigates and an aircraft carrier.

Bursary total Passes \$6,000

Contributions to the King's College Naval Bursary totalled \$6,030 by the end of November. The fund goal is \$10,000. Interest from this sum will bring \$550 a year to cover the fees and books of the selected student.

The first winner of the Bursary is Miss Sandra Manning, 17-year-old daughter of CPO F. C. Manning, *Stadcona*. The bursary was established to commemorate the unique and valuable relationship between the Royal Canadian Navy and the University of King's College during the Second World War.



FIRST LANDING AT SEA

AN HISTORICAL photograph of unusual naval aviation interest is to be found in the naval photographic collection of John Bastock, of Kogarah, New South Wales, Australia. This is a picture of the first landing ever made by an aircraft on the flight deck of a ship under way.

The feat was performed by Squadron Commander E. H. Dunning, DSC, who landed his 80 horsepower Sopwith Pup on the flying-off deck of HMS *Furious* in Scapa Flow on August 2, 1917.

The *Furious* was good for 31 knots and it is to be assumed she was showing most of her speed at the time of the landing. Cdr. Dunning had to dodge the huge funnel and the bridge struc-

ture, both of which were placed conventionally on the midship line.

As the intrepid squadron commander swerved in for the landing the flight-deck party (most of whom were officers) literally clawed the plane from the air and brought it safely to the deck.

Dunning considered this procedure undignified, impractical and downright dangerous. He insisted that next time the plane must not be touched until it had actually landed. Unfortunately, on this occasion, a tire blew out as the machine touched down, the plane lurched over the side and the gallant Dunning was drowned.

Contributions include: *Gloucester*, \$25, *Niobe*, \$100, *Resolute*, \$50, *Cornwallis* (Ship's Fund), \$500, *Stadacona* (UNTDs), \$50, *Micmac* (Ship's Fund), \$520, *Stadacona* (Ship's Fund), \$1,500, *Shearwater*, \$1,000, *Coverdale* (Lt. (SB) D. W. Smith), \$5, *Cape Breton* (Ship's Fund), \$100, Instr. Cdr. C. H. Little, \$5, *Stadacona* (C&POs' Mess), \$500, *Algonquin*, \$250, *Sioux*, \$100, *Assiniboine*, \$200, *Bonaventure*, \$500 and *Stadacona* (Wardroom), \$500.

Contributions are being received by the Command Education Officer, Room 282, Maritime Warfare School, HMCS *Stadacona*. Cheques should be payable to King's College Naval Bursary.

Chief Receives Promotion

A former chief petty officer of the Royal Canadian Navy, Ralph Robert Eade has been promoted to the rank of acting commissioned gunner. Following an officers' divisional course at *Cornwallis*, he has taken up a sea-going appointment on the East Coast.

A/Cd. Gnr. Eade was born in Brantford on May 5, 1924, and entered the Royal Canadian Navy as a boy seaman in June 1941.

Following his basic training at *Naden*, he served ashore on the East Coast and at sea in a destroyer and frigate.

Since the Second World War he has served in aircraft carriers, destroyers and frigates, on both coasts and in the United Kingdom.

Ex-Minesweeper Becomes Freighter

The former auxiliary minesweeper *Llewellyn* is being refitted at the Dartmouth Shipyards for a new career as a coastal freighter.

The 105-foot *Llewellyn* was completed in 1942. There were 12 of these wooden vessels built for the RCN during the war as motor minesweepers.

In the immediate postwar years, the ship was tender to HMCS *Scotian*, Halifax naval division. She circumnavigated Newfoundland on one reserve training cruise and will probably return there again. She has been bought by a Newfoundland skipper for coastal trade.

Computer Solves Research Problems

The year-end roundup of the Defence Research Board tells of the installation of a unique and powerful data analysis

facility centred about a computing device, the first to be installed in the Atlantic provinces, at the Naval Research Establishment in Dartmouth last April.

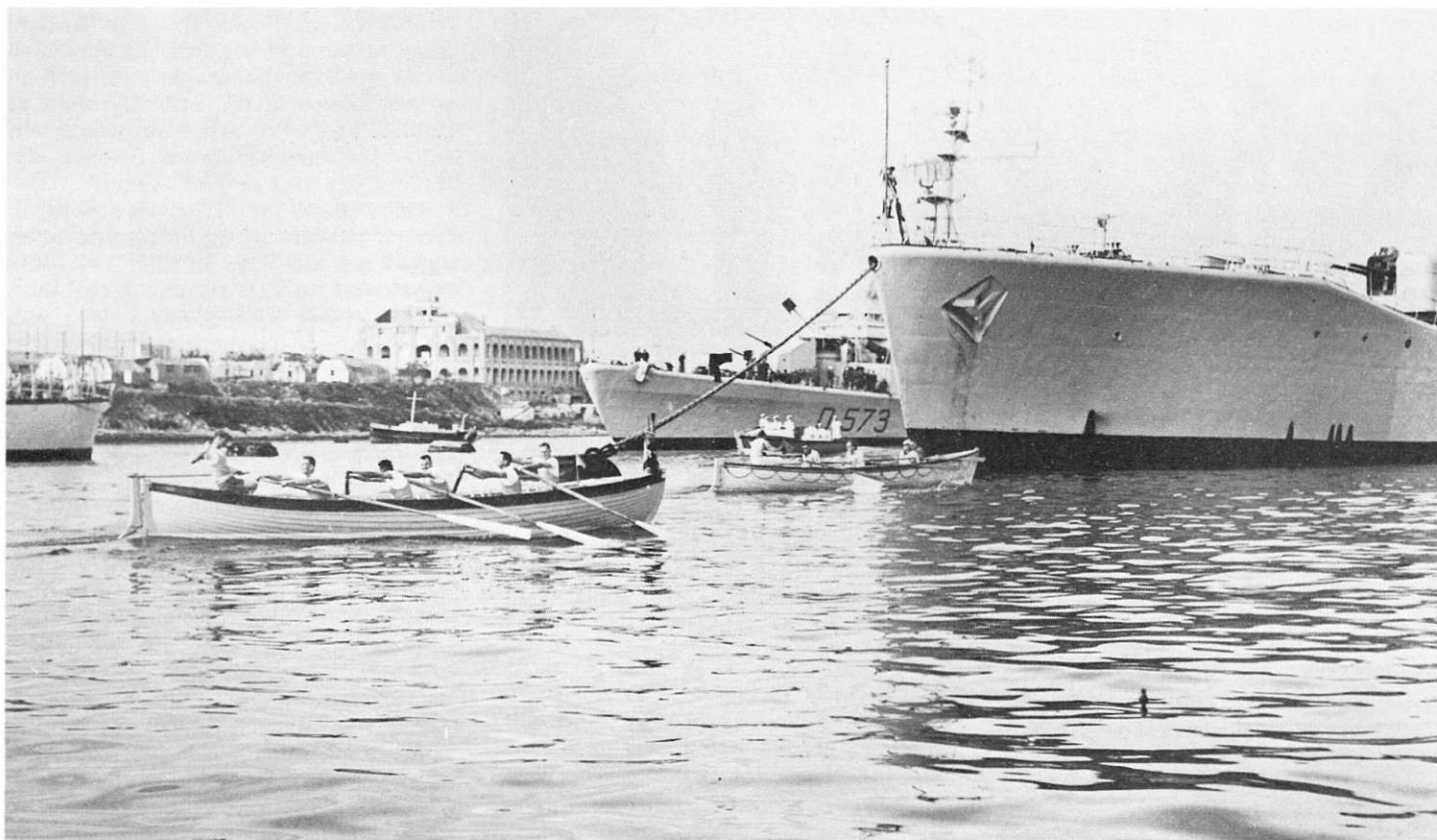
The installation became necessary to facilitate and speed the solution of numerous naval research problems. These involve the collection and analysis of vast amounts of scientific information obtained from laboratory and at-sea investigations.

Commission for Petty Officer

A former petty officer of the Royal Canadian Navy, Gareth John Eldridge has been promoted to the rank of acting sub-lieutenant (SB).

A/Sub-Lt. Eldridge was born in Wareham, England, on October 26, 1931, and was living in Yarmouth, N.S., when he entered the Royal Canadian Navy as an ordinary seaman in June 1951.

Following his basic training at *Cornwallis*, he specialized in the communications branch and has since served in naval radio stations near Ottawa and at Aklavik, N.W.T., in establishments on both coasts, and at sea in destroyer escorts and frigates.



It was a second Battle of the Saintes, but not quite as world-shaking as the West Indies encounter of 1782. This time it was a whaler race between officers of HMCS *St. Laurent* and HMS *Saintes*, Battle class destroyer, in Sliema Creek, Malta, during the recent Mediterranean cruise. The *Saintes* won. (BN-2378)

A Visit to Ioanna

THE ISLAND of Corfu—"most beautiful of the Isles of Greece"—has known much of sorrow and suffering down through the ages. Devastated by Italian bombing, it was occupied in 1941 by the Germans. Then, in recent years, much of this fertile land was ravaged by an earthquake which left thousands homeless.

A little happiness and a wealth of sympathy were brought to Corfu last autumn when the 250 Canadian sailors in HMCS *Ottawa* sent representatives bearing gifts and good wishes to a little 13-year-old Greek girl in a pre-Christmas expression of affection and good will.

For the 250 officers and men of the Canadian destroyer escort are "foster parents" of Ioanna Pagiat, who lives with her mother on Corfu. Her father died several years ago and Ioanna was in ill health when she came to the attention of the Foster Parents' Plan, which assists 2,700 needy children in Greece and hundreds more in many other countries.

The "adoption" took place last March at the suggestion of Lt. John M. (Max) Reid, the *Ottawa's* torpedo anti-submarine officer, and CPO Clifford Giles, the ship's coxwain.

A few years earlier, when Lt. Reid was serving in HMCS *Wallaceburg*, his ship adopted a little girl under the Foster Parents' Plan.

"That youngster became extremely important to the ship's company," he said recently. "We all felt we were doing something worthwhile, helping a youngster in pretty unfortunate circumstances.

"When I suggested that the *Ottawa* might be interested in doing the same thing, the ship's company was enthusiastic."

The ship sent forward the application and adoption fee to the FPP and, in the course of events, learned Ioanna's case history. A request that she become the adopted child of the ship was approved.

Almost immediately Ioanna began receiving letters from her "foster parents"—sailors from the coast, the prairies, the cities and farms of Canada—telling her about themselves, their homes and, above all, their ship. Not a week passed but letters went forward to the FPP office in Montreal for translation and onward despatch to Ioanna. Her replies came by the same route.



"And here are the rest of your foster daddies." Lt. Max Reid shows little Ioanna a picture of the 250 members of the ship's company of HMCS *Ottawa*. (CN-3729)

When it was learned that the *Ottawa* would exercise in the Mediterranean, along with HMCS *Bonaventure* and other Canadian warships, thoughts turned to the possibility of a visit with a little girl on Corfu.

Arrangements had to be made through the Athens office of the the FPP, and the Royal Canadian Navy co-operated by providing Tracker aircraft from the *Bonaventure's* 881 Squadron. Lt. Reid and CPO Giles were delegated to make the journey.

"We made up a food parcel to take with us," Lt. Reid said, "and a picture of the ship's company. But word of our trip had no sooner been announced that men from all over the ship started coming up to Chief Giles and myself with small, personal gifts they wanted

to send along—"For our little girl, you know"."

When the two Tracker aircraft landed on the wind- and rain-swept field in Corfu, Ioanna was waiting to greet them with a large bouquet of flowers. She was accompanied by Mrs. Fanny C. Exarhacos, Athens director of the FPP, and other officials.

"We were only able to spend four hours there," Lt. Reid said, "but it was a wonderful experience meeting Ioanna. She is an exceptionally bright youngster and we were told that she is doing very well in school now. It was difficult to realize that the attractive girl was the same girl who had been so ill when we first heard of her."

Although Lt. Reid and CPO Giles were the only participants in the actual meeting, it was an experience that, as one sailor expressed it, "made us all feel good".

The Canadian visitors did not see Ioanna's home village, because they did not have sufficient time to journey the 23 winding miles to her home and return. They and the six members of the Tracker's crews did, however, go on a drive through the rain-misted hills and olive groves and savoured something of the beauty of the island. Then the eight Canadians shook hands with and said goodbye to the shy little girl from Corfu and took off for Naples, where the Canadian ships were then visiting.

