

The CROWSNEST



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CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Stokie—Last of the Mascots?</i>	4
<i>George Medals Awarded</i>	5
<i>Cruise to Hawaii</i>	6
<i>Gatineau Commissioned</i>	7
<i>Officers and Men</i>	9
<i>'Crowsnest' Founder Retires</i>	11
<i>Polynia Party</i>	13
<i>Admiral at Bay</i>	15
<i>Bell Hydrofoil Salvaged</i>	17
<i>Afloat and Ashore</i>	19
<i>The Tempestuous Earl of Dundonald</i>	21
<i>Books for the Sailor</i>	24
<i>The Navy Plays</i>	25
<i>Lower Deck Promotions</i>	27
<i>Naval Lore Corner No. 68</i>	Inside Back Cover

The Cover—Wind force was zero and the sea like molten glass when the camera in the hands of CPO Douglas Howes froze HMCS *Oriole* on the crest of a swell. The *Oriole*, proceeding on engines, was carrying Royal Roads officer cadets on a week-end cruise to the U.S. naval base at Bremerton, Washington, last fall. (E-47851)

LADY OF THE MONTH

HMCS *Gatineau*, commissioned in Halifax on February 17, is named after the Gatineau River, a once-turbulent Quebec stream which pours into the Ottawa River near Canada's capital city. Long stretches of the river have now been tamed for the production of electric power, but timber and pulpwood still float down to the mills as they did a hundred years ago.

The name has been borne by only one other warship, HMCS *Gatineau*, a River class destroyer of Second World War fame, whose battle honours, "Atlantic 1943-1944" and "Normandy 1944", have been inherited by the new ship.

The new *Gatineau* was honoured, before she was even commissioned, by being chosen as senior ship of the escort for HMY *Britannia* along the St. Lawrence this year. (CN-3787)

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RCN NEWS REVIEW

Sailors raise the White Ensign and lower the Red at the moment HMCS Gatineau became an active unit of the Atlantic Command, February 17. Built by Davie Shipbuilding Co. Ltd., the Gatineau is the third Restigouche class destroyer escort to enter the fleet and the tenth Canadian designed and built DDE to be accepted in the RCN. (HS-56324)

RMC Permitted To Grant Degrees

Degree-granting privileges have been accorded to the Royal Military College of Canada as the result of the passage of a bill by the Ontario legislature. The first degrees under The Royal Military College of Canada Degrees Act, as it is known, will be granted this spring.

The new legislation affects not only officer cadets studying at RMC but also those at College Militaire Royale and Royal Roads, since all students of Canadian Services Colleges must complete their work at RMC.

It will be possible this year to grant both pass and honours degrees in arts (BA) and pass degrees in science (BSc). With forthcoming changes in the curriculum, RMC will also be able to grant honours degrees in science and also to grant Bachelor of Engineering degrees. It will be 1962 at the earliest before these latter degrees can be given, according to Brigadier R. P. Rothschild, Director, Regular Officer Training Plan.

The degrees will be granted by a senate consisting of the Minister of National Defence, in his capacity of president of RMC, the director of studies and the heads of college departments. The legislation also authorizes the appointment of a chancellor to confer the

degrees, but this function may alternatively be performed by the president or the commandant. The university status of RMC is further recognized in the privilege of granting honorary degrees in arts, science and engineering.

Following the passage of the bill in the Ontario legislature, Commodore D. W. Piers, commandant of RMC, said in a press interview that the college cadets had always done academic work equal to that required for a university degree. The new arrangement would result in a considerable saving of money, since it would no longer be necessary for students to go on to other universities for their degrees.

The legislation also remedies what, on the face of it, was an unfair situation, in that students attending universities under the Regular Officer Training Plan entered the armed forces with university degrees, while those who had trained to similar standards at Canadian Services Colleges received no such recognition.

Cape Scott on 'Shake-Down' Trip

HMCS *Cape Scott*, mobile repair ship, under the command of Cdr. Frank J. Jones left Halifax March 10 for a six-

week "shake down" cruise to the West Indies.

The ship was to go to Jamaica, visit Montego Bay from the 19th to the 26th, and Kingston from the 27th to April 1. The *Cape Scott* will be in Bermuda from April 6 to 13, then will call at Norfolk, Va., from the 16th to the 21st, returning to Halifax April 24.

The *Cape Scott*, which has a complement of 23 officers and 225 men, was commissioned in January as the first mobile repair ship in the Royal Canadian Navy.

Following the "shake down" cruise, she will begin her duties with the fleet, making her elaborate repair facilities and skilled technicians available to ships of the command during periods away from Halifax.

Squadron Repeats 'Safe Flying' Win

A year of accident free flying has won for the Royal Canadian Navy's experimental squadron, VX 10, the 1958 award of the navy's Safe Flying Trophy.

This is the second year in succession this squadron has won the award, which is presented annually to the naval air squadron showing the best record of accident free flying.

Commanded by Lt.-Cdr. (P) J. C. Sloan, VX 10 is based at *Shearwater*.

The experimental squadron is responsible for the evaluation and development of air equipment and associated material.

The trophy, which was put up for annual competition between RCN air squadrons in 1953 by the officers of the Navy's supply branch, was recently presented to Lt.-Cdr. Sloan by Commodore (S) C. J. Dillon, Supply Officer-in-Chief.

In an official naval statement in connection with the award of the trophy, it was stated: "The aircraft air accident picture for the past year is most encouraging and shows the result of sound training and good leadership . . . The attainment of a new low in the RCN aircraft accident rate by all concerned is a most commendable performance."

Earl Mountbatten Will Open CNE

Admiral of the Fleet, the Earl Mountbatten of Burma, KG, PC, the First Sea Lord of the Admiralty, who takes up his new appointment as Chief of the United Kingdom Defence Staff in July, has accepted the invitation of the Canadian National Exhibition, conveyed to him by the Canadian Government, to open the 81st Canadian National Exhibition in Toronto on August 26.

He will arrive, accompanied by Lady Mountbatten, in the Royal Navy's Fifth Frigate Squadron, HM Ships, *Scarborough*, *Tenby*, *Salisbury*, and *Whitby*, flying his flag in HMS *Scarborough*, the leader of the group.

Two Ships Join Fleet in One Day

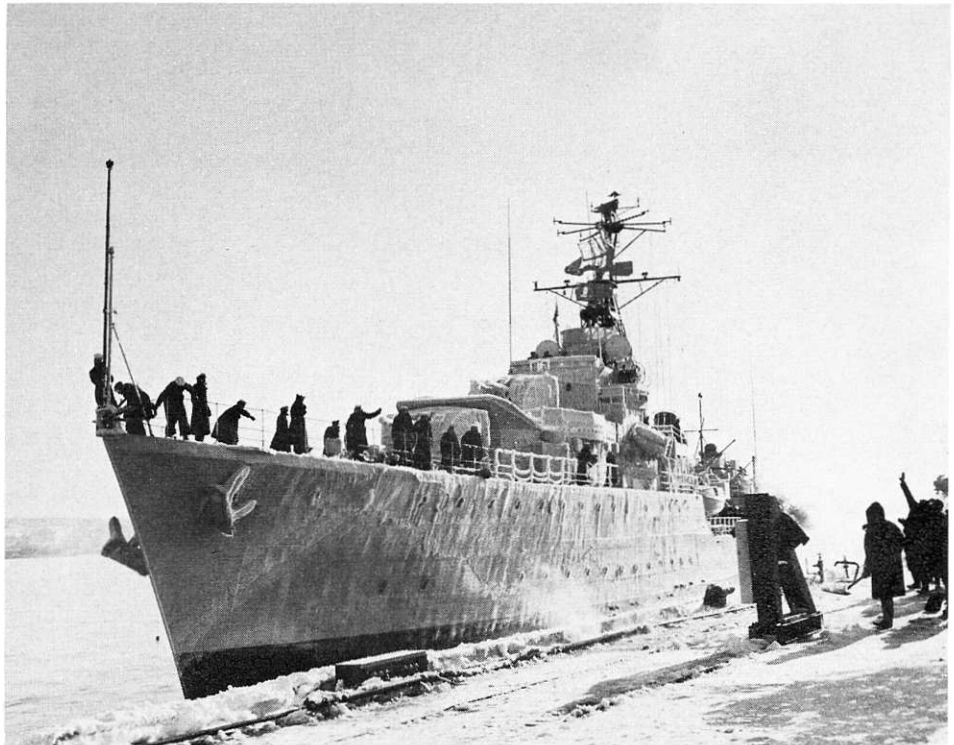
Two well-known Atlantic Command ships, the destroyer escort *Micmac* and the frigate *Lanark*, were in the lime-light on a single day in March.

They each commissioned on March 10—the first occasion since the end of the war in which two ships have re-commissioned in one day. Both ships had been undergoing a refit which began last summer.

The *Micmac* is commanded by Cdr. A. B. C. German and the *Lanark*, by Lt.-Cdr. W. V. A. Lesslie. On commissioning, the *Micmac* was attached to the Third Canadian Escort Squadron and the *Lanark*, to the Seventh Canadian Escort Squadron.

Magazine Features RCN's New Ships

"Canada's Fabulous Submarine Killer . . . HMS *Restigouche*," is the title of an article featured in the March issue of *Popular Mechanics* magazine.



You can see the *Athabaskan* shivering from stem to gudgeon in this picture of her arrival at Halifax on February 16 from the balmy West Coast. She and the *Cayuga* arrived the same day to become units of the Atlantic Command—both of them encrusted with unfamiliar ice. (HS-56291)

The article, graphically describes the role and capabilities of the *Restigouche*, first ship of her class. To obtain material for the article, an editor of the magazine made a special visit to the destroyer escort at Halifax.

Considered to be among the most advanced anti-submarine vessels in the world, the *Restigouche* and her class are a development of the *St. Laurent* class destroyer escorts. Improvements in armament and submarine detection capabilities are incorporated in the *Restigouche* class ships. These improvements embrace sonar, guns and homing torpedoes, and are the result of intensive study and exhaustive trials.

In its article, the magazine appraises the *Restigouche* as "the hottest thing in anti-submarine warfare . . . according to navy men on a couple of continents."

Atlantic Command Warships Busy

The beginning of March saw a period of concentrated activity for ships of the Atlantic Command.

This was particularly true for a number of the destroyer escorts. Back in Halifax on March 8 from the Atlantic Command's exercises in the Bermuda area, they returned to sea on March 11 for a week of combined anti-submarine exercises with RCAF Maritime Com-

mand aircraft off the coast of Nova Scotia.

Taking part in the Bermuda exercises were the destroyer escorts *Algonquin*, *Iroquois*, *Restigouche*, *St. Croix*, *Nootka*, *Cayuga*, *Athabaskan* and the frigates *Fort Erie*, *La Hullose* and *Buckingham*. With them came the target facilities vessel *Porte St. Jean* and the ocean tug *Saint John*. The following day, March 9, the minesweepers *Fundy*, *Quinte*, *Thunder* and *Chaleur* returned from Bermuda also.

The *Haida* remained out until March 12 on plane guard duty for the *Bonaventure* while the carrier conducted qualification exercises.

In the anti-submarine exercises, which lasted from March 11 until 16, a total of 24 RCAF planes from Greenwood and Summerside participated. The group included nine of the modern giant Argus A/S aircraft. The exercise was the first test under full operational conditions for the Argus.

Naval units taking part were the destroyer escorts *Algonquin*, *Nootka*, *Athabaskan*, *Cayuga*, *Restigouche*, *St. Croix*, and the frigates *Fort Erie*, *La Hullose* and *Swansea*. They joined up with the *Bonaventure* which was already at sea off the coast at the time.

Also taking part in the exercises were the two submarines of Sixth Submarine Squadron, HM Submarines *Ambush* and *Alderney*.



This picture taken last fall, was the last photograph of "Stokie", ship's mascot of HMCS Prestonian in 1944-45. It seems quite probable that "Stokie", more than 14 years old when she died, was the last surviving "sea-dog" of the Second World War. She spent the post-war years with ex-CPO H. L. Clark, of Dartmouth, N.S., and died on New Year's Day last. (CN-3798)

SAILING under Norwegian colours is a warship that may owe a debt of gratitude to a little shaggy dog which died last New Year's Day in Dartmouth, Nova Scotia.

The ship is the Norwegian frigate, KNM *Troll*, formerly HMCS *Prestonian*, and the little dog was "Stokie," mascot of the *Prestonian* during the Second World War.

There were just two outstanding incidents in Stokie's naval career. One was the occasion on which, as she was trotting about the decks, she smelled acrid smoke escaping from the door of a temporarily untended galley, and set up a terrific hullabaloo that brought sailors on the run to nip in the bud a fire that might have seriously damaged the ship. The incident made her a heroine.

The second exciting occasion of her career was when the ship's company of HMCS *St. Catharines*, sister frigate of the *Prestonian*, "shanghaied" and carried her to sea for one trip. A boarding party from the *Prestonian* took care of that situation.

Stokie was brought on board the *Prestonian* when the frigate was commissioned at Quebec City in September 1944. Her owner, ERA William Clipper, of Niagara Falls, Ontario, obtained permission of the captain, Lt.-Cdr. Ian Angus, RCNVR, for Stokie to remain on board as the official mascot of the ship. Service documents were made out for

her and she was signed on as: "Stoker; sex, female; breed, Yorkshire terrier (?)."

CPO H. L. Clark, who now lives at 5 Milverton Road, Dartmouth, N.S., was drafted on board the *Prestonian* in April 1945 and was with the ship until she paid off at Liverpool, N.S., in November of that year. Engineer room personnel left the ship after she had been towed

to Shelburne and ERA Clipper asked CPO Clark to take the dog to Halifax, where he would pick her up and take her to his home in Ontario.

Two weeks later, not knowing how firm a place Stokie already had in the hearts of the Clark household, ERA Clipper telephoned his friend and asked him to bring the dog to the station. CPO Clark called a taxi. The rain was pouring down, Mrs. Clark said a dog shouldn't be put out on a night like that, the children were weeping, but Chief Clark went his doleful way.

At the station, ERA Clipper said he had been thinking things over and hated the thought of inflicting a long baggage-car journey on the little dog and if CPO Clark didn't mind, would he . . .

"Thanks, goodbye," said the chief, who took no chances on another change of heart. That is how Stokie and the Clark family spent 13 happy years together until her death on New Year's Day, 1959. They were busy years, too, for she helped to bring up the four Clark boys, the youngest of whom is now 13 years of age.

She wasn't a big dog—about 18 inches long and 14 inches high, with long honey-coloured hair that tumbled over her eyes and face. Her service documents are still in possession of ex-ERA Clipper and they show that her rating on leaving the Navy was "Stoker Petty Officer".



Six-year-old Jay Clark helps "Stokie" watch the birdie. Jay is now 19 years of age. The picture is from a family snapshot.

George Medals for Helicopter Pilots

HER MAJESTY the Queen has been pleased to approve the award of the George Medal to two officers of the Royal Canadian Navy, Lt.-Cdr. John H. Beeman and Lt.-Cdr. F. Roger Fink, and the award of the Queen's Commendation for Brave Conduct to two former naval personnel, Lawrence P. Vipond, of Ancaster, Ont., and Paul A. Smith, of Oshawa, Ont.

The awards were for the helicopter rescue in November 1955 of 21 crew members of the Liberian freighter, *Kismet II*, aground at the base of a 900-foot cliff on the northern coast of Cape Breton Island and being pounded to pieces by heavy seas and gales.

"Lt.-Cdr. Beeman," reads the citation, "by his determination and skilful air-manship, as pilot of a helicopter, was primarily responsible for saving the 21 members of the crew of the Liberian freighter, *Kismet II* . . ." Lt.-Cdr. Beeman is now serving as Staff Officer (Air) at the Maritime Warfare School at Stadacona.

Lt.-Cdr. Fink, co-pilot of the helicopter, is cited for "great coolness and devotion to duty throughout the operation and when piloting the helicopter during the latter stages of the rescue, displayed a very high degree of air-manship". He is now commanding officer of HS-50, helicopter anti-submarine squadron, which at the time the awards were announced was at sea in HMCS *Bonaventure*.

Former Petty Officer Vipond and former Ldg. Sea. Smith were crewmen in the helicopter. They are cited for initiative, skill, bravery and determination. Both have since returned to civilian life.

The rescue, which has been called one of the most daring and dramatic of modern times, was effected within 30 hours after the *Kismet II*, bound for Prince Edward Island, experienced steering trouble during a heavy storm and was driven aground on the rocky Cape Breton coast.

Alerted by RCAF Search and Rescue headquarters in Halifax, an RCN helicopter, piloted by Lt.-Cdr. Beeman, took off on Friday morning, November 25, from *Shearwater*, for Sydney, 165 miles away. Slowed by numerous snow squalls, the aircraft arrived two hours later. After preparing the helicopter for rescue operations, Lt.-Cdr. Beeman headed for Cape St. Lawrence, 70 miles



The George Medal has been awarded to two RCN officers, and the Queen's Commendation for Bravery to two former navy men, for their parts in the dramatic helicopter rescue of 21 seamen from the Liberian freighter *Kismet II* on the rocky coast of northern Cape Breton Island in November 1955. Recipients of the George Medal were: Lt.-Cdr. John H. Beeman, top left, and Lt.-Cdr. F. Roger Fink. The Queen's Commendation went to: former AB Paul A. Smith, at left in lower photograph, who now lives in Oshawa, Ont., and former PO Lawrence W. Vipond, now living in Ancaster, Ont. Both were crew members in the helicopter flown by Lt.-Cdrs. Beeman and Fink. (HS-56089; DNS-21862A; DNS-15118).

away and near the scene of the grounding. Heavy snow squalls were met and at times visibility was reduced to zero.

