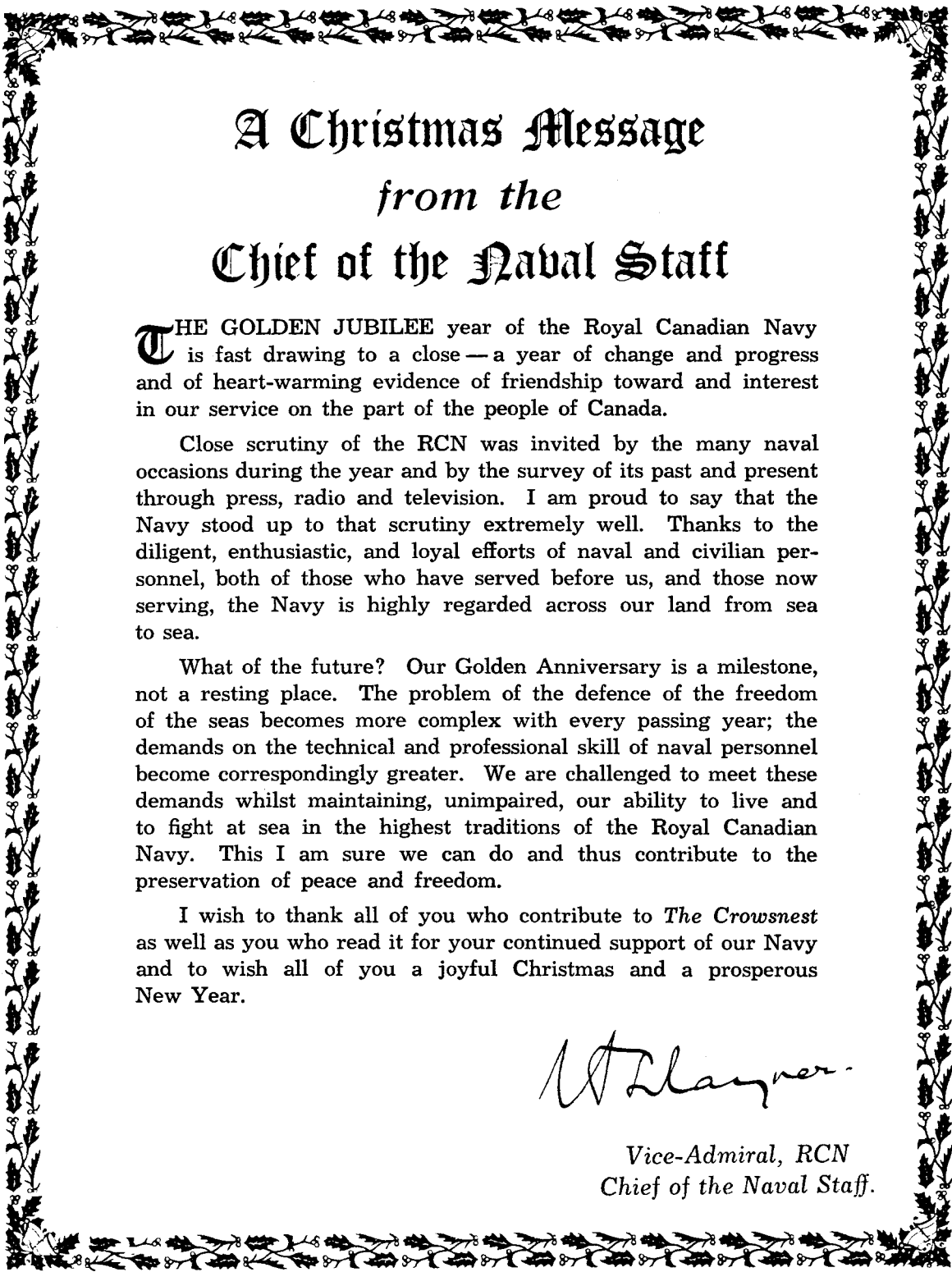


The CROWSNEST



Art Macdonald
RCNVR
1944

CHRISTMAS, 1960



A Christmas Message from the Chief of the Naval Staff

THE GOLDEN JUBILEE year of the Royal Canadian Navy is fast drawing to a close — a year of change and progress and of heart-warming evidence of friendship toward and interest in our service on the part of the people of Canada.

Close scrutiny of the RCN was invited by the many naval occasions during the year and by the survey of its past and present through press, radio and television. I am proud to say that the Navy stood up to that scrutiny extremely well. Thanks to the diligent, enthusiastic, and loyal efforts of naval and civilian personnel, both of those who have served before us, and those now serving, the Navy is highly regarded across our land from sea to sea.

What of the future? Our Golden Anniversary is a milestone, not a resting place. The problem of the defence of the freedom of the seas becomes more complex with every passing year; the demands on the technical and professional skill of naval personnel become correspondingly greater. We are challenged to meet these demands whilst maintaining, unimpaired, our ability to live and to fight at sea in the highest traditions of the Royal Canadian Navy. This I am sure we can do and thus contribute to the preservation of peace and freedom.

I wish to thank all of you who contribute to *The Crownsnest* as well as you who read it for your continued support of our Navy and to wish all of you a joyful Christmas and a prosperous New Year.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

Vol. 13 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1960

CONTENTS

	Page
RCN News Review	2
Nova Scotia's Gift of Drums	4
Sub Vs. Sub (Navy League Convention)	7
Celebrating the Jubilee	9
Officers and Men	11
Weddings and Births	11
Lower Deck Retirements	13
Visit to a Little Boy	14
Lessons from Fallex-60	16
Cruising up the River	17
Books for the Sailor	20
By Whaler to Lunenburg	22
Afloat and Ashore	24
The Navy Plays	27
Letters	28
Naval Lore Corner No. 87	Inside Back Cover

The Cover—The picture on the cover tells its own story of earnest observance of the Christmas festival. The drawing was done by an eminent Canadian artist, Grant Macdonald, who served as an officer of the RCNVR and naval war artist during the Second World War. (O-114-3)

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

Negative numbers of RCN photographs reproduced in The Crowsnest are included with the caption for the benefit of persons wishing to obtain prints of the photos.

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RCN NEWS REVIEW

Sterling silver drums were presented by the Nova Scotia Government to the Atlantic Command of the RCN October 1, at the Garrison Grounds in Halifax. Captain T. C. Pullen was parade commander of the 500 sailors in the ceremony. The gleaming new drums are on the right. (HS-62617)

Ships Exercise Off Hawaii

Three destroyer-escorts of the Second Canadian Escort Squadron left Esquimalt October 6 to carry out operational anti-submarine exercises with sea and air units of the United States Pacific Fleet.

HMC Ships *Assiniboine*, *Fraser* and *Skeena*, carrying a total of 30 officers and 600 men, first proceeded for exercises off Hawaii and then were to sail for San Diego, to arrive November 19.

The ships were to carry out additional anti-submarine exercises in adjacent waters until leaving for Esquimalt November 28. They were to arrive at Esquimalt December 2.

During part of the Hawaiian exercises, the destroyer escorts were to be serviced by HMCS *Cape Breton*, Pacific Command repair ship.

Venture Flyers Trained by RCAF

The first RCAF-trained course of former *Venture* cadets received their pilots' wings from Commodore J. V. Brock, Assistant Chief of Naval Staff (Air and Warfare), in a graduation

ceremony at RCAF Station Saskatoon on September 16.

Venture graduates, formerly proceeded to Pensacola, Florida, for flight training with the United States Navy.

Minister Sends RCN Greetings

Trafalgar Day and 50th anniversary greetings were addressed to the Royal Canadian Navy on October 21 by Hon. Douglas S. Harkness, Minister of National Defence. His message said:

"On the anniversary of Trafalgar and in the 50th anniversary year of the Royal Canadian Navy, I feel it appropriate for me as the new Minister of National Defence to send all officers, men and women of the Royal Canadian Navy, the Royal Canadian Navy (Reserve) and those on the Retired List greetings and best wishes for the continued success of the Royal Canadian Navy.

"It is fitting at this time that we should pause briefly to remember the traditions of service which have inspired the navies of the Commonwealth since the time of Trafalgar. I feel sure that in the difficult circumstances that face the world today this dedication of service will be continued by all those connected with the Royal Canadian Navy."

The Saskatoon graduating class of 20 student pilots was made up of 14 *Venture* sub-lieutenants, five other naval officers and one RCAF trainee.

During their two years' training at HMCS *Venture* cadets are given naval and academic training and, in their second year, receive elementary training in light aircraft. They graduate from *Venture* with the rank of acting sub-lieutenant.

The course just ended began at RCAF Station Centralia in September 1959. This was followed by Flying Training School at Penhold, Alberta, and a final three months at Station Saskatoon. During their RCAF training, the students flew Chipmunks, Harvards and twin-engine Expeditors.

The naval graduates have since been appointed to *Shearwater* to be trained to naval operational standards.

Columbia Pays Visit to Nigeria

Canada's representation at Independence Day ceremonies in Nigeria included HMCS *Columbia*.

The destroyer escort left Halifax September 9, and arrived in Lagos, Nigeria,

September 28. Nigeria attained independent status within the British Commonwealth on October 1.

Hon. Donald Fleming, Minister of Finance, represented the Government of Canada and was accompanied by a group of Canadian newsmen.

The *Columbia* left Lagos October 4 for Takoradi, Ghana, then visited Freetown, Sierra Leone, before leaving for Halifax via the Azores. She arrived back in Halifax October 25.

Fall Exercises Draw to Close

NATO's Striking Fleet Atlantic at midnight (GMT) Saturday, October 15 concluded the most extensive naval exercise in its history.

The striking fleet was under the overall command of the Supreme Allied Commander Atlantic, Admiral Robert L. Dennison, USN. It included HMC Ships, *Haida*, *Nootka* and *Iroquois*.

The exercises, conducted by Commander Striking Fleet Atlantic, Vice-Admiral Harold T. Deuterman, USN, began September 6, when U.S. elements of the Striking Fleet left their East coasts ports for the Northeast Atlantic.

All maritime nations of the North Atlantic Treaty Organization participated in various phases of the wide-spread naval exercises, which stretched from the Norwegian Sea to the Bay of Biscay. The major segment of the exercises, called Sword Thrust, was conducted during the last two weeks of September.

United States and Canadian elements of the striking fleet continued the exercises while transiting the North Atlantic westward on their return to North America. The last phase, called Pipe Down II, consisted primarily of anti-submarine warfare exercises, with striking fleet units opposing a concentration of U.S. submarines. United Kingdom and Canadian long-range patrol aircraft participated.

On completion of the operations Vice-Admiral Deuterman said of the entire series of exercises, "I have never seen a team perform more smoothly. There were many details and problems to overcome. They were met and successfully solved. I believe that the exercises we have just concluded have done much to enhance the strength and unity of purpose which for ten years have made the North Atlantic Treaty Organization a powerful deterrent to aggression."

The day before the exercises ended, the nuclear powered submarine *Triton* taunted the conventionally powered ships around her, as she surfaced and

moved about the fleet during at-sea refuelling operations for the other ships.

At the end of the exercise, the striking fleet units reverted to national control.

During Pipe Down II a sailor from the *Iroquois* suffering from acute appendicitis, was taken by jackstay on board the flag ship of the Commander NATO Striking Fleet Atlantic, the USS *Northampton*, where a satisfactory appendectomy was performed.

Naval Bursary Again Awarded

Miss Sandra Manning, 19-year-old daughter of CPO and Mrs. S. C. Manning, of Halifax, has been awarded the King's College Naval Bursary for the 1960-61 term.

Miss Manning had been awarded the \$500 annual scholarship for the two previous years as well and is now in her fourth year of an arts course at University of King's College in Halifax.

A graduate of Queen Elizabeth High School, Halifax, Miss Manning intends to continue her studies towards a master's degree.

The King's College Naval Bursary was established to commemorate the unique and valuable relationship between the University of King's College and the Royal Canadian Navy during the Second World War when the university buildings were used as an officers' training establishment, HMCS *King's*.

Ships and establishments of the Atlantic Command have contributed to a capital fund, the interest from which will provide the annual bursary.

Exercise Areas Re-located

A major re-location of most of the Royal Canadian Navy's exercise areas in the approaches to Halifax Harbour has now been completed.

With the exception of the firing area at the Navy's Osborne Head Gunnery Range and the torpedo firing range at Pennant Point, all former weapons firing areas in the Halifax approaches have been moved approximately 10 miles to seaward and slightly south of their original locations.

The new area is a 20-mile square encompassed by the latitudes 43 degrees 59' North and 44 degrees 19' North and longitudes 63 degrees 30' West and 63 degrees 58' West. The total area is divided into four large firing areas each 10 miles square, and is capable of further subdivision into eight smaller areas, each five miles by 10 miles.

While the movement of the exercise areas further to seaward will work somewhat to the disadvantage of the Navy, service officials feel that the advantages accruing to other users of both the sea and air spaces in the approaches to Halifax Harbour will offset the added inconvenience.

Principal benefactor will be the new Halifax International Airport, whose air corridors passed directly through the former locations of the naval firing areas. Flying from the RCN Air Station, *Shearwater*, also will be facilitated by the change. Others who will benefit will include yachtsmen using the coastal waterways and fishermen in the regions of the Sambro ledges and Chebucto Head.

Procedures for notifying all concerned each time a firing area will be in use will not change. Charts of the area will be amended in due course.

Sackville Joins Fisheries Survey

The RCN's last remaining corvette, CNAV *Sackville*, and the 600-ton *Vema*, owned by the Columbia University, have returned from a 4,400-mile scientific journey through Canada's northern waters.

The two ships, with 12 Fisheries Research Board scientists headed by Dr. Neil Campbell of Dartmouth, N.S., in the *Sackville* and 16 scientists under Dr. Charles Drake in the *Vema*, investigated the waters of the north as a potential fishing ground, studied currents, chemical properties and microbiological aspects of the water and the ocean floor and also looked for indications that oil-bearing strata may lie beneath.

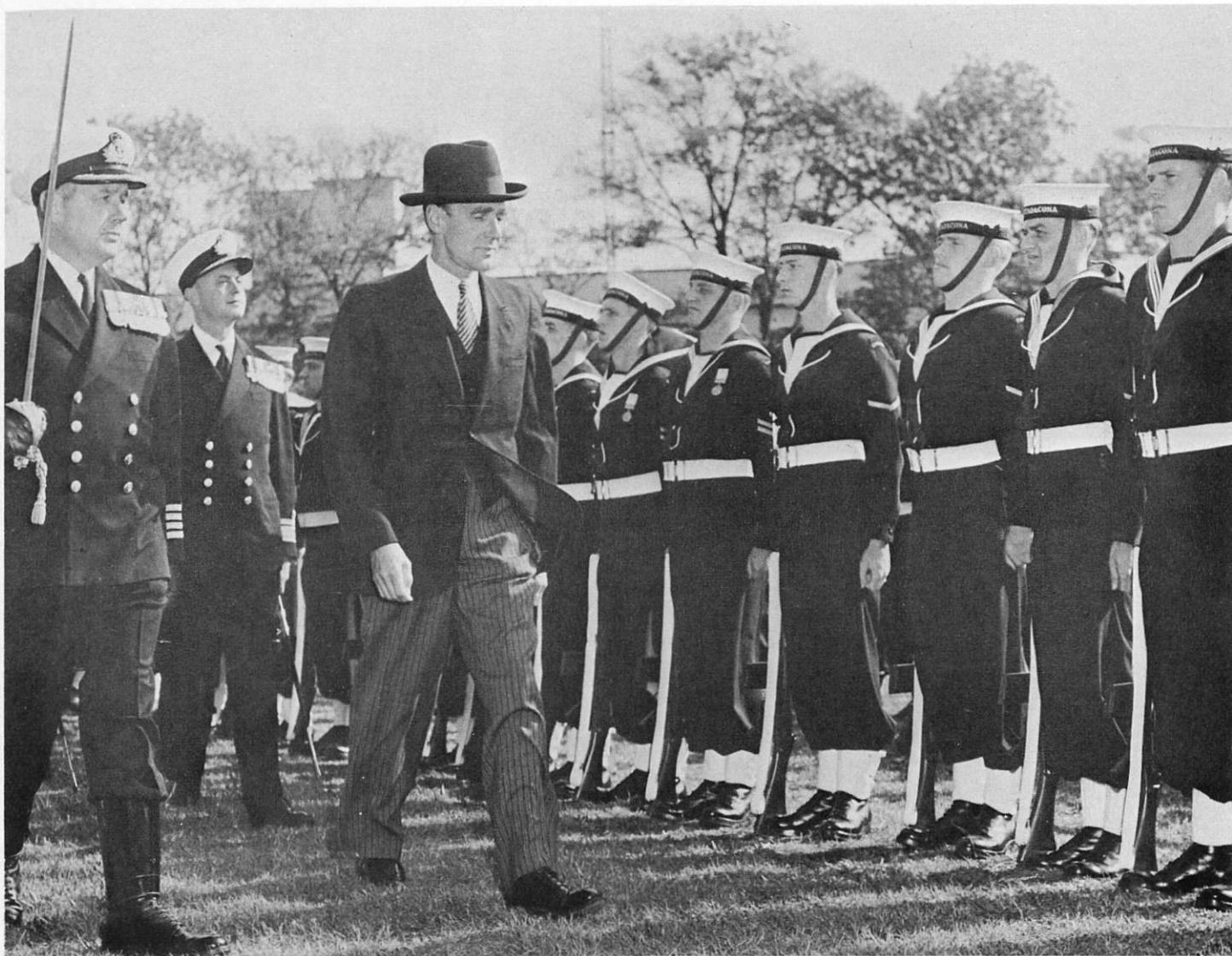
The studies, carried out between Baffin Island and the west coast of Greenland, were partly to discover whether the area would be suitable for commercial fishing should the Grand Banks ever be fished out.