They left a sum of money with Ioanna, two parcels of gifts and a framed picture of her 250 "fathers" in the *Ottawa*. And, undoubtedly, memories of kindness shown by strangers of the New World to a little girl of the Old World.

The Foster Parents' Plan has been in existence for more than 20 years. It was originally established in 1937 to help orphans and unprotected children during the Spanish Civil War and, since the Second World War, has extended aid to children in Belgium, France, Italy, Western Germany, Korea, Vietnam and Greece. Ioanna is one of 31 children being cared for in Corfu under the plan and there is a waiting list of 500 others.

The *Ottawa* is back in Canada now, but the ship has a lasting souvenir from Ioanna, a little silver trireme—a galley with three banks of oars, which is the symbol of Corfu—and lasting memories of a little girl into whose life has been brought some ray of hope.

SHIP MODELS

Some suggestions on how to obtain plans to start an interesting nautical hobby

MANY A SAILOR, with off-watch time on his hands, would like to undertake that most interesting of nautical hobbies, model shipbuilding but is at a loss to know where to go for plans.

The situation has been taken care of to an important degree by a *Crowsnest* reader, W. Whitehouse, of Prince Rupert, B.C. Last fall he had a visit from a former shipmate and learned that he was an enthusiastic ship model builder, who had reluctantly confined his activities to building models of merchant ships because he knew of no source of supply for authentic plans of warships.

At that time Mr. Whitehouse had on the ways a model of a corvette, HMCS

Atholl, of the increased endurance class which appeared on the scene during the latter years of the Second World War. Pictures of this model, as it neared completion have been supplied by Mr. Whitehouse.

The builder obtained his information for the model from construction drawings obtained through the Naval Secretary, numbers AF 213 and AF 214, from some excellent photographs taken on board the *Atholl*, supplied by the Director of Naval Photography, and supplemented by details of guns, boats, compasses, etc., from a scale drawing of HMS *Heddingham Castle*, obtained from Norman A. Ough, 98 Charing Cross Road, London, WC2, England.

The scale of the model is one inch to eight feet, giving it an overall length of 25½ inches.

"Work commenced on the model in December 1955, most of my spare time since then has been spent on this project and I hope to be able to hoist the ensign within the year," Mr. Whitehouse wrote.

Anyone interested in modelling ships of the U.S. Navy will find a large selection of plans available to him, Mr. Whitehouse states. A list of plans may be obtained from the Bureau of Ships, Code 258, Department of the Navy, Washington 25, D.C. Included in this list are all classes of ships, from aircraft carriers through to landing craft. The one drawback to these plans, Mr. Whitehouse has found, is that the ones he has seen do not include hull lines.

The most detailed plans available to the model maker are of ships of the Royal Navy and these are drawn by and available from Mr. Ough, whose address is given above. Although the list is not large it covers a variety of classes of British warships over a considerable number of years and includes the following:

HMS *Lion*—battle cruiser—as at Jutland—Scale 1"=16'

HMS *Dido*—cruiser—1939 to date—Scale 1"=16'

HMS *Curacao*—cruiser—1916 to 1942—Scale 1"=16'

HMS *Sheffield*—cruiser—as in 1954—Scale 1"=16'

HMS *Matabele*—Tribal class destroyer—1936—Scale 1"=16'

HMS *Vega*—"V" class destroyer—1916 to 1945—Scale 1"=16'

HMS *Daring*—"D" class destroyer—1934—Scale 1"=16'

HMS *Cadiz*—"Battle" class destroyer—present day—Scale 1"=16'

HMS *Kashmir*—"K" class destroyer—1942—Scale 1"=8'

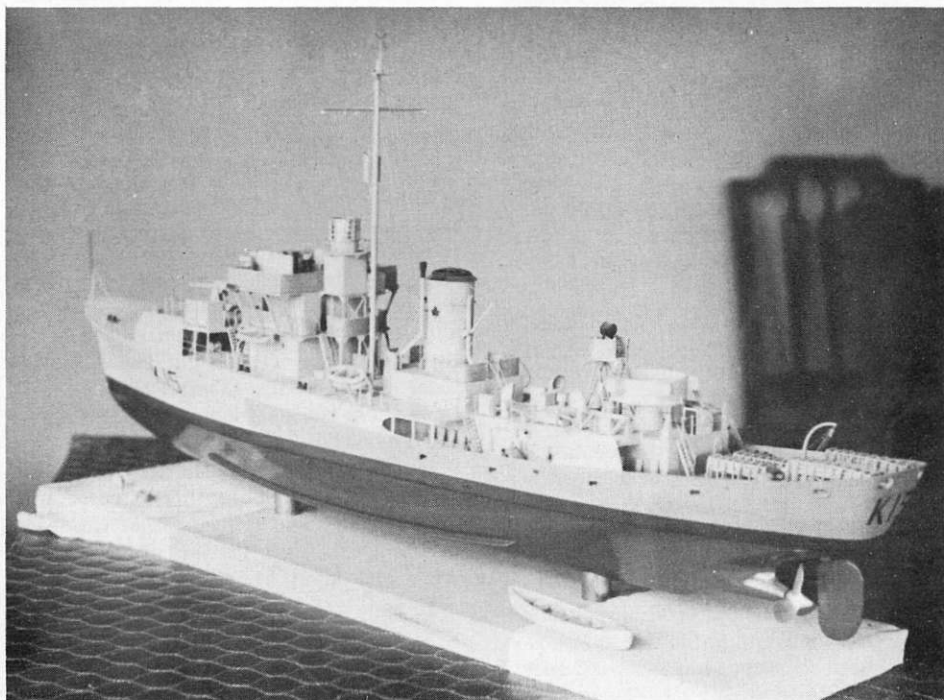
HMS *Olympus*—submarine—1923 to 1926—Scale 1"=8'

HMS *E29*—submarine—1916—Scale 1"=8'

HMS *L52*—submarine—1919—Scale 1"=8'

HMS *Heddingham Castle*—Castle class corvette—Scale 1"=8'





Two views of a model of HMCS Atholl, increased endurance corvette, which is being built by W. Whitehouse, of Prince Rupert, B.C., are shown. Some pointers for ship model builders are given in the accompanying article.

HMS Marvel—Algerine minesweeper
—Scale 1"=8'

Mr. Ough is a naval architect and has for the past 30 years been building models for the Imperial War Museum and many others. Consequently his drawings can be relied on to be as accurate as possible. Prices of the drawings are most reasonable, the most expensive being £1, or approximately \$2.70 Canadian.

Four of the plans listed may be used

for the building of models of Canadian warships, namely:

Daring—Canadian River class destroyer of Second World War

Matabele—Tribal class destroyers

Heddingham Castle—Castle class corvettes

Marvel—Algerine class minesweepers.

All are the same design as Canadian ships except for minor differences in deck details, and these differences may be determined from photographs

obtainable from the Naval Secretary, attention Director of Naval Photography (DN Photo), Naval Headquarters, Ottawa. Prices of naval photographs are listed on page one of this magazine.

Simplified drawings of HMC Ships are available for the use of those wishing to construct waterline models on a scale of 1/50 inch to the foot.

The price of the drawings for each ship is 35 cents and applications for drawings, accompanied by cheque or money order payable to the Receiver-General of Canada, should be directed to: The Curator of Naval Plans, Naval Headquarters, Ottawa.

Ship	Type	Curator No.	Sheet No.
<i>Magnificent</i>	(aircraft carrier)	9716	1
<i>Quebec</i>	(light cruiser)	"	2
<i>Ottawa</i>	(destroyer escort)	"	3
<i>Sioux</i>	(destroyer escort)	"	4
<i>Algonquin</i>	(destroyer escort)	"	5
<i>Iroquois</i>	(destroyer escort)	"	6
<i>Prestonian</i>	(frigate)	"	7
<i>Ontario</i>	(light cruiser)	"	8

Each destroyer escort listed above represents a different class of ship.

The plans the department makes available are copies of construction drawings. These do not show the details of boats, guns and various other deck equipment, but nevertheless an accurate scale model may be constructed by combining these construction drawings with photographs, and in some cases details from Ough's drawings.

Enough Gifts for Birthdays, Too

A letter of appreciation from the Canadian Mental Health Association has been received by the Officer-in-Charge, Naval Married Quarters, Shannon Park, in gratitude for the clothing, toys, jewellery, and other comforts provided by residents of the Park for the benefit of mental and welfare patients over the Christmas season.

The letter says in part:

"As a result of individual contributions and contributions from firms and organizations, we received approximately 1,000 presents. Most of these were distributed to this area to the forgotten patients. Due to the abundance of gifts, we were also able to keep some around for birthday presents throughout the year for these patients . . . To us and the many patients, who benefited, it was a fine demonstration of good will . . . Most important of all, it helped the patients to realize that they are remembered by the more fortunate citizens in the community . . . We would be most happy to receive the same type of co-operation for our project next Christmas."

The letter was signed by Andrew J. Crook, executive director of the Nova Scotia division.

THE NEW LIFE RAFT - - HOW GOOD?

RCN Equipment Vastly Increases Chance of Survival

TRAGIC EVENTS in the North Atlantic in early February of this year, involving the loss of the Danish vessel *Hans Hadtoft*, which struck an iceberg off Newfoundland, may have raised doubts in many minds concerning the efficacy of modern lifesaving equipment.

The answer seems to be that, if the various ships involved in these tragedies of the sea had been fully equipped with inflatable life rafts, of the kind supplied to all warships of the RCN, the chances of survival would have been greatly enhanced.

While the inflatable life raft has not yet been accepted under marine regulations as standard lifesaving equipment, in lieu of boats, the evidence is beginning to accumulate to show that the raft has many advantages over the lifeboat for merchant vessels. At present the inflatable life rafts are allowed on board as substitutes for the wooden rafts of yesteryear and merchant ships, equipped with modern rafts, still carry their full quota of lifeboats.

The one great disadvantage of the lifeboat is that it is difficult to launch from a damaged ship that is listing heavily. Furthermore, if launching is attempted during a violent storm, the lifeboat may be shattered against the side of the ship.

The inflatable life raft has been in service long enough for a fairly good assessment to be made of its advantages and disadvantages and recent incidents, show it in an extremely favourable light. This is to be expected, since the raft has a canopy which protects survivors from the weather and, in the case of RCN ships, is provisioned and watered for five days, so that it is anticipated that rationing need not be started until the third day. Each ship is provided with enough rafts to accommodate the entire ship's company and then some. If a ship sinks suddenly, hydrostatic release gear will send the rafts bobbing to the surface, where they will inflate, ready to be boarded by survivors struggling in the water.

The following accounts of successful use of inflatable life rafts are based on survivors' reports collected by two manufacturers of the life rafts in service in the Royal Canadian Navy.

On May 27, 1956, at about 7 p.m. in a moderate sea off Bear Island (between the north of Norway and Spitzbergen)

two steam trawlers the *St. Celestin* and the *Arctic Viking* were involved in a collision. The *St. Celestin* was badly holed and in less than five minutes the skipper gave order to abandon ship.

The trawler carried two ten-men inflatable life rafts. The first one to be thrown over did not inflate immediately, but the second one did. Sixteen men jumped to this raft while it was still in the process of inflating, some of them from a height of 15 or 20 feet. This ten-man raft at one time held 16 men piled on top and three more hanging onto the life lines. The skipper, however, went for the first raft and, by pulling on its cord, got it to inflate just before the ship settled under him. Some of the men from the first transferred to the skipper's raft and both rafts were picked up about two hours later.

On February 3, 1958, near the town of Redcar on the coast of Yorkshire, England, the fishing vessel *Whinnifold* ran aground on a reef of iron slag dumped near the harbour entrance. A gale was blowing at the time and heavy seas were breaking over the reef. The one six-man inflatable raft was thrown overboard and inflated and the five-man crew struggled into it.

The raft drifted along the coast on a track parallel to the shore and, after about an hour, a line-throwing rocket was fired from land to get a line to the raft. Once the line was secured in the raft the spectators on the beach hauled the raft through the surf and the crew of the trawler landed unharmed.

Observers stated that the surf was such that the launching of the local life boat was impossible and even if launched she could not have approached the wreck. The inflatable life raft however, "danced over the waves", they said.

The survivors of the trawler *Marcia*, after spending more than 60 hours adrift

on the North Sea, in March 1958, only complained of boredom. Their vessel sank after her engine fly wheel broke off and penetrated the vessel's side. The sea was calm but all efforts to keep the trawler afloat failed.