He touched down briefly at Cape St. Lawrence and then for nearly an hour attempted to approach the stricken ship from different heights and angles. A

heavy gale was whipping across the face of the cliff and snow showers at times cut visibility to less than half a mile. As the helicopter flew in toward the ship the severe turbulence suddenly dropped it almost to the wave-tops, and as suddenly flung it aloft again. Any

effort to get in close could only result in the machine being smashed against the cliff or thrown into the sea. Rescue from the air under these conditions appeared impossible.

Returning to the lighthouse, Lt.-Cdr. Beeman got in touch with Search and Rescue, and then flew two sorties with RCMP constables, naval dockyard representatives from Halifax and a quantity of rescue equipment to speed up the possibility of rescue from the cliff-top by breeches buoy.

Following this, he returned to Sydney, bucking heavy snow, and there prepared his aircraft for a pre-dawn take-off.

At 7.45 a.m., the helicopter was back at Cape St. Lawrence. Again heavy turbulence was encountered. When it was decided that rescue could not be effected from ashore and heavy seas and reefs precluded any attempts by sea, Lt.-Cdr. Beeman took off at 8.15 a.m. for another sortie. Flying along the cliff face, he discovered the wind had veered enough so that the turbulence was not so great. He approached

the *Kismet II* more closely and found he could maintain control.

Hand signals were made to the ship's crew to clear away the after steering platform. With axes and hammers the crew went to work removing ventilator rails and other obstructions, and the helicopter came in under the cliff and balanced precariously on three wheels. Despite still fairly heavy turbulence, four crew members scrambled aboard and Lt.-Cdr. Beeman, waiting his opportunity between gusts, took off and landed them ashore.

Leaving his co-pilot and one crew member behind, he made a second trip to the wreck and this time removed seven of the crew.

Lt.-Cdr. Beeman was considerably fatigued by this time and the two final trips were flown by Lt.-Cdr. Fink, who, along with the other crew member, brought the remaining ten members of the ship's crew to safety.

An hour later, Lt.-Cdr. Beeman headed back for *Shearwater*, via Sydney, leaving behind another rising gale with snow squalls which spelled doom for the ship.

softball games, golf and plenty of swimming.

The group moved out of Kahului Tuesday morning, January 20, steamed round the island and the ships came to anchor in Maalaea Bay for a four-day training session between ports of call.

The four ships then weighed anchor and proceeded to Pearl Harbour, arriving Saturday, January 24. As they approached their berths in the great Pacific base, each ship in turn sounded the "Still" and saluted the rusting, charred remains of the once proud battleship USS *Arizona*.

Again the hospitality of both naval and civilian citizens was most generous. Most of the squadron personnel got to see fabulous Waikiki Beach. There were tours of the naval base, the city of Honolulu and other tourist attractions on the island. There was a great deal of entertainment.

The first day out, homeward bound, the squadron took full advantage of the welcome opportunity to spend a day in anti-submarine exercises with the United States Submarine *Bream*. Four cadets and a *Venture* staff officer were guests for the day on board the *Bream* to follow the exercises from underwater.

Good weather held for most of the passage homeward and under way training progressed well.

On Monday night, February 2, battle was joined with 42 Division, HMC Ships *Jonquiere*, *New Waterford* and *New Glasgow*. They had steamed down southwards from exercises in the Queen Charlotte and west coast B.C. waters to join the homeward bound four on the last three and a half days of the journey.

A night encounter exercise was planned in an area of a few hundred square miles some 800 miles southwest of Cape Flattery. The four ships of 41 Division en route from Pearl achieved a surprise attack in fog, made first contact with the "enemy" and riddled the convoy under their protection. The *Jonquiere* and her two ships in company wore a specially designed battle flag bearing the Northern Black Bear, their normal sphere of operations being northern Pacific waters. The 41 Division put a grass skirt and a lei on a similar bear and called their standard *Hula Bear*.

On the last morning, in the Strait, the *Ste. Therese*, eighth ship of the squadron which was doing post-refit trials, joined the other seven for fleet-work in the approaches to Esquimalt and the squadron arrived home as a complete and eye-filling unit.

CRUISE TO HAWAII

THE FOURTH Canadian Escort Squadron, eight ships strong, steamed up Juan de Fuca Strait on the morning of February 6—the largest one-class squadron to sail together in the peace-time Royal Canadian Navy.

Four of the ships—*Sussexvale*, *Antigonish*, *Stettler* and *Beacon Hill*—had just completed a one-month, 5,400-mile training cruise to Hawaii in which 85 officer cadets from *Venture* served their first time at sea. It was the first cruise in the RCN's new concept of training junior officers in anti-submarine escort ships, rather than in a cruiser.

Capt. H. A. Porter, Commander of the squadron and Commander RCN Cadet Training, observed:

"The cruise was a solid advance, providing a strong professional grounding in this early stage of the training of these junior officers for the RCN. A broader understanding of the varying commitments and tasks of an anti-submarine ship is more readily conveyed to the young trainee in a ship of frigate size—much like the ships in which they will ultimately serve as qualified officers. The group of four ships adds the important ingredients of fleet work and the teamwork character of modern anti-submarine warfare."

Embarked in four ships, which left Esquimalt January 7, the 85 first-year

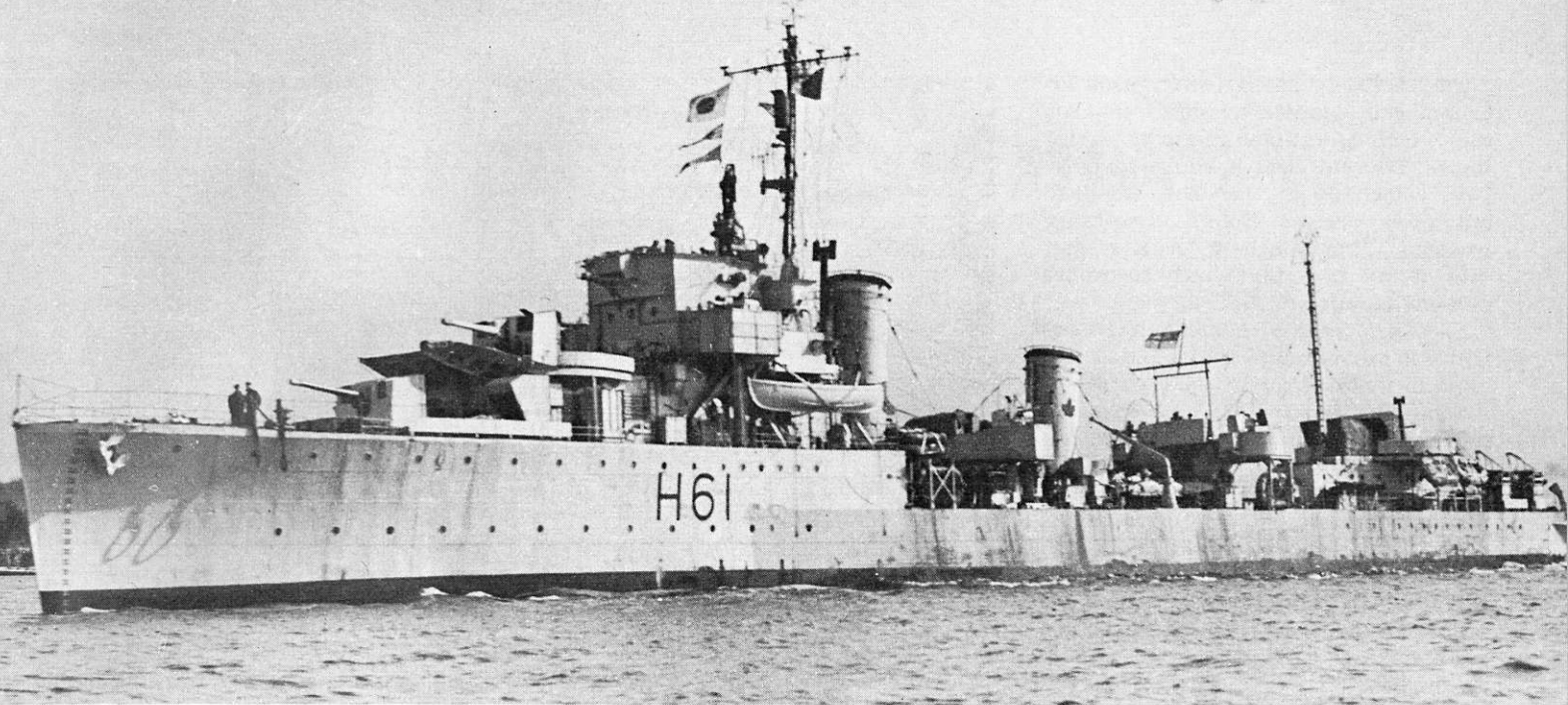
cadets were from nine Canadian provinces, England and Belgium. Most of the nine-day trip to the island of Maui in Hawaii was made through heavy, tempestuous seas and gale force winds. Formal training was severely curtailed for the first four days.

A day out of Maui, the seas subsided and the ships entered harbour under balmy Pacific skies, riding a long, easy swell. Each ship's whaler was lowered at sea and, manned by a cadet crew under the command of one of the ship's officers, the boats sailed the last 20 miles into Kahului, Maui, on a fair breeze, January 16.

The residents of the Island of Maui gave the Canadians a typical Islands welcome, with a native hula group on the jetty, singing and dancing aloha.

All officers, cadets and men were feted at a "luau" that evening. The luau is the traditional Hawaiian feast of roast suckling pig, poi and other delicacies of the Islands. Hawaiian singers and dancers entertained.

During the next three days, the Canadians saw the long surf-washed beaches; Lahaina, ancient capital of Hawaii's kings; the great volcano Haleakala, largest dormant volcano in the world; the sugar plantations and pineapple fields; the lush abundance of the Island's fields and forests. There were



The first HMCS Gatineau, as she appeared while serving in the RCN during the Second World War. (S-3311)

HMCS GATINEAU COMMISSIONED

THE THIRD of the Restigouche class destroyer escorts to join the fleet, HMCS *Gatineau* was commissioned at Halifax on February 17.

Commanded by Captain H. L. Quinn, who took command of the *St. Laurent* in March 1958 with the additional appointment of Commander Third Canadian Escort Squadron, the *Gatineau* became the senior ship of the squadron on commissioning.

Although the commissioning took place at Halifax, the *Gatineau* was built by Davie Shipbuilding Ltd., at Lauzon, P.Q. However, late last year, it was decided that the new ship should be towed to Halifax from Lauzon to avoid the freeze-up in the St. Lawrence. Accordingly, on December 15, she was taken in tow by the Foundation Maritime tug *Vigilant* for the trip to the east coast.

The *Gatineau* was laid down at Lauzon on April 30, 1953, and was launched on June 4, 1957. Her sponsor was Mrs. H. N. Lay, wife of Rear-Admiral H. N. Lay, at that time Vice-Chief of the Naval Staff, who has since retired.

The commissioning ceremony took place on a cold, windy day—a circumstance that made the warmth of the interior of their new floating home double welcome to members of the

ship's company when the ceremony ended.

The official guest list included Major General, the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, guest of honour, and Mrs. Plow; Rear Admiral H. F. Pullen, Flag Officer Atlantic Coast, and Mrs. Pullen; Rear-Admiral (E) B. R. Spencer and Mrs. Spencer; Commodore J. V. Brock and Mrs. Brock; T. R. McLagan, president of Canada Steamship Lines; Chaplain (P) E. G. B. Foote and Mrs. Foote; Chaplain (RC) C. B. Murphy; Commodore (L) H. G. Burchell and Mrs. Burchell, and Constructor Commander C. E. Booth and Mrs. Booth.

Admiral Pullen listed the substantial additions to the fighting strength of the Atlantic Command in store for 1959. The mobile maintenance ship, HMCS *Cape Scott* was commissioned in January, the *Gatineau* in February. March was to see the commissioning of the Tribal class destroyer escort *Micmac*, the frigate *Lanark* and, on the West Coast, the *Kootenay*, sister ship of the *Gatineau*, which will serve in the Atlantic Command.

The main address during the commissioning ceremony was given by Mr. McLagan. The Canada Steamship Lines president drew attention to the announcement of Lieutenant-General

Howard D. Graham, Commissioner, Royal Visit (1959) that the *Gatineau* will lead the escort squadron for HM Yacht *Britannia* up the St. Lawrence this summer.

Mr. McLagan spoke of the functions of the modern navy and said:

"The navy is coming back into its own as the first line of defence."

Following the signing of the acceptance form by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, the commissioning service was held.

Like the prototype of the class, HMCS *Restigouche*, the *Gatineau* is developed from the St. Laurent class of destroyer escort and incorporates advances in armament and submarine detection capabilities.

The advances embrace sonar, guns and homing torpedoes. The new sonar is the product of intensive study and exhaustive trials carried out jointly by the technical and staff officers of the RCN and scientists of the Defence Research Board. In general, this new equipment is designed to overcome the limitations imposed by unfavourable water temperatures, salinity and other conditions. The new set also has a greater range than those previously in use.

The *Gatineau* has a twin 3-inch 70-calibre gun mounted forward, replacing the 3-inch 50-calibre gun with which the *St. Laurent* class is equipped. The twin 3-inch 50 aft has been retained but there are no Bofors close-range weapons. The 3-inch-70 has a greater rate of fire than the 3-inch 50-calibre gun and is radar-controlled.

She also carries homing torpedoes with improved capabilities to those fitted in the *St. Laurent* class.

Some change, too, has been made in the bridge structure, which now has wings, replacing the pilotage position on top of the enclosed bridge in the *St. Laurent* class.

The first *Gatineau* was one of six destroyers turned over to Canada by the Admiralty in response to a request by the Canadian Cabinet in late 1952 for destroyers to reinforce the escort groups on the North Atlantic convoy routes. She had originally been commissioned as *HMS Express* in November 1934 and by the time she was transferred to the RCN as *HMCS Gatineau* in June 1943 had already distinguished herself.

Fitted for mine-laying just before the war broke out, the *Express* and sister-ship, *HMS Esk*, on September 9, 1939, laid the first British offensive minefield of the war in the Heligoland Bight. In August 1940 she was severely damaged off the Dutch coast when she struck a German mine. In 1941 the *Express* joined the Eastern Fleet on its formation and was among the destroyers escorting HM Ships *Prince of Wales* and *Repulse* when the two heavy ships were sunk on December 10, two days after they had sailed from Singapore.

The *Express* went alongside the slowly capsizing *Prince of Wales* and took off most of her ship's company dry-shod, staying until the last possible moment.

In July 1943, one month after being commissioned into the RCN, the *Gatineau* sailed from the United Kingdom as senior ship of Escort Group C-2. During her first year in the RCN she was engaged in escort work between St. John's, Newfoundland, and Londonderry, Northern Ireland.

In September 1943 she became involved in a bitter running battle with German submarines armed with a new weapon, the acoustic torpedo. Her convoy, ON-202, and a slower convoy, ONS-18, were beset by a pack of 21 U-boats. In the action, two British escorts, the *Polyanthus* and *Itchen*, the Canadian destroyer *St. Croix* and six merchantmen were sunk, while three U-boats were destroyed.

The *Gatineau* was later assigned to "support" duties, reinforcing the close



A check of a radar set in one of the *Gatineau*'s radar rooms is made by CPO Joseph Parker before the commissioning of the new destroyer escort at Halifax on February 17. On commissioning, the *Gatineau* became the senior ship of the Third Canadian Escort Squadron. (HS 55706)



* Technical problems in the engine room of the *Gatineau* are discussed by CPO John H. Quinn and J. Lennox, assistant superintendent of the Davie Shipbuilding Ltd., the yard which built the new destroyer escort. (HS 55705)

escorts of convoys and taking offensive action against submarines.

In March, 1944, she made a contact while supporting Convoy HX-280. A "hunt to exhaustion" followed and though she herself had to retire when she ran short of boiler feed-water, the *Gatineau*'s contact led to the sinking of U-744 by other ships of the support group.

In April, 1944, the *Gatineau* was withdrawn from the Atlantic and allocated to an escort group, consisting entirely of Canadian "River" class destroyers, for duty in the English Channel in support of the Normandy landings.

At the end of May 1945 the *Gatineau* sailed for Halifax with homeward-

bound naval personnel she had picked up at Greenock, Scotland. She made one more such crossing before being transferred to the Pacific Coast. On January 10, 1946, the *Gatineau* was paid off and in March 1947 she was declared surplus, sold and broken up.

She left the following battle honours:

Atlantic 1943-44

Normandy 1944

HMCS Gatineau was named after the Gatineau river, which rises in Abitibi County in the Province of Quebec and flows south for 230 miles before emptying into the Ottawa river a short distance below the city of Hull and across from Ottawa, the capital.

OFFICERS AND MEN

College Militaire Wins Debate Series

College Militaire Royal de Saint-Jean won the annual bilingual debate tournament held at the College on Friday and Saturday, March 7 and 8.