Blood Carried By Helicopter

An urgent plea for whole blood from a Springhill, Nova Scotia, doctor with a patient in child-birth complications was solved in October by efforts of the RCN and the Red Cross.

The blood was embarked in a helicopter of Utility Helicopter Squadron 21 at *Shearwater* at 2:20 p.m. and arrived in Springhill by 3:10.

Pilot of the machine was Lt.-Cdr. William Frayn the squadron commanding officer.



Valuable sterling silver drums, embossed and engraved as a memorial to the 50 years the RCN has existed, and recording its battle honours and losses in the Second World War, were presented by the Nova Scotia Government to the Atlantic Command of the RCN October 1, at the Garrison Grounds in Halifax. Premier Robert Stanfield inspects the guard to begin the ceremony. With him are Captain T. C. Pullen (left), parade commander, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. (HS-62614)

NOVA SCOTIA'S GIFT OF DRUMS

A SET of embossed sterling drums was presented to the Atlantic Command of the Royal Canadian Navy by the Province of Nova Scotia in a ceremony on the Garrison Grounds, Halifax, on Saturday, October 1.

Premier Robert L. Stanfield, of Nova Scotia, who announced the gift earlier, said that the presentation had a twofold purpose. It was to mark the 50th Anniversary of the Royal Canadian Navy and to be a memorial to the personnel of the Canadian naval forces who lost their lives during the two World Wars and the Korean conflict.

The set consists of a bass drum, two tenor drums and six side drums. Made

by Boosey and Hawkes, of London, England, the drums show the Battle Honours won by the Royal Canadian Navy and the names of 30 ships lost during the wars. It is believed that there are only about six sets of silver drums of such craftsmanship in the world. The province's gift is the first set to be made since the war.

Some 500 officers and men took part in the ceremonial parade, under the command of Captain T. C. Pullen, commanding officer of *Shearwater*. Parade second-in-command was Cdr. T. E. Connors; the battalion commander, Cdr. R. C. Willis, both of *Stadacona*. Lt.-Cdr. C. E. Leighton was the guard officer.

Lt. M. H. Nold, bandmaster of the *Stadacona* band, directed the massed bands of *Stadacona*, *Shearwater* and *Cornwallis*, numbering close to 100 pieces. The other officers and men were drawn from shore establishments in the Atlantic Command and the ships of the Fifth Escort Squadron.

Rear-Admiral Kenneth L. Dyer, Flag Officer Atlantic Coast, who accepted the drums on behalf of the Atlantic Command, arrived on the grounds at 2:55 p.m. Premier Stanfield, on his arrival at 3 p.m., was accorded a general salute. He then inspected the guard of honour.

Following the inspection the Drums were marched onto the Parade and

placed on a table in front of the dais where dedication ceremonies were conducted by Rt. Rev. W. W. Davis, Bishop Coadjutor of Nova Scotia. Most Rev. J. G. Berry, Archbishop of Halifax, offered a prayer.

The premier presented the drums officially to the Atlantic Command and addressed the parade. Rear-Admiral Dyer accepted the drums and replied to the address.

The old drums then were marched off the parade and the silver drums received by the drummers who returned to the band. A short program of memorial music was played, followed by a massed band troop. A march past of the guard and band preceded the playing of the National Anthem to conclude the ceremony.

A unique feature was the parading of the Nova Scotia flag in addition to the White Ensign of the RCN.

Premier Stanfield said in his address:

"It is most fitting for the Province of Nova Scotia to observe the 50th Anniversary of the establishment of the Royal Canadian Navy. It is fitting because of our long naval tradition which antedates the establishment of the Royal Canadian Navy and because of our close association with that Navy since its establishment in 1910.

"This association is not only with the City and County of Halifax and the Town of Dartmouth, but with Annapolis and Digby Counties, with Sydney and Cape Breton County, with Shelburne, Liverpool, Lunenburg and Pictou, and indeed there is no part of our province which is not, in greater or lesser degree, associated with the naval service.

"We are here today to celebrate a 50th anniversary, but at the same time we remember the proud traditions of the Royal Navy and the close associations of that Navy with this province and the City of Halifax.

"The Halifax base of the Royal Navy played a leading role in the Seven Years War, the War of American Independence and the War of 1812. The Halifax base of the Royal Canadian Navy played a vital and essential role in the First and Second World Wars.

"This base for 200 years has seen history in the making and has itself become a part of those great events which witnessed the growth of a new nation and its part in the battles to preserve human freedom and dignity.

"In the earlier days of our history, Halifax was the advance naval base for operations against enemies in North America. In the First and Second World Wars it sustained naval operations and the movement of merchant shipping against enemies in Europe.

"We are here today, however, to commemorate the 50th anniversary of the establishment of the Royal Canadian Navy, which officially came into being with the signing of the Naval Service Act, on May 4, 1910. Since that day, two World Wars have passed into history and in both of those wars the Royal Canadian Navy proved that it can protect and add to the long and glorious tradition of the naval service handed down to it by the Mother Country.

"It is with great pride and pleasure and on behalf of the Province of Nova Scotia that I present these Memorial Drums to the Atlantic Command of the Royal Canadian Navy.

"The bass drum is embossed with the distinguished battle honours of the Royal Canadian Navy and the tenor and side drums are embossed with the names of

the proud ships of the Royal Canadian Navy which were lost in action.

"In addition to commemorating the 50th anniversary of the establishment of the Royal Canadian Navy, these drums are a memorial to the members of the naval services who lost their lives that we might live in freedom.

"We remember with pride the service of our men and ships and with mingled pride and sorrow the members of the Naval Service who laid down their lives in the defence of their country."

Replying, Admiral Dyer said.

"This year, as part of the 50th Anniversary Celebrations of the Royal Canadian Navy, the Atlantic Command has undertaken a number of symbolic and traditional displays and ceremonials. The Queen's Colour was trooped to indicate our profound respect for our

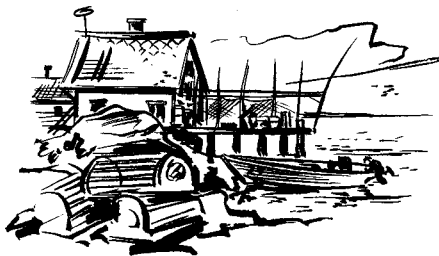


Sovereign. Her Majesty's Canadian Ships and aircraft were reviewed in a sailpast to indicate our preparedness and loyalty to our country.

"Our sailors have paraded in many communities throughout the province and our ships have been on display to their citizens. But in celebrating an anniversary of fighting service by these various means there was still no way to arrange a fitting and perpetual memorial to the names of the ships which had amassed battle honours in the wars of the period, or to commemorate the honour roll of the ships, and their officers and men who had lost their lives during the wars.

"The gift of this beautiful set of drums from the people of the province of Nova Scotia to the Atlantic Command of the Navy will be the memorial.

"It will be more than this. It will represent to us a renewal of the splendid



association between a province whose love and respect for the sea is the same as those of us who serve in Her Majesty's Ships. It records the battle honours of those ships and perpetuates the names of those ships lost in war; names we will always remember.

"This gift gives us cause to reflect in these days of uncertainty that the ports and harbours of this province will always be in the front line of war at sea and that the people who inhabit them are the rear guard for the ships

and aircraft defending this eastern seaboard. This gift therefore symbolizes our unity of purpose, that Canada shall be free. . . .

"I find it impossible to put into words all that this gift means to us. But be assured that our thanks to the people of Nova Scotia come from deep down in our hearts."

Later Admiral Dyer addressed a general message to naval participants in the ceremony. It said:

"The ceremony performed today by Atlantic Command personnel was a great credit to the service. I am confident that the people of the Province of Nova Scotia were proud to be associated with us and that their gift of Memorial Drums has been accepted appropriately by your performance.

"I would like to express my sincere personal thanks to those who planned and executed this ceremony. Well done."

The Tradition of Trafalgar Day

(An editorial in *The Halifax Herald*)

YESTERDAY was Trafalgar Day, the one hundred and fifty-fifth anniversary of the British naval victory over the French and Spanish fleets.

It commemorated a day when the threatening shadow of Napoleon loomed large across Europe. The allied forces of the enemy had shown such a reluctance to fight that England's Nelson was faced with the problem not only of defeating them but of forcing them to join in battle. On October 21, 1805, the peerless English admiral, employing traditional as well as original manoeuvres, scored the decisive victory which is such an important part of the proud record of Britain's sea service.

The Royal Canadian Navy, having grown out of the Royal Navy, in like manner owns the Battle of Trafalgar as part of its heritage. Here, further significance has been added to the date by the coincidence of outstanding events. It was just half a century ago, for instance, that Canada's first warship, the *Niobe*, arrived in Halifax. And it was during the month of October that the Atlantic Command was formed.

Within the Navy there exists a remarkable wedding of the old with the new. The traditions of the past are zealously guarded while, at the same time, the most modern of techniques and equipment are employed. It is no paradox that

this service is able to think in terms of sail and of atomic power at one and the same time. After all, history is the foundation of the future and they are wise who acknowledge that fact.

Since the first Trafalgar Day, when sails billowed above the action of war at sea, many transitions have been visited upon the Navy. Haligonians are particularly aware of this fact during these days when the obsolete cruiser *Quebec* lies rusting at a local jetty awaiting the tow which will lead her to Japan and an inglorious ending at the wrecker's hand. HMCS *Quebec*, too, shares in the Trafalgar Day story for it was on that day in 1944 that she was commissioned in the Royal Canadian Navy. Previously, she had served as HMS *Uganda* and, at the time of the transfer, was being repaired in Charleston, South Carolina, after a glider bomb attack.

Canadians are proud that it is their Navy's right to share in the fine tradition of might and honour which, over the centuries, Britain's men of the sea have created. Even more pride is ours, however, in the distinctive chapter which our own ships and men have written in that story. Trafalgar Day is a recognition of glorious achievement. It is a day which has been enhanced by the association with it of some of the great experiences of the Royal Canadian Navy.

SUB VS. SUB

Prime Minister Underlines Importance of Submarine as Anti-Submarine Weapon

THE SUBMARINE, usually thought of as the weapon of an aggressor, is a most important anti-submarine weapon and the question of providing submarines for the Royal Canadian Navy must receive consideration, Rt. Hon. John Diefenbaker, Prime Minister of Canada, told the joint convention of the Navy League of Canada and the United States in Montreal on October 21.

An honorary patron of the Navy League, Prime Minister Diefenbaker addressed the convention's dinner on Trafalgar Day at the Windsor Hotel. Delegates were also addressed by William B. Franke, Secretary of the Navy, Washington, and Vice-Admiral Sir Peter Cazelet, chairman of the United Kingdom's Navy League, Inc.

Other honoured guests at the head table were His Eminence Paul-Emile Cardinal Leger, Hon. Douglas S. Harkness, Minister of National Defence, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, Vice-Admiral H. G. DeWolf, former CNS, Vice-Admiral W. E. Beakley, Deputy Chief of Naval Operations, U.S. Navy, Rear-Admiral G. G. O. Gatacre, head of the Australian Joint

Service Staff, Washington, and Hon. F. Shannon, New Zealand High Commissioner to Canada.

Senior Navy League officials present included F. Gard Jameson, national president of the U.S. Navy League, R. J. Bicknell, national president of the Navy League of Canada, and Admiral Cazalet.

The arrangements for the five-day convention were under the direction of the Quebec division of the Navy League, headed by Cdr. T. R. Durley, of Montreal.

Two warships, HMCS *Terra Nova* and USS *Barry* (destroyer) visited Montreal in connection with the convention, the former from October 19 to 24 and the U.S. ship from October 19 to 23. Both warships were open to convention delegates and the public.

On Trafalgar Day, a parade was participated in by members of Quebec province's Royal Canadian Sea Cadet Corps and Navy League Cadets, a guard from the *Terra Nova* and marching units from USS *Barry* and HMCS *Hochelaga*, Naval Supply School.

At Dominion Square the salute was taken by Secretary of the Navy Franke.

A wreath-laying ceremony at the Cenotaph followed the march past.

In his address at the convention banquet, Mr. Franke said:

"We in the American Navy feel that we have made great strides in the last decade in air warfare and anti-air warfare. In anti-submarine warfare we have added to our fleets new long-range sonars which give us the capability of detecting and tracking submarines at ranges of several miles. We now have the anti-submarine ASROC and the drone helicopter DASH, which are capable of killing submarines at ranges of several miles. The USS *Barry*, which is now visiting Montreal, is visible evidence of the progress made in the anti-submarine field.

"On the Canadian side, your fine destroyer escort, the *Terra Nova*, also visiting Montreal, is an example of the many advances you have made in anti-submarine warfare. We are well aware of the excellence of the equipment carried in this ship, your variable depth sonar, which enables you to overcome the problem of the thermal layer, your *Argus* anti-submarine aircraft, your sonobuoys, which are simple, rugged and efficient and which we are now buying for our own use, and your aircraft dead-reckoning plotting table, which we feel is one of the best of its kind.

"I have been with your anti-sub ships off the U.S. West Coast and in the Far East and am aware of the close co-operation that exists.

"Our mutual trust and desire to exchange information make these improvements on both sides of the border available to each other so that we will be able to go forward together in the important battle against the submarine. We intend to maintain this spirit of mutual confidence and co-operation."

Mr. Franke spoke of the Moral Leadership Program in the U.S. Navy which emphasizes that leadership rests on good example, good management practices and moral responsibility. The results of this program, which has been in operation for the past year and a half, were very encouraging, according to the speaker.

"Minor offences have diminished and major offenders have been rehabilitated and have become effective members of our Navy at an increasing rate. This improved disciplinary situation has in



Rt. Hon. John Diefenbaker, Prime Minister of Canada, was the principal speaker at the Trafalgar Day dinner of the international Navy League convention in Montreal. He is shown here with R. J. Bicknell, of Vancouver, president of the Navy League of Canada (right). (ML-9257)

effect raised our manning level, since men who were previously disciplinary cases are now available for service."

Commanding officers had in some cases reported decreases of as much as 90 per cent in ships' disciplinary cases since the Moral Leadership Program was instituted.

"However, with all this improvement, we sometimes find individuals in the service who are completely anti-social and who do not respond to the best leadership," Mr. Franke said. "These unfortunate young men are delinquents before they come to us and are the result of parental neglect, poor discipline and lack of proper moral training".

Mr. Franke said that it was in this field that the Navy Leagues could make a major contribution through their sea cadet programs, which offered the benefits of moral leadership to boys before they entered the service.

"Our youth is our future. We must protect it, train it, educate it and inspire it."

Admiral Cazalet brought with him 50th anniversary greetings to the Royal Canadian Navy from His Royal Highness the Prince Philip, who is honorary admiral of the Royal Canadian Sea Cadet Corps.

Admiral Rayner has since replied to Prince Philip's message:

"Your greetings to the Royal Canadian Navy on our 50th anniversary, conveyed by Admiral Cazalet at the Navy League dinner in Montreal, were warmly received with great pride and pleasure.