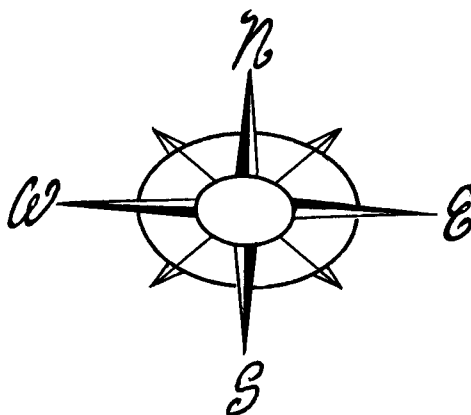
The crew took an unusual method to launch their six-man raft. They blew it upon deck and loaded it with additional provisions and blankets. Just before the ship settled the raft was hove over the low rail to the sea two feet below. Due to the haze and fog they were unable to attract the attention of passing vessels and spent two nights and days and part of their night in the raft.

The extraordinary resilience to hard treatment of the inflatable life raft was illustrated when the trawler *Thessolian* went to the assistance of the trawler *Osaka* not far from the Faroes. The *Osaka* sprang a leak which, when she sent out her SOS, was gaining rapidly. The wind was about gale force with a heavy swell running.

The *Thessolian* came to her assistance and decided to pass the *Osaka* her two rafts as the *Osaka* only had a boat. A rocket line was passed and the rafts hauled across. Twice the line parted and the *Thessolian* recovered the rafts. Eventually the *Osaka* got them alongside. Seven of the 13-man crew crossed to the *Thessolian* in one raft and there the *Thessolian* attempted to use the raft to pass a towing hawser to the *Osaka*. After about 12 hours this attempt was abandoned. The remainder of the crew of the *Osaka* left by the life rafts and were picked up by the *Thessolian*.

In gale force winds and heavy swell it is most unlikely that any boat could have remained alongside a vessel for more than a few minutes without being stove in. But these inflatable rafts lasted through these punishing conditions.

On January 31, 1957, the Minister of Transport and Civil Aviation in the British House of Commons stated that in the years 1951 to 1955 an average of 47 fishermen lost their lives when trawlers, of over 50 feet in length, had sunk. In 1956 the first year in which the carriage of inflatable life rafts was compulsory for fishing vessels between 50 and 145 feet in length no lives had been lost from this class of vessel although four vessels with total crews of 57 had sunk.—B.C.H.



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Sioux*

After undergoing annual inspection, the *Sioux* proceeded to sea with HMCS *Bonaventure* for three weeks, returning to Halifax for the weekends.

Then, after storing ship for a week, the *Sioux* left for a visit to the Newfoundland area. It was intended that the final weekend of the cruise would be spent in Charlottetown, P.E.I., but at the end of the second week in St. John's boiler room trouble occurred and the ship was ordered to proceed to Halifax on her one remaining boiler.

On arrival in Halifax the ship underwent a hull survey and it was decided to place *Sioux* into refit. During the past few weeks despite bad weather, destoring ship, many drafts and numerous other problems, sports activities have been kept at the maximum.

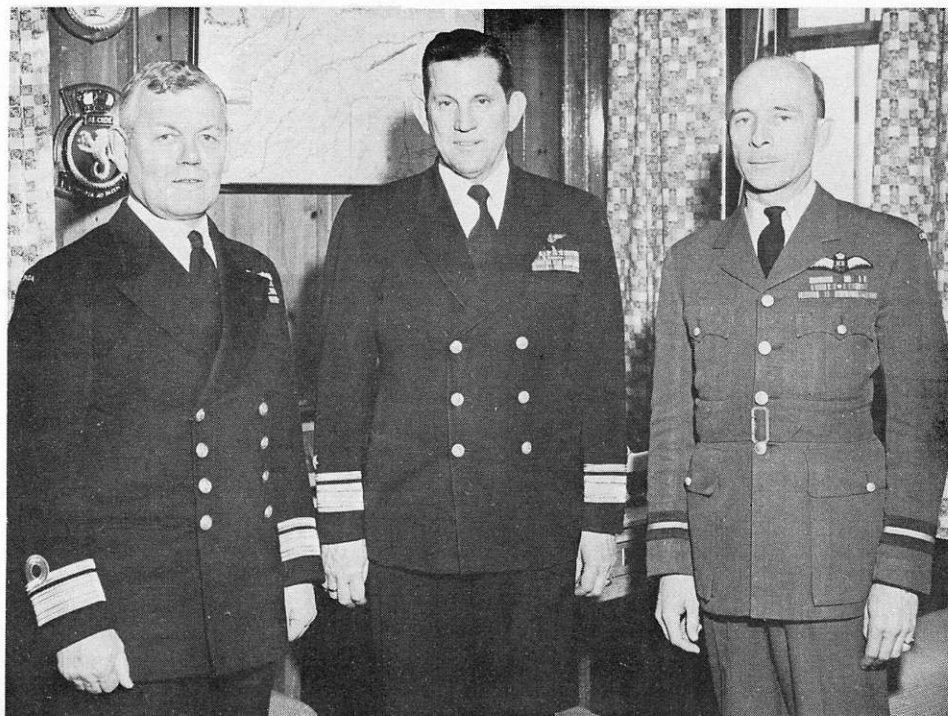
Personnel were competing in practically all sports. Several members of the ship's company took up the curling broom and were apparently holding their own. It was also noted that a man belonging to *Sioux* was holding the top position in the scoring race in the Intermediate Hockey League—D.F.S.

HMCS *St. Croix*

Following christening and commissioning ceremonies in Sorel, Que., October 4, the new *St. Croix* sailed for Halifax, arriving there on the tenth. Workups of the destroyer escort began the moment she left Sorel and continued to November 28, when she joined the *Bonaventure* and other ships in Portsmouth, England, before their return to Halifax.

At Sunday divisions November 16, Cdr. K. H. Boggild, commanding officer commended Ldg. Sea. Joseph Belisle on his quick action when as bowman of the motor cutter, he had leaped over the side to aid the coxswain, PO R. M. Kelly, who had narrowly escaped being crushed by a heavy drum which was falling back into the boat while being hoisted in-board.

During her stay in Portsmouth, the *St. Croix* attracted many important visitors. Hon. George Drew, Canadian High Commissioner in London, honoured the ship with a 15-minute tour



Rear-Admiral W. I. Martin, USN, (centre), Commander Argentinia Patrol Group, visited Halifax for two days in January for NATO discussions with Rear-Admiral H. F. Pullen (left), Commander Canadian Atlantic Sub-Area, and Air Commodore W. I. Clements (right), deputy to Admiral Pullen. Admiral Martin control patrols of the famous airborne radar screen from the big Newfoundland base. (HS-56086)

of the upper deck. Many officials of the Admiralty came down to look her over and most establishments in Portsmouth also took the opportunity of sending down their officers and instructors to see the new ship. All visitors were high in their praise of her equipment.

HMCS *Cornwallis*

The annual *Cornwallis* children's Christmas Party was held on December 17 and 18 in the Leadership School. An outstanding success, more than 1,200 children, dependants of naval and civilian personnel serving in *Cornwallis*, attended during the two-day event.

The children competed in several games of "skill" on the gaily decorated drill deck and were awarded valuable prizes, such as whistles, candy, balloons and puzzles. Ice cream, cookies, soda pop, and candy were available throughout the festivities. Even the weary parents were not forgotten; they were served refreshments in a lounge specially reserved for them by Santa Claus.

Musical entertainment was provided by the Cornwallis band, gaily costumed for the occasion. PO T. McAuley staged several performances as a clown on the trampoline. Santa Claus was ably portrayed by PO D. Rudolf.

At HMC Communication School, *Cornwallis*, a Trade Group I course was completed by CR 123, with a class average of 91.8 per cent. The following were presented with certificates by Cdr. E. J. Semmens: Ordinary Seamen Kalil Bahri, Claude Bennett, Roger Cyr, Guy Decoene, Robert Enright, George Fitton and James Guilford, and Ord. Wren Thelma Comeau.

Leadership School (*Cornwallis*)

The year 1958 was a busy one for the Leadership School. A stepped-up schedule saw 642 officers, chiefs and petty officers complete divisional and leadership courses during the year. This number represents an increase of 48 per cent over the number trained in 1957, and is attributable to a greater

emphasis on leadership courses for Petty Officers Second Class and to the addition of two-week divisional courses for the first year UNTD Cadets.

In all, 109 officers and 236 cadets of the RCN and RCN(R) in 16 classes completed divisional courses ranging from two to six weeks, while 270 chief and petty officers in eleven classes completed the leadership course. In addition, 27 Sea Cadet officers completed a two-week divisional course during the summer months.

It is anticipated that the schedule of courses for 1959 will closely resemble that for 1958. It commenced on January 12 with the arrival of No. 49 Officers' Divisional Course and No. 97 Petty Officers' Leadership Course.

HMCS Swansea

Having had her stay in Jamaica extended, the *Swansea* took the opportunity to repay some of the hospitality shown to her and the other three ships of the Seventh Escort Squadron over and above that scheduled for the four-day visit to Kingston in January.

A children's party was arranged through Max Strong, Canadian Assistant Trade Commissioner, for about 70 children from orphanages throughout Kingston.

Fortunately for the ship's company, they arrived in groups of up to 15 at staggered intervals, so that it was possible to have a shuttle service of guides to show them over the ship. Tours had to be slightly limited as there were many places where small children would find it difficult to stay clean but, despite this precaution, some still managed to find the oil and the paint. The final part of the party was the most popular—ice cream and cookies on the forecastle.

In the two-hour visit, the orphans apparently enjoyed themselves and even half a dozen, who were blind, seemed quite at home by the time the party was over.

OVERSEAS

HMCS Niobe

A good deal of publicity was given both in the newspapers and on BBC television to the arrival of Wren PO Rosalee Auger in London, who was drafted to HMCS *Niobe* for duty in the Queen's Household.

As a result of the publicity, two persons, Mr. F. Naden and Mr. G. E. Naden, wrote to *Niobe* regarding Petty Officer Auger's cap tally which read "HMCS *Naden*". These gentlemen enquired about the origin of the name

and some of the history of that establishment, as their surnames were identical to its name.

Both writers, previously unknown to each other, were referred to Major Frederick V. Longstaff, the author of "HMCS *Naden*—Naval Barracks".

PACIFIC COMMAND

HMCS Antigish

Eighty-five officer cadets from nine of Canada's provinces, England and Belgium underwent a strenuous introduction to the sea in four frigates of the Fourth Canadian Escort Squadron.

The ships arrived in Kahului, on the Hawaiian island of Maui, on January 16 after a nine-day passage from Esquimalt.

The first four days of the trip were wild from the time the four-ship group cleared Juan de Fuca Strait Wednesday evening, January 7. From then until Sunday morning the ships ploughed through 20-foot seas driven by winds ranging from a steady 30 knots to gusts as high as 55 knots.

Formal academic studies and professional training were out of the question in those four tempestuous days. By Monday, however, most of the lads had found their sea legs, were eating heartily, sleeping well, looking forward to

NAVY'S 'MOTHER' DIES IN HAMILTON

A FRAIL, 72-year-old woman received a naval funeral in Hamilton—a tribute from the thousands of men to whom she was "mother".

Maud Leslie is dead. And for countless sailors who passed through Hamilton during the Second World War, the news of the death of "Miss Leslie" is like a personal bereavement.

She was called "The Mother of the Navy".

All during the hectic years of war, and then in the years that followed, Miss Leslie was a familiar figure around HMCS *Star* and in the railway stations, where she went whenever a draft of sailors left Hamilton for their new lives in uniform.

She was always there.

Not many of the boys really knew who she was or much about her.

But she was there—to give them cigarettes, candy bars, and kindly words of goodbye or sound advice.

Some of the boys took the trouble to find out who she was and to drop her a line from whatever far-off spot the Navy took them to. She cherished these letters.

But to most she was just the kindly woman who was interested in them. She seldom, if ever, missed saying farewell to "her boys," some of whom never returned.

For years, she was seen at *Star* almost every day. Often she was accompanied by a big black dog which liked her company and which seemed to enjoy the excitement of goodbyes.

She didn't own the dog, the two of them just seemed to arrive together whenever anybody was leaving.

Oftentimes the newly-recruited sailors came from places outside Hamilton and there was nobody else at the station to see them off on the biggest adventure of their lives. To these, Miss Leslie paid particular attention.