Deputy Speaker Pierre Sevigny, of the House of Commons, guest of honour at the closing banquet, presented the Massey Award to the winning team captain, Officer Cadet J. Granatstein.

Officer Cadet Granatstein's team won against representative teams from the universities of Laval, McGill and Loyola College and Royal Military College.

RCN Officers to Join Royal Yacht

Two officers of the Royal Canadian Navy have been appointed to serve in Her Majesty's Yacht *Britannia*.

They are: Lt. Roger D. C. Sweeny and Lt. (E) Stanley L. Foreman. They will join the Royal Yacht in May.

Lt. Sweeny has been serving as torpedo anti-submarine officer in the *Sussexvale* based at Esquimalt, and Lt. Foreman has been engineer officer of HMCS *La Hullose*, based at Halifax.

Six RCN sailors are already serving in the *Britannia* and a further nine men are being selected to join the Royal Yacht this spring.

Science Director For Navy Named

Patrick W. Nasmyth, formerly of Vancouver, a physicist with the Defence Research Board's Pacific Naval Laboratory at Esquimalt since 1948, has been named Director of Scientific Services at Naval Headquarters, Ottawa, it was announced in January. This position became vacant late last year when the incumbent, Dr. W. M. Cameron became Director of Plans at DRB headquarters.

Mr. Nasmyth will be responsible for co-ordinating all Royal Canadian Navy research and scientific development projects and for ensuring co-ordination between the various naval headquarters' directorates and the Defence Research Board and other Canadian scientific agencies.

A Canadian Army radar officer who assisted in preparations which led to the establishment of the Defence Research



An alert fire sentry (AB Ray Turner) and the discipline of the 127 men in the building won credit for the absence of loss of life when fire which broke out at 3 a.m. destroyed the chief and petty officers' living block at Stadacona on February 27. Residents had to flee so quickly—some of them by sliding down ropes from the third floor—that most of them lost clothing and personal effects. Halifax and naval fire departments kept the flames from spreading to nearby buildings. (HS-22846)

Board, Mr. Nasmyth transferred to the board shortly after its establishment and has worked closely with the RCN in a variety of projects relating to naval operations.

Ex-Air Mechanic Now Supply Officer

A former petty officer of the Royal Canadian Navy, William L. Gilbert, has been promoted to the rank of acting sub-lieutenant (Supply). He was appointed to *Cornwallis*, for an officers' divisional course, before going to *Hochelaga*, Naval Supply School at Ville La Salle, for a supply officers' technical course.

A/Sub-Lt. Gilbert was born in South Burnaby, B.C., on May 3, 1928, and entered the Royal Canadian Navy as an air mechanic second class in December, 1945. Following training at *Naden*, he trained as an air mechanic

in the United Kingdom and served in the aircraft carriers *Warrior* and *Magnificent* and at *Shearwater*. He transferred to pay writer in 1951. He has since served on both coasts, at Naval Headquarters and in the destroyer escort *Sioux*.

PO Thanked for Assisting USNR

A letter of appreciation for his "long hours and infinite patience", volunteered to assist in the training of U.S. Navy reserve personnel, has been presented to PO Morley Patrick McAllister, RCN, by the commanding officer of the U.S. Naval Communication Station Washington, Washington, D.C.

Cdr. Robert L. J. McKee, who is PO McAllister's department head, made the presentation on February 20. The letter was signed by Captain Gifford Grange, commanding officer of the station.

PO McAllister will complete his two-year tour at Washington in July 1959. He is at present assigned to the education and training section of the Security Group Department of the Naval Communication Station Washington.

The letter, which was made a part of his official record, reads as follows:

"Since reporting aboard this command for duty in July 1957, the manner in which you have carried out your assigned duties has been commendable. In addition to your regular duties, in classified communications matters, you cheerfully volunteered your services to assist in the training of two-week USN Reservists. This task alone, included the training of as many as 75 USN Reservists per month, required long hours and infinite patience.

"Your personal appearance, cheerful, courteous personality, and working habits not only makes you a truly outstanding representative of Her Majesty's Royal Canadian Navy but also sets an example for others to follow.

"I desire to take this opportunity to extend my appreciation for the initiative, willingness and outstanding manner in which you have performed your duties."

Ontario Offers Trades Courses

The Ontario Department of Education, with the co-operation of the federal government in agreement with the departments of education of the other provinces, is offering a group of trades courses, available to all Canadians.

The Vocational Correspondence Courses, for which a fee of \$10 is charged, are: automotive mechanics I and II; carpentry I and II; machine shop practice I and II and radio theory and practice.

Information and application forms can be obtained from The Director, Correspondence Courses Branch, Department of Education, 206 Huron Street, Toronto 5.

Fireman Honoured by Order of St. John

A naval fireman in the Atlantic Command has been appointed an honorary life member in the Priory of Canada, Order of St. John, in recognition of his "valuable and gratuitous services to the Order".

Albert Joseph McDonald, superintendent of the Halifax "Bluenose" Division of the St. John Ambulance Brigade, was invested in the world's oldest surviving order of chivalry by Major General the Hon. E. C. Plow, Lieutenant Governor of Nova Scotia, last fall.

Mr. McDonald became a naval firefighter in December, 1954, and that is his foremost responsibility. When Lt.-Cdr. (SB) Gordie Lay became Atlantic Command Fire Chief, one of the first items on his agenda was to introduce a concentrated first aid program that would be common to all his firefighters. Mr. McDonald was asked to provide the instruction on a voluntary basis.

The first course began in March, 1957. Since then he has instructed the 135 men in the five naval fire stations in the Halifax-Dartmouth region. This is no mean chore, since they work in three watches, but half his pupils have reached medallion level. This means they can give first aid without supervision, teach classes and take charge of first aid posts. Dockyard firemen do all first aid in silent hours.

Mr. McDonald has been active in the St. John's Brigade a total of eight years. The Bluenose group he heads is divorced from his naval role and was formed especially to respond to cases of disaster, the most recent being the Springhill tragedy. He and several other civilian employees of the Navy obtained special leave to go there and were driven to Springhill by naval transport.

Born in Halifax, educated there and in Dartmouth, he served in the Army in the Second World War and in Korea. He lives by Albro Lake and his father, J. K. McDonald, is a close neighbour. His mother died on her 50th wedding anniversary while her son Albert was tending the injured at Springhill.

Storesman Gains Commission

A former chief petty officer of the Royal Canadian Navy, John D. Luton, has been promoted to the rank of acting commissioned officer.

A/Cd. Stores Officer Luton was born in Moscow, Idaho, on August 19, 1928, and was living in Vancouver when he entered the Royal Canadian Navy at *Discovery*, Vancouver naval division, in January 1947 as a probationary storesman. Following his early training at *Naden*, he served on both coasts and at sea in the destroyer escorts *Cayuga*, *Athabaskan* and *Saguenay* and in the frigates *Beacon Hill* and *Antigonish*.

Ship Serving as Target Vessel

HMCS *Porte Saint Jean*, employed as a target facilities vessel, sailed from Halifax for St. George, Bermuda on January 14. The 465-ton, trawler-design ship is commanded by Lt. William A. Byatt.

She will remain in Bermuda waters until mid-April, where her air and surface underwater targets will be used by various units of the RCN Atlantic fleet undergoing exercises in that region through late winter and early spring. She carries three officers and 30 men.

Mess Gives Life Memberships

Nine members of the chiefs' and petty officers' mess at HMCS *Discovery* were given life membership certificates during the group's annual dinner meeting on March 7.

Receiving the awards were CPO J. D. "Doc" Alexander, CPO T. A. "Brad" Bradfield, PO Dave Burgess, CPO Jack Clarke, PO Louis Cousins, CPO Ted Eaton, CPO Charles Hartney, CPO Murray Laidlaw, and CPO Jack Ross.

The new president is PO Len Paget. He will be assisted by CPO J. D. Alexander, CPO Ted Eaton, CPO T. A. Bradfield, PO Fred Holland, PO A. L. Tufts, and CPO William Lindsay.

Special Award For Dockyard

Personnel of HMC Dockyard, Esquimalt, have been honoured by the British Columbia Centennial Safety Awards Committee for a year of commendable care in the prevention of accidents and other occupational mishaps. To mark the occasion the Safety Awards Committee, in a recent ceremony, presented HMC Dockyard with a special safety award certificate.

Commodore John Deane, Commodore Superintendent Pacific Coast, on behalf of all personnel within the Dockyard, accepted the award from Arthur Francis, from the Workmen's Compensation Board in Vancouver.

Banshees Fly To Key West

Fighter Squadron 870 left *Shearwater* on January 14 for Key West, Florida, for exercises with the U.S. Navy.

The eight Banshee jet aircraft, due to return to *Shearwater* around February 20, carried out ground controlled interceptions, operating by radar and mostly at night with air and other elements of the USN. Commanding officer of the squadron is Lt.-Cdr. William J. Walton, of Toronto.

About 120 officers, men and squadron equipment were airlifted at the same time by two RCAF North Stars and a C-119 (Flying Boxcar) to Key West. The squadron thus operated as a self-contained unit at the United States naval air base.

The deployment of a Royal Canadian Navy fighter squadron to Key West for interception practice has become an annual affair.

Squadron Visits Kingston, Jamaica

Frigates of the Seventh Canadian Escort Squadron left for Jamaica and subsequent fleet exercises in the Bermuda area January 7.

The ships called at Kingston, Jamaica, from January 13 to 17 and thus were present for the opening of the Cana-

dian Trade Fair held there from the 16th to the 25th.

From Jamaica, the squadron proceeded to the Bermuda area for fleet exercises, returning to Halifax February 13.

NOAC Branch Changes Name

A change of name from "Brunswick Branch" to "New Brunswick Branch" took place at the annual meeting of the Naval Officers' Association in Saint John, N.B., in late January.

Originally named after the Saint John naval division, HMCS *Brunswick*, the branch has acquired a province-wide membership.

Elected president was John A. MacKinnon, who will also represent the branch at the 14th annual meeting of the NOAC in Winnipeg in June.

Other officers are: John Davidson, vice-president; Alexander P. Gregory, secretary-treasurer, and Ralph B. Marr, Donald C. MacLeod, Donald H. Newton, John A. March, Joseph Donahue and Philip G. Emmerson, members of the executive.

Founder of 'The Crowsnest' Retires

An outstanding capacity for hard work, a loyalty to the Royal Canadian Navy so intense that he felt personally affronted if someone let the Navy down, a love of boating and the outdoors, pride in the staff he assembled about him—

These were facets of the personality of Captain (SB) William Strange, OBE, RCN, of which not everyone was aware when he went on retirement leave on February 27. He had at that time spent 17 years with Naval Information, the latter 13 as director.

If "Bill" Strange built an "empire" within the Navy (and such claims have not gone unheard), then his empire was founded on industry rather than numerical strength. At no time have naval personnel on information duties amounted to as much as one-tenth of one per cent of the RCN's total strength, with the possible exception of the immediate post-war years when the addition or retirement of one member of the staff sent the ratio into wild fluctuations.

Occasions can be recalled when Captain Strange, as the most accurate typist available, cut stencils for news releases and joined in the chore of stuffing and sealing the envelopes.

For many years the Directorate of Naval Information operated without terms of reference, with Captain Strange taking the stand that everything that promoted the interests of the RCN should be the concern of his directorate. When he finally produced a draft of the terms two years ago and submitted it he observed:

"While I have been requested to produce it, we could certainly carry on perfectly well without it from the operating point of view. However, I do think that public relations suffers within the service through not having the extent and nature of the responsibility spelled out for all to see."



CAPTAIN H. E. W. STRANGE
OBE, CD, RCN

As a matter of fact, the "extent and nature of the responsibility" undertaken by Captain Strange and his directorate was quite wide ranging and, beyond the accepted responsibilities of keeping press, radio and television informed of the Navy's activities, included the publication of *The Crowsnest*, recruiting publicity and advertising, the preparation of publications, and articles for special occasions, the establishment and supervision of the schools relations program, the organization of exhibits at the CNE and elsewhere, the encouragement and organization of naval veterans' reunions and anything else that would lead to a broader understanding of the Navy.

Captain Strange was the founder of *The Crowsnest*, although full credit must also be given to the senior officers who supported the venture. What he

sought was a magazine that would teach, but not preach, that would keep sailors at sea, in the commands and the divisions, informed of what was going on in the Navy in general, that would be acceptable on the messdeck and in the home. From that point on the editor was given a free hand.

Captain Strange entered the Navy in 1942 as an information officer. While his war-time duties were many and varied, he was chiefly concerned with the radio broadcasting phase of the Navy's public information function. In the latter part of 1945 he was confirmed in the rank of Commander (SB) and was appointed Director of Naval Information. In the years that followed he set up and directed the RCN's first peace-time public information organization.

Captain Strange was born June 10, 1902, at Corozal, British Honduras. He was the son of the then District Commissioner residing at Corozal. At the age of seven he went to England to enroll in an English boarding school. During the First World War he entered the Royal Navy as a cadet, training at Osborne and Dartmouth.

The development of an eye defect led to his discharge in 1918.

The following year he rejoined his parents, who by this time were in Trinidad. Here he found interesting employment in the oil fields doing survey work and later assisting the chief geologist of the British-controlled oil-fields.

From Trinidad and the oil-fields, Captain Strange returned to England, where he took up teaching in an English preparatory school. He later went to Cairo, Egypt, again as a teacher, but under less settled circumstances. For political reasons the students were in the habit of taking "pot shots" at their

teachers. Captain Strange recalls that he gave up this job when the students' aim improved to the extent that bullets whizzed by uncomfortably close.

In 1929 Captain Strange came to Canada and took up residence in Toronto. During the next 13 years he was engaged in sales promotion and advertising, radio production, newspaper, radio and short story writing and general public relations work. But his forte then proved to be his facility for play writing and radio production.

At one stage around 1938 he was handling 13 productions weekly. These included such commercially sponsored productions as "Who's Who in Music"; "Let's Disagree"; "Echoes from History" and the "Bijou Theatre".

During all this he wrote a book, commissioned by the Canadian Institute of International Affairs, on Canada and Far East relations. Published in 1937, it was called "Canada, the Pacific and War". A few years earlier he had written a novel, "Sunset in Ebony", a melodrama built on his own experiences in Trinidad.

In 1939 when war broke out he shed his commercial activities and turned his knowledge of documentary techniques to war effort productions. In 1940 he produced a series for the CBC entitled "They Shall Not Pass". The whole series of about 20 thirty-minute shows was afterwards re-broadcast by the Australian Broadcasting Corporation.

He then directed his talents to the program "Carry on Canada."

In 1941 he went to England as a CBC war correspondent "to look at the blitz", sending scripts back for the "Carry on Canada" series from England. He brought back with him notes and recorded effects for seven hour-long features as well as material for another book, "Into the Blitz". One of his radio features, "The Quiet Victory," was the first Canadian program to gain a first award at the Institute of Education by Radio, at Ohio State University.

After doing about 50 "Carry On Canada" shows, his application to enter the RCNVR as an information officer was accepted in January 1942 and he was appointed Assistant Director of Naval Information. While in charge of public information broadcasting for the Navy, he was author and producer of "Fighting Navy", a radio series of 105 plays based on the Battle of the Atlantic. He also produced large numbers of booklets and articles dealing with naval life and affairs.

He established a tri-service show called "Comrades in Arms" and was appointed to supervise it for all three services. It was his first combined operation in inter-service publicity and there were many more associations in this field to come.

In November 1944 he was promoted to the acting rank of Commander and, in July 1945, was confirmed in rank. Four

months later he was appointed Director of Naval Information and became responsible for all public relations and publicity activities of the Navy.

Captain Strange was awarded the OBE in January 1946 and promoted to his present rank on July 1, 1953.

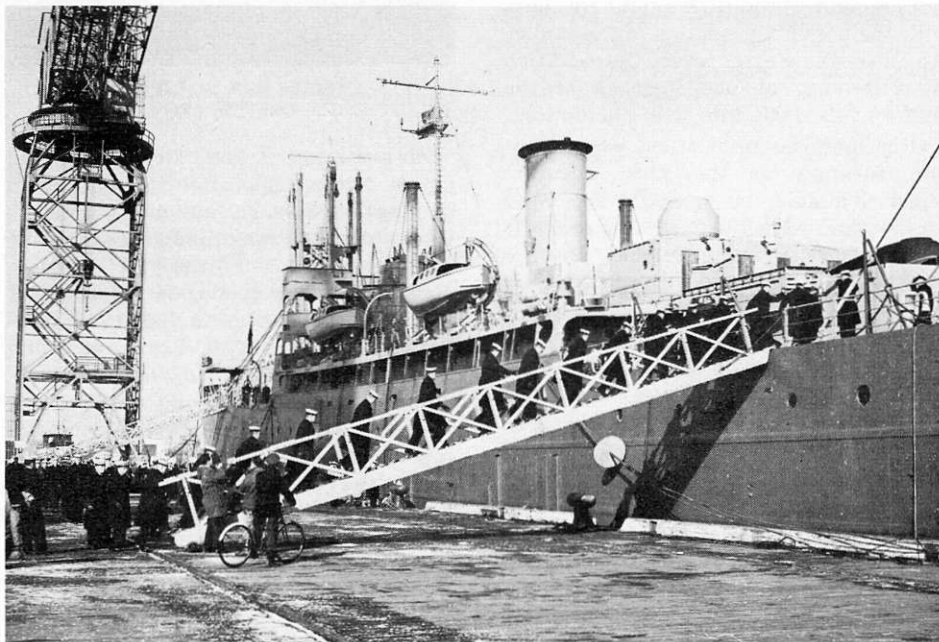
In 1948 he set up *The Crowsnest*. During his 13 years as Director of Naval Information Captain Strange served on and chaired a number of tri-service committees at headquarters, including the Inter-Service Recruiting Publicity Committee, the Inter-Service Recruiting Committee and the Armed Forces Exhibition Committee. He served under four Ministers of National Defence and five Chiefs of the Naval Staff. He established the RCN Schools Relations function and supervised the public relations training of the Navy's recruiting force.