"On behalf of the RCN I thank you for your thoughtful remembrance."

At an earlier session of the convention, Admiral Cazalet had referred to the United States Navy's "fantastic development of the nuclear submarine".

"The western allies have been gradually losing bases all over the world from where land and air forces can operate," he said. "Our only alternative is to maintain powerful floating bases, in the form of hidden, missile-firing submarines."

The main speaker, Prime Minister Diefenbaker, reviewed the history and accomplishments of the Royal Canadian

Conventional Subs Still Effective

Three nations now possess nuclear submarines—the United Kingdom, Russia and, first in the field, the United States.

Where does this leave the conventional submarine?

This question was anticipated last spring by the First Sea Lord (the late Admiral of the Fleet Sir Charles Lambe) during a press conference on the Royal Navy estimates.

"If anybody were to ask me," he said, "whether I would like to have all our submarine fleet nuclear submarines now, on the wild assumption that we could afford it, I do not think I would say yes at this stage . . . I believe there is a long future yet for the conventionally propelled submarine, particularly because of its high silent underwater speed."

Other discussions of the relative merits of nuclear and conventional submarines have pointed out the advantage of the silent operation of the "old-fashioned" submarine, which is electrically propelled when fully submerged. This increases the chances of ambushing the enemy or escaping from him.

Navy over the past half-century and of its anti-submarine role.

"Emphasis today is on air power—on rockets and missiles and satellites—yet by reason of recent developments in submarine warfare, control not only of what is on the sea but of what is under it is now one of the major concerns of military strategists in defence planning," Mr. Diefenbaker said.

"Canada has taken and will continue to take a strong and unwavering stand for disarmament, but until it is achieved must maintain her defences. The burden of armaments in the free world must continue, much as its statesmen would like to reduce that burden, until disarmament under inspection has been attained."

He outlined the program which has been undertaken to provide Canada with a modern anti-submarine force. Among the new items of equipment was the variable depth sonar, developed by Defence Research Board scientists and naval officers.

"This equipment will greatly increase the ability of surface ships to detect submarines at greater range and greater depth. This Canadian device has also been adopted by the Royal Navy".

Mr. Diefenbaker said that, as a result of unrestricted submarine campaigns by the enemy in two world wars, the submarine had become associated as a weapon of the aggressor in the mind of the public, although today the submarine was a most important anti-submarine weapon.

"Submarines in the hands of an aggressor are more dangerous today than they were in either of the world wars."

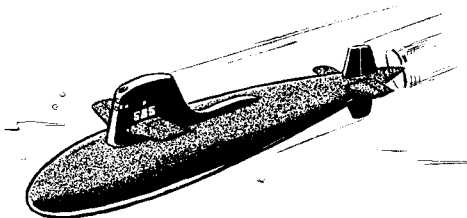
The Royal Canadian Navy was working in close co-operation with the Royal Navy and the United States Navy to provide a counter-measure to the threat of the missile-armed nuclear submarine, the Prime Minister said, continuing:

"The need for submarines in the Navy is two-fold: firstly, to provide essential and realistic training at sea for our existing anti-submarine force, both surface and air; and, secondly, to improve the existent anti-submarine operational capability.

"Up to the present Canada has borrowed submarines from the Royal Navy and the United States Navy to meet this requirement. This cannot continue indefinitely. Target submarines are in heavy demand by other navies, and the question of providing needed submarines for the Canadian Navy must receive consideration.

"While the ideal submarine for offensive and defensive purposes is the nuclear submarine, its extremely high cost is beyond the reach of Canada.

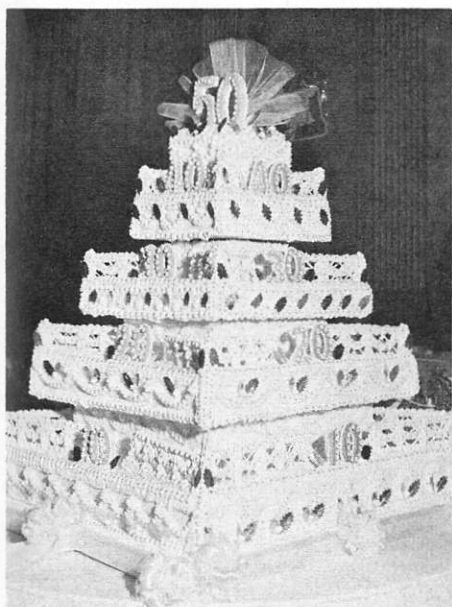
"Our three nations have co-operated in the past in naval matters, and must continue to do so, for it is only through the most intimate military co-operation that we can hope to defend ourselves and to maintain the integrity and security of the free world."





The guests of honour at the RCN's 50th Anniversary Ball in Ottawa on October 20 were Their Excellencies, the Governor General and Mme Vanier, who were accompanied by the Prime Minister of Malaya, Tunku Abdul Rahman Putra. They were received by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Mrs. Rayner, at right.

CELEBRATING THE RCN's JUBILEE



This magnificent, five-tiered birthday cake, centre-piece of the Naval Headquarters' 50th Anniversary Ball at Ottawa's Chateau Laurier, was the creation of the Naval Cookery School at HMCS Hochelaga, Montreal. (O-13206)

The happy coincidence that Trafalgar Day fell on the 50th anniversary of the day the Royal Canadian Navy came into operational being with the arrival of HMCS Niobe at Halifax gave added meaning to the customary observances across Canada of Nelson's great victory.

The outstanding social event of all, in terms of distinguished guests, was the naval ball held on October 20, the eve of Trafalgar Day, in the Chateau Laurier in Ottawa, although the many other celebrations lost nothing in brilliance and pleasure.

The Naval Headquarters 50th Anniversary Ball was especially distinguished by the presence as guests of honour of Their Excellencies the Governor General and Mme. Vanier, who were accompanied by the Prime Minister of Malaya, Tunku Abdul Rahman Putra.

The Vice-Regal party was received by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Mrs. Rayner.

Among the guests were Hon. Douglas Harkness, Minister of National Defence;

Commonwealth high commissioners in Ottawa and representatives in Ottawa of Commonwealth and foreign navies; the Chairman, Chief of Staff; the chiefs of staff of the Canadian Army and RCAF; the Chairman, Defence Research Board; the Commissioner of the Royal Canadian Mounted Police, and two former Chiefs of Naval Staff.

An impressive moment came with the invitation of Admiral Rayner to His Excellency the Governor General to cut a five-layer RCN anniversary cake. Admiral Rayner observed that, since this was a birthday cake, His Excellency was entitled to a wish. The vice-regal guest replied:

"My wish is a prayer: 'God bless the Royal Canadian Navy.'"

The internationally famous Canadian dance team of Alan and Blanche Lund, who starred in the wartime navy show, "Meet the Navy", put on a special performance for Their Excellencies and the 400 assembled guests.

As befitted the occasion, navy blue and gold were the predominant colours.

The RCN band from HMCS *Stadacona*, under the direction of Lt. M.H.R. Nold, provided the dinner music and part of the dance program. The Clifford Tripp Orchestra, conducted by Len de Carle, played for the balance of the evening.

A spray of flowers running the length of the head table was supplemented by gold netting with maple leaf clusters. The bandstand was decorated with shrubbery and plants with naval flags and ensigns. Each of the 60 tables was decorated with a full-colour badge of an RCN ship in service. Five models of RCN ships were displayed.

Second officer to head the Royal Canadian Navy and the first to be designated Chief of the Naval Staff, Rear-Admiral Walter Hose, who held office from 1921 to 1934, was present at the Naval Headquarters ball, as was Vice-Admiral H. G. DeWolf, Chief of the Naval Staff from 1956 until his retirement in August of this year.

Admiral Hose also attended the Trafalgar Day Ball at HMCS *Hunter*, Windsor naval division, on October 22. This event was sponsored by the Naval Officers' Association of Windsor and the wardroom officers of *Hunter*.

In Montreal, the Montreal branch of the Naval Officer's Association, the Naval Officer's Club, Inc., of Montreal, and wardroom officers of *Donnacona*, Montreal naval division, and *Hochelaga*, RCN Supply Depot, used a 50th anniversary theme to celebrate their 15th annual Trafalgar Ball on the 155th anniversary of Trafalgar Day. Among the

400 attending were Rear-Admiral A. H. G. Storrs, commandant of the National Defence College, Kingston, and Mrs. Storrs, guests of honour, and Commodore Paul Earl, Minister of Mines, Province of Quebec, and Mrs. Earl.

Vancouver's Trafalgar Day Ball, was the setting for the coming out of 30 debutantes and their presentation to the Lieutenant-Governor of British Columbia represented the first official function of the new lieutenant governor, His Honour George R. Pearkes.

Six hundred miles from the nearest naval base, HMCS *Nonsuch*, the Edmonton naval division gave a seafarer's welcome to His Honour Percy Page, Lieutenant-Governor of Alberta, and Mrs. Page, senior officers of the Navy, Army and Air Force, United States Consul, Vernon B. Zirkle and Mrs. Zirkle, Rear-Admiral F. B. C. Martin, USN, and Mrs. Martin, and G. H. J. Zuidberg, chancellor of the Netherlands Consulate, and Mrs. Zuidberg.

At the head of the Lakes HMCS *Griffon* honoured both the memory of Lord Nelson and the RCN's 50th anniversary at a Trafalgar Ball. *Griffon's* drill deck was transformed into an autumn-inspired ballroom with gold crowns featuring the 50th anniversary. Cdr. D. H. Botly, the commanding officer, and Mrs. Botly and Lt.-Cdr. D. Binmore, executive officer, and Mrs. Binmore received.

In southern Alberta HMCS *Tecumseh*, Calgary naval division, was the scene



The first naval function attended by Hon. Douglas S. Harkness, newly appointed Minister of National Defence, and Mrs. Harkness, was the Naval Headquarters 50th Anniversary Ball.

of a Trafalgar Ball, held jointly by the Calgary Naval Officers' Association and officers at *Tecumseh*. Cdr. J. F. MacKenzie, commanding officer at *Tecumseh*, and Mrs. MacKenzie, and John Irving, president of the NOAC Calgary, and Mrs. Irving, received.

Again in Ottawa, ship's companies of the three naval establishments in the area, HMCS *Gloucester*, naval radio station HMCS *Carleton*, Ottawa naval division, and HMCS *Bytown*, administrative ship for naval headquarters, combined to hold a 50th anniversary ball in the drill hall at *Carleton* on October 28.

HMCS *Unicorn*, Saskatoon naval division, had special guests from Edmonton and Regina to help celebrate at the Trafalgar Ball which also marked the Navy's 50th anniversary.

At London, Ontario, HMCS *Prevost's* ball commemorated Trafalgar Day on a parade deck transformed to represent the Victory, with Lt. G. S. Bickle attending as a naval officer of Nelson's time. The ball was sponsored by the Naval Officers' Associations of Canada, London branch, and guests were received by Mr. and Mrs. J. Gordon Thompson, and Captain G. A. MacLachlan, commanding officer of *Prevost*, and Mrs. MacLachlan.

In Victoria, the Naval Officers' Association saw president Angus M. C. Kenning and Mrs. Kenning, and vice-president Commodore V. S. Godfrey, RCN (Ret), and Mrs. Godfrey, act as hosts at the Trafalgar Ball held in the *Naden* wardroom. Honoured guests were Commodore John Deane, Commodore Superintendent, and Mrs. Deane, and Captain J. C. Pratt and Mrs. Pratt.



His Excellency Governor General George Vanier cuts the birthday cake at the Naval Headquarters 50th Anniversary Ball.

OFFICERS AND MEN

Officers Named To Viet-Nam Duty

Lt.-Cdr. James O. Pearson and Lt.-Cdr. John Dorrian Cairney have been appointed on attachment to the Military Component, Canadian Delegation Viet-Nam on the International Supervisory Commission in Indo-China. Their appointments are effective November 21.

Lt.-Cdr. Cairney entered the RCN in October 1948 as a midshipman and specialized as an air observer and in communications. He took his early aviation training with the Royal Navy, and, on his return to Canada, served with various air squadrons at *Shearwater* and on board HMCS *Magnificent*. Since April 1959 Lt.-Cdr. Cairney had served in the *Crescent* as communications officer of the Third Canadian Escort Squadron.

Lt.-Cdr. Pearson was born in Scotland and served with the Royal Naval Reserve from August 1940 to June 1946. He came to Canada in August 1947 and in March 1950 entered the RCN(R) at *Malahat*, Victoria naval division, with the rank of lieutenant. He transferred to the regular force in September 1951.

He served at Naval Headquarters on the staff of the Director of Naval Training until September 1952 when he was appointed to *Chatham*, Prince Rupert naval division, as Staff Officer (Administration).

In December 1954 Lt.-Cdr. Pearson was appointed commanding officer of



Lt. James H. Ellerton, commanding officer of the little *Porte St. Jean*, points with pardonable pride to the ships' record in the United Appeal campaign, directed by CPO Benjamin H. Grant, right. The 25-man crew of the 125-foot vessel subscribed more than 200 per cent of their assigned quota in the first two days of the campaign. (HS-62636)

HMCS *Cedarwood* (coastal survey ship) and in October 1956 took up appointment on the staff of the Reserve Training Commander at Naden.

Appointments for Four Chaplains

New appointments have been announced for four Roman Catholic chaplains of the Royal Canadian Navy.

Chaplain James A. MacLean became Command Chaplain (RC) Eastern Command Atlantic Coast on September 17. He holds the additional appointments of Area Chaplain (RC), RCN, and Chaplain (RC) Dockyard and Ships without Chaplains.

Chaplain (RC) Jean Paul Belanger is now serving on the staff of the Command Chaplain (RC), Western Command, as Area Chaplain (RC) RCN and as Chaplain (RC) Dockyard and Ships without Chaplains, succeeding Chaplain MacLean.

Chaplain (RC) Louis A. Dougan has succeeded Chaplain Belanger as Chaplain (RC) of the Canadian Services College at Royal Roads and Naval Dependents Housing, Belmont Park.

Chaplain (RC) Hugh M. McGettigan who had been serving as Squadron Chaplain (RC) of the Second Canadian Escort Squadron, took up new duties at *Naden* on October 5.

MO Becomes CO of P.E.I. Division

Further evidence that the Royal Canadian Navy and its Reserves are living in a new era came when the commanding officers changed at HMCS *Queen Charlotte*, Charlottetown, P.E.I., naval division.

The new commanding officer of the division is Surgeon Cdr. L. E. Prowse. He took over following a drill night at which the retiring CO, Cdr. J. N. Kenny,

BIRTHS

To Petty Officer R. J. Borland, *Nootka*, and Mrs. Borland, a son.

To Able Seaman E. J. Burney, *Antigonish*, and Mrs. Burney, a son.

To Leading Seaman E. L. Burtch, *Haida*, and Mrs. Burtch, a daughter.

To Lieutenant M. L. Chupick, *Antigonish*, and Mrs. Chupick, a daughter.

To Petty Officer Harold Crocket, *Chaudiere*, and Mrs. Crocket, a son.

To Lieutenant C. J. Crow, *Antigonish*, and Mrs. Crow, a son.

To Able Seaman Emile Deslauriers, *Chaudiere*, and Mrs. Deslauriers, a son.

To Able Seaman David Enders, *Chaudiere*, and Mrs. Enders, a daughter.

To Petty Officer J. D. Ghanam, *Antigonish*, and Mrs. Ghanam, a son.

To Sub-Lieutenant D. R. Hinchcliffe, *Kootenay*, and Mrs. Hinchcliffe, a son.

To Able Seaman J. J. Kenny, *Kootenay*, and Mrs. Kenny, a son.

To Able Seaman D. Kinash, *Antigonish*, and Mrs. Kinash, twin sons.

To Lieutenant R. G. Lemmex, *Iroquois*, and Mrs. Lemmex, a son.

To Able Seaman Gilles Marcoux, *Chaudiere*, and Mrs. Marcoux, a daughter.

To Able Seaman J. R. McCracken, *Antigonish*, and Mrs. McCracken, a daughter.

To Ordinary Seaman S. M. Murray, *Iroquois*, and Mrs. Murray, a daughter.

To Leading Seaman R. Repski, *Antigonish*, and Mrs. Repski, a daughter.

To Petty Officer D. B. Richardson, *Kootenay*, and Mrs. Richardson, a son.