The last few years, Miss Leslie hadn't been in good health. Sometimes she wasn't able to be at the station. But she managed to get down to the ship and hand out candies and smokes. In the later years, these were supplied by the Ladies' Auxiliary of *Star*.

For many years she lived alone. She had had a little money when she came to Hamilton. But it dwindled away and for these last few years she was forced

to live frugally. She died February 9 in a comfortable nursing home where she had been put by the auxiliary.

But she didn't mind living alone. She had the memories of "her boys."

The officers at *Star* knew her well and liked to have her visit the ship.

Why her interest in sailors? Was it just the kindness of a good person who wanted to be of help?

Little is known of her background but it is believed she had a very good reason for doing the fine things she did.

She came here more than 55 years ago from Virginia. Her father had been a ship's captain.

He had been lost at sea.

She decided to travel and her travels brought her to Hamilton. She liked the city and stayed. She was 72 years old when she died February 9.

The Navy had not forgotten. HMCS *Star* conducted the funeral Wednesday, February 11 from St. Ann's Church.

Two officers, and four men were pallbearers.

The officers and chief and petty officers at least, and older men who joined *Star* during the war, still remember her well.—*The Hamilton Spectator*

starting a Hawaii tan, and generally feeling more at home in the somewhat confusing, sometimes erratic environment that is a warship at sea.

The training program progressed normally with the cadets turning out at 0600 each day to carry out a morse signalling exercise from 0630 to 0700. After breakfast and cleaning up living quarters, the cadets did an hour-and-a-half classroom study, mainly a review of work done ashore at *Venture*.

The rest of the morning was devoted to seamanship instruction. The afternoon included practical boat-work, with the ships of the squadron stopped at sea. Classes in navigation, anti-submarine, engineering and supply were also held.

Captain H. A. Porter, Commander of the Fourth Canadian Escort Squadron and Commander Cadet Training, who normally sails in *HMCS Sussexvale* (commanded by Cdr. V. J. Murphy), visited the other ships, to inspect cadets and observe the progress of their training. There were 21 or 22 cadets in each of the four ships—the *Sussexvale*, *Antigonish* (Cdr. R. W. J. Cocks), *Stettler* (Lt.-Cdr. M. H. Cooke) and *Beacon Hill* (Lt.-Cdr. W. S. T. Blandy).

On leaving their first port of call, Kahului, the squadron sailed for more sea exercises, followed by a three-day visit to Pearl Harbour. The squadron returned to Esquimalt, arriving home in early February.

NAVAL DIVISIONS

HMCS Queen

Inst. Captain Edward D. Walker, until recently actively associated with *HMCS Queen*, died December 21 in a Regina hospital. His loss was noted in several tributes paid him in the local paper, for he had taken an active part not only in the Navy and social life of the wardroom, but had devoted himself to the Navy League Cadets and had been president of the Regina branch of the Navy League of Canada.

His interest in young people, no doubt stemming from his lifetime of teaching, was acknowledged in an article revealing him to have been the Santa Claus of innumerable Christmas parades in Regina. It was actually news to most people to know who Santa Claus had been, but no surprise to those who knew Inst. Capt. Walker.

Whenever some one was asked to volunteer or to fill in in any capacity at the barracks, whether to take up a collection, draw up a guest list and be in the receiving line, even to organizing the horse races after a mess dinner, it was Inst. Capt. Walker who was the first

to get the wheels moving. His energy, zeal and enthusiasm were just as evident in his summer training and instructing at the West Coast. All the officers profited by their association with him.

Captain Walker was a veteran of both World Wars. He had just completed Normal School in 1915 when he enlisted in the Canadian Army and went overseas, serving with the 28th Battalion of the Canadian Expeditionary Force in France. He was discharged in 1919 with the rank of sergeant.

Early in the Second World War he joined the Army as a lieutenant. In January 1942 he transferred to the RCNVR as instructor sub-lieutenant and, until his demobilization in 1946, served ashore at *Queen*, *Peregrine* and *Carleton*.

He re-entered the active list of the RCN(R) in March 1948, serving at *Queen* in the various appointments of navigation instructor, commanding officer of the UNTD and intelligence officer.

Apart from his service career he devoted his life to education in the Regina public schools. Home and school clubs found ready support from him at all times.

Just before going on the Retired List, he was promoted to the top Regina rank of Instructor Captain in the RCN(R). He was on the executive of the Navy League of Canada and was a past president of the United Services Institute. He was also an active member of the St. Andrew's Masonic Lodge No. 179, the Canadian Legion, the 28th Battalion Association and St. Paul's pro-cathedral.

Inst. Captain Walker is survived by his widow and two children—Kathleen Anne, now Mrs. E. C. Kendall of Burnaby, B.C. and Bill Walker, well known throughout Canada as an announcer on TV programs from Toronto, and a former reserve officer at *HMCS Chipewawa*, Winnipeg.

Inst. Capt. Walker was made a member of the British Empire in the New Year's Honour List of 1946, for his services during the war and for his work in the Reserves and the UNTD at *Queen*.

Funeral services with semi-military honours were conducted from St. Paul's Pro-Cathedral in Regina. Very Rev. G. F. G. Jackson and Rev. Canon William Cole officiated. Burial was in the Soldier's Plot at Riverside Memorial Park, Regina.—J.O'B.

HMCS Donnacona

Taking the salute at the Remembrance Day parade last fall was Hon. George R. Pearkes, VC, Minister of Na-

tional Defence, who after the ceremonies visited and informally inspected *Donnacona*, accompanied by the official party which included the Deputy Speaker of the House, Hon. Pierre Sevigny, and the MPs from the Montreal area. The visit was enjoyed by the entire ship's company, and the informality of the occasion assured a most pleasant afternoon.

Another highlight of the autumn period was an address by Vice-Admiral H. G. DeWolf, who spoke to the members of the Montreal United Services Institute on the topic of current naval developments.

The recent wardroom mess dinner was a homecoming for two former commanding officers: Cdr. John Stairs, RCN(R) (Ret.), and Cdr. Guy St. A. Mongenais, RCN(R) (Ret.). The evening was pleasantly spent in cheerful reminiscence of the past and many happy days recalled. It was a pleasure to welcome back our confreres and old friends.

The tragedy of the great apartment house fire which occurred this winter in Montreal, affected an RCN member of the complement. AB R. Long lost his wife and one-year-old son. The impact of this personal loss was strongly felt by the ship's company, and our deepest sympathies are extended to AB Long.

Joining the division during the fall was Lt. (g) E. D. Monaghan, who brought with him from *Montcalm* an infectious keenness for his branch, the contagion of which was soon felt in the division. It is generally agreed that gunnery has become the favoured branch, and an extensive program has been initiated in classroom study and in ceremonial drill.

Air defence organization, 4" gun drill, and AA fire control problems are the main concern of this year's program. A familiarization course was administered to the supply branch and the entire complement takes part in the monthly battalion drill, joined by the Sea Cadets of RSCC *Victory*.

A special series of lectures for officers and men of the engineering branch has begun, the first lecture taking place on January 24. C. L. Roach, staff engineer of the Bell Telephone Co. of Canada, spoke on the transistor and gave practical demonstrations.

The major personnel change of the recent past affected Lt. (S) H. Richardson, RCN supply officer, who has been appointed to the office of the Senior Naval Officer, Montreal Area. Lt. Richardson's relief is Lt. (S) J. R. Thornton.

HMCS *Scotian*

Much of interest occurred at the Halifax naval division during the last calendar year.

It has been almost a year since the change in commanding officers. The retiring commanding officer, Cdr. D. J. O'Hagan, was succeeded by Cdr. G. A. Brown.

The retiring commanding officer combined his sailing talent with that of the retiring executive officer, Lt.-Cdr. W. G. Pett, to capture for *Scotian*, the inter-establishment sailing regatta trophy, Cock-of-the-Walk. This was won in competition against the Garrison Sailing Association, HMCS *Stadacona*, the Royal Nova Scotia Yacht Squadron, the Armdale Yacht Club, and the Bedford Basin Yacht Club. Throughout the regatta, *Scotian's* yard craft, YC-41, was used as control boat.

Another honour won by *Scotian* during the 1957-58 training period was the John Labatt Trophy, emblematic of inter-division rifle shooting championship. This award is supervised under DCRA rules. Team members included: Lt.-Cdr. R. E. Lemoine, Lt. H. L. Henriksen, Inst. Lt. E. D. Conolly, Inst. Lt. J. C. Thomas, Sub-Lt. (W) J. Hudson, AB H. J. Wilson, AB J. Cutler and AB C. A. Noseworthy. During the winter training period, targets were shot off and forwarded to the secretary of the DCRA in Ottawa. Upon mark-

ing and final completion, *Scotian* emerged triumphant.

HMCS *Loon*, tender to *Scotian*, had a concentrated period of sea training, on completion of annual refit, ending in early November. The two weeks following the refit saw the *Loon*, with CPO R. G. Player, Chief Petty Officer-in-Charge, sail for Pugwash and Port Hawkesbury for a training weekend for the UNTD Tenders at Mount Allison University and Saint Francis Xavier University on successive weekends. Weather conditions did not permit completion of this training phase but it is anticipated that during the spring training may be continued.

The Christmas and New Year's festive season saw two major events occurring at *Scotian*. First, the Chief and Petty Officers' Mess entertained the children and parents of *Scotian* personnel at a party on December 22. In all 150 children received gifts from Santa Claus, impersonated by PO G. Cleveland, and an equal number of parents were served refreshments after.

The second event was the New Year's "At Home".

During the morning the Flag Officer Atlantic Coast, Rear-Admiral H. F. Pullen, and Cdr. G. A. Brown, were combined hosts representing the Royal Canadian Navy and the Royal Canadian Navy Reserve respectively at *Stadacona*. During the afternoon *Scotian* officers entertained the citizens of Halifax in *Scotian* wardroom.

HMC 'OILER'

"Bonny's 24-hour Service, U.S. Credit Cards Accepted".

This illuminated sign greeted sailors of the radar picket ship USS *Thomas J. Gary* as they pulled alongside the Canadian aircraft carrier HMCS *Bonaventure* for an emergency supply of fuel in early December.

While the *Gary* was on her Atlantic Barrier picket station December 8, a crew member had been afflicted with a case of acute appendicitis. The picket ships was forced to leave her station to make a full-power run for an island in the Azores to obtain medical assistance for the stricken man. Arriving at the designated area the next morning, the man was transferred into an awaiting launch and taken to the U.S. Air Force Hospital at Lajes, Terceira.

By this time, however, after steaming over 1,600 miles at full speed and many more miles at slower speeds, the *Gary* had just about exhausted her fuel reserve. Having been advised that no fuel was available in the Azores, she was also informed that the *Bonaventure*, returning from the Mediterranean, was in the area.

Communications were established between the two ships and a rendezvous was set. Coming alongside the *Bonaventure*, the *Gary*, believed to be the only DER with a ship's band, sounded off in a tribute to the light fleet aircraft carrier.

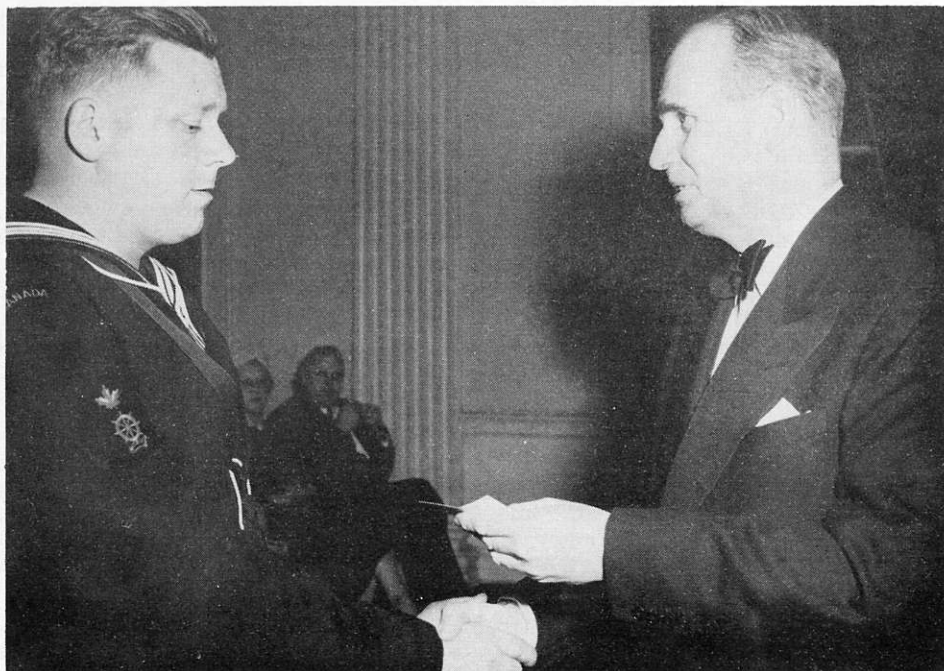
After about 20 minutes of "salty" music, two bagpipe players appeared on the flight deck of the carrier and proceeded to do their part for the entertainment of the two crews. This was followed by a "disc jockey" playing records over the flight deck announcing system.