The father of the Canadian Navy's first peace-time public information organization, Captain Strange directed all his undertakings toward the cause of public understanding of naval affairs.

He has been succeeded as Director of Naval Information by Cdr. (SB) Reginald C. Hayden, former prairie newspaperman, wartime corvette commander and first editor of *The Crowsnest*. His deputy is Lt.-Cdr. (SB) Charles T. McNair, who came to his new appointment from Hamilton, where he has been Staff Officer (Information) to the Commanding Officer Naval Divisions.



Lt.-Cdr. R. Vernon LeRoux, commanding officer of the Nelson Sea Cadets Corps in Halifax, holds the Honour Certificate of the Navy League he received February 12 in recognition of his sea cadet work. He joined the corps as an ordinary cadet in 1941. (HS.56280)



The 250 officers and men of the Cape Scott march on board the mobile repair ship after commissioning ceremonies January 28 in the dockyard at Halifax. A telegraph messenger waits on his bicycle at the foot of the gangway with messages of congratulations. (HS-56061)

Polynia Party

- - RCN Divers Kept Thule Harbour Open - -

WHAT'S a polynia?

Consult the Concise Oxford Dictionary and you will find it described as a "space of open water in midst of ice, especially in arctic seas". And it may surprise such naval etymologists as there are to learn that the word does not derive from Greek, like *polyglot*, *polygon* or *polygamy*, but from a modern Russian word meaning a field or open space.

For the real significance of the name, however, inquirers are directed to the seven RCN divers who spent last summer in the Arctic. They know what a polynia is. They *made* one.

Seven volunteers from the RCN's Operational Diving Unit, based in Dartmouth, N.S., went north with the U.S. Navy to survey and clear landing beaches for arrival of supply-laden ships replenishing radar stations and other northern installations. They also stuck around during the unloading operations as "trouble shooters".

Heading the Canadian team was Lt.-Cdr. Ross Dickinson, who has been in clearance diving four years. Two others, Petty Officers Patrick O'Neil and Brian Dillistone, had served on board the Arctic patrol ship *Labrador*, since transferred to the Transport Department. The remainder, including two replacements, were PO Kenneth Powers, Leading Seamen Leo Goneau and Stanley F. Watts and Able Seamen Bruce Downey, Charles Blancher and Glen Syne.

Operating under the direction of the Military Sea Transportation Service, the United States authority for the annual sealift, the Canadian frogmen roamed over northern Newfoundland, east Baffin and Labrador coastal areas.

The work was arduous but more or less routine. Where the Canadians really shone was on the odd jobs handed them after the supply ships had arrived in the North.

Ice concentrations on a long sand bar prevented supplies for the winter getting through to a U.S. Coast Guard loran station at Cape Christian, the northernmost of the east Baffin sites. The Canadians pushed and blasted a channel, maintaining it for the two-day operation, and using more than 3,000 pounds of explosives in the process. There were no casualties in the hazardous operation, despite the fact that all



Here the the members of the RCN diving team, UDU Bravo, which spent the summer and fall of 1958 in the Arctic aiding the USN's Military Sea Transportation Service, in front of their somewhat primitive headquarters on an Arctic beach.

this was laid by divers under shifting ice.

Another defence installation had to be linked with others via cables laid on the floor of the sea. The Canadians became consulting engineers and contractors by blasting a ten-foot deep trench hundreds of feet in length along the bottom to protect the cable from the great weight of chafing ice which would soon form over the vital communication lines. Previous engineering experience by Lt.-Cdr. Dickinson proved useful in tackling this project.

U.S. authorities were particularly pleased, since the successful laying of the cable was done at a fraction of the estimated cost and prevented costly delay in the hook-up of the defence base.

There were other missions. The season's finale was the successful installation of a "polynia" system in the harbour for mighty Thule air base in Greenland. In 28-degree water, with ice hardening on their swimming gear, the Canadians rigged a system of pipes along the bottom of the harbour which released compressed air, preventing the scheduled freeze-up. Ships were thus able to unload important, eleventh hour equipment at Thule although the long Arctic night was already stealing over the northland.

The original team left Halifax May 26 for the Arctic on board the USS *Edisto*, USN icebreaker. They shifted operational base 14 times after that with attendant discomforts and, until October 26, had only two days of rest. (There was a full gale with shifting ice masses on one day and marginal diving conditions and lack of transport on the other.) On some days, their work continued for 18 hours. They used more than 10 tons of explosives, an amount their parent unit in Dartmouth would take years to expend, and they piled up the staggering total of 2,000-plus hours of diving time.

Although they have been dubbed frogmen, the Canadians are formally known as clearance divers, with all that term means: bomb and mine disposal, offensive swimming, salvage diving, underwater inspections, survey and demolition work. Looking back on the northern operations, Lt.-Cdr. Dickinson who, with his team enjoyed a well-earned special leave, summed it up thus:

"It was a wonderful opportunity to discover more about our own Canadian Arctic, especially working as we did with the very co-operative groups involved in building and supplying the northern bases. From the professional

point of view, it was most satisfactory being able to approach our full capability in at least two aspects of our training, namely demolition and survey."

As proof of the pudding, attached are some of the congratulations originated by United States authorities ("UDU Bravo" was the code name for the team):

From Rear-Admiral D. T. Eller, Commander Task Force Six who was the overall authority for the 1958 Eastern Arctic supply operations, and also Commander, Military Sea Transportation Service, Atlantic Area:

"Congratulations to UDU Bravo's successful accomplishment of cable trench which is essential to the 1958 phase of this important project. In achieving a difficult task, Lt.-Cdr. Dickinson, RCN, and his men showed courage, determination and outstanding initiative. Well done."

In another message, to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, he said:

"I wish to extend my sincere thanks and appreciation for the use of the RCN UDU Bravo and their outstanding contribution to MSTS Arctic Operations East 1958."

Again, Lt.-Cdr. Dickinson was sent another message from Admiral Eller:

"As the MSTS Arctic Operations East 1958 draw to a close it is with great pleasure that CTF Six conveys to UDU Bravo's officers and men, the respect and admiration of a job well done. Your thorough and efficient accomplishment in assisting the installation of polynia ice removal system has been an outstanding contribution to the success of the post-shipping to Thule during October. This was a splendid achievement. Congratulations."

From the Commander of the entire U.S. Military Sea Transportation Service, Vice-Admiral J. M. Will, USN, to the Flag Officer Atlantic Coast:

"The installation of the polynia system alongside the pier at Thule was a major factor in the extended port operations. The successful installation was attributable to the ready response of your command and the skill and determination of Lt.-Cdr. R. Dickinson and his UDU Team. Please convey to them my sincere appreciation and thanks."

The story of the problems encountered in installing the polynia system at Thule and of how the diving team solved them is related in the following article, which is reprinted here with acknowledgment

to MSTS, the magazine of the U.S. Navy's Military Sea Transportation Service:

Though it is still a relatively new and experimental system, the ice prevention gear used at Thule, Greenland, this past season proved effective well beyond the expectations of the handful of MSTS technical people who installed it, and kept the port open 40 days beyond the normal closing date.



Lt.-Cdr. Ross Dickinson, who commanded the RCN diving team that went north with the U.S. Navy last year, is shown here as he emerged from the Arctic ocean. He has just knifed the fish (species unknown) shown at the right. The fish hovers motionless in the chill waters, making darting movements to catch prey. Frogmen, as this instance, often caught them napping.

By pumping compressed air through perforated polyethylene hoses laid out at harbour bottom alongside the Delong dock at Thule, surface ice was kept from forming and the supply ships were able to moor in open water even though the ice of adjacent North Star Bay was several feet thick.

Nicknamed "Project Polynia," the technique is not new. It is, however, the first time that this method has ever been used on sea water and as far north as Thule, less than 800 miles from the North Pole.

Here's how the artificial polynia was created:

The hoses, punctured at regular intervals like a lawn soaker, are attached

to a leader hose which in turn is attached to the compressor. The bubbles, which don't melt the ice or even prevent its forming, bring warmer bottom water to the surface and keep it above freezing point.

Not only is the system simple, it is economical and the entire set-up—hoses, compressors and the technicians and divers—can be carried to the site of operations in a single cargo plane.

Total cost of the apparatus used to keep Thule open came to about the cost of replacing one ice-damaged ship's plate.

Had the supply fleet tried to bull its way through the ice, even with 'breaker assistance', the chances are inevitable that more than one plate would have been stove in, to say nothing of the damage inflicted on the pier itself.

In addition to the prevention of hull damage, Project Polynia is credited with stepping up the working schedule of each ship by at least 12 hours. The icebreakers simply escorted them through the heavy ice to the clear water, then acted as tugs, nudging them through open water to the pierside.

The bubbling system of ice prevention is not new. First tried out in Sweden, in 1953-54, in fresh water, the principle was proved sound. By the 1956-57 season, more than 15 ferry routes in Sweden were kept open by this method.

Despite the simplicity of the gear, the MSTS Polynia party did not have clear sailing by any means.

The near-zero temperatures of Thule played havoc with the polyethylene hose, making it brittle and shatterable. And the hose was too buoyant to settle to the bottom by itself. Lengths of wire rope were scrounged from one of the supply ships, but this in turn made the hose sunk into the harbor mud. Empty gas drums then had to be bent to the hose to keep it at the right depth for effective operation.

There was a possibility that the bubbler system might be kept in operation all winter as an evaluation of the gear under the most extreme conditions, even though no ships would be using the pier.

Much remains to be worked out to perfect the gear, but all people who had had direct dealings with Polynia are enthusiastic about its success, especially the fact that a full 40 days of extra time was added to the supply schedule this season.



Admiral at Bay

A few weeks ago, The Crowsnest received a letter from Lt. Stanley Geary, RNVR, chairman of the council of the Royal Naval Volunteer Reserve Association, who lives in Briar Cottage, Briar Hill, Purley, Surrey. He had sent along a story of an incident in the early days of the Royal Canadian Navy.

What could a person with an address as English as his know about the RCN? As it turned out, he knew a substantial amount, indeed. Lt. Geary (and this is confirmed in Major Frederick V. Longstaff's history of HMCS Naden) was one of the founders of the Royal Naval Canadian Volunteer Reserve (RNCVR), predecessor of the RCNVR and RCN(R).

The RNVR was formed in Great Britain in 1903 and Stanley Geary had

joined it in January 1904. Two of his associates were Russell Ponder, who enrolled in 1905, and G. H. Lifton, who joined about the same time. All three emigrated to Canada and brought with them a resolve to form a similar organization in Canada. The Lifton and Geary signatures appear on a memorial signed by six naval enthusiasts in 1913 and addressed to Prime Minister Robert Borden, asking that a reserve naval force be authorized. When the proposal was verbally presented to the minister in charge of the naval service, Hon. J. D. Hazen, the spokesman was Stanley Geary. Formation of the RNCVR was permitted, but the volunteers served without pay, except when they were engaged in actual shipboard duty.

The first public drill of the volunteers was on January 29, 1914, when they competed in a six-inch loader competition against teams from HMS Algerine and HMCS Rainbow.

The names in the following story are thinly disguised and it will be easy to identify Lt. Geary and the late Cdr. Russell Ponder. The explanation for the rather strange prank lies in the fact that while Cdr. Walter Hose gave his full support to the formation of the reserve, Admiral Sir Charles E. Kingsmill, director of the Naval Service of Canada, was something less than enthusiastic. His visit to the West Coast provided the reserves with an opportunity to show that they were "on the bit". The story tells how they did it.

A FEW MONTHS before the outbreak of the First World War, the Royal Naval Canadian Volunteer Reserve was formed, little expecting such an early call for active service.

An ex-CPO of the RNVR, London Division, was at this time employed in the government service up country as also was an ex-leading seaman of the same division. For the purpose of this story we will name them "Gregory" and "Porter" respectively. On the first rumour of war, both volunteered their services and were called up forthwith.

On reaching Esquimalt the day after the declaration of war and reporting at the Naval Dockyard, they learned that the SNO had been ordered to sea to hunt for the German cruiser *Leipzig*, believed to be in those waters. Gregory was disappointed as the SNO knew his record and he had expected to get his commission, but unfortunately the officer left in command had been taken ill and had already selected a full complement of officers.

At first then it seemed that these two keen volunteers with considerable experience were not required. However,

a solution fortunately occurred. The Dockyard had just been informed that a draft of five naval officers and 120 ratings, newly recruited, was on its way from Vancouver.

Thus came about the unprecedented situation, for CPOs Gregory and Porter were appointed CPO instructors and CPO Gregory was put in sole charge of the camp on the Canteen Ground. Together with CPO Porter he was to be responsible for the training of both officers and ratings. This was a formidable task but the two chiefs tackled it with the same keenness and enthusiasm they had displayed throughout the years of their own training in London and with the Royal Navy.

The draft duly arrived on an afternoon in the second week of August. All were fallen in on the Canteen Ground.

The first order given was: "Any cooks, two paces forward." A half dozen stepped out. The chief selected three he thought likely and got the lieutenant to agree. All turned out well. Other special duty men were dealt within the same way.

A quarterdeck and parts of the ship were marked out near the officer's quarters and each man was given his station. The officers were then put in command of divisions. All stores and equipment had to be drawn from the Dockyard. Before the middle watch all tents had been erected and sentries instructed and posted. A good start had been made and from then on every effort was made to teach officers and men of ship's routine.

A 12-pounder field gun was put at the disposal of the ship's company, as was a whaler. These stimulated enthusiasm and were a means of getting the men fighting fit.

This then was roughly the position before the event around which this story centres.

A few weeks later Admiral Keighley arrived from Ottawa to carry out an inspection of the Navy's preparedness at Esquimalt.

Every evening in the first dogwatch a password under seal was sent from headquarters to CPO Gregory who passed it on, under oath of secrecy, to each sentry as he went on duty.

So it happened that on one dark night as Chief Gregory stepped out of the POs' mess, used as an office, he heard the splash of oars. He listened for the challenge as the boat drew alongside the jetty, which was outside the grounds. When he heard nothing, he went down to investigate. There he found a whaler from HMS *Algerine*, temporary flagship of the Admiral. He therefore asked the cox'n for whom they were waiting. The reply was "Admiral Keighley".

When was he expected and was he in uniform?

They expected him at any moment and he was not in uniform.

That was good enough for the chief and he set about to stage a nice little drama, if time permitted. He returned to the Canteen Ground, summoned the master-at-arms, told him what to expect and to have the guard stand by with fixed bayonets under cover. The sentry on the gate leading to the jetty was instructed to keep a sharp look out; when he heard the sentry on the jetty challenge the Admiral (who would be unable to give the password) he was to call out the guard immediately.

The chief then retired to a position which commanded the gate near the main road. Half-an-hour went by and then a tram stopped just outside. A tall, bearded figure stepped out. He knew this must be the Admiral although he had only seen pictures of him.

So keen was the sentry on the main gate that he shouted "Halt!" There was no response but the tall figure was seen to hasten his step to circumnavigate the ground. The chief meanwhile doubled across to the other gate, warned the sentry, ordered the master-at-arms to stand by with the guard, while he himself took cover.

The sentry on the jetty was a burly Dane with a terrific voice and the whole camp must have heard his roar of "Halt! Who goes there?"

Then an angry voice in reply: "I am Admiral Keighley. Let me pass!"

Sentry: "I don't know who the devil you are. You cannot pass here without the password."

The chief realized the Admiral's next move would obviously be to send for the Cox'n to identify him, so he timed it just right and rushed out in all innocence and the scene he beheld was a remarkable one.

There was the Admiral surrounded by six eager faces with fixed bayonets, under the light of the MAA's lantern. He promptly thrust his way through the guard, saluted and said: "Admiral Keighley, I believe sir."

The Admiral replied: "Oh, you do know me. I had no idea a password was required here."

"Oh yes, sir," said the Chief, "there have been several suspected spies round here."

The Admiral answered. "Oh yes, I suppose it was necessary. Quite right."

The chief then proceeded to escort the Admiral to his whaler while the Admiral related what is said to be an old chestnut:

"That reminds me of a case in Gibraltar when the Captain of the Barracks was returning off leave and was challenged by a newly recruited sentry when he shouted; 'Don't you know me, my man? I am Captain de Horsey'—and the sentry replied, 'I don't care if you are Captain de Donkey. You are not coming through here!'"

The chief tactfully roared with laughter at so fine a joke as the Admiral stepped aboard the whaler and hoped he had left him in good humour.