To Commissioned Officer Robert Spicer, *Shearwater*, and Mrs. Spicer, a daughter.

To Leading Seaman Stephen Sheals, *Chaudiere*, and Mrs. Sheals, a son.

To Able Seaman D. J. Tost, *Iroquois*, and Mrs. Tost, a son.

To Petty Officer Donald Williams, *Cornwallis*, and Mrs. Williams, a son.

WEDDINGS

Able Seaman R. J. Adams, *Kootenay*, to Veronica Bernice Dudiak, of Pelham Township, Ont.

Lieutenant William Allen Creighton, *Discovery*, to Sylvia Yvonne Duckworth, of Duncan, B.C.

Lieutenant Peter J. Drage, *Victoriaville*, to Catherine Norma Everett, of Ottawa.

Able Seaman A. M. Hulan, *Kootenay*, to Sheila Catherine Madore, of Bay St. George, Nfld.

Leading Seaman Roy Everett Jeffers, *Bonaventure*, to Marie Rita LeBlanc, of Saint John, N.B.

Leading Seaman Leo-Paul Gerald Parenteau, *Naden*, to Edna Taylor, of Victoria.

Sub-Lieutenant Ian Airth Powick, *Shearwater*, to Judith Mary Hoey, of Victoria.

Able Seaman S. H. Stubbs, *Kootenay*, to Dorothy Evelyn Reilly, of Seaboro, Ont.

Able Seaman Rosaire Tremblay, *Cornwallis*, to Patricia Oliver, of Deep Brook, N.S.

was presented with a chair by the officers and men in appreciation of his seven years in command.

Surg. Cdr. Prowse adds one more to the evergrowing list of non-executive officers to hold command. Among the non-executives to hold command in the RCN have been a wren officer, former supply officers, engineer officers, special branch officers and one other medical officer, who commands a UNTD unit.

This does not include executive officers whose specialty was gained before or after but who trained and served in the executive branch.

Carleton Band Takes Top Honours

HMCS Carleton Trumpet Band and the 30th Field Regiment RCA Band, both of Ottawa, won top honours in the senior trumpet band competition at a band tattoo held in Smith's Falls, Ont., in early October. The tattoo was sponsored by the Smith's Falls Orange Young Britons Trumpet Band.

The Ottawa naval division's band placed first in the competition and took the Carling Trophy, while the Army band came second to win the F.B. Phillips Trophy.

Naden Apprentice Class Graduates

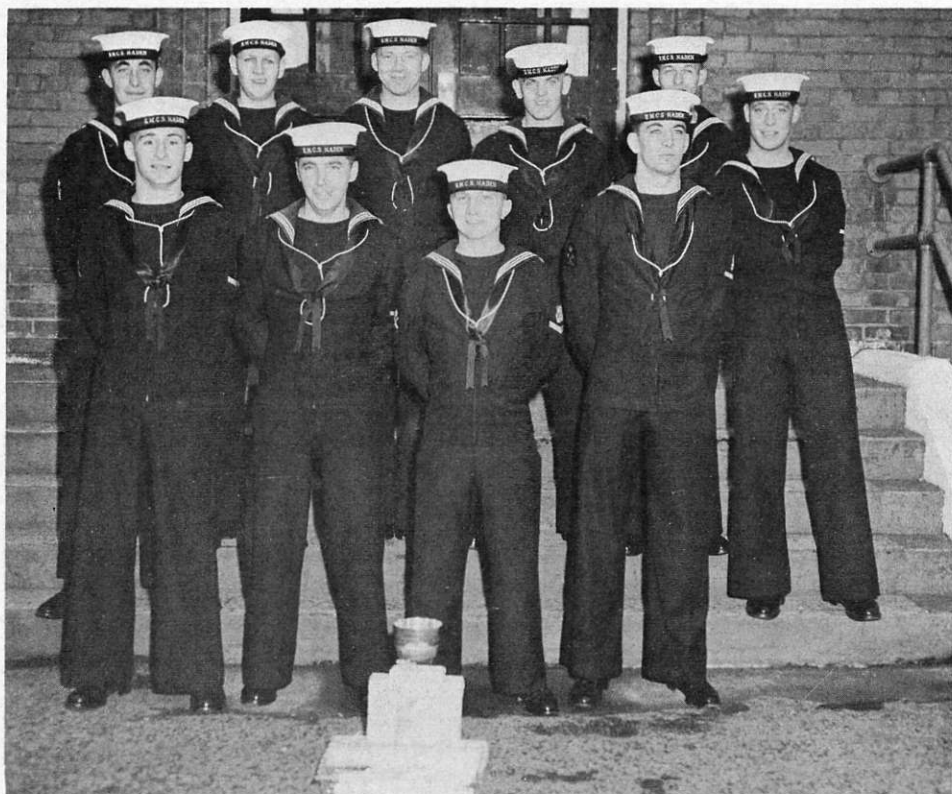
October 14 was graduation day for the seventh entry of naval technical apprentices, at the apprentice section of the Engineering Division of the Fleet School at Esquimalt.

In the morning each apprentice in the graduating class was promoted to petty officer second class and advanced to Trade Group 3 in his specialization—engineering, weapons (surface) or hull technician. In the afternoon they moved first to their new home in the petty officers' mess and then to the graduation ceremony.

Weather forced the ceremony inside the drill shed where the apprentices were fallen in by divisions, with the graduating class in front, and staff and guests on either side of the dais.

Commodore H. V. W. Groos, commanding officer of Naden, inspected the graduates and presented them with their certificates and prizes. Prizes for best apprentices in each specialization went to PO J. Eagles, engineering; PO E. Saunders, weapons, and PO H. Grimshaw, hull technician.

Awarded for the first time, a new prize, the Chief and Petty Officers' Association cup, for the apprentice displaying the best petty-officer-like qualities, went to PO M. W. Wood. John S.



The seventh entry, naval technical apprentices, began training in July 1957 on board the former floating school, HMCS Cape Breton. On October 14, just past, ten members of the class graduated from the Apprentice Section of the Engineering Division of the Fleet School at Naden. Five others are taking courses in naval air maintenance at Shearwater. The ten graduates are (left to right): front row, Petty Officers E. L. Saunders, H. Grimshaw, M. W. Wood and H. R. McFayden; rear row, Petty Officers J. A. Schogil, L. J. R. Winchester, D. M. Bendall, S. W. Eagles, A. T. Hurst, and A. Unischewski. (E-58440)

Pettersson, Association president, in making the presentation, outlined the aims and constitution of the association and hoped to welcome the graduates to membership in due course.

Following a short address by Commodore Groos, the graduates marched out of the drill shed in slow time to the strains of "The Skye Boat Song" played by Ord. Sea. M. Timmerman, the pipe-major of the apprentice pipe band.

Navy League Names Sea Cadet of Year

The Navy League of Canada has named Petty Officer Cadet Lorne MacDonald, of RSCC Admiral Mountbatten, Sudbury, Ontario, Sea Cadet of the Year.

In a letter summing up the importance of the award, the League said: "This is the highest award available for competition among Royal Canadian Sea Cadets in Canada. His selection brings distinction not only to himself but also to the Sudbury branch and to the Ontario division of the Navy League of Canada."

For Lorne MacDonald, however, this is by no means the first award. He was

one of four sea cadets selected to attend an Empire Sea Cadet Camp in New Zealand in January and February this year. Last summer he topped his sea cadet class at Stadacona with a mark of 93 per cent and was awarded a shield for being the outstanding cadet on the course. In 1958 he was awarded the Harold Helpert Memorial Shield at the outstanding cadet of the year in Sudbury. Later that year he attended a leadership course at Sydney, N.S.

An instructor with the Navy League cadets, he has been a member of the corps since 1955.

Petty Officer Cadet MacDonald has a brother, Bud a former Sudbury sea cadet, serving with the RCN.

Naval Association Directors Meet

A meeting of the board of directors of the Canadian Naval Association was held at Peterborough, Ontario, October 16. Delegates were in attendance from Sarnia in the west to Belleville in the east, and from intermediate points.

The first order of business, following the two minutes' silence for departed shipmates, was the installation of the

newly-elected president, H. A. Maynard, of Oshawa, and the executive vice-president, W. J. Slater, of Belleville.

The affiliated clubs reported a wide variety of activities—visits to naval veterans confined to home or hospitals, assistance to indigent naval veterans, sports, social functions, picnics and children's parties, as well as participation in general war veterans' activities. All took a keen part in observance of Battle of Atlantic Sunday, which naval veterans have taken to their hearts as their own particular Day of Remembrance.

Clubs also extend a measure of moral and economic assistance to the sea cadet corps in their immediate area.

Discussion took place as to the possibility of inaugurating a scholarship, probably limiting eligibility to children of naval veterans.

The seventh annual naval veterans' reunion will be held in Brantford in 1961, and Brant Naval Veterans' Association reported that committees are in the process of organization. It was decided that the venue in the following year would be announced each year at the reunion so that clubs acting as hosts might have ample time for preparation.

Encouraging news continues to come in of further naval veterans' clubs in process of organizing and assistance in this direction will gladly be forthcoming if enquiries are sent to the Secretary, Canadian Naval Association, 14 Hayden Street, Toronto, Ontario.

Most of the naval veterans' associations have their active ladies auxiliaries, and Peterborough is no exception. At the close of the business session, the ladies provided a tasty, and substantial lunch for the assembled delegates, who expressed their sincere appreciation.—S.R.P.

New Captain For Lanark

Lt.-Cdr. Colin Shaw took command of HMCS *Lanark* on September 16. The *Lanark* is attached to the Seventh Canadian Escort Squadron, a group of Prestonian Class frigates based at Halifax. He succeeded Lt.-Cdr. W. V. A. Lesslie, who has been appointed to *Shearwater* as direction officer.

Former Chief Promoted

A former chief petty officer, Eric Albert Stevens has been promoted to the rank of Acting Commissioned Officer. He has been appointed to the *Chaudiere*, a unit of the Fifth Canadian Escort Squadron.

A/Cd. Off. Stevens served in the Royal Navy from January 1944 to June 1954.

He entered the engineering branch of the RCN at Niobe in June 1955 and has since served in Atlantic Command ships and establishments.

Wrens Elect Mess Officers

Wren Jennifer Fusedale and Wren Greta Hellstrom were returned to office for a second term as president and secretary of the Wrens' Mess, HMCS *Unicorn*, Saskatoon naval division, in September 21 elections.

Wren Judy Jenkins became treasurer and Wrens Lois McKenzie, Janice Scott and Faye McConnell were named to the executive.

Activities for the coming season were discussed and plans were made for the Wrens' annual turkey bingo on December 2.

Need for Blood Brings Response

The need for whole blood by the Red Cross brought response from naval personnel in the East, in the West and in mid-Canada in October.

At HMCS *Naden* a clinic brought 275 donors and another clinic the following day at the Canadian Services College, Royal Roads, added further blood. Officers and men from the *Bonaventure*, refitting at Saint John, N.B., gave 311 pints when city clinics failed to bring blood bank stocks up to safe levels.

Personnel from HMCS *Hunter*, Windsor, Ont., naval division, added much-

needed blood to the local Red Cross Blood Bank, helping to swell the city clinic's supply to 430 pints.

School Cruises For West Coast

Principals, career counsellors and students of western Canadian high schools got a taste of the sea, and a close look at life in the Royal Canadian Navy, in a series of cruises during October in the Pacific Command.

The first cruises were held October 8 when 100 high school representatives of the Greater Victoria area embarked in the destroyer-escort *Saguenay* and the frigate *Ste. Therese* in nearby waters for five hours.

The same day the frigate *Antigonish* at Nanaimo embarked 50 high school personnel for a trip.

From Vancouver, also on October 8, the destroyer-escort *Ottawa* made a cruise to Esquimalt with 32 representatives from high schools of Saskatoon, Regina, Moose Jaw and Prince Albert.

Similar cruises were conducted each weekend until October 23, with high school personnel from Vancouver, Calgary, Edmonton, Lethbridge, Medicine Hat, Winnipeg and Brandon.

High school students and teachers from the Prairie provinces, were flown to the coast and returned by the RCAF.

This is the third consecutive year for these cruises, which provide an opportunity for high school principals, teachers, career counsellors and students to get a first-hand look at life in the Navy.

RETIREMENTS

CPO SERVICE WAYNE JENKS BAIRD, C2ET4, of Parrsboro, N.S., joined RCNVR June 18, 1940; transferred RCN Oct. 16, 1945; served in *Stadacona*, *Beaver*, *Fort York*, *Bayfield*, *Naden*, *Dunvegan*, *HMS Waldegrave*, *Niobe*, *Scotian*, *Shelburne*, *Avalon*, *Cornwallis*, *Peregrine*, *Warrior*, *Magnificent*, *Iroquois*, *La Hullose*, *Haida*, *Wallaceburg*, *Quebec*, *Haida*, *Kootenay*, *Bonaventure*; awarded CD August 20, 1952; retired October 18, 1960.

CPO GEORGE HENRY BLACK, C1MA4, of Montreal; joined RCNVR June 28, 1939; transferred RCN March 23, 1940; served in Montreal division, *Stadacona*, *Restigouche*, *Magnificent*, *Cornwallis*, *Iroquois*, *Bonaventure*; awarded CD Oct. 2, 1952; retired October 30, 1960.

CPO JOHN LEONARD MEADS, C1VI4, of Victoria; joined April 4, 1938; served in *Naden*, *St. Laurent*, *Stadacona*, *Assiniboine*, *Niobe*, *Fennel*, *St. Hyacinthe*, *Cowichan*, *Avalon*, *Cape Breton*, *Kootenay*, *Tillsonburg*, *Levis*, *Givenchy*, *Chatham*, *Antigonish*, *Crusader*, *Venture*; awarded LS and GC Medal, May 16, 1953; retired October 28, 1960.

CPO ROY VERNON PURCELL, of Halifax, N.S.; joined September 6, 1939; served in *Stadacona*, *Skeena*, *SS Voltaire*, *Annapolis*, *Peregrine*, *Shelburne*, *Givenchy*, *Scotian*, *Iroquois*, *Magnificent*, *Haida*, *Wallaceburg*, *Hunter*, *La Hullose*, *Lauzon*, *Granby*; awarded CD September 6, 1951; retired October 3, 1960.

PO JOSEPH RENE ALPHONSE LUCIEN TRUDEL, P1ER4; of St. Jean Baptiste, Que.; joined RCNVR April 15, 1931; transferred RCN Oct. 19, 1945; served Quebec division, *Stadacona*, *Saguenay*, *Champlain*, *Valcartier*, *Camp. St. Clair*, *Lethbridge*, *Hepatica*, *Scotian*, *Peregrine*, *Montcalm*, *Peregrine*, *Haida*, *Huron*, *New Liskeard*, *Buckingham*, *Portage*, *Micmac*, *Iroquois*, *D'Iberville*; awarded LS and GC Medal, February 10, 1944, CD, June 25, 1955; retired October 18, 1960.

CPO ROBERT ARTHUR WIGMORE, C1CI4, of Esquimalt, B.C.; joined July 31, 1939; served in *Naden*, *Stadacona*, *Restigouche*, *Cornwallis*, *Naden* (Diving Tender No. 2), *Prince Robert*, *Givenchy*, *Ontario*, *Niagara*, *Granby*, (Aux. No. 5), *Granby*; awarded LS and GC Medal, July 31, 1954; retired October 15, 1960.

VISIT TO A LITTLE BOY

IN 1919, a British social worker named Eglantyne Jebb founded an organization, "The Save the Children Fund", to look after the needs of the homeless waifs of Austria, part of the innocent flotsam of the First World War. Since then the SCF has widened its sphere of influence in creating child welfare services to encompass some 50 nations of the world.

The declaration upon which SCF operates, known as "The Declaration of the Rights of the Child", depicts in a practical fashion mankind's duty to children the world over. In 1923 this declaration was composed by Miss Jebb and reads as follows:

By the present Declaration of the Rights of the Child, commonly known as the Declaration of Geneva, men and women of all nations, recognizing that Mankind owes to the Child the best that it has to give, declare and accept it as their duty to meet this obligation in all respects.

I. The Child must be protected beyond and above all considerations of race, nationality or creed.

II. The Child must be cared for with due respect for the family as an entity.

III. The Child must be given the means requisite for its normal development materially, morally and spiritually.

IV. The Child that is hungry must be fed, the child that is sick must be nursed, the child that is physically or mentally handicapped must be helped, the mal-adjusted must be re-educated, the orphan and the waif must be sheltered and succoured.