Refuelling completed, the *Gary* pulled away at full speed and headed back to her picket station with the band playing "Auld Lang Syne" as they left the *Bonaventure*.

Lt.-Cdr. H. W. Childress, commanding officer of the *Gary*, stated: "All of us carried with us the memory of the friendly spirit of co-operation and camaraderie evidenced by the sailors of our good friends to the North."

On behalf of Admiral Jerauld Wright, UNS, Commander-in-Chief U.S. Atlantic Fleet, Vice-Admiral W. V. Davis, Jr., Deputy Commander-in-Chief, U.S. Atlantic Fleet, sent a message of thanks to Rear-Admiral H. F. Pullen, Canadian Commander Maritime Atlantic, as follows: "*Bonaventure* well named. Hearty thanks and well done to all concerned."

—(USN News Release.)



Ldg. Sea. Roy Enslev, a quartermaster in the Swansea, received an engraved pin and scroll from Major General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, in recognition of his 40 donations of blood to the Red Cross. The presentation took place in the Red Chamber of Province House as part of the tenth anniversary of the Free Blood Service in Nova Scotia. Ships and establishments of the Atlantic Command are in the vanguard of group donations. (HS-54987)

SEA CADET PROGRAM FOR U.S.

A SEA CADET training program, largely based on that in existence in Canada for many years, is under implementation in the United States, sponsored by the Navy League of that country and with the full co-operation of the United States Navy.

Rear-Admiral John J. Bergen, USNR, president of the Navy League of the United States, was in Canada last fall on a fact-finding tour. Early in October he watched Sea Cadets of RCSCC *Falkland* go through their paces at HMCS *Carleton*, the Ottawa naval division, and said 180 Sea Cadet units were being organized in the U.S.

"We are even copying your uniforms," Admiral Bergen said, following his inspection of the *Falkland* corps. "I hope that we down in the U.S. can do as good a job as you have done in Canada."

Later in the month, Admiral Bergen attended the 63rd annual dinner of the Navy League of Canada in Ottawa and told the distinguished company:

"It is a pleasure for me to tell you that as we embark upon a Sea Cadet program in the United States, we are indebted to your officers for their guidance, advice and co-operation. Before too long, we hope to see our Sea Cadets and yours mingling in friendly competition across our borders."

The annual meeting of the Navy League was held earlier in the day in the Naval Board Room at Naval Headquarters, where delegates were welcomed by Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff, representing the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf.

"I do not have the exact figures at hand," Admiral Tisdall said in his address, "but I do know that a great many of the young men who have entered the Royal Canadian Navy in recent years are former Sea Cadets, and that these young men are of a uniformly high quality."

"I am particularly pleased by the knowledge that from the Sea Cadets we are drawing many of the young men who are training at the Canadian Services Colleges, at universities and at HMCS *Venture* to become officers in the RCN. This fall, more than 40 former Sea Cadets were enrolled in the RCN and began training under the Regular Officer Training Plan and the Venture Plan."

"I mean it as no platitude when I say that in recent years the Sea Cadet movement has made very real progress—in numbers, in standards of training and in efficiency."

"This has been fully recognized, and I am pleased to inform you that Defence Council has approved an increase in the Sea Cadet ceiling from 10,000 to 15,000, at the rate of 1,000 a year over the next five years."

The guest speaker at the dinner was Sir Saville Garner, United Kingdom High Commissioner, who spoke of the services rendered during two World Wars and since by the Navy League of Canada and went on to detail the reasons why the Navy lies so close to the heart of the British people.

Sir Saville exemplified these reasons in the life of Lord Nelson.

"On the face of it, he did not appear a great hero," Sir Saville said. Nelson was small in stature, physically not strong—if legend is correct, he was frequently sea-sick—and with a pri-

vate life that can be made romantic in a Hollywood film version, but was certainly not approved by Victorian morality.

His fame, Sir Saville suggested, rested on three things: his human weakness, which made him all the greater and more lovable, was combined with an intense patriotism and deep devotion to duty; he was a superb tactician and strategist, and his victory endured.

Presentations of scrolls were made to three Navy League officials for their work in past years by Admiral DeWolf. The recipients were C. K. McLeod, national president, of Montreal; Cdr. F. C. Aggett, chairman of the board, of Toronto, and D. W. Cathers, League vice-president in charge of Sea Cadets, of Hamilton. The new national president is R. J. Bicknell, of Vancouver.

The national secretary, H. R. Gillard, of Toronto, was presented with a gift by R. C. Stevenson, of Montreal, vice-president in charge of memberships, in recognition of his devotion to the interests of the Navy League.



On September 24, the Southern Alberta Division of the Navy League of Canada honoured Cdr. G. K. Whynot, commanding officer of Tecumseh, the Calgary naval division. Cdr. Whynot was presented with an engraved silver mug on the occasion of his retirement. The presentation was made by W. J. Burney, president, and W. S. Webb, first vice-president, of the Southern Alberta Division of the Navy League. In making the presentation the Navy League officials cited Commander Whynot's tremendous enthusiasm and wonderful support of Royal Canadian Sea Cadets in Southern Alberta during the three years of his command. From left to right are: Mr. Webb, W. J. Burney, and Cdr. Whynot. (Photo by Jerry Ormond, Calgary Herald)

Brockville's Long Voyage

HER LONG, storm-beset 8,000-mile voyage of last fall a fast-fading memory, the Bangor coastal escort *Brockville* is currently undergoing conversion to a mobile "de-perming" vessel.

In her new role, it is unlikely she will steam as far and as fast again, travelling but a few miles here and a few miles there as she goes about her tasks of neutralizing the permanent magnetism of other ships as a safeguard against magnetic mines.

The voyage from Esquimalt to Halifax, with a side excursion to the West Indies, was a rough one, but the *Brockville* chugged into port late Thanksgiving night more than a day ahead of schedule.

Her two-ocean journey began September 9. The 600-ton coastal escort was resting her 16-year-old joints in reserve fleet on the West Coast when abruptly awakened for service on the East Coast. Lt.-Cdr. Lloyd I. Jones, of Vancouver, who had been in the B.C. Centennial organization, was appointed commanding officer. By means of hard work by day and overtime by night, the five officers and 48 men of the stand-by crew stored ship, painted most of her exterior, commissioned her August 29, carried out post-commissioning trials satisfactorily, and set sail for Halifax in only seven working days, for three of which the ship's company was lodged and victualled in *Naden* across the harbour.

The *Brockville* had a rather peculiar side mission on sailing September 9. She carried on her deck three 1,230-pound capstans destined for English Harbour, Antigua, one-time Caribbean base of Nelson, who commanded HMS *Boreas* there from 1784 to 1787. The cruiser *Ontario* had landed personnel in 1956 to do what they could in the general restoration of "Nelson's Dockyard". Dimensions of the capstans were taken to Esquimalt and officer cadets of the Canadian Services College laboured in off-duty hours to reproduce them.

Weather was kind to the 162-foot vessel until a storm off the coast of Oregon, during which the aneroid barometer worked free and broke. The radar worked only intermittently despite the utmost cajolery. However,

the *Brockville* put into San Diego, California, September 15-17 as scheduled, for fuel and water. Later, the Gulf of California produced a three-day full gale and fuel was reduced to the level where an unscheduled visit to Manzanillo, Mexico, became imperative. A refreshed *Brockville* by-passed a planned call to Acapulco and proceeded uneventfully to Balboa, the Pacific side of the Panama Canal. An overnight stay at the U.S. Navy base there preceded commencement of transit of the canal system, on Sunday, September 28.

After topping up at Cristobal on the other side of the Isthmus, the *Brockville* shaped course for Antigua on the longest leg of the voyage so far. Not only was the radar intermittent, but the echo sounder had failed. Hand lead and line were therefore used on entering harbours. To top things off, the



patent log was unserviceable, so that the watchkeepers had to resort to the old "taffrail" log. The gyro compass was in fine fettle and nobody had managed to drop the sextant over the side, so the leg was begun with fair optimism.

English Harbour was hard to find from seawards, the approach being a narrow S-shaped channel three fathoms deep on the average. The leading line turned out to be identical with that used in the 18th century heyday of the anchorage, Lt.-Cdr. Jones lining up on the point and the old government house. To get into harbour, the old sailing masters used to clap on all sail, make a run for the entrance, hoping their momentum would carry them around the first turn and well into the second. From then on, the ships warped themselves alongside.

The *Brockville* apparently was the largest ship ever to enter the tiny har-

bour, in which Nelson's ships lay snug over the hurricane season. When she arrived, she found a score or more of yachts alongside and at anchor, making it their base for charter cruises of the Caribbean region.

The *Brockville* cargo replaced the careening capstans, once used to haul ships over on their sides so that the hulls could be scraped and otherwise repaired. When it was necessary to work on the other side of the hull, the ship was eased out of the careening berth, turned around and hauled up again.

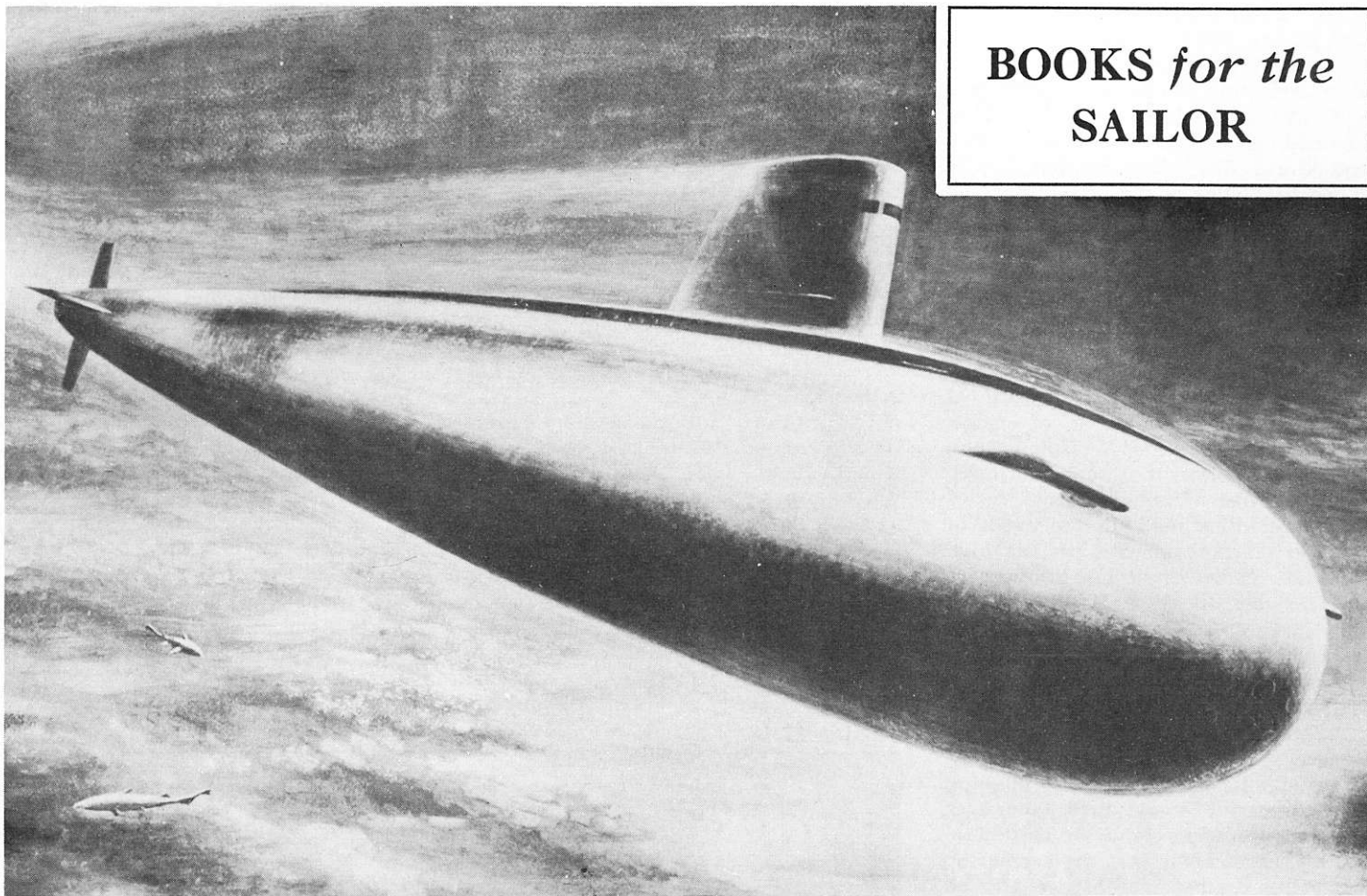
After an exchange of amenities with the yachtsmen and a retired RN commander who acts as unofficial captain of the port, the *Brockville* sailed on October 6 direct for Halifax.