THE NEXT DAY all hands were ordered to assemble in the drill hall to be addressed by the Admiral. Whether the Admiral was feeling resentment at his hold-up the previous evening, nobody knows. The fact remains that the speech he made was quite misunderstood by the Volunteers.

CPO Gregory, having obtained special leave to go up town to attend to his private affairs, handed over to CPO Porter with instructors to see that Lt. Harrison took his proper place in command and marched the ratings to the Dockyard.

Upon the chief's return to the camp he was met by Chief Porter who re-

ported that the ratings were in a state of near mutiny and the officers siding with them.

Chief Gregory acted promptly. He ordered Porter to deal with the officers and told the quartermaster to pipe all hands to fall in at the canteen, where he would handle them.

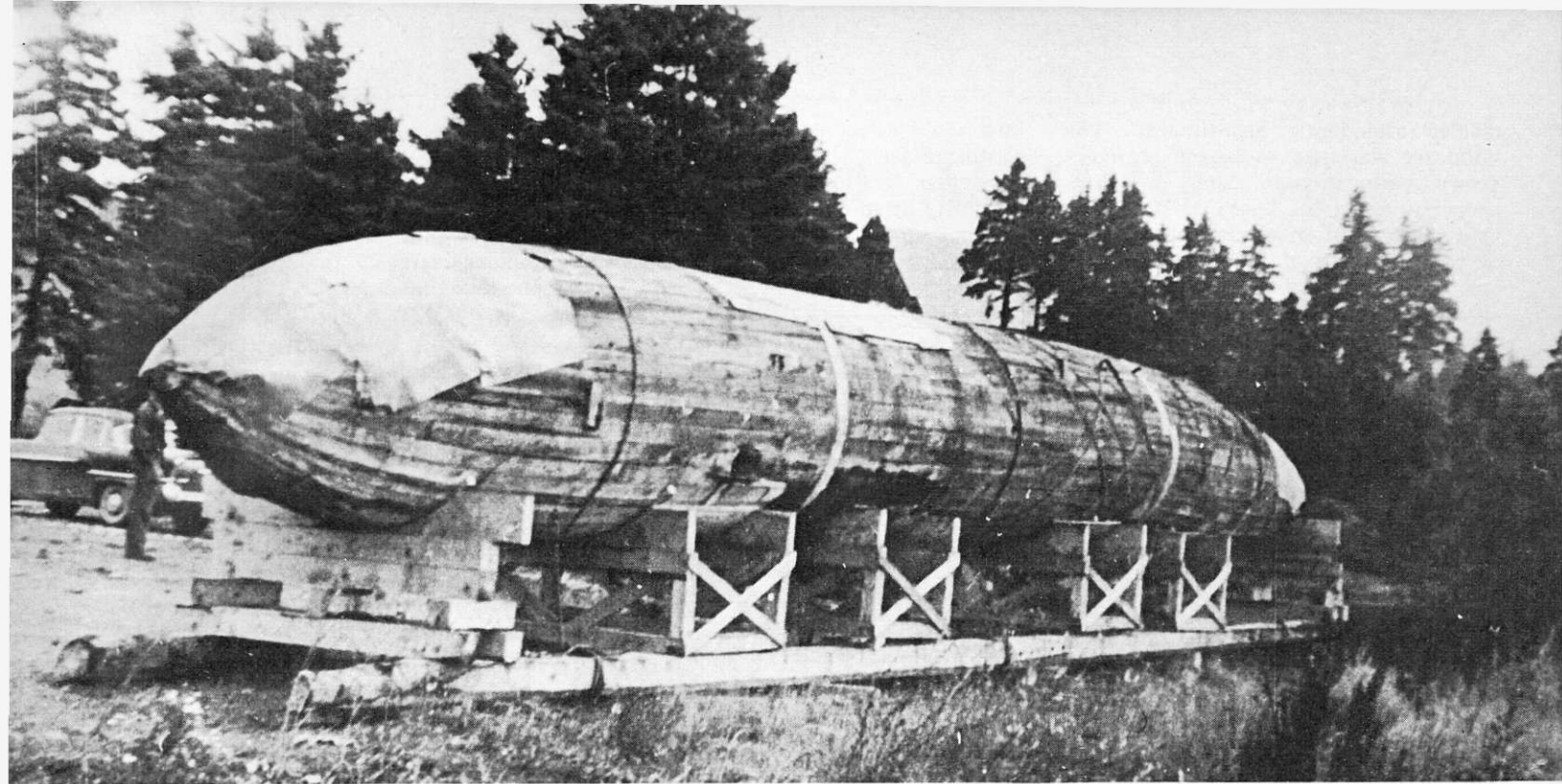
On reaching the canteen he mounted the platform and addressed them thus:

"What the hell does all this talk of refusing duty mean? First let me tell you there is a war on and you are here to serve your King and Country. Now I was not present when the Admiral addressed you this forenoon but I have been given a brief summary of his speech and I can see the import of what he intended to convey but you failed to grasp his meaning. You stupidly imagined him to say that you were all to be discharged at the end of the week, which is all d - - d nonsense. What he tried to drive home was that those ratings who failed to pull their weight would be discharged and a d - - d good thing, too. I stand by all you men who are anxious to serve your country loyally and we will do our best to make you efficient and fighting fit. I have nothing more to say except to order you out on to the sports ground, take a football with you and get rid of some of that hot blood."

This at once produced an outburst of cheers, and a rush to obey this last order. There was no further trouble. Peace and discipline were restored and, in fact, this incident not only served as a salutary lesson as to what naval discipline meant but also as a spur to do credit to the Senior Service which they had voluntarily joined.



Powered by three gas turbines, HMS *Brave Borderer*, first of two *Brave* class fast patrol boats ordered by the Royal Navy, attained a speed of over 50 knots during trials in January. (Fifty knots equals about 57.5 land miles per hour.) A sister boat, *Brave Swordsman*, will be ready for service later this year. The craft can do duty either as motor torpedo boats or motor gunboats. (Photo from U.K. Information Office.)



RCN SALVAGES BELL HYDROFOIL

A CHAPTER in history was reopened last fall on the shores of the Bras d'Or Lakes when the Navy undertook the removal of the hull of Alexander Graham Bell's hydrofoil *HD 4* from the shingle by the side of the Baddeck Bay where it had lain at Beinn Breagh for almost four decades. Its new resting place will be in the grounds of the Alexander Graham Bell Museum at Baddeck, Cape Breton.

The hydrofoil, or hydrodrome as Bell preferred to call it, in its original form had a torpedo-shaped hull about 60 feet long. Extending from each side forward were aero wing-like decks terminating in nacelles or pontoon floats. Above these decks supported on struts were the two Liberty aircraft engines developing a total thrust of 3,400 pounds. Beneath the decks were the ladder-like hydrofoils upon which the craft rose at speed.

The craft was the combined brain child of Dr. Bell and his associate F. W. (Casey) Baldwin, and the latter had the distinction of piloting the craft in September 1918 to a world speed record of 70.86 miles per hour. At this speed the craft was said to be supported only on the six square feet of the lowest blades of its steel hydrofoils.

The *HD 4* was able under the guidance of Casey Baldwin to execute short radius turns at speed with only a few inches of water under her. A pivoting set of hydrofoils at the stern acted as a rudder. After a run in the craft

Mrs. Bell is understood to have expressed an opinion that there was no sensation of being on water, and at 60 knots the ride was entirely smooth with undulating movement similar to that of a pullman car at speed.

The United States Navy showed interest in the experiments and in 1920 Rear-Admiral William Strothers, USN, and Sidney Bruse visited Beinn Breagh to view trials.

After the death of Dr. Bell in 1922, the craft was abandoned by the side of the lake, close by the residence of the Bell family and of Mrs. Baldwin the co-inventor's widow, and near the scenes of its triumph.

Some time after the opening of the new Alexander Graham Bell Museum, members of the Bell family expressed concern for the historic remains of the *HD 4*, and offered it as an exhibit to the curator, the late Charles M. Bowman. It was obvious that much work would have to be done to preserve and prepare the *HD 4* as an exhibit, commencing with the difficult task of its removal to the museum grounds. Singling out the Navy for this task, Mr. Bowman sought the interest and help of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, in the project and permission was immediately forthcoming.

The Base Superintendent Sydney together with technical officers from the Point Edward Naval Base, made an inspection of the hull and found it in

fair condition, considering its long exposure to the vicissitudes of the Cape Breton climate. All metal parts had long since rusted away, and the remains of the hydrofoils hung from the structure like tattered lace curtains.

It was decided that the best method of removal would be to cut the main hull into three sections of approximately 20 feet each and transport these sections by road the five or six miles from Beinn Breagh to the museum.

Carpenters on the staff of the Department of Northern Affairs at Ingonish constructed a new cradle to receive the *HD 4*, and set this up on a temporary site close beside the entrance gates to the grounds of the Alexander Graham Bell Museum and all was now in readiness for the move.

Constructor Lieut. H. Acklam, the Constructor Officer at Point Edward Naval Base, J. R. Tappenden, the general foreman of the constructive department, and two naval shipwrights then cleared away the remains of hydrofoils, struts and engine supports and cut the craft into three sections. They prepared these for transportation by inserting temporary additional transverse braces to prevent distortion during the journey.

A low-bed trailer, together with a bulldozer and mobile crane, were despatched from the naval base, under the direction of Lt.-Cdr. (SB) J. Luke-man, accompanied by riggers of the

master attendant's department. The bulldozer was used to reopen an overgrown path through Mrs. Baldwin's property, along the beach, past the old boat house, still containing other relics of the ingenuity of the two inventors and down to where the crane and low-

bed could raise the craft from its old resting place.

Section by section the HD 4 was carefully lifted clear of its rotted cradle, hauled up the tortuous pathway on the first step of a long journey back to life.

The piecing together of the sections on the new cradle was viewed with great interest by passing motorists, while some of the older local inhabitants would stop by to recall from memory some of the strange doings of the great inventor.

The sections reunited, roped and covered in the new cradle, the Navy departed, leaving the old craft to await the interesting process of reconstruction which is to be undertaken.—H.A.

PORTRAITS OF CELEBRITIES.

513



From a] AGE 22. [Painting

SIR PROVO WALLIS.

BORN 1791.

SIR PROVO WILLIAM PARRY WALLIS, R.N., G.C.B., Senior Admiral of the Fleet, was a hundred years of age on the 12th of last month. Sir Provo, now the oldest naval officer alive, was born at Halifax, in Nova Scotia. At thirteen he fought his first engagement, at seventeen was made lieutenant, and went through several fierce encounters with the French. At twenty-two, the age at which our first portrait shows him, he was second lieutenant of the *Shannon* on the famous day when that gallant vessel was challenged by the American frigate *Chesapeake*. The ships met; a desperate fight ensued; the captain of the *Shannon* was disabled, and Lieutenant Wallis was called upon to take command, both of his own ship and of the captured enemy. For his gallantry on this occasion he was made commander. Subsequently he rose to be vice-admiral, admiral, and admiral of the fleet. It is the rule for admirals to retire from active service at the age of seventy; but Sir Provo enjoys the unique honour, which he owes entirely to his reputation as a gallant warrior, of

having been retained, by a special Order in Council, on the active list for life. Sir Provo now resides at the village of Funtington, near Chichester, where his striking face and figure, as represented in our second portrait, are familiar to every inhabitant of the place.

For the first of the above portraits we are indebted to the courtesy of Messrs. Brock, of Sydenham.



From a] AGE 100. [Photograph.

Thumbing through his mother's bound volumes of "Strand Magazine", R. H. Edwards, of Wallasey, Cheshire, England, former leading seaman in the RCN, came across this page in the May, 1891 issue, with its two portraits of Canada's grand old man of the sea, Admiral of the Fleet Sir Provo Wallis. Of special interest is the picture of him at the age of 22, by which time he had been promoted to the rank of commander for his part in the famous engagement between HMS *Shannon* and the American frigate *Chesapeake*. Sir Provo died in 1892, aged 101, on the active list of the Royal Navy to the end.

KRWSHR

There was a story current during the Second World War that every time the Americans took over a piece of real estate from the enemy some gob, leatherneck or dogface would inscribe on the handiest rock, wall or blasted tree stump the words "Kilroy was here."

That is completely untrue. What they wrote was "KRWSHR".

The penchant for brevity, which sprang from this noble inscription, has by now infected all the armed forces of the English-speaking world.

This is making things tough for foreign agents trying to crack NATO codes and cyphers. They have their hands full trying to decode plain language messages.

Reproduced here, as accurately as possible, is a message sent by AIRSUPDEP DART to CANAVHED, i.e., by the Aviation Supply Depot, at Dartmouth, N.S., to Naval Headquarters, Ottawa:

UNCLASSIFIED

FOLLOWING MESSAGE RECD FROM CMUSASIGSUPAGENCY PHILA QUOTEX UNCLASS PH 12991 FOR SUPOR FROM SIGSU—F4B12 REF RQN E89886 5079 002, ITEM NR 2, FSN 6135-295-0618 EA200. NO RECORD OF FSN THISA RQST THE FOL INFOR BE FURN CONCERNING BATTERY RQD BATTERY SIGC TYPE NR OR MFR NAME AND PART NR BATTERY USING EQUIP TYPE NR, OR MFR NAME AND PART NR BATTERY USING EQUIP TYPE NR, NOMENCLATURE, MFR NAME, ADDRESS AND QTY OF EQUIPS TO BE SUPPORTED. SUPPLY ACTION SUSPENDED PENDING REPLY TO THISA ATTN SIGSU-F4B12 X UNQUOTE X REQUEST CLARIFICATION.

That's the body of the message and it's even money that it was that word "nomenclature" that stymied the recipient. It should have read: "NCLTR."

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Naden

Students of practically all high schools and junior high schools of Greater Victoria, through the month of February, heard and enjoyed the music of the famed *Naden* band.

Lt.-Cdr. Stan Sunderland, officer-in-charge of the School of Music and the *Naden* band, after conferring with the Greater Victoria School Board, arranged for the band to present one-hour concerts before assembled students of the high and junior high schools of Greater Victoria.

The 47-piece band was under the direction of Cd. Off. (SB) W. Gordon. The concerts presented a wide variety of selections, ranging from classics to popular numbers. It is hoped such a school-visit program will become an annual event.

ATLANTIC COMMAND

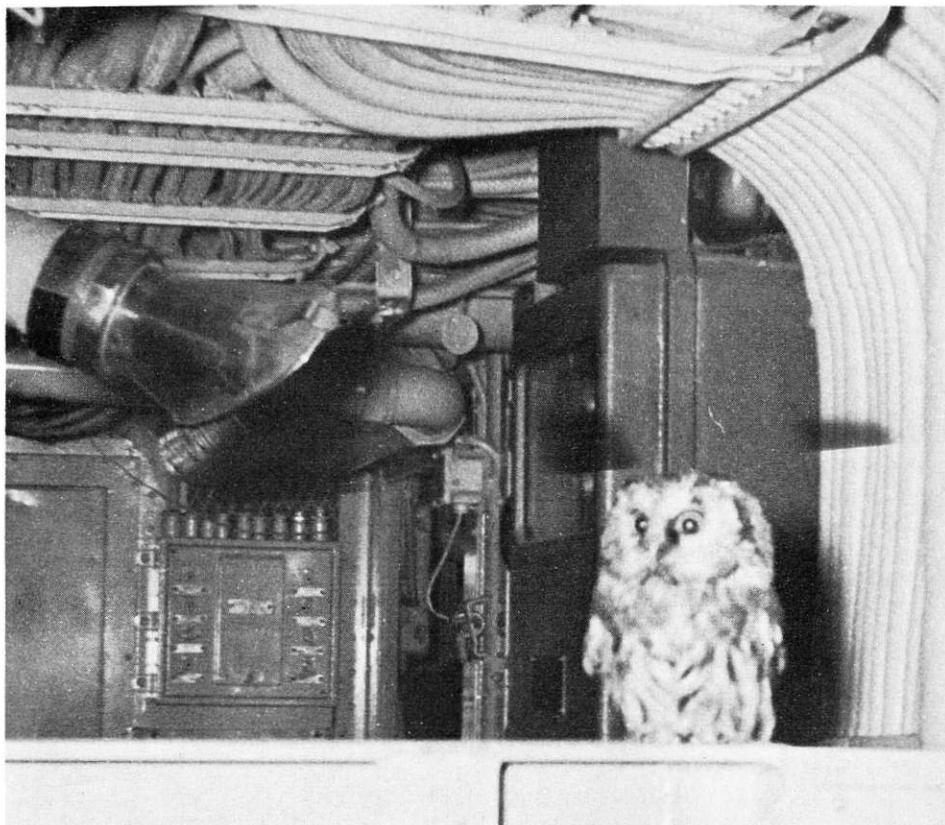
HMC Ships Restigouche and St. Croix

The ultra-modern destroyer escorts *Restigouche* and *St. Croix* proved to be as big an attraction to municipalities about Port Everglades, Florida, as that sunny locale was to the visiting Canadian sailors.

The ships were visited by 12,000 people when they were opened to the public on George Washington's birthday.