V. The Child must be the first to receive relief in times of distress.

VI. The Child must enjoy the full benefits provided by social welfare and social security schemes, must receive a training which will enable it, at the right time, to earn a livelihood, and must be protected against every form of exploitation.

VII. The Child must be brought up in the consciousness that its talents must be devoted to the service of its fellow-men.

Shortly after the founding of the SCF in Great Britain, a branch organization was established in British Columbia and it was through this branch that the ship's company of HMCS *Terra Nova* came to know, albeit in a second-hand fashion, the story of Bernard Bozec.

Bernard lives in a little fishing village near Lorient, France, with his mother

and seven-and-a-half year-old sister at the home of his grandparents. Tragedy struck early in his life when his father, a deep-sea fisherman, lost his life at sea on November 6, 1952, when Bernard was three years old. Madame Bozec's parents have provided a home for the young family but are unable to provide financial help. SCF stepped in and sought a sponsor for Bernard in order to help Mme. Bozec in the struggle to feed and clothe the two growing youngsters.

Before commissioning, the commanding officer designate of the *Terra Nova*, Cdr. W. H. Willson, through the British

Sailors' Gesture

"It is impossible not to be touched by the gesture, so simple and so generous, of these Canadian sailors, who have preferred to the pleasures of leave a voyage to Brittany to pay a visit to a little boy whose father has died at sea. This was a gesture of international solidarity, a sailors' gesture, which must be saluted".

—From an article in La Liberté du Morbihan, evening newspaper published in Lorient, France.

Columbia Branch of SCF, requested that the *Terra Nova* become the sponsor of a needy child. Shortly after commissioning, Bernard acquired some 200 godfathers who collectively have sent him gifts, written him letters and generally have taken great interest in his progress at home and at school.

It wasn't until July of this year that an opportunity arose for members of the ship's company to visit Bernard and his family. PO Walter Hood and Ldg. Sea. Real St. Cyr were chosen to represent the ship's company in a visit to the boy. They left the ship, which was at Portsmouth, her first port of call on the European Cruise, on July 28 and reached Bernard's hometown (near Lorient) the next day, travelling by air, rail and bus.

While in Lorient waiting for the bus to Belz the two men met a newspaperman who, upon finding out their mission, decided to make a news story of their visit. They picked up a photographer and drove the ten miles to Belz where they met Mayor Henri Rolland, who was extremely helpful to the two Canadian sailors. The party proceeded to Bernard's home which is by the Etel River,

where Bernard spends much of his free time fishing. Mr. and Mrs. LeFloch, Bernard's grandparents, made the two sailors welcome while Bernard was sent for. He was extremely surprised and happy to see two of his godfathers. PO Hood and Ldg. Sea. St. Cyr spent two days with the family and while there bought the boy some new school clothes and the rest of the family gifts.

Bernard, an eleven-year-old, is an extremely intelligent child who has done very well at school. It appears that through the help he is receiving from the ship he will be able, in the future, to pursue his educational training much further.

One might conclude as a result of the report given by PO Hood and Ldg. Sea. St. Cyr that the financial and moral support that *Terra Novas* are giving Bernard has been a great help. Although most of the sailors' time in a ship is spent in learning how to destroy—a necessary thing in this day and age, unfortunately—it is comforting to realize that the *Terra Novas* are also busy creating, that is, giving a young boy whose future looked so dim a chance to rise to greater heights.

The following is an account of the trip to visit Bernard Bosc, by PO W. Hood and Ldg. Sea. St. Cyr:

"Amidst the havoc of the first day in a foreign port, Ldg. Sea. St. Cyr and myself left Portsmouth on the 1320 train for London. After a lot of head-scratching in the London subway, we finally made our way to the London airport and boarded a BEA Viscount for Paris. The trip was made in 55 minutes and we landed at 1935. It was only after a long discussion between St. Cyr and taxi drivers that we were convinced it was cheaper by taxi to the railroad station.

"The swift ride to the Maine Depot, which services the northwest section of France and was on the opposite side of Paris, led me to believe it must have been a record time for the trip.

"When we found out it was impossible to send a telegram to the Bozecs, due to the office being closed, we boarded the train and left at 2145. The train was not the most modern, but I think it is the fastest I have ever been on, although there was no way of telling the speed. The people on the train were very friendly and kept Ldg. Sea. St. Cyr talking most of the night. There was great concern about where we were going, as everybody had a different



Eleven-year-old Bernard Le Bozec poses with two of his "foster parents" from the Terra Nova at his grandparents' home in a little village near Lorient, France. With him are Ldg. Sea. Real St. Cyr (left) and PO Walter Hood, who journeyed to France to see the ship's adopted son while the Terra Nova was at Portsmouth. (Photo courtesy La Liberte du Morbihan, Lorient)

spelling for the place and some even thought we should go east. Anyway, we were on our way to Lorient and would find out all we wanted to know. We hoped.

"We arrived in Lorient at 0615 the next morning, very weary. After inquiring from a couple of French sailors we found out there was a French Navy Sailors' Rest in Lorient, so we went there to get cleaned up a bit. While there a newspaperman from *La Liberte*, the afternoon paper of Lorient, came in and asked us what we were doing there. We told him our story and he said it would make a pretty good newspaper feature. After picking up a photographer at the editorial building, we were driven to the little town of Belz, which is about 10 miles south of Lorient. When we arrived there the reporter, Andre Figueras, found out for us that the mayor operated a drug store there. After meeting Mayor Henri Rolland, we went to the town hall to look up where Bernard and his family live, because there are too many Bozecs in that area to know by heart. On finding out he lived in a section called Lamor we drove over and met the counsellor for Lamor, M. L. Chapelain. From here we all paraded over to see Bernard.

"On the edge of a little cove on the Etel River, sat a pretty white house surrounded by apple and pear trees and, on one side, a stone wall with a white gate. Here we met Mr. and Mrs. LeFloch, Bernard's maternal grandparents. After

being introduced, Mrs. LeFloch called Bernard and his sister Marie-Therese, who were down on a wall in the cove, fishing. When he came running around the corner of the house he was so surprised to see two Canadian sailors he didn't know what to say. After a bit

of translation from Ldg. Sea. St. Cyr, I soon found out he was indeed happy to see us.

"Bernard was taken under the ship's care a little over a year ago through the world wide organization of the Save the Children Fund. His father was a fisherman who was shipwrecked at sea and was found dead on the beach at Houat in December, 1952.

"Bernard is 11 years old and is in the sixth grade at school and has skipped two grades. His sister, Marie-Therese is seven and a half years old. Bernard is both brilliant and quiet.

"In the afternoon Mayor Rolland drove Mrs. Bozec, Bernard, Marie-Therese and us down to Lorient to do some shopping as the ship's company had all chipped in some of their pay so we could do this. After purchasing some new clothes for school and a few other things and gifts for the rest of the family, the Mayor took us to see the huge German submarine base that was heavily bombed during the Second World War. It is still standing but the City of Lorient was levelled and is practically a new city now.

"After driving back to Belz, Lamor, we were asked to stay for the night and gladly accepted the invitation.

"The next morning we visited the relatives around Lamor and Bernard and Marie-Therese took us to where they build the wooden fishing boats. Their methods haven't changed very



Bernard Le Bozec and his sister Marie-Therese are shown here with their grandparents, M. and Mme. LeFloch; Mayor Henri Rolland, of Belz (far left); Councillor Le Chapelain, of Lamor (centre), and Bernard's two visiting Canadian "foster parents", Ldg. Sea. Royal St. Cyr and PO Walter Hood, of the Terra Nova. (Photo courtesy La Liberte du Morbihan, Lorient)

much down through the years, with the exception of a few electric tools. It is all picturesque countryside around Belz.

"In the afternoon we were taken on a tour of some of the famous little towns in this part of Brittany. An uncle of Bernard's, Mr. LeGuennec Marcel, was our host for the afternoon, and also the chauffeur was an excellent guide, taking us to very many interesting and historic sites.

"One of the places was Quiberon, which is a long peninsula that was heavily fortified by the Germans. The remnants of war are still in evidence. There is also a huge fort on this stretch of land, called Penthievre, which was

quite prominent in the torture and death of many Frenchmen. At the tip of the peninsula is the little seaside resort of Place Hoche. It was very quaint in its way and I think a much longer stay would have been enjoyed as greatly by Ldg. Sea. St. Cyr as by myself. After purchasing some souvenirs for the family, we then went to the town of St. Anne D'auray. We finally arrived back at the LeFloch home at 1930 with just enough time to pack and catch the night train to Paris.

"With our stay at Lamor nearing an end, we said our goodbyes and thanked Mr. and Mrs. LeFloch and Mrs. Bozec for the wonderful hospitality they had

shown us. The mayor arrived in the meantime to drive us to the station. On our leaving, Bernard and Marie-Therese were a little reluctant to say goodbye, but we told them that maybe some day somebody would be back to see them again.

"Mayor Rolland drove us to the town of Auray where we thanked him deeply for helping us out during our stay. We left at 2025 with many wonderful memories of the people of Brittany, Mrs. Bozec, Mr. and Mrs. LeFloch, Marie-Therese and, most of all of our foster son, Bernard, whom we wish to have a happy and prosperous future".

LESSONS FROM FALLEX-60

ALTHOUGH a final evaluation of the six-nation fleet exercises, Fallex-60, held in European waters, will not be completed before December, some of the more obvious lessons were discussed at Portsmouth, England, immediately on conclusion of the exercises.

HMC Ships *Haida*, *Nootka* and *Iroquois* participated in the exercises as did RCAF Argus anti-submarine aircraft.

Admiral Robert L. Dennison, USN, Supreme Allied Commander Atlantic, said NATO fall exercises had been an outstanding success but should not result in complacency.

"The current state of readiness which we have demonstrated can only be maintained and improved with constant training and continued strong support of these NATO forces by their respective governments."

The *Army Navy Air Force Journal's* correspondent said that communications, always difficult in the far north, had been much improved over previous exercises in the area. However, many felt that the necessity for close co-operation between ships of different nations had resulted in far more radio traffic than would be desirable in war.

He quoted an unnamed admiral as saying: "There will always be more said than has to be said. It will take a great deal of training to get a silent fleet."

An example was given of the international nature of the exercise in the case of a Brazilian aircraft carrier in the North Sea, whose position was reported to a British base by a German naval aircraft operating from a Netherlands airfield.

Another example of international co-operation, but one unlikely to occur in wartime, lay in the fact that the NATO fleet's weather service had at its disposal weather reports based on information gathered from most countries of the northern hemisphere, including Russia and other nations of the Soviet bloc.

There was a general feeling that the aircraft carrier had shown up well in the exercises. The final situation report said:

"To date there has been no indication that an aircraft carrier was attacked by submarines. In both surface raider episodes, the raiders were attacked by air strikes which resulted in their complete annihilation before they could initiate an approach to the Strike Fleet."

Vice-Admiral Harold T. Deutermann, USN, Commander of the Striking Fleet, was quoted as saying that the exercise proved the aircraft carrier is still the strong element in naval power and "I would back a fully-armed carrier with its modern aircraft against a nuclear submarine any time."

This view was not entirely shared by Admiral Sir Robert Durnford-Slater, RN, Commander in Chief North, who commanded the opposing forces. He considered that the NATO forces had "nothing like the number of submarines we should have in war" and that the "density of submarines in the exercises was nothing like we would have in war."

A new piece of equipment that was used during the exercises was the U.S. Navy's Grumman WF2 Tracer, known as the "flying saucer" because of the enormous radar dome above the fuselage. The twin-engined carrier-borne

aircraft greatly extended the "vision" of the fleet.

Observers had the opportunity of comparing the capabilities of three types of long-range ASW aircraft—the RAF's Shackleton, the RCAF's Argus and the USN's Neptune.

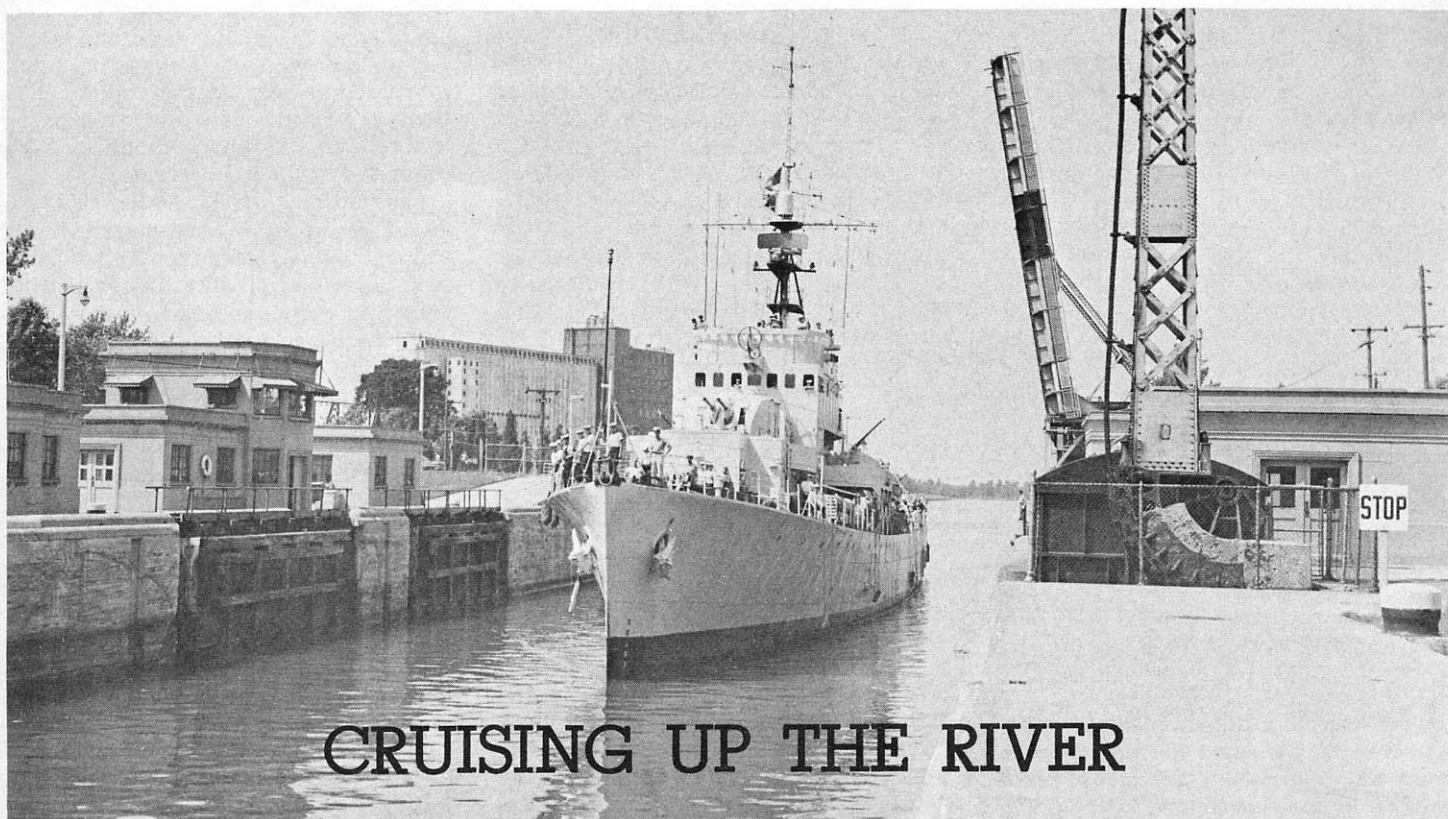
Ted Bush, associate editor of the Washington - published *Navy Times*, wrote that the limited submarine activity did not "dull the brilliance of the performance of the British Shackleton and Canadian Argus ASW planes and their crews. The Americans were forced to admit that they did far better than the (U.S.) Navy's P2V Neptunes."

Mr. Bush drew four conclusions from his discussions with commanders after the exercises. They were:

- Communications problems were less troublesome than in the past.
- Future exercises will have to have more submarines.
- Carriers are still a mighty important part of the Navy and will be for a long time to come.
- Everyone needs new ships.