Weather was excellent until the Bermuda latitude was reached. Hurricane Janice was on her way up from the Caribbean when she altered course so as to pass over the intended track of the *Brockville*, by this time 130 miles east of the island colony. At 8 a.m. on the 10th, gale force winds were experienced with more and stronger to come, so Lt.-Cdr. Jones altered course to the southeast and proceeded at full speed (11.5 knots) so as to steer round the southern fringe of the hurricane as it roared northwards. Winds conservatively estimated at Force 9 were experienced but no damage other than acute discomfort was experienced in the 20 or more hours the Bangor was in Janice's perimeter.

At 6 a.m. the following day, the ship had five hours respite, then ran into another storm, centred over Newfoundland, whose southeast sector reached 950 miles. This time there was no place to run and again winds reached Force 9. The *Brockville* had been three days ahead of schedule until now but new complications arose. The water circulating pump for the port engine failed, so it was necessary to run on one main engine in the storm. Eventually the starboard pump was rigged to feed both engines operating at reduced speed. The heating system had broken down, so the grizzly autumnal vapours of Halifax penetrated deep into tropic-softened constitutions. However, the *Brockville* was alongside by 2315 of the 12th—still a day and a half ahead of schedule.

In retrospect, the captain, an old destroyer man, was amazed at how well the little Bangor behaved in a seaway. She rode out storms almost certain of inflicting damage on larger warships, with the only penalty the greater discomfort from the little ship dancing like a cork on the waves.

BOOKS for the SAILOR



Britain's first nuclear-propelled submarine, the Dreadnought, is being built with a whale-shaped hull and streamlined conning tower, as shown in this artist's impression, to give her maximum underwater efficiency. She is expected to be able to operate at continuous high speed and to have great endurance. Her hull design is based on the Albacore form developed by the USN. She is not designed to carry missiles. (Admiralty Photo — Crown Copyright.)

THE SHAPE OF THE FUTURE NAVY

TEN YEARS ago, or even five, it was difficult to predict the make-up of the navies which would succeed those left over from the Second World War. Now the changes are occurring apace and a fairly clear picture of the navies of near future is emerging.

Loyalty to the mighty, thundering battleships died hard—and may still exist in some quarters—but the battleships are gone. They have disappeared from the Russian, Italian, Swedish, Argentine, Brazilian and Chilean navies. One remains in reserve in the Royal Navy, two in the French navy and 15 in the United States Navy, but nowhere in the world is there to be found a single battleship whose guns are ready to speak at the word of command.

The capital ship of today is the aircraft carrier, but even its social position is not secure. The carrier is sufficiently versatile and useful to be assured an important place in the navies of the world for many years to come, but it

may be relegated to the role of support, rather than of leadership. The threat comes from beneath the sea—from the nuclear-powered submarine.

The rapid evolution which today's navies are undergoing is written large on the pages of the 1958-59 edition of "Jane's Fighting Ships", which carries information on 10,500 ships of 66 countries, illustrated with 2,500 photographs and scale drawings. Even if the trends in naval development were not summarized in the foreword (presumably from the pen of the editor, Raymond V. B. Blackman) the reader could not help but be aware of the fact that "Engineers, scientists and technologists are forcing the pace for naval construction."

"Naval officers attach tremendous importance to the submarine as an attack weapon, as a defensive weapon and as an anti-submarine weapon," the foreword observes. "With their increase in

size, propulsive power, and destructive power, submarines are coming to be regarded by the principal naval powers as the capital ships of the future."

There can be no argument over which are the "principal naval powers" at present. The United States, with its 900 active ships, including a fleet of 200 submarines, possesses the greatest overall fighting power, although its leadership does not extend to all departments and the Chief of Naval Operations is quoted as saying that over half of the USN's active ships are obsolescent.

"Obsolescent" is a word that is used frequently in this age of rapid development and discovery, but it does not mean "useless". It can, in fact be applied to almost any ship, from one that is almost ready for the breakers to a spanking new warship, commissioned too early to take advantage of some new and important breakthrough in technology.

The world's second largest navy is that of the U.S.S.R. and, according to "Jane's", the Russian navy has been busy paring out its deadwood in obsolete and obsolescent ships, which had been retained and manned following the Second World War. The Russian fleet is stated to include at the present time 32 cruisers, 180 destroyers, 500 submarines, 300 frigates, 1,000 minesweepers, 125 patrol vessels, 500 motor torpedo boats, 120 landing craft and 160 fleet auxiliaries—a sizable fleet indeed for a country which started almost from scratch after the war.

The most significant feature of Russia's naval development, of course, is the emphasis placed on submarines. Most of this fleet, it is to be surmised from the types of undersea boats it contains, would be used, in the event of war, to attack commerce on the high seas and disrupt trade and transportation between the New World and the Old, just as the German attempted to do in the First and Second World Wars.

However, the submarine has developed new capabilities of late, and it can be assumed that Russia, like the United States, is arming certain of its submarines with long-range ballistic missiles. The submarine would then take over the bombardment role of the battleship, the difference being that the submarine can strike farther and harder and be almost immune to return fire.

From the Russian fleet of 500 or more submarines and the American fleet of 200, there is a sudden drop to that of the Royal Navy—about 60, Sweden 34 and France 26. Twenty-three other nations also possess one or more submarines but fail to alter the probability that Russia has more submarines than all the rest of the world on either side of the Iron Curtain.

What of the aircraft carrier? Here the leadership is definitely with the United States, although "Jane's" concludes that even the U.S. is unlikely to continue building the "giants" of the Forrestal and later classes, which have been coming down the ways in recent years. Each such ship demands too large a share of the defence budget.

"The existence of powerful undersea cruisers with practically unlimited fueling range and long submerged endurance, and the mergence of guided and ballistic missiles as operational weapons, poses the question as to whether the evolution of the aircraft carrier will be thrown into the melting pot in the foreseeable future," says "Jane's". "Taking all things into consideration the conclusion of the major naval powers seems to be that there is little reason to expect the aircraft carrier to disappear yet."

The aircraft carrier has shown a number of capabilities for which it was not originally designed. It can be used for aircraft or vehicle transport, it can be easily converted to carry troops and their equipment, it can serve as a base for anti-submarine helicopters and it can serve a supply role in the fleet.

The Royal Navy, for example, has turned to HMS *Bulwark* into a commando carrier, capable of landing troops and their vehicles by helicopter. The same helicopters used in ship-to-shore transport can be adapted, through the ships' own facilities, for use as anti-submarine helicopters.

The future of the cruiser appears to be less assured. Those that do survive would in many cases appear to be destined to become guided missile ships. The Royal Canadian Navy has already gone out of the cruiser business and a perusal of "Jane's" would seem to show the foresight of Canadian naval planners in a fairly good light. The RCN has none of the diffuseness and lack of obvious purpose which seems to afflict so many of the world's smaller navies. It is plain for all to see that the function

of the RCN is to fight submarines and that the equipment has been carefully designed with that end in view.

In this regard, it is interesting to observe that the frontispiece of the current "Jane's" include a picture showing the combined anti-aircraft and anti-submarine fire power of a St. Laurent class destroyer escort, HMCS *Fraser*.

Those interested in the dispersal of former Canadian warships among the world's fleets will find the transfer of ten Bangor minesweepers to Turkey and the gift of three Prestonian class frigates to Norway recorded here.

The vertical format, adopted in last year's 60th anniversary issue has been continued. Because of the special features in the anniversary issue, this year's "Jane's" has somewhat fewer pages, but as for comparing them: How do you compare superlatives?—C.

JANE'S FIGHTING SHIPS, compiled and edited by Raymond V. B. Blackman, AMINA, AIMarE; published by Sampson Low, Marston and Company, Limited, London, England, and in Canada by The McGraw-Hill Company of Canada, Limited, 253 Spadina Road, Toronto 4.



A chief petty officer with his own ship is CPO Edward A. Rigby, who is in charge of HMCS *Cormorant*, a Bird class patrol vessel in the Atlantic Command of the Royal Canadian Navy. He is shown on the bridge of the *Cormorant*. (HS-55805)

THE NAVY PLAYS

Navy at Top in Armed Forces Play

The West Coast Navy, defending its B.C. Area tri-service volleyball crown, took a big step towards retaining it by walking away with the 1959 Vancouver Island eliminations. They downed Air Force 2-0, and duplicated the feat with the Army.

The RCN also won the Vancouver Island Bowling Championship by racking up a pinfall of 6,808 against Army's 6,438 and Air Force 6,432.

The keggers are scheduled to roll against the mainland champions for the 1959 B.C. Area tri-service bowling crown.

Not content with laurels in only volleyball and bowling, Ord. Lt. E. S. Bolli captured the Vancouver Island tri-service "B" singles badminton championship, while Lt.-Cdr. H. W. Markle and Lt.-Cdr. (S) J. P. Good combined their talents to take the doubles championship. They are now scheduled for the B.C. finals.

Still unsatisfied, the Navy sportsmen swept the soccer field by defeating Army 4-0 and Air Force 1-0 for the Vancouver Island tri-service title and await now the B.C. finals.

Ottawa Curling Rink in Use

The Navy's new curling rink in Ottawa was used for the first time in early February as eight teams played the opening round of competition for the President's Trophy.

Although the club room was not completed but the ice was ready, club members decided to put it to use and commenced their regular league play.

The rink is on HMCS *Carleton* property and is unique in Eastern Canada with its ice surface raised above ground level.

Squash Players Vie for Trophy

Among the handsome trophies vied for annually in the Atlantic Command is the "Lieutenant-Commander Brian Bell-Irving Memorial Trophy" for competition in squash.

All serving officers of the Royal Canadian Naval College class of 1945 contributed towards the purchase of the



trophy to honour the memory of Lt.-Cdr. Bell-Irving, who was killed in a flying accident in the spring of 1958. He was an outstanding athlete, who had made a great contribution to naval sports.

He graduated as a midshipman from Royal Roads in June 1945.

Navy Has Single Loss in Hockey

Playing in the Victoria Commercial Hockey League, the West Coast Navy swept the field with 12 wins, one loss and one tie. Individual team members also took the three top spots in the scoring race. Ldg. Sea. Neil Standley, an old scoring champion won the scoring title with 32 points, AB Cliff Uhren was runner-up with 24, and Ldg. Sea. John Bond and AB John Morris tied for third place with 17 points each.

The team was scheduled to go into the Coy Cup playdowns against the Nanaimo Clippers.

Shearwater Takes Hockey Title

The 1958-59 edition of the Atlantic Command Hockey Championships came to a successful conclusion in the *Cornwallis* rink in mid-January with *Shearwater* taking the title by defeating the

First Canadian Escort Squadron 10-4. *Stadacona* Anchors defeated *Bonaventure* to win the consolation round 15-5.

Shearwater earlier tangled with *Cornwallis*, winning 4-3 for a berth in the Command play-off. *Stadacona* had defeated the First Minesweeping Squadron 15-1 to enter the consolation final.

Teams entered were from *Stadacona*, *Shearwater*, *Bonaventure*, *Sioux*, First Minesweeping Squadron, First Escort Squadron and *Cornwallis*. The draw was made in two sections with *Bonaventure* and establishments in "A" section and other ships in "B" section. The winners of each section played off for the championship. Competition was keen and fans were treated to some fine exhibitions of hockey.

The top scorers of the tournament were McGregor and Hilyz of *Stadacona* and Gaudet of First Escort Squadron with 7 points each.