The tourist conscious Chamber of Commerce in Hollywood, a municipality in the Port Everglades area, discovered to their delight that Ldg. Sea. Philip Hollywood, was serving as a gunnery armourer in the *Restigouche*. The opportunity for promoting their community was not neglected, so Ldg. Sea. Hollywood was almost immediately whisked away, hailed in newspapers as "Mr. Hollywood", introduced to the recently-elected Miss Hollywood, and given a whirlwind round of activity with all attendant publicity.

Ldg. Sea. Hollywood, according to a message from the ship, "says he now knows what it feels like to be a short term celebrity and, although a lot of fun while it lasted, he was quite happy to be come back to the Service."



The owls that visited the aircraft carrier *HMS Eagle* in the Mediterranean a few weeks ago had their counterpart in a little Canadian owl that flew on board the destroyer escort *Algonquin* while she was manœuvring off the East Coast. "Hooty" found the gloom (and noise and smoke) of the "ops" room entirely to his liking and downed his diet of chopped raw beef and turkey liver with gusto. The unwavering stare of Hooty's beady eyes gave the RPs an uncomfortable feeling that the little bird was absorbing a lot of classified information. Hooty remained contentedly on board for several days until the ship returned to the coastal area where he had flown aboard. Then he scented the woods of home and flitted away on downy wings. And from the ship arose the fervent wish "Happy hunting, Hooty, wherever you are!"

The *Restigouche* and *St. Croix* proceeded from Florida to Bermuda for fleet exercises. The visit to Port Everglades, February 16-23, was primarily so they could paint overall, a job that took roughly 5,000 man-hours. From 5 p.m. onwards the ships' companies were free to enjoy the excellent weather, the height of the tourist winter season and the superlative hospitality of the residents. Beach picnics and trips in private boats throughout the famous Everglades were arranged, with many sailors dashing off to Miami to see the sights. Others included in fishing parties.

Many of the fine recreational arrangements were made by Wing Cdr. Beech Matthews, a retired RCAF officer who has wintered in Florida for many years, and to whom thanks were expressed on

behalf of both ships' companies by Cdr. J. W. McDowall, commanding officer of the *Restigouche*.

Amid all this, "it is feared," reports the *Restigouche*, "that letters from home reporting heavy snowfalls and low temperatures were not given the importance they probably warranted."

HMCS Cornwallis

Great changes are taking place as *Cornwallis* undergoes a face-lifting for new entry training. Six new blocks of brick-fronted construction will soon be ready for occupancy and will be the first permanent quarters for men on the base.

On the classroom side, in keeping with new developments in terms of service, the training program for new

entries is gradually being reduced from 20 to 15 weeks to conform to the new syllabus.

The present rate of influx is one division a week of approximately 60 men.

Leadership School

The first classes to pass through the Leadership School in 1959, No. 49 Officers' Divisional Course and No. 97 Petty Officers' Leadership Course completed their six weeks of training during February, and have now dispersed to the fleet to practise the knowledge learned while on course.

One of the more important phases of instruction in both courses is parade training. Besides refreshing the memories of class members in correct parade procedure, this training enables them to practise and improve their ability to take charge. During some periods allocated to this subject individual class members conduct the remainder of the class in parade movements.

Inst. Lt.-Cdr. G. A. Tripp, relinquished his duties as senior instructor to take up duties in the Educational Training Centre, exchanging appointments with Inst. Lt.-Cdr. R. J. Cole.

NAVAL DIVISIONS

HMCS York

"We regret to report that we have lost contact with HMS *Victory*."

"Cec" Morton, son of the naval constructor who personally put in the stern windows of Nelson's flagship *Victory* on its reconstruction, has left York.

On December 31 last, Constructor Lt. Cec. Morton retired after almost 60 years of service which started the day of his birth.

Lt. Morton was launched right in HM Dockyard, Sheerness, and he was teething on the sound of building; the first word he said was "refit". He grew up around ships and as soon as he was old enough, went to Chivers College and became a naval shipwright. He remained in the service till 1922 when he accepted a position on the P&O Liners, then came to Canada.

In 1934 he joined the Royal Canadian Navy Volunteer Reserve at York, eventually becoming a shipwright second class. Two weeks before the Second World War started "Cec" was on full service taking his examinations for chief shipwright on board HMS *Revenge* in Halifax.

Lt. Morton served at sea for a time then came ashore and became a "hull surveyor" travelling from Boston to Liverpool and Saint John although based at Halifax. He became a commissioned



The 91 sailors of Naval Radio Station Albro Lake oversubscribed their quota by 97 percent to lead Atlantic Command ships and establishments in a naval drive for the United Appeal last fall. Receiving the Red Feather plaque at the station are, left to right, Ldg. Sea. Donald Bright, CPO Melvin Davis, mess presidents, and Lt.-Cdr. W. C. Wheeler, officer-in-charge, and A. R. Jackson, executive director, Halifax-Dartmouth United Appeal, who made the presentation. (HS-56082)



Her Majesty The Queen will present the Queen's Colour to the Royal Navy's submarine command at HMS Dolphin, Gosport, England, on June 8. Five men of the Sixth Submarine Squadron in Halifax, one of them a Canadian, will be included in the Royal Guard paraded on that occasion. They will leave for England April 20 to train for the ceremony and will return to Halifax June 16. Left to right are Ldg. Sea. Raymond G. Ross, Ambush, AB Glen C. Steen, RCN, Ambush, M (E) 1 Horace Harvey, Alderney, M (E) 1 Peter C. Robinson, spare crew, and Ldg. Sea. David A. B. Sullivan, Alderney. (HS-56392).

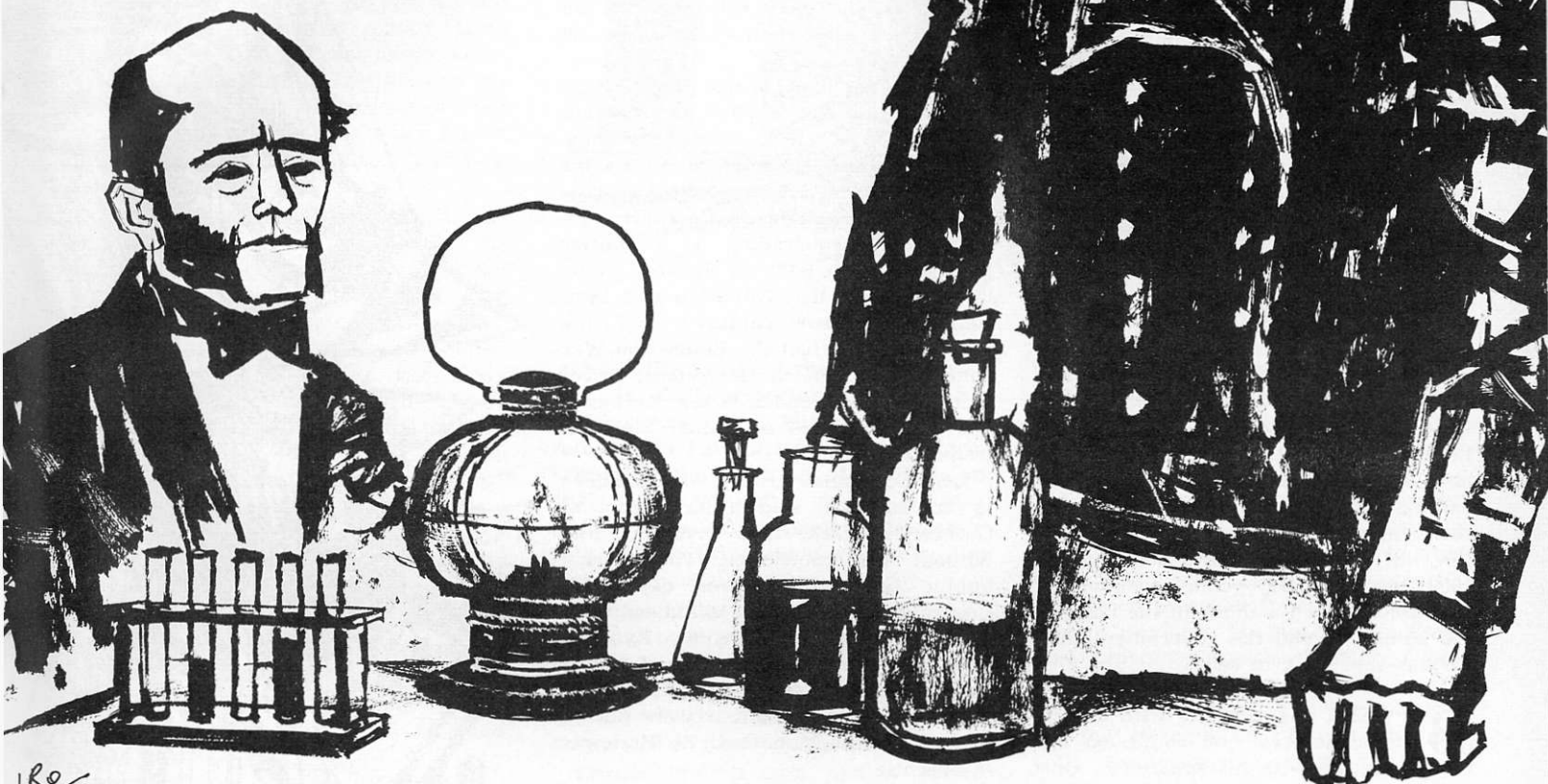
shipwright and left the service with that rank in 1946, returning to York. Cec became a full lieutenant in 1954.

While Lt. Morton was in charge of the shipwrights in Halifax, no fewer than 13 ships per day had to be inspected under refit and that everything

from complete bows to complete sterns were built and often midship sections too.

In January "Cec" was presented with a silver tankard in the Wardroom and at that time he said "any time, any place, call on me".

This story of a brilliant but difficult sailor who made an important contribution to industry while serving in Halifax is reprinted here from "The Imperial Oil Review" with the kind permission of its editor, Roy T. Cottier, who also supplied the illustrations.



THE TEMPESTUOUS EARL OF DUNDONALD

IN THE SPRING of 1848, the citizens of Halifax stopped in the streets many times to view the vigorous, striding figure of an aging giant wearing a British admiral's uniform. He was, they soon learned, the new commander of the British North American and West Indian fleet: Lord Thomas Cochrane, 10th Earl of Dundonald.

A big Scot with greying red hair, he was one of Britain's most controversial figures. And though he was now 73, he was yet to embark on one of his most significant accomplishments; for during the succeeding three years he spent in Halifax, he became the co-sponsor of

ing operations and thus the co-developer of commercial, oil-based kerosene.

Even without such industrial achievements, Cochrane had done enough to earn a place in history. He was a naval hero at 26, was elected to the British Parliament at 31, and at 34 brought his commanding officer to court martial. Soon after that he got innocently involved in a stock swindle, was jailed for a year and expelled from Parliament and the navy. Then, as a "freelance admiral" he helped liberate three nations, often winning sea battles

against overwhelming odds. By the time he got back into the navy and went to Halifax, he was both one of the most hated and one of the most admired men in the Empire.

Lord Cochrane's interest in two seemingly unrelated activities—sailing and kerosene extraction—was aroused in his boyhood at Lanarkshire, Scotland, where he was born in 1775. There he often watched his father experiment in extracting tar and varnish from coal, for use in naval vessels. Growing up with a love of the sea, he joined the navy and soon found that in their battles with the Spanish and French fleets, the British were badly in need of a brighter

By Jim Moore

convoy light than the whale oil lamps then in use. Thus began his search for a better lamp and a better fuel for it. Part of that search was to remain unrewarded until his declining years, and even then it did not end in personal triumph.

Within a year after taking command of his first vessel at 25, Cochrane won acclaim as a public hero. With his little brig *Speedy*, he captured the big Spanish frigate, *El Gamo*, then followed up with other spectacular victories. By 1806 the people of Britain considered him one of their greatest sailors.

However, he engaged in other exploits that furrowed the brows of the British Admiralty. In the navy he found much evidence of corruption and inefficiency, and he attacked these abuses with the same fierce vigour with which he attacked the French or Spanish fleets. When he found that his rank of commander wasn't enough to help him effect naval reforms, he ran for Parliament and was elected.

In the House of Commons, over the objections of dozens of ministers of the crown, he continued hammering away for his reforms. Lord St. Vincent, First Lord of the Admiralty, tried to silence him by urging introduction of a bill barring any officer under the rank of rear-admiral from sitting in Parliament. The bill was never introduced, but by 1809 the stubborn young commander had become such a thorn in the flesh of the admiralty and the government that he was sent back to sea.

BETWEEN engagements with enemy ships, however, he continued his running battle with his superiors. One such fight arose out of the British victory over the French at the Battle in the Aix Roads, off the coast of France, in 1809. The British victory resulted largely from Cochrane's cunning and masterful strategy; but Cochrane himself was not satisfied. He claimed that many more French ships could have been sunk or captured if Lord Gambier, commander of the Channel fleet, had attacked sooner.

Cochrane filed charges against Gambier, his commanding officer, and a court martial was ordered. The result was disastrous for Cochrane. The court martial cleared Gambier and sternly reprimanded Cochrane. Cochrane later complained that all his judges were his political enemies; and most modern historians agree that Gambier was at fault in not pressing his advantage at Aix.

But whatever, the truth, Cochrane's objections were overruled, and the navy retaliated with a move calculated to embarrass him. On the eve of a debate

on one of Cochrane's naval reform bills, the admiralty ordered him to report to Southampton within 24 hours. At first it seemed like an impossible dilemma. If he refused the order he would face a court martial. And if he were absent from the House during a debate on his own bill, he would have to resign his seat. But Cochrane found a way out. Since he was determined to continue his fight for naval reform, he chose to remain an MP and resign his naval command. For a time his name remained on the navy rolls, but he did not sail another British ship for 39 years.

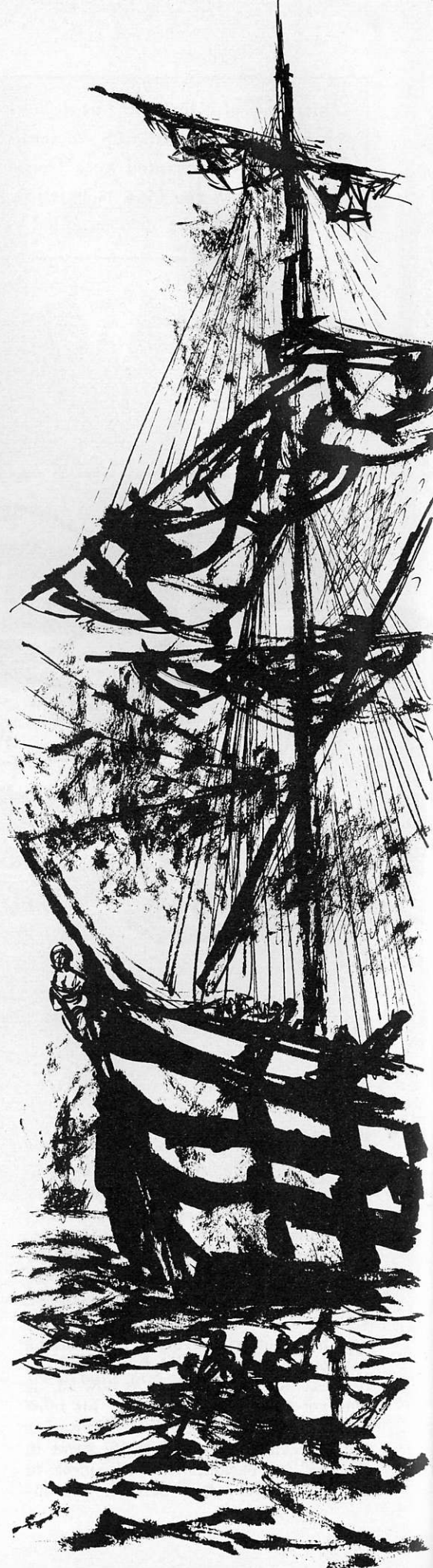
The biggest blow to his whole career came in the spring of 1814, when he got involved in a stock market swindle. The plot was engineered chiefly by his uncle, Cochrane Johnstone, and a swindler named Random de Berenger. De Berenger, masquerading as a courier from the battlefields of France, circulated a report that Napoleon had been slain, Paris was captured and the French army defeated. Before the War Office could squelch the report, prices soared on the London Stock Exchange and the swindlers sold their stock at tremendous profits.

Lord Cochrane's broker, who had been in on the plot, sold a large part of Cochrane's stock, thus involving him without his knowledge. The market bubble burst after three days, and Cochrane and the real swindlers were jointly charged with fraud. By then Johnstone and de Berenger had fled to Germany. Cochrane and his broker were arrested and all four were put on trial, with Johnstone and de Berenger in absentia.

Cochrane's refusal to flee might have strengthened his plea of innocence, but again he became victim of his own rash judgment. Naively confident of acquittal, he retained the same lawyer as the three culprits, thus tying his own fate to theirs. On the other hand, it was hardly his fault that the judge happened to be one of his bitterest political enemies.

He was convicted with the other three, and each man was fined 1,000 pounds and sentenced to a year in prison, including a day in the pillory. Although Cochrane had few friends in Parliament, its members were appalled at the thought of one of their number being put in the stocks. In order to skirt this part of the sentence, the government abolished the pillory, Britain's last vestige of medieval punishment.