Black and Blue Monday, It Was

The term "Blue Monday" dates back to the 18th century when it had a literal meaning for sailors. It was customary in those times to log a man's violations during the week and administer the floggings on Monday. Since such punishment usually resulted in a change of colour in the man's skin, it became known as "Black and Blue Monday". In modern times it has come to be known as "Blue Monday" because it is the first working day following a week-end of liberty.—From the U.S. Navy Magazine *Fly*.



The Lanark enters a lock in the Welland Canal while upbound for the summer training of reserve personnel on the Great Lakes. (COND-5833)

THE FIRST PHASE of the Great Lakes New Entry Reserve Training for 1960 began on June 6, when the *Lanark* departed from Toronto with 34 trainees on board.

During the previous weekend the struggle to accommodate the extra complement began. A number of the regular ship's company had been sent off on leave but, even so, the bunks were filled and camp cots, in such places as the squid well, had to serve.

The number of trainees was actually less than the expected 44, which was just as well for the first trial; however, at one period during the summer we were to have as many as 48 extra personnel on board, swelling the number virtualled to 183.

Most of the first week was spent anchored in Prince Edward Bay, southwest of Kingston, to take advantage of the fine weather for boat work. By Thursday, all the trainees were well versed with the "do's and don'ts" and orders connected with an RCN whaler. By the time the anchor was aweigh, more than a few hands were blistered, but all were capable of making a presentable boat's crew.

Friday, June 10, was well occupied ferrying a total of 130 Sea Cadets from the surrounding Royal Canadian Sea Cadet Corps on two-hour familiarization trips out into Lake Ontario from Port

Hope and Cobourg. Finally the ship anchored at Cobourg for the weekend, where we were to take part in the festivities connected with the annual Naval Veterans' Reunion. The weekend was a complete success as sailors from 16 to 60 gathered in the Cobourg Armouries to tell yarns and experiences in the age-old tradition of the sea.

On Sunday morning, decked in their best uniforms, 100 of *Lanark's* ship company—both trainees and regular—took part in an impressive church parade, followed by a short ceremony at the War Memorial.

The ship was opened to visitors on Saturday and Sunday afternoons, when an overwhelming number of people came on board. The naval tug *Scatari* ferried the people to and from in loads of 200 people at time. At 1700 the *Lanark* was closed to visitors, which left many disappointed people on the jetty. And she was still disembarking visitors at 1830.

Again, on Sunday, the jetty was packed with people eager to see the ship, almost an hour before gangway would be open to them. It was regretted that Cobourg harbour was not deeper; then the *Lanark* could have gone alongside and accommodated all the people on the jetty.

After all this work, the *Scatari* suffered a mechanical breakdown and

the *Lanark* had to tow her back to Hamilton for repairs. However, this did not prevent the carrying out of the scheduled four-inch and 40mm firings in the Frenchman's Bay firing area.

During the rest of the week, we steamed around Lake Ontario, spending one night at anchor off Kingston. On Friday forenoon, we secured alongside the jetty at HMCS *Star*. The hands then were employed in getting the ship ready for an informal inspection by the Commodore Naval Divisions.

The second phase started when the ship sailed June 20 from Hamilton with 35 new entries on board. The following day, at 0600, we entered the Welland Canal to begin an ordeal that was to last some ten hours.

The canal, being so much older than the Seaway, does not have a refined flooding system, hence the ships tend to surge a great deal while in the lock. Expert line handling was required so that we would not smash from side to side like the small laker that was locking with us. The handling of the ship by the lockmasters is also much slower than in the Seaway, and thus the newly-acquired boom saw a lot of service as the men were landed to handle our own lines at the waiting walls.

We cleared the Welland Canal in the late afternoon and Lake Erie was transited that night, in order that we might

negotiate the Detroit River and St. Clair Lake and River in the forenoon. Had the weather been good, the passage would have been routine. The channel is well marked with buoys.

However, on entering the channel, the ship was involved in an intense thunder storm which severely hampered the passage by the great reduction of visibility. Fortunately the storm was short-lived and we were soon under way again despite the dampened spirits and bodies. In the afternoon we entered Lake Huron.

By Friday, we were anchored off the Saginaw River in 30-knot winds. We were supposed to enter the River and make the passage to Bay City but, with the very narrow channel and the high winds, it was deemed unwise and the ship rode at anchor. On Saturday morning, the winds had abated, so we weighed anchor and proceeded up the channel to Bay City.

As we approached, we heard the sound signal from the nearby tug of three long blasts and two short. This was one that we had not heard up to now and, since there are many sound signals in the Lakes that ocean-going ships do not use, one can become puzzled. However, after much racking of brains and looking up the sound signals in the "Pilot", we realized that it was a welcome, for by now there was a horde of pleasure craft coming to meet us. The signal was now being repeated by the bridge operators and even cars, waiting to cross the bridge.

Unfortunately, because of our wait at the mouth of the River, we had to cancel the official reception, but we were still honoured as we arrived by the presence of the mayor, the Democratic nominee for the Governor of Michigan State and a very beautiful Miss Armed Forces.

Our short stay was very enjoyable. The citizens were disappointed when they found out that we had lost the one day with them and asked us to stay on for an extra day to make up for the one that we had missed. But, in spite of their urgings, we were under way in the morning, down the 200-foot-wide channel with its four bridges and into Saginaw Bay.

The remainder of the week was spent steaming in Lake Huron, anchoring off Grand Bend or Goderich in the afternoons to provide boatwork for the new entries. Every evening, the ship's company enjoyed swimming off the ship's side, the water temperature being in the 70s in the month of June. This gave them a welcomed relaxation period.

On Wednesday, we were to take out some Sea Cadets from the corps of the surrounding district. They were picked up by the motor cutter and we then weighed and proceeded for four-inch and 40mm firings, and squid firings. This was quite a thrill for the Sea Cadets. They were returned to shore that evening at Grand Bend.

The following morning we headed down the Detroit River to Windsor, where we spent the Dominion Day weekend. The *Lanark* paraded 60 men for the First of July celebrations. Followed by the Fourth of July celebrations, it made a busy weekend for the twin cities of Windsor and Detroit. With this was the Freedom Festival, which is celebrated by the Negro population of the North American Continent, to celebrate their liberty at the two cities that were terminals of the Underground Railway.

While we were at Windsor, we were joined by HMCS *Outremont* and, together, we made our way back to Lake Huron on July 4. In company, the two ships made use of the following week by exercising, carrying out armament firings and also showing the new entry trainees such evolutions as jackstay transfers. It was good to work with another ship, as much more benefit can be gained than by working alone. Because the following week was to be the maintenance period, all the training was crammed into a short space of time.

By the time the ship reached Midland, which was to be the place where the self-maintenance was to be carried out, the practical part of the training had been completed—and now came the lecture periods, which could now be conducted without interruption.

The fourth training period had the largest group of reserve personnel for training; namely, 48 men. We left Midland on Monday, July 18, headed to Sarnia to refuel, and then, in company with the *Outremont*, set course for the Straits of Mackinac and Lake Michigan. En route, the customary firings were carried out and a jackstay transfer for the benefit of the new entries. We passed the impressive "Millionaires' Island", and under the renowned "Mackinac Bridge" in the afternoon. We anchored off the United States Great Lakes Training Centre that night. The following morning, we entered Milwaukee harbour.

Milwaukee hospitality was enjoyed by everyone. Unfortunately, the official reception planned for the night of July 22, Friday night was all but rained out. But the guests came down despite the torrential rain and were warmly greeted in both ships' wardrooms.

For the ship's companies, Sunday was the big day as some 130 beautiful young girls and a band descended onto the *Lanark's* quarterdeck for a party. The ships in return provided refreshments and, of course, sailors! Needless to say,



Petty Officer R. J. Desmeules, of the *Lanark*, explains anchors and cables to Ordinary Seamen Melvin Kelly, James Livingston and John Black, all from Chippawa, Winnipeg naval division. (COND-5846)

the party was an overwhelming success and both sailors and girls thoroughly enjoyed themselves. Full ceremonial divisions and church were held on the quarterdeck with a large audience watching from the jetty.

It was regretfully that the two frigates left Milwaukee and it will be a long time before the warm hospitality will be forgotten. However, a gyro failure in the *Lanark* quickly turned our minds to the job, as we navigated our way out by magnetic compass.

On Tuesday, we were just passing under the Mackinac Bridge when some small radar contacts appeared on the scan. It was not long before we were able to identify them. We had encountered the yachts in the Chicago-Mackinac yacht race. However, as the visibility cleared, we were able to give them a wide berth.

On July 27, the two ships were working their way up the St. Charles River to the "Soo". Both finally secured at a berth across from the St. Mary's rapids.

While the ships were there, they participated in the town's festivities. There was a parade headed by "Boom Boom" Geoffrion, of the Montreal Canadiens. The *Lanark* landed 100 men and the American Armed forces had a contingent. A fly-past of F-104 Starfighters of the USAF climaxed the celebration.

The next morning the two ships got underway bright and early, with Sea Cadets embarked for a short cruise. They were disembarked at Gros Cap, which is the opening into Lake Superior. One of the marked changes was the water temperature. And, for perhaps the first time during the summer, the ship's company slept under blankets.

During the middle watch that night, an electrical storm was encountered which presented a wonderful sight as it lit up the sky and the lake with its reflections in the water. As the storm passed, the Northern Lights put on their display. It seemed that Nature was determined to give us her personal floor show for the evening's enjoyment.

The next morning, the ship arrived at the head of the Great Lakes at the city of Port Arthur. We were given a cordial welcome by the people. In fact, their warm greeting exceeded anything that we had been given during our stay so far in the Lakes. Added to this was the fact that we knew that the halfway mark was past, from now on we were heading back to the Coast and our families. We were also at the highest point in the world that can be reached by a salt water ship of any great size.

We spent an enjoyable week-end and, on Sunday, we embarked the last class



On board the frigate *Lanark*, Ldg. Sea. Gerald Zipfel explains radar to Ordinary Seamen Tony DeVine and Vernon Gregg, both of Queen Charlotte, Charlottetown, P.E.I., naval division. (COND-5810)

of new entries for the last training cruise. We slipped from Port Arthur at 0900 on Monday, with some 30 Sea Cadets and Wrenettes. We gave them a short cruise and set our course for the "Soo".

We carried out armament firings in the afternoon before setting out to rendezvous with the *Outremont*, which we met the next morning. We both steamed for the Soo.

However, it seemed that the lakes did not want to lose us. The weather closed in and we had to reduce speed because of the fog. The visibility improved and our passage through the St. Mary's River was without incident.

The next two days were spent exercising with the *Outremont* in Lake Huron. Finally, we anchored off Grand Bend to give the Reserves the boat work they required. On the morning of August 5, we weighed and said our "au revoirs" to the *Outremont*. She headed for Collingwood and a maintenance period, while we set off to refuel at Sarnia and head for Detroit and Windsor.

We were fortunate that during the week-end there the ship's company was able to take advantage of passes to see for the first time a major league baseball game, as the Detroit baseball team was playing a home game.

On August 10, we were again transiting the Welland Canal. Luckily, we

were able to pass two vessels and this considerably speeded our time of transit. In ten and one half hours, we were again steaming in Lake Ontario. We anchored off Port Dalhousie for the night to recover from the ordeal of the Welland Canal. The next two days were spent cruising in the lake, showing the new entries the Toronto skyline. Then came boatwork and painting the ship's side.

On Thursday evening, we entered, for the last time, Hamilton Harbour through the Burlington Bridge. We spent the weekend saying goodbye to the staff at *Patriot* and *Star*, before we left for deep water.

The next week was spent heading down the St. Lawrence Seaway with a short stay at Montreal. On Monday morning, HMCS *Lanark* steamed into Halifax harbour after three months in the Lakes. We were greeted by the *Victoriaville*, one of our sister ships, which was just returning from a cruise to Bermuda.

We were able to show off our lessons of the Lakes by landing our own berthing party which impressed all the other ships in the harbour when they saw our line handlers swing out on the boom, and alight on the jetty and go to their stations. The afternoon was a make and mend and members of the crew were happy to be off to their homes to be re-united with their families.—W.V.A.L.

Horror and Courage in an Open Boat

FROM THE DAY man first put to sea his epic voyages in open boats, over thousands of miles of ocean, have provided some of the most exciting narrative since the advent of the written word.

To the devotees of this kind of non-fiction, Lt.-Cdr. Frank West, MBE, RNVR (Ret), has added a chronicle in the tradition of Captain Bligh's historic passage in an open boat and the harrowing 1200 miles made by the two lifeboats of the SS *Travessa* a generation ago.

"Lifeboat Number Seven" chronicles the day by day struggle of 82 survivors of the SS *Britannia*, an Anchor Line steamer of 8,799 tons, sunk by German Raider "E" (the *Santa Cruz*) commanded by Captain Otto Kahler, March 25, 1941. The *Britannia* was transporting troops from the United Kingdom to Bombay via Freetown and Durban. She was sunk by gunfire in a position some 600 miles from the African coast between Dakar and Freetown, and about 1500 miles from Sao Luiz on the Brazilian coast of South America. Raider "E" came upon the *Britannia* at dawn and sent the British transport down after a short surface action.

Frank West's narrative, by diary extract, augmented by the author's thoughts in retrospect, tells of the 23 days at sea spent by the survivors in lifeboat number seven.

When the *Britannia* went down 82 men—British, Lascars, Sikhs and Goanese—crammed themselves into splinter-holed number seven lifeboat. (When these survivors finally won through, the British Consul at Sao Luiz, in an experiment was able to jam-pack only 74 men into the same boat!) After an abortive attempt to sail the short leg against the wind for the African coast the British officers acknowledged the inability of a Board of Trade merchant lifeboat, with its dipping lugsail, to point close to the wind. They turned about to run before, and attempt the long haul to South America.

Aboard the boat, with the author, were seven officers of the RN, RNR and RNVR, seven other service personnel, two ship's officers of the *Britannia*, two civilians, 39 *Britannia* crew (Lascars and Goanese) and 24 Sikhs who had been passengers in the liner. Of this group, a few were to stand out as brave leaders—William MacVicar, third officer of the *Britannia*, Sub-Lt. I. S. McIntosh, RN, Sub-Lt. G. K. Harmon RNVR, Lt. F. Lyons, RNR. Reading between the

BOOKS for the SAILOR

lines, one suspects that the author's own qualities of strength and leadership stood high on the list.

The reader is struck at the swiftness with which thirst, hunger and exposure strikes the physically strong. This was the daily ration to be shared equally by the 82 men:

A third of a dipper of water each, one biscuit each and two tins of milk to be divided among the boatload (about one eggcupful) for each man.

On that fare, few of them were able to swallow a biscuit after three days in the boat and by the seventh day they suffered their first loss when an Indian cook threw himself overboard.

Twenty-three days after the sinking of the *Britannia*, when the lifeboat grounded on a beach about 30 miles from Sao Luiz, only 38 of the band were still alive. Of the 44 who died

during the long crossing, six were British. Tragically, Lt. Lyons, who had contributed so much to the navigation of the lifeboat, succumbed on their last day at sea, almost in sight of the Brazilian coast.

This voyage of 1,535 miles proved again that the well-trained and disciplined individual stands the best chance of survival. Sub-Lt. McIntosh, a King's Dirk winner as a midshipman, showed superb mental conditioning for a man so young, and proved to be one of the real leaders. Third Officer MacVicar brought to bear all the wisdom and knowledge he had gained in the Merchant Navy, and his ability to handle the Lascar seamen was invaluable.

There were those who died bravely. Sub-Lt. Harmon, cruelly wounded during the action with the raider, tried his best to help the other and met his end without fear or complaint. There was W. Beck, a "khaki-clad sailor" in the Naval service, who displayed courage of a high order . . . "He . . . had put up a fight for his life. He . . . was a very brave man with courage beyond my powers to describe. He was so appreciative of the smallest kindness . . . and his hand gripped mine to express the words he could no longer speak . . . He died . . . peacefully and quietly".

There was missionary Hugh Cutler, known as Emmanuel, whose life was devoted to bringing the gospel to the Indian people and who died broken-hearted at their ingratitude and cruelty, not only to himself, but to each other.

This is not a book with literary pretensions or style. But, as the narrative unfolds, the words gather force and flow with a compulsion born of a story that tells itself. It is, at times, moving reading.

The author is a brother-in-law of Lt. John Kelso, of Aylmer, Quebec, who retired last spring after many years of service with the RN and RCN.—C.T.