Wrestling Club Steps Up Training

The Pacific Command Wrestling Club stepped up its training in preparation for the B.C. provincial championships in March with their sights set on the Canadian finals in April.

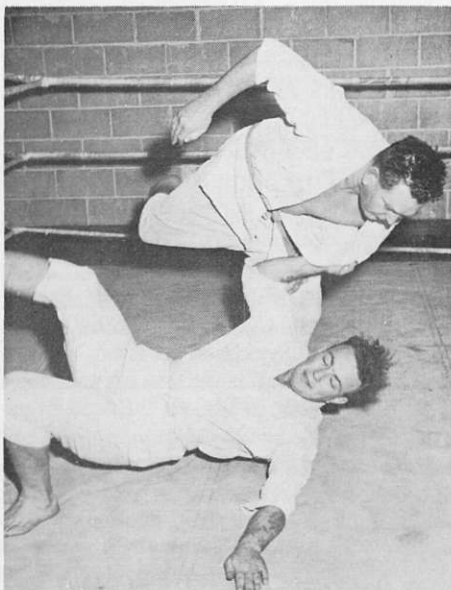
Formed only last year, the club has since come a long way. Their first competitive entry, PO Ira Lefevre, in his first venture into the mat game, took second place in the B.C. finals and third in the national competition. He is being groomed by mat veterans CPO Jim Goodman and CPO Don McCullough.

The club hopes to send at least eight entries to Vancouver, and to this end workouts are held daily. The members have held several matches on Vancouver Island, capturing a victory in every one.

Another club to promote a related sport has been formed on the West Coast. This is the Pacific Command Judo Club, under the instructions of CPO Don McCullough.

Three members of the club already have been graded to the Green Belt degree and are active in the Victoria Judo Club which is mentored by PO "Lank" Innouye, holder of the coveted Black Belt.

HERE AND THERE IN THE RCN



It looks like PO Jim Beach, on the mat, is about to throw CPO Don McCullough, during a judo session at Naden, but he isn't. Jim is crashing to the mat after a hip toss by Don. (E-48618)



Cow Bay school children tear into refreshments while their gunnery hosts hover in the background during the first Christmas party attempted by the staff of the Osborne Head naval gunnery range at the eastern approach to Halifax harbour. The tots totalled 29 and were entertained, refreshed and given gifts. (HS-55693)



Helping to keep track of pay and allowances at Stadacona, where about 3,300 naval personnel draw their pay, is Wren Maryon P. Gill, who has been in the Navy since September 1956. (HS-55785)



Now that Alaska has become the largest state of the Union, officers and men of the Second Canadian Escort Squadron were not surprised to find things tend to be on a large scale there, when they visited Kodiak early this year. Here CPO Charles MacQueen, CPO Albert Dodds and PO John Osler, of HMCS Crescent, display three gigantic king crabs caught in Alaskan waters. (CR-353)

LOWER DECK PROMOTIONS

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

ACHTYMICHUK, Edward W. ...P2MA2
ALLEN, Frederick H.C1ST4
ALLEN, RobertLSOM2
AMEY, John H.P1NS3
ARCHIBALD, Hector M.C2WR4
ARSCOTT, Henley J.LSRP1
ARSENAULT, Raymond J.LSCK2
AUGER, Rosalee M.A/WP2WP1
AUSTIN, Terrance R.LSTD1

BACKMAN, Ralph R.LSAM2
BALDWIN, James J.LSNS2
BANNISTER, Bryan D.LSCV1
BARNES, Charles A.LSEM1
BAXTER, Leslie D.LSMA2
BEACH, Anthony G.LSSW1
BEAZLEY, Judson B.C2MA4
BELL, Harvey, C.P2MA2
BLAINE, Ralph A.C2NS3
BOON, George K.LSNS1
BOULANGER, Luc J.LSVS2
BREWER, William T.PIAW3
BROWN, Kenneth T.LSAA2
BRUCE, George C.LSCV1
BRUNEAU, Gaston J.P1MA3
BRYSON, Richard F.C2ST4
BUREAU, Marcel J.LSAW2
BURGESS, William R.LSMA1
BURKE, Thomas D.LSAW2
BUXTON, Thomas O.P2PW2
BYRNE, John M.P2PW2

CHAPMAN, Ronald L.LSRN3
CHOUINARD, Guy J.PIAW3
COLLETT, Ronald M.LSAW2
CONWAY, Leonard T.LSAW2
CORNELL, Donald G.LSVS1
COUSINEAU, Raymond W.LSED2
CROSWELL, Harley J.LSEM1
CULBERTSON, John H.LSAR2
CZECH, Ted J.P1VS3

WEDDINGS

Lieutenant Nicholas E. Garapick, *Shearwater*, to Miss Ruth Constance Darrach, Herring Cove, N.S.

Able Seaman Harold James Last, *New Glasgow*, to Miss Betty Lou Alphonsine Beauchesne, Youbou, B.C.

Able Seaman Robert Martin, *Miramichi*, to Miss Elizabeth Hopkins, of Port Arthur, Ont.

Lieutenant-Commander William Thomas Nash, USN, Naval Headquarters, to Miss Gwendolyn Jenneth Craig, of Ottawa.

Ordinary Seaman William Robb, *Restigouche*, to Miss Rosemarie Phyllis Knight, of Stratford, Ont.

Able Seaman Pierre Trepanier, *Sioux*, to Miss Noelline Apestiguy, of Quebec City.

Sub-Lieutenant Charles Robert Ward, Royal Naval Engineering College, to Miss Jennifer Louise Perraton, of Plymouth, England.

DARRAH, John B.LSNS1
DAVIS, Archibald S.P2EM2
DAVIS, Walter R.P1CK3
DAVISON, Desmond A.P2RT3
DAY, James S.LSCV1
DAYE, Howard R.P1NS3
DEPPISCH, James M.P2SW2
DESCHENES, Alcide J.LSAM2
DIBBLE, Jack A.P1SW3
DICKSON, Frank I.LSAP2
DUFFY, John V.C2SH4
DUNN, Dennis G.LSMA2
DUNN, Donald J.C2WR4
DUPUIS, Dennis J.LSNS2

EDISON, Edward J.P1CK3
EINER, Hans O.LSEM1

FARMER, William L.P1AW3
FAY, George F.LSEM1
FINLAY, Kenneth J.LSAP2
FISHER, William A.LSAW2
FOSTER, WilliamC2NS3
FRIESEN, HarveyLSLA3

GOHIER, Arthur J.LSCK2
GARDINER, Joseph R.P1SW3
GAUDET, Burton L.P2AW2
GILBERTSON, Morris W.LSMA2
GIRARDIN, Harvey H.P2SW2
GRIFFITHS, Gruffydd G.P2MA2

HOLLOWAY, Walter J.P1MA3
HAMILTON, Alexander R.P2PW2
HANDY, Philip H.LSAF1
HASLETT, RalphLSNS1
HAUKAAS, AlfP2MA3
HOWARD, Beverley M.P2MA2
HRIBAR, Thomas P.LSEM1
HUNT, Kenneth O.LSMA2
HUTCHINSON, Donald K.P1RT4

JACKSON, John E.C1ST4
JANES, Howard M.P2AW3
JARDINE, Willis C.C2SW3
JOHNSON, JohnLSAP2

KAVANAUGH, Donald T.P2AF3
KEELING, Gordon E.P2AW2
KEHOE, John B.P1TA4
KELLY, George B.LSCV1
KEYES, Leslie E.P2EA3
KILMARTIN, Albert A.LSEM1
KNIGHT, Leonard C.LSSW2

LABEREE, Maurice A.P2TA3
LACHANCE, J. Antonio J.LSCK2
LACROIX, Paul J.P2SW2
LALLIER, Johnny J.P2MA2
LANDRY, Raymond E.LSSW2
LANGEVIN, Maurice A.LSMA1
LAWRENCE, James R.LSAM2
LAWRENCE, Kenneth R.P2EF3
LAWTHER, John S.LSOM2
LAY, Joseph H.C2ER4
LEFEBVRE, Ira D.P2MA3
LEGENDRE, Pierre J.LSOM2
LEITZ, Arthur E.LSAR1
LOUCKS, Thomas E.LSNS1
LYNAS, Edward C.LSNS2

MacDONALD, John J.C2MA4
MacGLASHEN, John A.C2PW3
MADILL, James F.LSEM1
MARA, Arnold G.P1NS3
MATHURIN, Roger J.LSSW2
MAYHEW, Jerrald C.LSEM1
McGIBBON, Roy E.P2MA2
McINTYRE, Arthur W.P1VS3
McLAREN, John A.LSSE1
McLAY, Robert W.LSRT2
MEASAR, Arthur A.LSVS2
MILLAR, Herbert W.LSOM2
MONTPETIT, Paul J.P2TA3
MOORE, Jack A.LSCR1
MURPHY, William A.LSMA2

NAUGLE, Ronald E.LSSW2
NEWHOOK, Dennis H.P2RW3
NIBBLETT, James A.P2AW3

O'BRIEN, James R.P1NS3
O'GORMAN, Robert E.P1MA3
ORR, John H.C2OT4
O'SULLIVAN, Paul C.LSQM1

PAGE, Victor G.P1RT4
PARENTEAU, Gerald J.LSVS1
PARSONS, Herbert M.P2OM2
PAULSEN, Ralph C.P1VS3
PEACH, Max R.P1VS3
PEARSON, John D.C2EM4
PELLETIER, Valmont J.LSNS2
PIONTEK, StanleyP2PW2
PIPER, Norman H.LSAW2
PITT, Lyle J.LSCK2
POIRIER, Rudolph J.LSAO2
POND, Reginald S.P1VS3
PORTER, Herman A.LSEM1
POSIK, PaulP1MA3
POUPART, Robert C.LSVS2
PRICE, Ellis T.P1LA3
PROVOST, Lucien J.LSEM1

RAIT, John A.LSMA2
RICHARDSON, Andrew R.P1PW3
RICHARDSON, Stuart G.LSRP2
ROBINSON, Edward G.LSNS2
ROBINSON, William J.C2OT4
ROCHE, John G.C2OT4
ROY, Constantin J.LSCK2

SCOTT, Jack G.LSRP2
SCRIMSHAW, Marvin S.LSRT3
SHEPPARD, Robert W.P1AW3
SIMPSON, David J.LSNS1

BIRTHS

To Lieutenant-Commander H. M. Belanger, *Niobe*, and Mrs. Belanger, a son.

To Chief Petty Officer Norman Keziere, Naval Headquarters, and Mrs. Keziere, a daughter.

To Lieutenant (S) H. F. MacLellan, *Stadacona*, and Mrs. MacLellan, a daughter.

To Leading Seaman E. T. O'Donnell, *Naden*, and Mrs. O'Donnell, a daughter.

To Leading Seaman G. E. Roberts, *Niobe*, and Mrs. Roberts, a daughter.

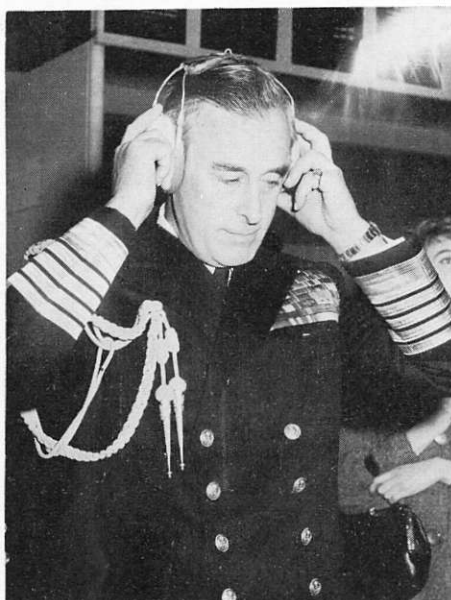
To Able Seaman Hubert Schram, *Sioux*, and Mrs. Schram, a daughter.