EXCEPT for this one act of leniency, Cochrane's detractors showed him no mercy. A special act of Parliament



expelled him from the House in absentia. A mob tore his family's coat of arms from the wall of Westminster Abbey and kicked it into the street. He was stripped of the Order of the Bath which had been bestowed for naval gallantry, and navy struck his name from its rolls.

In prison Cochrane exhausted every possibility of a retrial, then set to work perfecting the design of a new oil lamp that was eventually used for street lighting in Westminster. He also worked on plans for a better convoy lamp (using whale oil or coal-based kerosene). The Admiralty had already rejected several of his earlier designs; but while he was in jail the navy finally accepted one he submitted under a friend's name.

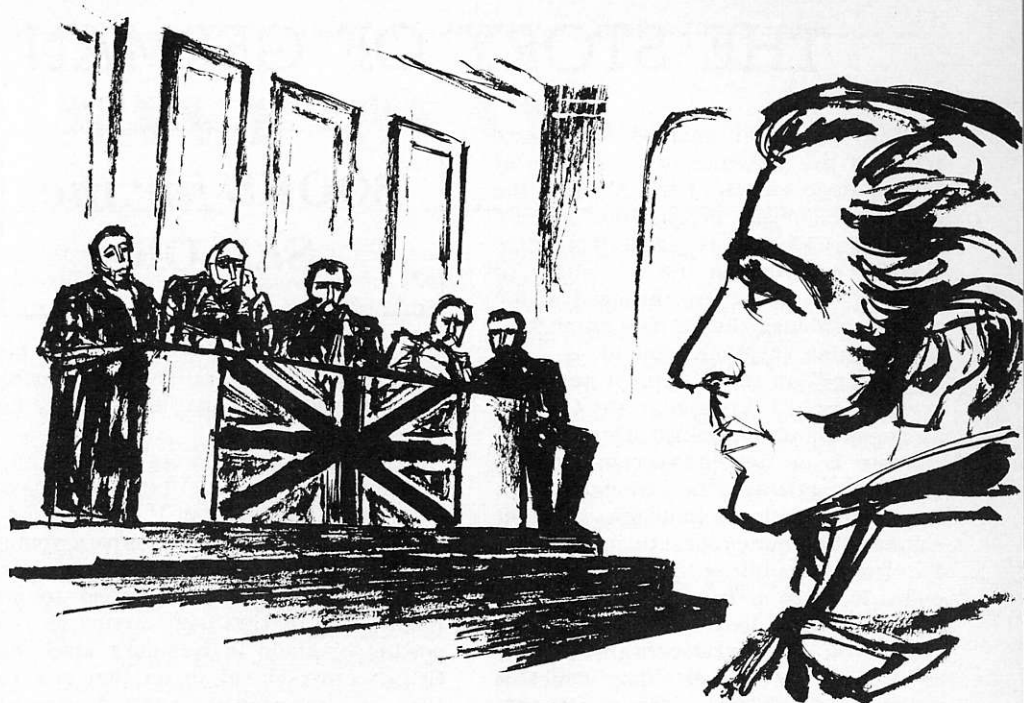
He also found another way of breaking the monotony of prison life: he escaped. He hid for two weeks, then astounded Parliament by appearing in the lobby of the House of Commons. He was hustled back to jail and fined an additional 100 pounds. For many years Cochrane chuckled over his escape, for he had broken prison the day word reached London of Napoleon's escape from Elba.

After his release, Cochrane lived in a social wilderness, his prospects as a British sailor dim, his social status degraded. But his restless nature demanded action. In 1818 he accepted command of the Chilean navy in the war of liberation against Spain. Under Cochrane the navy was invincible. Within five years Chile had defeated Spain.

Then Brazilian patriots hired him to lead their sea fight against their Portuguese masters. Again he triumphed. In one encounter in the South Atlantic his flagship alone sank 47 Portuguese fighting ships.

But the Brazilians refused to pay him. Then he grew even more disillusioned when the new government began indulging in many of the same political practices that had caused the rebellion against Portugal. Fed up with Brazil, Cochrane sold the estate he had established there and returned to England.

By now he was middle-aged, but he had mellowed little and was itching for a new fight. He soon found one. At the invitation of the Greeks, he took command of their navy in the war of liberation against Turkey. But again the pattern was repeated: victory, followed by disillusionment. He considered the Greeks poor sailors and poorer warriors and called the Greek command "double-dealing knaves".



COCHRANE spent the next 20 years in England trying to regain his lost honours. And, although he never returned to Parliament, Queen Victoria reinstated him in Order of the Bath in 1847; the admiralty under a new regime, restored his name to the navy rolls and, in 1848, appointed him to the Halifax command.

Halifax of 1848 was a combination of bustling port and staid old garrison town. In this setting the crusty old naval crusader became the close friend of an eccentric but brilliant physician-scientist, Dr. Abraham Gesner.

Gesner himself had had a varied career. Raised in the Annapolis Valley, he spent some time at sea, studied medicine in England, charted mineral deposits in New Brunswick and Nova Scotia, established the country's first museum and found a way of refining kerosene from natural asphalt.

Since Cochrane was always interested in improving convoy lamps, he was attracted to the man already famous as the inventor of the kerosene lamp. However, Gesner had never managed to devise a commercial process for making kerosene, and soon the two men were working on the project together.

For raw material Cochrane was able to get asphalt from Trinidad, having visited there and bought up the shore surrounding the island's now-famous asphalt lake, which he called a "pitch lake." They also used asphalt from a similar deposit which Gesner had discovered in Albert County, N.B.

Gesner and Cochrane soon discovered that as well as being the source of a

better lamp fuel than whale oil (which was becoming scarce), natural asphalt could be used for paving, as a rubber solvent and for insulating telegraph cables.

Just when their process was showing definite signs of success, Cochrane's tour of duty ended and he was ordered back to England. There he applied for patents on processes for making several asphalt products, but not for the kerosene process. Apparently with Cochrane's approval, that patent was sought by Gesner and granted to him in 1854. On the strength of this success, and with encouragement from Cochrane, Gesner got backing from wealthy Americans to build an asphalt processing plant—the first refinery of its kind in North America.

Back in England, 79-year-old Cochrane got into a new fight. This time he was demanding a naval command in the Crimean War. His age disqualified him, but some historians believe the war would have been won sooner if Cochrane had been commanding the Baltic fleet.

He spent the last five years of his life writing his autobiography. All the rancour of a half century before was apparently forgotten and he was buried in Westminster Abbey.

Even after death, the tempestuous old sea warrior managed to be present, in spirit, at one of the most shocking events of the 19th century. On April 14, 1865, a play called "Our American Cousin," based on Cochrane's life, was performed at Ford's Theatre in Washington. While the performance was going on, Abraham Lincoln was shot.

THE STORY OF GERMAN ESPIONAGE

"They Spied on England" is an account of the activities of the agents of the sabotage section of the Abwehr, the German espionage organization run by Admiral Canaris. It is authoritative since it is based on the war diary of General von Lahousen, the head of the section, although the authors admit that it is a rather cryptic document.

"England" in the title must be interpreted loosely. It is used in the German sense, meaning the British Isles, but one chapter is a detailed account of an elaborate attempt to sabotage the American aluminum industry. Another chapter lists numerous attempts to use the Irish Republican Army, which all ended in fiasco or frustration and which produced only demands for arms and explosives. A third covers the exploits of Robey Leibbrandt, the would-be fuehrer of South Africa and his attempts to take over the Ossewa Brandwag, the

BOOKS for the SAILOR

Boer nationalist organization, for his own (not Germany's) ends, but using German equipment and help in reaching the country.

Most of the agents were detected and arrested fairly soon, within a few days or hours of landing, but the most startling story in the book concerns a young Dane who landed by parachute near Salisbury in 1940, got married to an English girl in 1942, and carried on reporting by radio to Hamburg until the British army closed in on that city in 1945. He reported the concentration of Canadian troops round Southampton

before the Dieppe raid and the preparations for Operation "Overlord" in 1944. He is said to be still living in England.

Several books have been published by ex-members of the Abwehr and this one agrees with them in showing that while the organization was usually accurate in its reports, it was weak in some techniques, (notably in cover stories) and so its agents did not last long. Its greatest disadvantage was, however, the intense rivalry between the various Nazi organizations so that the Abwehr was eventually absorbed by the Gestapo and reduced to ineffectuality, and Admiral Canaris, whose genius was its main-spring, was hanged.—PH. Ch.

THEY SPIED ON ENGLAND: Based on the German Secret Service War Diary of General von Lahousen, by Charles Wighton and Gunter Peis. Toronto, G. J. McLeod, 1958.

THE PASSING OF DISTINCTION COLOURS

LEST THEY be forgotten with the passing of the years, the colours displayed on naval officers' sleeves or shoulder straps to distinguish their branches shall be recorded here. All will go—all but two—by December 31, 1959.

The executive branch was undisistinguished—that is to say, no coloured distinction cloth appeared between the stripes denoting the executive officers' rank. This was because the executive officers' antecedents were the officers who sailed and fought warships in the days of sail.

With the coming of steam, ships were at last able to blow up (courtesy the engineers) or run aground (thanks to the executive branch) under their own power. The engineers were at first admitted on board only in the status of civilians, but as time went by were grudgingly accorded officer status and wardroom privileges, along with a purple stripe that set them apart from the sailors.

Why purple—the royal colour—was chosen for the engineers in 1863 does not appear to be easy of explanation to anyone outside the branch. It may be that the engineer is conceded to be monarch of all he surveys—as long as he stays in the engineroom.

Scarlet was a natural choice when it came to assigning a branch colour to the ship's surgeons in 1864. The modern

profession of surgery can trace its beginning to the barber-surgeon of bygone centuries. The red and white striped pole of the barbershop of today recalls an era when the barber was equally skilled in amputating a limb or scraping off a beard

This one is a puzzler: Where did the supply branch acquire its colour—the



white of the stainless Sir Galahad, of the lily maid of Astolat? Was it given to the branch in 1864 as an unattainable ideal or did some paymaster of the past write the Admiralty Fleet Order himself in a fine Italian hand?

The choice of light blue for the instructor branch was logical and commendable, when one considers the feelings of the "schoolie" after long hours and days of trying to pound academic lore in the thick heads of reluctant matelots.

Silver grey for the constructors, dark green for the electrical branch and dark blue for ordnance—the association between colour and branch is baffling. As apt a choice as any in the whole pack would appear to be the brick red assigned so recently (1955) to the civil engineers. The maroon of the nursing officer, medical administrator and medical technical officer appears to be simply a variant of the surgeon's scarlet and both shades are being retained.

One colour remains to be considered — the emerald green of the special branch — but modesty forbids any detailed discussion of the colour worn so proudly by this fine body of officers. Intelligence, information, firefighting, law—their talents are legion. And this record of the vicissitudes of the branch distinction colours might never have been written without them.

THE NAVY PLAYS

Inter-Service Teams Busy on West Coast

The RCN junior basketball team, bolstered by three Navy senior players, took the B.C. area tri-service basketball championships when they defeated the Mainland RCAF champions by a 56-36 score in the finals at Naden gymnasium.

The team played and won against some of the best senior teams on Vancouver Island.

Sparkplug of the RCN team was AB Jim McIntyre, a junior who knows his way around a basketball court.

In volleyball Navy reigns supreme as B.C. area tri-service champions, after coming from behind to defeat Sea Island RCAF 3 games to 1. RCAF took the first game of the match but were swamped by a fired-up Navy squad 15-1 in the second game and could not seem to recover. POs Ray Irwin and Jack Scott led the Navy attack, to keep an undefeated record for the season intact. The match was played at RCAF Station Sea Island.

The RCN bowling team met the Army

on one of the soldiers' better nights and absorbed a sound trouncing in the B.C. area tri-service bowling championships. CPOs Harry Booth and Ray Humphreys were in their usual good form for the match, but their efforts were not enough to contain the Army champions.

Nor did the RCN fare well in the B.C. area tri-service badminton championships. Playing on their home courts the Navy players were outplayed, with the exception of PO Bill Walters. Walters, who has played little this season, represented the Navy in the "A" singles bracket and made it interesting for RCAF champion LAC Jack Ramsay before dropping the match 12-15, 15-4 and 15-5.

Brunswicker Tops New Hockey League

HMCS *Brunswicker* overwhelmed Saint John Police 9-1 to win the Thorne Trophy, emblematic of the Saint John, N.B., Armed Services Hockey League supremacy.

In winning the two-game total-goal final series, *Brunswicker* tied the first

game 5-5. Final score for the series was 13-5.

Brunswicker team captain Jack McClean accepted the trophy from Brigadier P. W. Oland, officer commanding No. 6 Militia Group. Cdr. Roland Black, commanding officer of the naval division, and Police Chief W. J. VanWart were also in attendance.

This was the first year of operation for the league.

Fencing Taken Up At Stadacona

Fencing enthusiasts, who have been meeting regularly at the *Stadacona* gymnasium since October, form the *Stadacona* Fencing Club.

The instructor is Lucien Ledaire, 33-year-old architect who has fenced for more than 10 years. Before coming to Canada in May 1957, he had been selected in the three preceding years as a member of the Irish national amateur team. In 1954-55 he was secretary of the Irish Fencing Federation and in 1955-56 captain of the Irish Free State amateur team against the Northern



Here, learning to "lunge", are some of the fencing enthusiasts who train twice weekly in the *Stadacona* gymnasium. Left to right are Lucien Ledaire, instructor; Lt. (SB) Howard Wallace, Mrs. R. A. Creery, Mrs. A. C. Campbell, Mrs. Bruce Oland, Mrs. H. A. Black, Mrs. D. L. Hanington and Cdr. Hanington. Two others turn out with the group. (HS-55997)

Irish. Accomplished in the foil and epee, he has fenced with prominent European amateurs.

The naval group has ten members, all bearing AAU of C cards. Competitions with Halifax clubs, with visiting ships, and other Nova Scotian groups will be negotiated later in the year. In the meantime, the French-born, Irish-educated Ledaire is looking for more talent from naval circles to round out his teams.

Meeting Monday and Thursday evening in the naval gym, the club nucleus includes: Cdr. and Mrs. D. L. Hanning-ton, Mrs. H. A. Black, Mrs. R. A. Creery, Mrs. A. C. Campbell, Mrs. Bruce Oland, Lt. (E) Arthur Morris and Lt. (SB) Howard Wallace, all of whom are novices. Another member, Mrs. S. C. Waters, had considerable amateur success in Alberta.

Sydney Sea Cadets International Champs

The Royal Canadian Sea Cadet Corp *Westmount*, of Sydney, N.S., for the second year in a row, has won the international small-bore Sea Cadet rifle competition.

The competition was staged in ten countries and the *Westmount* corp entered ten teams in the contest.

England placed second and New Zealand was third.

Navy-Army Build Sailing Clubhouse

Members of the Halifax Squadron of the Royal Canadian Naval Sailing Association are co-operating with the Halifax Garrison Sailing Club in the construction of a club house on the Seaward Defence Base near the Royal Nova Scotia Yacht Club anchorage.

The work of building the club house has been shared by volunteers from both the Navy and Army groups. Begun last October, the building will be ready for the 1959 sailing season.

Captain (L) J. M. Doull was elected commodore of the RCNSA at the annual meeting February 3. Other officers are: Cdr. Frederick Bradley, vice-commodore; Lt.-Cdr. William Wheeler, rear-commodore; PO S. D. Bryant, fleet captain, yachts; CPO K. T. Eisenor, fleet captain, small boats, and Miss Frances Howe, secretary-treasurer.

Stad Captures Basketball Title

Stadacona Sailors captured the Atlantic Command basketball championship on home grounds in early February, but their opposition *Shearwater*,

battled them all the way, until the game ended 43-29.

The flyboys had previously upset last year's title holders *Shelburne* RCN-USN 36-24, and then in the second game the same day downed the *Stad* squad 53-29 to force a deciding game.

In the final *Stad* slammed out front 21-13 in the first half and held that lead in the second, but the *Shearwater* men, who had proved the experts wrong by downing *Shelburne*, fought every inch of the way.

Sportsmanship Shield Awarded

CPO Sam Short, president of the *Stadacona* chief and petty officers' mess, was awarded the Vice-Admiral G. C.

Jones Shield for 1958. The shield is awarded annually for "best all round sportsmanship and outstanding conduct".

The presentation was made at divisions on February 20, by Commodore D. L. Raymond, Commodore RCN Barracks at Halifax.

Yarmouth Curlers Beat Cornwallis

Yarmouth defeated *Cornwallis* 59-49 in a recent curling match at the Yarmouth club.

Four rinks were entered. *Cornwallis* took the first 15-13 and Yarmouth scored wins in the remainder 15-10, 16-13 and 15-11.



The Sea Cadets pick up Navy traditions fast. This picture was taken at a Navy League Christmas party in Montreal at RCSCC Victory's headquarters, with youngest Sea Cadet, Robert Snow, in the role of captain for the day. Respectfully offering the "captain" some sandwiches is Lt. N. G. Kidd, RCSC. (Photo by David Bier Studios, Montreal.)

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.