LIFEBOAT NUMBER SEVEN, by Lt.-Cdr. Frank West, MBE, published in Canada by the Ryerson Press, 299 Queen St. West, Toronto 2.



Canada's Christmas list of books this year is graced by "Timeless Island", a collection of short stories from the typewriter of Lt. H. R. Percy, whose writings need no recommendation to readers of The Crownsnest. (HS-61492)

Chronicle of Good Deeds

NAME THE NATURAL and man-made disasters of the past half century in Canada and you will find that the Red Cross has been there, working with cool, smooth efficiency and warm, human sympathy.

The Halifax explosion of 1917, the Fraser River and Red River floods, the Springhill mine disasters, Hurricane Hazel, the SS *Noronic* fire and other tragic occurrences have brought an immediate response from the Red Cross. As it happens, on most of these occasions the Royal Canadian Navy has been there helping, too.

The greatest demand of all is placed on the resources of the Red Cross in wartime, but peace also has its burdens. Refugees, displaced persons, separated families, starving and sick populations all make heavy demands on the organization.

A continuing effort, whose value to the community is immeasurable, is the blood donor service of the Red Cross and, here again, the Royal Canadian Navy has given willing assistance.

The story of the Canadian Red Cross, its beginnings and its far-ranging deeds of mercy is told in a new book, "To All Men", by McKenzie Porter. The story goes back, as far as Canada is concerned, to the days of the Northwest Rebellion, when the Red Cross flag was first flown as a symbol of hope to the wounded, and to the official establishment of the Canadian Red Cross Society in 1896.

From that time on, it would be a matter of rewriting the book to detail the work accomplished by the Canadian Red Cross.

Mr. Porter has told his story with no lingering over organizational details and, against a background of devastation and suffering, shows that there is enough goodwill, sympathy and generosity left in the world to merit the survival of the human race, after all.—C.

TO ALL MEN, The Story of the Canadian Red Cross, by McKenzie Porter; published by McClelland & Stewart Limited, 25 Hollinger Road, Toronto 16; 148 pages; illustrated; \$3.95.

Timeless Island

"When Lieutenant Percy's manuscript of short stories arrived at The Ryerson Press, there was an immediate outburst of enthusiasm in the editorial department. For these stories heralded the arrival of a major new Canadian literary figure. Without question, Lieutenant Percy has a rare talent for writing. His characters are full grown, his plots are convincing and his writing is the work of a highly skilled literary craftsman."

THESE WORDS are from the jacket of "The Timeless Island", a collection of short stories by Lt. H. R. Percy, whose literary ability is well known to readers of *The Crownest*. Two of the stories in the present collection ("Haliburton" and "The Captain's

Lady") have appeared in this magazine and several others of his contributions might well have been included, except that they were vignettes or sketches rather than short stories.

Lt. Percy relishes the slow, soft music of words. Thus every story in his collection may not be to everyone's taste in this age of hurry. He can be brisk, however, and there is action and high humour in his yarn of the lower deck, "A Spirited Encounter". Irony—sometimes to the point of cynicism—predominates in some of the stories, the supernatural in others.

All in all, it is easy to share the enthusiasm of the publishers. In sheer writing ability and the play of imagination, the book sets a high standard. It is to be hoped that it will serve as a stimulus to other aspiring authors in the Royal Canadian Navy to study the art of writing and put their thoughts on paper.—C.

THE TIMELESS ISLAND and other stories, by H. R. Percy; The Ryerson Press, 299 Queen St. West, Toronto 2B; 163 pages; \$3.50.

Technology of D-Day

IN HIS ACCOUNT of the initial stages of the invasion of Europe "The Far Shore—An American at D-Day", Rear-Admiral Edward Ellsberg has produced a rather disjointed book, partly autobiographical, partly historical, containing a liberal sprinkling of technical information and more than a dash or two of bombast.

The autobiographical portion is primarily an account of how Rear-Admiral (then Captain) Ellsberg helped to save the "Mulberry" artificial harbour project from complete disaster.

The huge, floating concrete boxes (code-named "Phoenixes") which had been devised and constructed by the British for the "Mulberry" undertaking were sunk off Selsey Bill to await D-Day. The task of re-floating them had been entrusted to, of all people, the Royal Engineers.

Captain Clark, the USN officer responsible for setting up the western "Mulberry" on the "far shore" after D-Day, discovered that the REs had provided completely inadequate means of raising the "Phoenixes" from their temporary home and that consequently, when the day came, the whole project might be wrecked by long and perhaps fatal delays. Captain Ellsberg was sent to investigate, found that Clark was right, and promptly took steps to remedy the error.

Eventually the task of raising the "Phoenixes" was assigned to the Royal

Navy, which, Ellsberg ungrudgingly admits, was quite competent to perform it. The whole story is an interesting one, particularly the part that describes how Admiral Stark induced the British Government to change its reiterated decision to leave the Royal Engineers in charge of raising the concrete breakwater.

Unfortunately the overall effect of the "Mulberry" story is marred by a good deal of bombast. Perhaps one example will suffice: "He (a Lieutenant Barton, USN) had a voice like a bull, a figure like a Samson in its massiveness, a solid assurance in his rough manner that any Englishman (let alone a decrepit one like the NOIC) would have difficulty facing up to . . ." Admittedly the Admiral does occasionally have something complimentary to say about the British, particularly the RN, but that is seldom.

Most of the remainder of Admiral Ellsberg's book deals with the assault on "Omaha" beach by the 1st and 29th U.S. Divisions and with subsequent events, particularly the setting up of the western "Mulberry" and its effect on the battle. The story of the actual assault on D-Day is dramatically and well told, but it would be a mistake to treat it as complete and absolutely accurate.

There are indeed many errors of fact in Admiral Ellsberg's historical, as opposed to his autobiographical account. For instance, the story of how Commodore Hughes-Hallett inspired the "Mulberry" project is a good one, but unfortunately it is not wholly accurate, as can be discovered by consulting Churchill or Chester Wilmot. But this is a minor point. It is in the account of the post-D-Day battles of the American armies that Admiral Ellsberg's inaccuracies are most noticeable. The account of von Kluge's attack at Mortain, to take but one example, is hopelessly in error, as can be seen by consulting practically any reliable account—Eisenhower's, Bradley's, Wilmot's, even Colonel Allen's.

Still "The Far Shore" is well worth the reading. The technical descriptions, accompanied usually by illustrative line drawings, of the various devices employed by the Allies to ensure the success of Overlord and by the Germans to ensure its defeat are excellent. And the Admiral has been particularly successful in capturing the atmosphere on the "near shore" in the weeks prior to D-Day.—T.T.

THE FAR SHORE—AN AMERICAN AT D-DAY, by Edward Ellsberg; Dodd, Mead and Company, New York, 1960; 381 pp.; line drawings and end-paper maps; \$5.50.

BY WHALER TO LUNENBURG

HMS *Auriga*, one of the two submarines working with the Royal Canadian Navy, was in harbour for a week longer than we expected, with little constructive work for the seamen to do while the engine room department toiled in the murky recesses of the port engine. Thus arose an ideal opportunity for expedition training.

Some sailors went to a survival camp where they lived exotically on a diet of frogs' legs. Five of us joined a whaler's crew at the end of August, and sailed 55-odd miles from Halifax to Lunenburg to visit the replica of the *Bounty*, being built there for an MGM film.

We set out from HMC Dockyard on Tuesday, August 30, in a flat calm, amid derisive cheers from the spectators on the submarine and offers to have our lunch ready for us at the south end of the dockyard. Fortunately, there was an ebb tide or we might well have gone backwards.

As soon as we were decently out of sight we lowered the sails and pulled to a patch of breeze, only to find that the breeze had disappeared. We tried again, with the same lack of success. By alternately pulling and drifting with the ghost of a wind behind us we eventually reached the approaches of the harbour by tea-time. There the wind shifted and we had to tack out to sea.

We made Ketch Harbour by sunset and ran into the steep and narrow harbour in order to pitch camp. Ketch Harbour is an attractive fishing village—much more picturesque and more unspoiled than Peggy's Cove, the local beauty spot. We lit a fire on the shingle and that night slept under the stars. For some of us it was the first time and we were all deeply impressed by the tranquil beauty of a Canadian summer night.

Next morning we had breakfast and, as it was our first day, spent a little time getting organized. Petty Officer Kirk landed a dozen pollock in revenge for the crafty lobster that had evaded him the previous night. As we had all had breakfast anyway, the wretched fish were thrown back, and we sailed on a light wind without them, which was just as well.

The brilliant sky was reflected in a clear blue sea. The wind freshened towards noon and moved to the west, which meant that we had it in our teeth all the way, and had to beat to Lunenburg Bay. We reached Betty Island by noon, and tacked from there to East Ironbound Island and thence to Pearl Island.



Shown are Royal Navy crew members of the submarine *Auriga* who sailed a 27-foot whaler from Halifax to Lunenburg, N.S., and return. Left to right are Able Seaman J. A. Wilson, of Wimbledon, London; Able Seaman J. Loughran, Armagh, Northern Ireland; Lt. J. Richardson, London; Petty Officer J. Kirk, Hutton Cranswick, East Yorks, and Able Seaman R. E. James Sittingbourne, Kent. (HS-62326)

We could see why the name of Nova Scotia is given to this province; it is not so much the landscape inland but the wooded bays and islets that are so reminiscent of Scotland.

We reached Great Duck Island by sunset and beat steadily up to Lunenburg Bay. We made the final approach in darkness. After having been navigator of the submarine it gave me great personal pleasure to pass buoys only feet away and run over shoals only a fathom deep! We arrived at Lunenburg at 11:15 p.m. The crew members were so exhausted that they picked up their sleeping bags, staggered a hundred yards from the boat, and fell asleep without cooking supper.

We had made the journey! Next morning we sailed up to the town and secured the whaler opposite the *Bounty*. Although she was normally closed to visitors, we were given permission by Fred Rhuland, of Smith and Rhuland, to look around her. And very impressive she was too.

Built to blueprints supplied by the Admiralty she is slightly larger than the original but her external appearance is unchanged. Inside, however, she had

the most modern fittings, including two diesel engines to drive her along. We spent an hour looking her over and chatting with the shipwrights and riggers who were fitting her out. It was like walking 200 years into the past. Smith and Rhuland are one of the few firms that still build wooden ships only, and constructed the famous *Bluenose*.

These men were obviously proud of their traditional crafts and were doing a fine job.

We learned, among other things, that Captain Bligh had made his famous journey in a longboat only five feet shorter than our whaler. We couldn't compete with his journey of 4,300 miles in 41 days, but then of course he had the trade winds!

We spent the rest of the morning looking round Lunenburg, which is a small town gravitating round boat-building and fishing. We tried to sail in the afternoon, but the wind was gusting at 30 knots and we were down to two reefs in the harbour and eventually split the mainsail. We ran back at a fair speed under jib and mizzen and had the sail repaired in the local sail loft. Towards the evening the weather moderated and we sailed at 7:30 p.m.

It became pretty cold in the boat at night, but we wrapped ourselves in sleeping bags and oilskin weather tops and managed a few hours sleep, with three people on watch and two below under the thwarts. We were all fairly tired in the morning when we eventually reached Chebucto Head. However, a breakfast of cheese sandwiches and peaches soon revived us. We zigzagged merrily up the harbour and arrived

alongside the submarine at 11 o'clock—tot time. It was very neatly timed.

The trip was a success, everybody enjoyed himself and it was a pleasant break from routine. The new fibreglass RCN whalers are good sailing boats and pleasant to handle, although they are more "tender" than the old wooden ones in a stiff breeze. I have a few minor criticisms to make of the whaler as a seaboat: I consider that a fibreglass repair kit should be included in a boat's

bag, that the sail canvas should be heavier and that the compass binnacle should have an electric light, instead of an oil light that is always blowing out.

Generally, however, I considered a whaler trip as being an interesting and instructive way of training seamen. I'm glad that the sailors didn't turn me adrift in the inflatable raft we carried, volunteer as crew of *Bounty* and disappear to Tahiti, doing a Bligh in reverse!—J. R.

Pungent Flower from an Old Bouquet

Fifty years ago, every bit as much as or more than today, the game of politics was played for keeps. The newly-born, almost defenceless Canadian naval service found itself in the midst of a terrific political uproar. When the opposition press tired of belabouring the government that brought the Navy into being, they turned their cudgels on the Navy itself.

Fortunately, as exemplified in the following editorial from a Halifax newspaper, the blows were sometimes tempered with what passed for and was accepted as good humour. The clipping from which this is copied does not give the name of the newspaper or the date of publication, although the editorial probably appeared in April 1911.

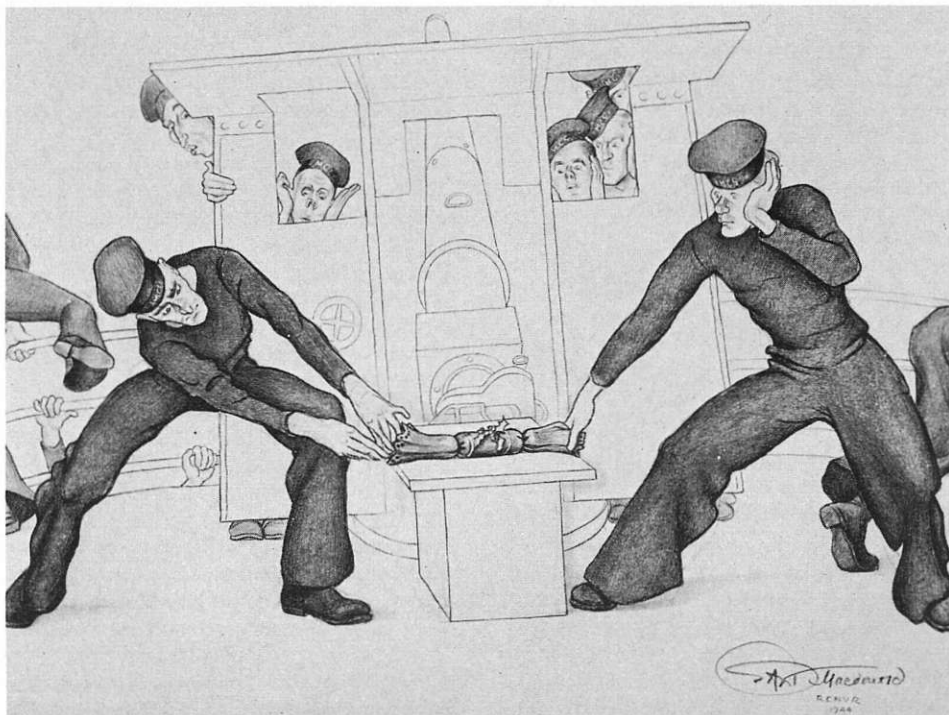
after an hour or so of slow but painstaking evolutions, the *Niobe's* head was turned toward the Atlantic and the voyage to Saint John was begun.

It is, at best, a ticklish matter to get a warship out of Halifax Harbour without running into anything, although it has often been done. In addition to the ocean steamers, fishing-smacks and sand-bars, which must be avoided, the harbour is full of currents which are very dangerous unless one is thoroughly familiar with the charts and its surface is distressed by treacherous breezes which blow, at different times, in varying directions. Nevertheless, the *Niobe* wound her way carefully through the maze of April shipping and became, after the lapse of a reasonable time, a mere speck on the horizon.

Twenty-nine or thirty hours later she reported herself, still absolutely uninjured, off Saint John harbour. The average coal-boat makes the run in something under twenty-four hours, but the *Niobe* is no coal-boat.

Out of deference to the nerves of her young navigators, already sadly racked by the exciting events of the voyage, she was berthed in a leisurely manner, and thoroughly overhauled. It was found that the stay-bolts of some of the patent rocking-chairs in the officers' quarters had been sprung and that the coffee-making machine had worked a little loose in its bearings. These are but minor injuries and, it is said, can be easily remedied when the *Niobe* is safe at Halifax again. The outfitters of the Navy as well as its navigators are evidently entitled to public congratulations.