SKIDMORE, Alvand H.LSMA2
 SLAVEN, Thomas G.P1ER4
 SLUSARENKO, JosephC2OT4
 SMITH, Elmer E.LSVS2
 SMITH, ArnoldLSNS2
 SMITH, Peter L.P2VS2
 STEINBURG, Orval K.LSAW2
 STEPHENS, Charles A.LSNS2
 STEWART, David A.LSCR1
 STOKES, Edwin F.LSNS2
 STRETTON, Shirley M. ...A/WP2WP1
 STUBBS, Walter A.P1NS3
 SWEET, Ronald W.P1RT4
 SWICK, James M.P2VS2

TARRANT, Vincent J.LSRT2
 TAYLOR, Murray F.P1ED4
 TESSIER, Paul J.P1SW3
 THOMPSON, Charles H.C2CK4
 THOMPSON, Robert C.P1PW3
 THOMPSON, William J.C2ER4
 THOMS, Phillip E.LSNS1
 TURNER, Jack E.P1SW3

UTRONKI, Norman J.LSAA2

WAITE, James M.LSPW2
 WALKER, Donald E.P2PW2
 WALKER, George E.LSVS2
 WALSH, William J.P1PW3
 WALTERS, Douglas L.LSNS2
 WARD, Ronald J.LSEM1
 WATSON, Andrew P.P1PW3
 WEIR, William S.LSLR1
 WILKIN, Cameron L.LSEM1
 WILLIAMS, Harold A.LSOM2
 WILSON, EdwardLSOM2



Admiral of the Fleet, Earl Mountbatten of Burma, who opened the Royal Naval School Boys' Exhibition in London a few weeks ago, is shown trying on a pair of magnetic induction earphones, which need no wires and enable the wearer to walk about unhindered. The First Sea Lord later this year will become Britain's Chief of Defence Staff. (U.K. Information Services.)

WOODHOUSE, Joseph W.LSMA1
 WURZER, Ronald A.LSCR1

YEMEN, Fredon H.C2SW3

LETTERS TO THE EDITOR

Dear Sir:

As my wife was recently looking into my Canadian souvenirs, she discovered a few old copies of *The Crowsnest*. She found them quite interesting and got me enthusiastic again, so that I am now enclosing my subscription for this year.

For a long time I have wanted to get in touch again with the RCN and with the many friends I made during by training in Canada. As far as I know so would my colleagues, Jef De Wilde and Paul Segers. *The Crowsnest* is probably the best means of re-establishing contact.

Let me be allowed to give a few personal and professional informative notes about the first three Belgians ever to train with the RCN. It might be interesting to a number of readers of the RCN's Navy Magazine.

Jef De Wilde is still unmarried, living at Wanzele, Molenstraat, 23. He served as a watchkeeping officer aboard Algerines, duty which brought him the cold of Iceland as well as the heat of the Belgian Congo. He was recently appointed to an MSO as "Ops" which in-

cludes the navigation and communications departments. Jef was promoted LtJG at the end of last year.

So was Paul Segers, but on July 8, 1958, he had already been promoted as head of the family when he married Maria Lorre. They are now living in Ostend, Blauwe Kastelstraat, 92. Paul was first lieutenant on an MSC for one and a half years; now he is a watch-keeping officer aboard an Algerine.

Camiel Jacobs was married on February 5, 1958. On November 29 a little Margareth joined the young family, which lives in Ostend, Hyacintenlaan, 7. After a short turn-around trip to Banana aboard an Algerine, Camiel was appointed first lieutenant to an MSC and changed this job recently for a similar one to Jef's aboard another MSO. He was equally promoted LtJG last December.

Dear Sir, I hope that this "letter from Belgium" may get through to many of our friends in the RCN, either our instructors or colleagues at the time. They are always welcome to Belgium, especially at the above mentioned ad-

resses or aboard any of the ships of our Navy. Many friendly greetings to all of them.

Sincerely yours,
 C. D. C. JACOBS,
 LtJG Belgian Navy

Hyacintenlaan, 7,
 Ostend,
 Belgium.

The following letter was received in January by the Naval Historian:

Dear Sir:

I was pleased to see in the December issue of *The Crowsnest* that the mystery of the original HMCS *Stadacona* has been cleared up.

I first realized that there was something adrift in the history of *Stadacona* back in 1948, when she was scrapped at Seattle. I began to collect material on the history of the ship, and wrote both to Ottawa and Washington.

The information I received from Washington on the history of USS *Wasp* was completely at variance with the facts I had about *Stadacona*.

Lloyd's Registry proved its fallibility to me by being wrong on two counts. In the 1925-26 Lloyd's, *Stadacona* is listed as ex-*Columbia* of 1893, built at Philadelphia, while the engines are those of *Columbia* of 1899. Another authority complicated the matter by stating that the *Columbia* was launched at Philadelphia, and completed at Elizabethport, N.J.

All this led me to the conclusion that there must have been two *Columbias*, and that the alleged career of *Stadacona* as USS *Wasp* was untrue.

According to my files, the *Moonlight Maid*, ex-*Lady Stimson*, ex-*Kyukuzmt*, ex-*Stadacona*, ex-*Columbia*, was sold by W. P. Dewees in 1941 to Armour Salvage and Towing Co., who stripped her of her yacht fittings, and converted her to a towboat.

In 1942 she was purchased by the U.S. government, and was used to tow supplies to U.S. Army bases in Alaska.

After the war she was sold to Foss Launch and Tug Co. of Seattle. In January 1948 her wooden fittings were gutted, and she was subsequently broken up for scrap.

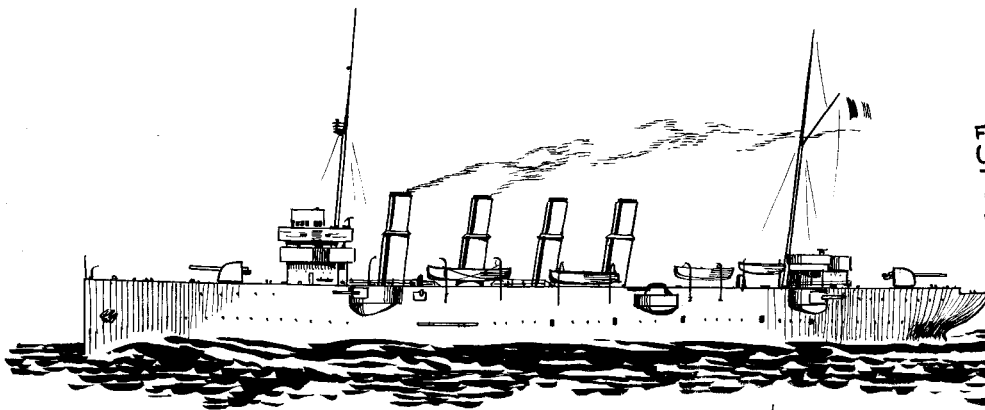
I remember the old ship well in her heyday, and I'm pleased you have disposed of the old legends which proved so difficult to unravel.

Yours truly,
 NORMAN HACKING,
 Marine Editor.

The Province,
 Vancouver, B.C.

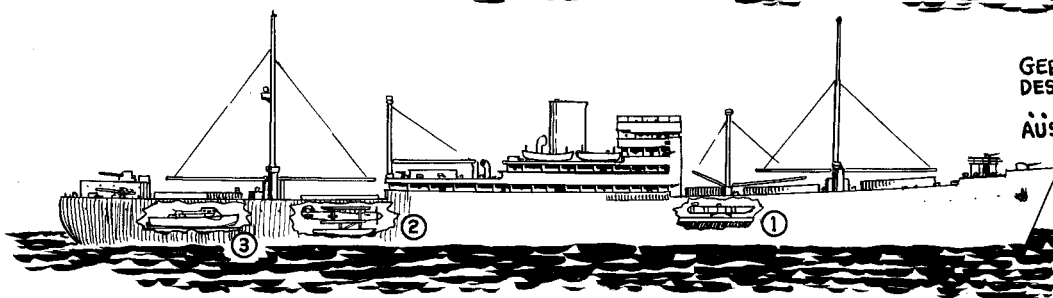
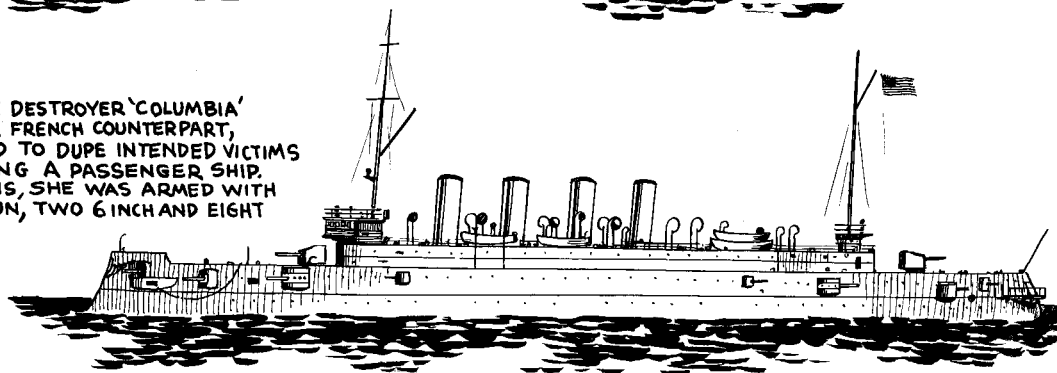
Naval Lore Corner

Number 68
Commerce Destroyers
& early propulsion



FRENCH CRUISER 'CHATEAURENAULT' (1893) OF 8,018 TONS WAS DESIGNED TO APPEAR LIKE A TYPICAL LINER OF HER ERA...SO THAT SHE COULD GET WITHIN EASY RANGE OF HER VICTIMS WITHOUT BEING RECOGNIZED. ARMAMENT WAS TWO 6.4 INCH AND SIX 5.5 INCH GUNS.

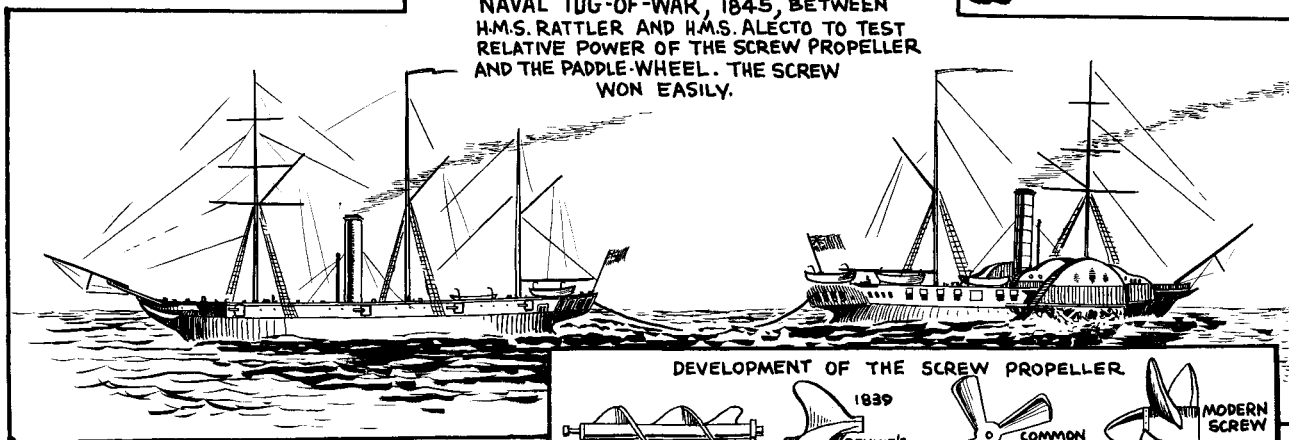
U.S. COMMERCE DESTROYER 'COLUMBIA' (1892), LIKE HER FRENCH COUNTERPART, WAS DESIGNED TO DUPE INTENDED VICTIMS BY RESEMBLING A PASSENGER SHIP. OF 7,450 TONS, SHE WAS ARMED WITH ONE 8 INCH GUN, TWO 6 INCH AND EIGHT 4 INCH GUNS.



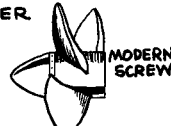
GERMAN WORLD WAR II COMMERCE DESTROYER 'KORMORAN' (EX-FREIGHTER) ... CLAIMED TO HAVE SUNK THE AUSTRALIAN CRUISER 'SIDNEY'!

OF 8376 TONS SHE WAS ARMED WITH SIX 5.9 INCH GUNS, SEVERAL SMALLER GUNS, SIX TORPEDO TUBES ①, TWO SEA-PLANES ②, TWO E-BOATS ③ AND 230 MINES. SPEED WAS 18 KNOTS...

NAVAL TUG-OF-WAR, 1845, BETWEEN H.M.S. RATTLER AND H.M.S. ALECTO TO TEST RELATIVE POWER OF THE SCREW PROPELLER AND THE PADDLE-WHEEL. THE SCREW WON EASILY.



DEVELOPMENT OF THE SCREW PROPELLER



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