ABRAM, Mervin W.LSCR1
ADAMOWSKI, Edward J.LSEM1
ANGRIGNON, Georges C.P2PR3
ANTHONY, Albert R.LSEM1
ARMITAGE, John M.C1Q14
ARSENYCH, Myron D.C2T14
ASCROFT, AllanP1RA4

BAKER, Richard B.LSAA1
BALL, John H.LSAF2
BANNISTER, Frank A.P1QR2
BARBOUR, DouglasLSTD1
BARNSWELL, Allen L.LSEM1
BARRY, AllanP1QM3
BASDEN, Charles A.LSVS2
BELLMORE, Thomas J.LSAA1
BEMISTER, Herbert G.LSEM1
BISHOP, Donald R.LSEM1
BLAND, Edward A.P2RT3
BOOMER, Royce B.P2EG3
BOTTARO, Jack A.P2OM2
BRAULT, Yvon J.LSRT3
BRECKON, Frederick L.P1LR2
BRIARD, Kerry P.P2AO3
BROOKS, David R.P1TD3
BROWN, Clare L.LSEG2
BROWNELL, Arnold H.P1EM4
BUICK, David A.P1TD3
BURRY, Thomas I.C2G14

CALDER, Alfred T.C2ET4
CALFORD, Stillman B.LSTD2
CAMERON, David B.LSTD2
CAMERON, John V.LSBA2
CARLYON, Henry R.P1LR3
CARROLL, Albert W.P1EM3
CHANDLER, Norman A.LSTD1
CHIASSON, Alfred J.LSEF2
CLARK, Ronald C.LSCR1
COLE, John G.LSRP2
COLEMAN, John R.LSEM1
COOKE, Leonard C.LSNS2
COTE, Marcel J.LSPH2
COUSINEAU, Georges P.LSAA1
CROOKER, Kenneth J.P1RC3
CULLIGAN, Robert J.P2EF3
CYR, Emilien J.LSAW2

DAVIES, George A.LSEF2
DAVIS, Arthur R.LSED2
DESMEULES, Rogert J.P2QM2
DOIRON, Reginald I.P2EF2
DONNACHIE, Alexander M. ...P1TD3
DORIS, John D.LSEM1
DURNING, Willard A.LSMA2

EAGLES, William S.P1EM4
EFFORD, Frederick V.LSTD2
EMMONS, Robert H.LSTD1
EMSLIE, Clifford J.LSQM2

FISSET, Ronald N.LSRP2
FITZSIMMONS, James R.LSAM2
FOWLER, Howard H.LSCR1
FREEBORN, Larry K.LSRP1

FULCHER, John M.LSEM1
GAGNE, Gerard J.LSAA1
GAMBLE, Frank W.LSQR1
GERVAIS, Clancy F.C1RA4
GLIBBERY, Harvey K.LSQM1
GOUDIE, Lorne R.P2LR3
GRANT, Kenneth A.P1RA4

HEARNS, Arthur M.LSEM1
HENDERSON, Harvey W.P1ER4
HEXTER, Edgar S.LSED2
HOGAN, Francis P.C2ET4
HOLMES, Donald H.LSEA3
HOLMWOOD, Robert W.LSAF2
HOWARD, Eugene C.LSAO2
HUGHES, George E.C1ET4

INSON, DerekLSEG3

JOHNSON, George E.P1TD3
JOHNSTON, Charles H.LSED2

JOHNSTON, Creighton G.LSOM2
JOHNSTON, John K.C1RT4
JOSLIN, Robert J.LSTD1

KEIZER, Joseph F.LSEF2
KENYON, Richard M.LSEG2
KING, Earl J.LSED2
KING, Stanley J.C1G14

LAKER, David S.LSAP2
LARKIN, Frederick W.P1QM3
LEBLANC, Joseph G.P1PR2
LEGUE, Robert A.C2RT4
LESLIE, AllanP2TD2
LINKLETTER, Carl S.LSEF2
LONG, Robert R.LSQM1

MacDONALD, Harold W.LSSW2
MacKINNON, Elmourne K.LSEM1
MacKNIGHT, Donald W.LSOM2
MacLEOD, Donald C.LSAA1
MACE, David H.LSSE1



DEPARTMENT OF THE NAVY OFFICE OF INFORMATION WASHINGTON 25, D. C.

IN REPLY REFER TO

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Ser: 4053
18 December 1958

From: Chief of Information
To: Editor, "The Crowsnest"
Naval Headquarters,
Ottawa, Ontario, Canada

Subj: Congratulations on attaining the ripe old age of ten years

- Whereas the Royal Canadian Navy's Magazine "The Crowsnest" has reached its tenth year of publication; and
- Whereas this sprightly publication of our most worthy neighbor's Naval service has attained a high level of editorial excellence; and
- Whereas its board of editors, writers, illustrators and photographers most certainly rate a vote of high praise from all of us who go down to the sea in ships; therefore
- Be it proclaimed: that we who have served side by side with your many subscribers throughout the world do hereby laud your first ten years of stellar publication and wish you many succeeding decades of similar service to your noble Navy.

C. C. Kirkpatrick
C. C. KIRKPATRICK
Rear Admiral, U.S. Navy

Thank you very much, sir.

MACKEY, Philip E.LSOM2
 MAJEAU, HenriC2RA4
 MATTILA, ArboLSMA1
 MAYNARD, Paul B.LSRT2
 McAULAY, Thomas H.P2PR3
 McBRIDE, Frederick G.P1RP3
 McCAFFERY, James E.LSOM2
 McCORMICK, Benjamin B.LSRP2
 McDONALD, MacAvoy A.C2PI4
 McGLADE, Francis A.P1EM4
 McINNIS, Marquis E.LSEM1
 McKAY, Robert N.P1ER4
 McKENZIE, Donald A.LSEM1
 McLEAN, Gerald D.LSTD1
 MICALLEF, JohnLSQM1
 MITCHELL, Murray N.P1AA2
 MITCHELL, William E.LSQM1
 MONK, Alfred F.P2EA3
 MORTON, Arthur F.P2OM2

NEWCOMBE, Charles G.P2PW2
 NEWMAN, Denis S.P2EA3
 NICOLL, Alfred J.LSTD1

OFFER, Harold C.C2ET4

PECK, Joseph E.P2EF3
 PENNER, Peter O.LSEM1
 PERRON, Raymond J.P2PR3
 PICO, LyleC2QI4
 PINNELL, Alfred O.P2AA2
 POLLOCK, Robert E.C2ET4
 PREECE, Raymond G.LSEF2



PRINCE, John W.LSRP2
 PULAK, Emil T.LSED2

RANGER, Lionel H.LSEG3
 REA, Bawne A.P1RA4

REDFORD, William F.C2ET4
 REEVES, Dale C.P2EF3
 RHEUBOTTOM, William A.C2PT4
 RICHEY, Robert J.P1QM3
 RIOUX, Andre J.LSOM2
 ROSS, Kenneth, B.P1EM4
 RUDDICK, Fred G.C1RT4

SEMPLE, David R.P2RN3
 SIMMONS, Donald C.P2RT3
 SIMMONS, Sydney J.C2ER4
 SMITH, Richard L.LSCV1
 SPENCE, Ernest R.P2QR2
 STEWART, Lea C.C2RT4
 STORES, Ernest A.LSQM1

TILLECZEK, Norbert L.LSRC2
 TIMMS, Reginald E.LSPW2
 TOWERS, Anthony A.LSRT2
 TUTTLE, Ernest J.C2GI4

VERBEKE, Romain L.LSEM1

WAITE, Llewellyn, E.LSEM1
 WATSON, Alexander G.C2ET4
 WATT, ThomasLSCR1
 WATTS, James E.LSBA2
 WELCH, EugeneP1RP3
 WHITNEY, Kenneth J.LSPR2
 WINDSOR, Harry E.LSOM2
 WISHART, Eric G.LSVS2

YOUNG, Frederick C.LSEME

ANCIENT LOYAL TOAST PRIVILEGE RESTORED

AN EXCEPTION to the ancient naval privilege of drinking the toast to the Sovereign while seated in naval messes has been removed.

The exception—a comparatively recent one—required members of the mess to stand when the National Anthem was played. This was based on a ruling given by the First Sea Lord, the Marquis of Milford Haven, in June 1914, and it would appear there had previously been some indecision as to the correct procedure.

The naval tradition of drinking the Loyal Toast while seated may go back to the days of the Restoration or it may date only to the time of William IV—less than a century and a half ago.

One story has it that when Charles II was returning to England in 1660 in the *Naseby*, which had been rechristened the *Royal Charles*, he bumped his head on the low beams of the wardroom when he rose to reply to the toast. Thereupon, it is said, he excused naval officers from ever rising again to drink the Loyal Toast.

There are certain rules which are rigorously enforced at naval mess dinners before the Sovereign is toasted. One may not smoke; one may not mention a lady's name, and one may not make a bet. According to Captain

W. N. T. Beckett, RN, in his "A Few Naval Customs, Expressions, Traditions and Superstitions", the latter two provisions were to prevent heated arguments or quarrels during the formal proceedings in the mess.

Following the Loyal Toast, a health is often drunk for the night of the week. These date back at least as long ago as Nelson's day and there is even earlier mention of some of them. They are:

Monday: Our ships at sea.

Tuesday: Our men.

Wednesday: Ourselves (as no one is likely to concern themselves with our welfare).

Thursday: A bloody war or a sickly season.

Friday: A willing foe and sea room.

Saturday: Sweethearts and wives.

Sunday: Absent friends.

The toast for Thursday, "A bloody war or a sickly season", may require a little explanation. It dates back to a time when promotion was very slow and the only hope for rapid advancement lay in the officers' numbers being thinned by violent death or sickness.

This, however, is apart from the ruling concerning the drinking of the Loyal Toast, which has been promulgated in a general message to the Fleet

(CANGEN 55/59) from Naval Headquarters, which reads:

"Her Majesty the Queen has been graciously pleased to approve the restoration of the ancient privilege of drinking Her Majesty's health seated in naval messes, even when the National Anthem is played.

"When officers of the Indian or Pakistani navies are present, the health of their president should also be drunk seated. Likewise when officers of the Royal Malayan Navy are present the health of His Majesty the Yang Di-Peruan Agong should be drunk seated. These toasts should be drunk immediately after the Queen's toast.

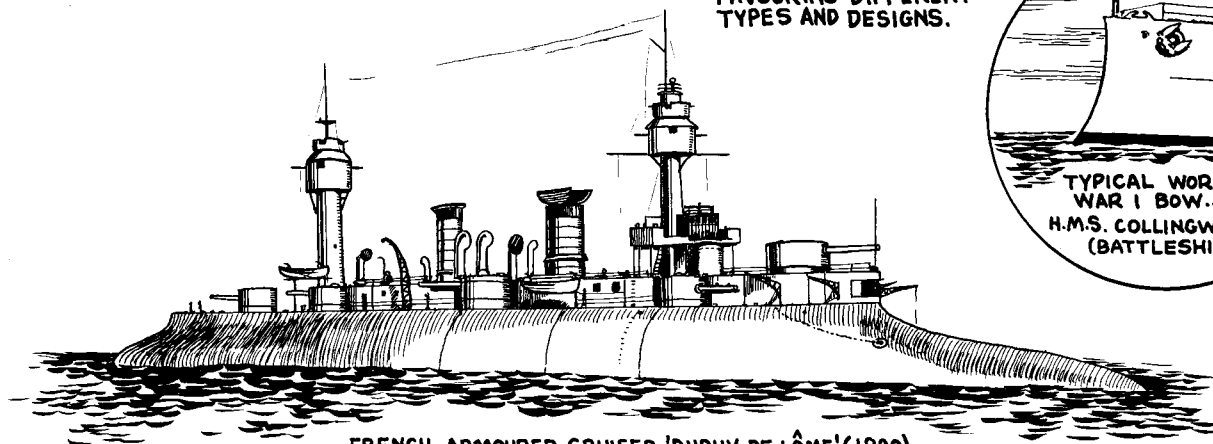
"If Her Majesty the Queen, His Royal Highness the Prince Philip, Duke of Edinburgh, or any other member of the Royal Family is present, these toasts will be honoured standing, unless Her Majesty, His Royal Highness or the other member of the Royal Family has expressed a wish that officers should remain seated and her or his pleasure is to be taken before the meal as to which procedure is to be followed.

"The Loyal Toast terminates the formal meal and any subsequent toasts which may be proposed to individuals it is desired to honour should be drunk standing."

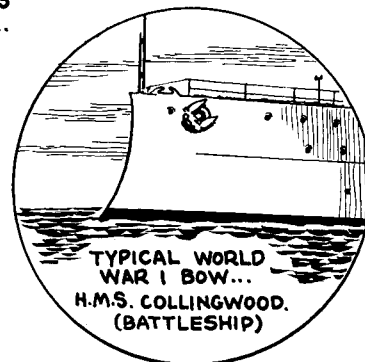
Naval Lore Corner

Number **69**
NAVAL BOWS

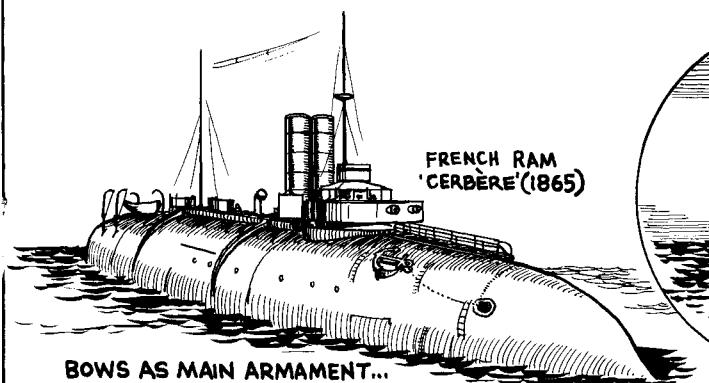
THE SHAPE OF WARSHIPS' BOWS VARIES GREATLY... DIFFERENT COUNTRIES FAVOURING DIFFERENT TYPES AND DESIGNS.



FRENCH ARMoured CRUISER 'DUPUY DE LÔME' (1890), 6,300 TONS, HAD THE LONGEST RAM BOW AFLOAT... A THROW-BACK FROM THE DAYS OF SAIL WHEN ONE METHOD OF SINKING AN ENEMY WAS TO RAM IT. HOWEVER, OTHER FACTORS DETERMINED THIS SHAPE ALSO... NAMELY STABILITY AND ANTI-FLASH PRECAUTIONS FOR THE FORWARD GUN...



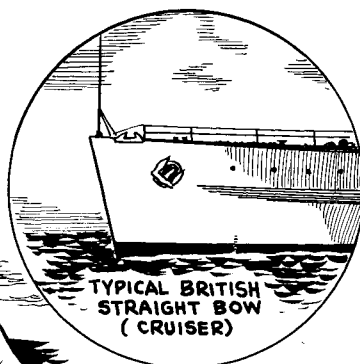
TYPICAL WORLD WAR I BOW...
H.M.S. COLLINGWOOD.
(BATTLESHIP)



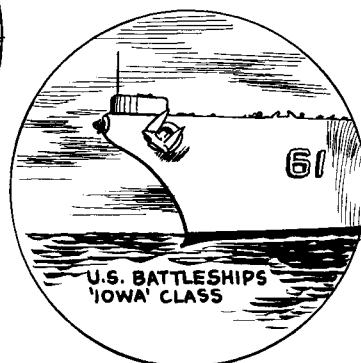
FRENCH RAM
'CERBÈRE' (1865)

BOWS AS MAIN ARMAMENT...

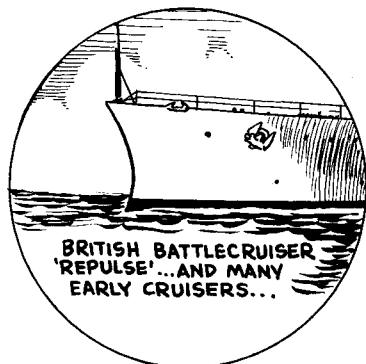
GREAT BRITAIN, FRANCE AND THE U.S. ALL EXPERIMENTED WITH A SHORT-LIVED CLASS OF VESSELS CLASSED AS 'RAMS', WHICH WERE TO BE HIGHLY MANOEUVRABLE, EMPLOYING THEIR RAM-BOWS AS THEIR MAIN WEAPON. NONE WERE SUCCESSFUL



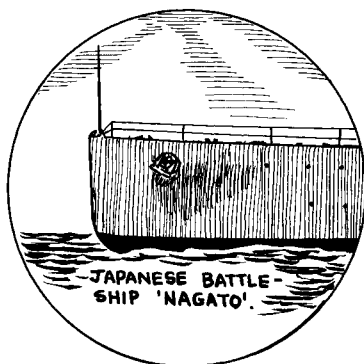
TYPICAL BRITISH
STRAIGHT BOW
(CRUISER)



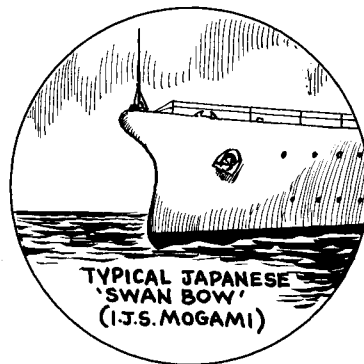
U.S. BATTLESHIPS
'IOWA' CLASS



BRITISH BATTLECRUISER
'REPULSE'...AND MANY
EARLY CRUISERS...



JAPANESE BATTLE-
SHIP 'NAGATO'



TYPICAL JAPANESE
'SWAN BOW'
(I.S. MOGAMI)

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