WE ARE GLAD to be able to congratulate the officials of the Canadian Navy on the splendid showing which the *Niobe* has made on her first practice voyage as a warship of the Dominion. Stiff in her joints and rusty in her bearings as the gallant old ship must have been after her long but safe confinement in Halifax harbour, waiting for the weather to moderate, she set out bravely, although deliberately to show the people of Canada what a real cruiser can do. First she bucketed around Bedford Basin to get her sea-legs and to accustom her sailors to the motion of a warship manœuvring without extraneous assistance in the way of hempen hawsers or oak piles. Bedford Basin is large enough to hold the entire British Fleet and the young Canadian salts were consequently given a fair fore-taste of what life at sea really is, but none of them blanched, or, if they did, this fact was not allowed to interfere with the subsequent operations, for



AFLOAT AND ASHORE

PACIFIC COMMAND

Second Minesweeping Squadron

Four minesweepers of the Second Canadian Minesweeping Squadron shared part in a joint celebration of Dominion Day and Independence Day at Stockton, California, in the heart of the Sacramento River Valley last July 4.

The four minesweepers, *Fortune*, *Miramichi*, *Cowichan* and *James Bay*, arrived in San Francisco on June 29 and were met by the Consul General, Douglas B. Hicks, and a delegation from the city of Stockton. That evening Mr. Hicks was host to the squadron officers and the Stockton citizens at a Dominion Day reception held at his residence in San Francisco.

The following day, with the Stockton representatives embarked, the minesweepers made their way up the 78-mile channel to Stockton, the only deep-water inland seaport in California.

During the next five days, Canadian sailors and the citizens of Stockton saw a great deal of each other. A gigantic parade, led by a 110-man RCN contingent, was held Monday, July 4. Other events included guided tours to local points of interest, golf tournaments, water skiing, dances, passes to various shows, Hollywood variety acts and fireworks display, while the minesweepers reciprocated with receptions and true days of "Open House".

The following day, on July 5, the Canadian sailors waved farewell to Stockton, California, and headed down channel for the Pacific Ocean.

ATLANTIC COMMAND

First Escort Squadron

On September 11 the First Canadian Escort Squadron sailed from Halifax with Captain A. F. Pickard, the squadron commander, embarked in the *Nootka*. She and her sister Tribals, the *Haida* and *Iroquois*, were scheduled to take part in NATO fall exercises in the North Atlantic.

As the squadron steamed toward St. John's, Newfoundland, Hurricane "Donna" came tearing up the United States coast near New York, and it was believed that we might get caught. The sudden dash to harbour, however, was



The two top awards competed for by 21 Naval Divisions across Canada, were won this year by Edmonton Division, HMCS Nonsuch. Seen examining the trophies on the ship's quarterdeck are Cdr. C. H. Rolf, commanding officer and Lt.-Cdr. A. C. Baker, Staff Officer (Administration). The Naval Divisions Efficiency Trophy, a silver model of a Canadian designed and built destroyer escort is presented to the naval division scoring highest marks during annual inspection, while the Barry German Trophy is presented to the most improved division by the Naval Officers' Association of Canada.

not necessary as "Donna" passed to the westward through the Gulf of St. Lawrence.

After five days steaming from the port of St. John's, the squadron rendezvoused with the ships of the Commander Atlantic Striking Fleet for exercise Sword-thrust. The Canadian ships served in an anti-submarine role in the exercises. Although it is a familiar one, there are always new tactics to be tried and experience to be gained.

One night after fuelling at sea in a gale with 50-60 knot winds, the First Squadron steamed to join HMS *Apollo*, a fast minelayer, and served as escort for several days.

Beards were now beginning to look like something and it seemed as though many of those who entered beard-growing contests had chance of success. There were, unfortunately, those who would need shoe polish to prove themselves suitable for shore leave at Portsmouth.

After three weeks at sea, only broken by a four-hour stay in Ireland and two slightly longer ones in France, the squadron steamed into Portsmouth for ten days' leave in which everyone had a chance to run up to London.

The ships finished the cruise in Exercise Pipedown, which was a series of A/S exercises on the homeward crossing. (Contrib.)

HMCS *Inch Arran*

During August, the *Inch Arran* had the pleasant task of carrying His Honour Campbell Macpherson, OBE, Lieutenant-Governor of Newfoundland, on his annual tour of the outports of the province. His Honour joined the ship in Corner Brook, Newfoundland, where he was greeted by a guard under the command of Lt.-Cdr. R. A. Whyte. The Lieutenant-Governor was accompanied by his son, Ian, and his private secretary, Colonel J. Crawford.

The ship called at 32 ports on the northeast and northwest coasts and in southern Labrador during the 1,000-mile cruise. One of the highlights of the cruise was an overnight stay in St. Anthony, where the Lieutenant-Governor laid a wreath at the War Memorial. He then called on the Grenfell Mission Hospital where he visited the wards and spoke to the patients in the hospital, after which he visited the U.S. Air Force radar installation. Meanwhile, members of the ship's company were entertained by the American personnel of the radar station.

A mess dinner was given in honour of the distinguished guest and he was presented with a set of book-ends bearing the *Inch Arran's* badge. His Honour reciprocated by presenting the ship with a magnificent silver tray engraved with the Newfoundland coat-of-arms.

The ship's band gave a concert which was greatly enjoyed by the Lieutenant-Governor. Included in the concert were renditions of old Newfoundland ballads. Long to be remembered is Captain Billie Rideout, a civilian master mariner employed as pilot for the cruise, who gave a magnificent performance of Newfoundland reel dancing to the accompaniment of the "Six Inches".

Before his departure, the Lieutenant-Governor inspected the ship's company at Sunday divisions and also presented a prize to Ord. Sea. J. LeBlanc for catching a sculpin, also known on board as a "sea-going bulldog", weighing 4 lbs. 5 oz. Master Ian Macpherson presented Ldg. Sea. A. E. Cirtwell with a booby prize for the smallest catch, also a "sea-going bulldog" (pup) weighing 3½ oz., soaking wet.

During the three weeks the ship was blessed with ideal summer weather, fog being encountered only once on the Labrador coast. All who took part in this cruise will cherish fond memories of this beautiful province and the warm hospitality of its people.

Seventh Escort Squadron

The Seventh Escort Squadron had separate commitments through the summer. The *Fort Erie* and *New Waterford* completed their work-ups and trials on July 11. This was followed by visits to Summerside, P.E.I., and Sydney, N.S.

The *Inch Arran* was attached to the Ninth Escort Squadron for cadet training purposes and, in addition, embarked the Lieutenant-Governor of Newfoundland during July and August for his tour of the outports.

The *Lanark* and *Outremont* had an active summer in the Great Lakes, taking RCN (R) personnel to "sea".

These ships returned to Halifax in August and October respectively.

Last but not least the *Victoriaville* had a most enjoyable summer of port "jumping" with CMR cadets embarked.

The squadron is now under the command of Cdr. L. B. Jenson. Cdr. J. R. Coulter left the squadron on August 11 to take up an appointment in the Naval Research Establishment, Dartmouth.

HMCS Loon

At the request of the Riverport, N.S., Natal Day celebration committee, HMCS *Loon* was sailed from Halifax August 3, arriving in Riverport before noon the same day. Besides the full crew, Lt.-Cdr. G. S. Ronald, of HMCS *Scotian*, was on board.

At the request of Paul Ritcey, fire chief of Riverport and also chairman of the 206th anniversary committee, the CPO-in-Charge of the *Loon*, CPO R. H. Player, and Lt.-Cdr. Ronald landed to take part in the judging of the parade floats.

After the judging, Lt.-Cdr. Ronald and CPO Player were invited to the reviewing stand in the fair grounds to take part in the ceremonies. Later in the evening members of the ship's company were invited to a barbecue and dance.

On leaving Riverport the following day the *Loon* took in tow three 27-foot whalers for return to Halifax, but was diverted in order to leave two of the boats in Lunenburg with the local Sea Cadet Corps. The *Loon* returned to Halifax Friday, August 5, with the remaining whaler.

Judging from the comments of the Riverport Natal Day committee, and other interested parties, the presence of the *Loon* was an asset to the celebration. The fact the ship was opened to visitors during the afternoon created a most favourable impression with both the local citizens and the many out-of-town tourists.

NAVAL DIVISIONS

Aklavik Radio Station

Naval Radio Station Aklavik had cause to carry out a search and rescue exercise in September when it was noted by the petty officer of the day that three members of the ship's company were overdue from a hunting trip in the Mackenzie Delta.

Lost and feared victims of the delta's treacherous network of lakes and rivers were Ldg. Sea. Jim Dawson, AB George Biggar and AB Ted Hamilton.

The three left the base early Saturday morning, September 3, with a day's rations for what was planned as nothing more than a good day's duck hunting.

They advanced up the familiar chain of waterways to their proposed hunting grounds.

It was not until many hours later, on the return trip, that they realized that somewhere they had deviated from their original course and—something even more evident—they did not know how to get back to Aklavik. Being level-headed sailors, although untrained in Arctic survival, they decided that to continue on an unknown stretch of water in this type of country would only complicate the situation and since they were lost during the rainy season, they would need their remaining gasoline for fires to signal aircraft and to keep warm during the night.

Food, which now consisted of a few sandwiches, a can of apple juice, and some fruit, was rationed and a crude but efficient shelter was constructed using their 20-foot canoe as a wind-break. Close to and in front of the canoe, the three built a fire and behind the fire, a brush wall to reflect the heat into the canoe.

Ldg. Sea. Dawson later said: "At this point we thought we were doing very well but then it started to get cold."

Thirty hours later, after a night of blinding snow and freezing temperatures, things did not appear to be going as smoothly as they had at first. The hunters rationed their remaining ammunition and considered various methods of trapping wild-life.

Meanwhile, in the air and on the lakes and rivers, naval and civilian participants worked feverishly in an effort to locate the party of sportsmen. The continuity of the search over a terrain of continuous marsh, lakes and rivers was interrupted only when weather conditions made visibility impossible.

On the afternoon of September 5, a searching aircraft, some 15 miles north of Aklavik, spotted a canoe far from the well-known channels and virtually isolated in a large lake with no apparent openings. Seated in the mud-coated craft were three figures, exposed, fatigued, disgusted but thankful and, like their canoe, covered with mud.

Back in Aklavik, news was broadcast the lost had been found.—M.K.F.

RADIO STATIONS

HMCS Chippawa

A change in command of *Chippawa*, Winnipeg naval division, took place on September 27.

Captain Liston B. McIlhagga, commanding officer for the past eight years, stepped down and was succeeded by Cdr. John W. Dangerfield, former executive officer.

The change in command also brings about two other changes at *Chippawa*. Lt.-Cdr. John B. LeMaistre, formerly in charge of training succeeded Cdr. Dangerfield as executive officer, and Lt.-Cdr. C. R. Godbehere became training commander.

Cdr. Dangerfield joined the RCNVR in June 1940 and served in both the Pacific and North Atlantic.

In February of 1947, he joined the Royal Canadian Naval (Reserve) at *Chippawa* and was promoted to the rank of lieutenant commander in May of 1950. In January 1959 he was promoted to his present rank and in the spring of 1960 became executive officer of the Winnipeg division.

He is manager of the McLaren Hotel, a member of the Manitoba Hotel Association, the Norwood Community Club, the Winnipeg Squash Racket Club and the Royal Lake of the Woods Yacht Club.

Captain McIlhagga became commanding officer of *Chippawa* in February 1952. During his naval career he rose through the ranks from ordinary seaman to captain.

In civilian life Captain McIlhagga is Director of Radio for the Prairies for the Canadian Broadcasting Corporation.

The new executive officer, Lt.-Cdr. J. B. LeMaistre, joined the RCNVR in August 1941 and went on active service in December of the same year.

Discharged from the Navy in August 1945, he joined the RCN(R) at *Chippawa* in April 1951. He was promoted to his present rank in September 1952.

HMCS Carleton

Carleton, the Ottawa naval division, threw its doors open to the public on the last weekend in September to celebrate the 50th anniversary of the Canadian Navy.

About 1,000 persons watched demonstrations, inspected the base, and browsed through displays of ship models from the Naval Constructor-in-Chief, and items lent by the National War Museum.

Demonstrations included a jackstay transfer, where a line is slung across an open space and seamen travelled across it on a travelling block. A whaler

on Dow's Lake took children for rides. Navy instructional films seen by recruits when they first join were shown to the public.

Carleton opened Friday night for scouting and boys' groups. It was opened to the public Saturday and Sunday afternoons from noon to 6 p.m.

HMCS Griffon

At *Griffon*, Port Arthur naval division, Chaplain W. C. Mercer bade farewell to the ship's company at divisions in early October. He retired after serving for 12 years as padre to the division.

Chaplain Mercer was born in Bay Roberts, Newfoundland, graduated from McGill in Arts and from University Theology College in Divinity, and received his Master's degree from Union Theological Seminary, New York. Before entering the RCN (Reserve) in 1947 at Port Arthur he served for five years with the RCAF.

Padre Mercer was presented with an engraved silver tray by PO E. Goodman on behalf of the ship's company at divisions.



A set of the Encyclopaedia Britannica and bookcase were presented to Rear-Admiral Finch-Noyes, now Flag Officer Pacific Coast, by the officers and men of the 21 naval divisions across Canada for "his long association with the RCN (Reserve), and for all he has contributed to the betterment of the naval reserve." Admiral Finch-Noyes was Commanding Officer of Naval Divisions for three years. Above, following the presentation ceremony at HMCS Malahat, Victoria naval division, are (left to right): Mrs. R. Mambert, the Admiral's sister, Mrs. Garrard, Admiral Finch-Noyes, Mrs. Finch-Noyes and Commander John D. Garrard, commanding officer of Malahat. (E-58004)

THE NAVY PLAYS

Stadacona Takes Football Opener

Watched by 3,500 fans and mightily helped by Barry Glover's three touchdowns, *Stadacona* Sailors upset *Shearwater* Flyers 24-20 in the opening game of the new Atlantic Football Conference in mid-September.

Glover, last season's rookie of the year in the Nova Scotia Football League, raced 60 yards for one touchdown, 70 for another and crashed over from the one-yard line for the third. His performance highlighted a game that was punctuated by eight fumbles.

Beacon Hill Cock-o'-Fleet

The Pacific Command Fleet Regatta saw boats' crews from the *Beacon Hill* sweep aside the opposition to retain the Cock-o'-the Fleet trophy for the third consecutive year.

The ship's total of 64 points was won by engineering and operations crews taking first place in races, with second place going to Wardroom Officers; Chief and PO's taking third place, Weapons crew a fifth and Supply eighth.

The frigate *Ste. Therese* placed second.

Green Shot Runs Up Impressive Score

AB Duff Pennie, 20, an apprentice at the Naval Technical School, Esquimalt, has for the second time in as many years brought honours to both the RCN and HMCS *Naden* for his skill with a rifle in the Pacific Command Rifle Association Meets.

AB Pennie this year won the first and second stages of the Lieutenant-Governor's Match; the PCRA Grand Aggregate Match, and the PCRA Tyro Aggregate Match for the Lieutenant-Governor's Trophy, the B. A. Paint Trophy, the Admiral Mainguy Trophy and the H. Botten Trophy.

In 1959, his first year of competitive shooting with the PCRA, he won seven events for greenshots and tyros.

He won the Queen's Medal Practice Match No. 1; the Greenshot Aggregate; the first and second stages of the Lieutenant-Governor's Match; the Grand Aggregate Match, and the No. 2 and No. 4 Service Matches.



AB Duff Pennie with part of his collection of top shooting awards in the greenshot class of the Pacific Command Rifle Association. He now must shoot with tyros and seniors. (E-57658)

These wins netted him silverware for the *Naden* Petty Officer's Trophy, W. B. Johnson Trophy, B. A. Paint Trophy, Lieutenant-Governor of B.C. Trophy, the Admiral Mainguy Trophy and two silver spoons.

His wins have graduated him from Greenshot to the Tyro and Senior Class.

PO Barron Wins Two Golf Titles

Two golf championships were captured by the same person in the RCN Golf Association (West Coast) tournament in October.

PO Frank Barron accomplished what had never been done there before when he took the open championship and the handicap title in the finals at the Gorge Vale Golf Club.

Fencing Club Opens Season

The Royal Canadian Navy (*Stadacona*) Fencing Club resumed activities on November 7 in the *Stadacona* gymnasium. Lucien Ledaire again is the fencing master.

The Navy club was started two years ago under Mr. Ledaire and has competed with fencers of Collège Militaire

Royal de St-Jean in Quebec, RCAF Station Greenwood, HMCS *Cornwallis*, the City of Halifax Fencing Club and the Halifax YMCA.

Mr. Ledaire is chairman of the Maritime Fencing Association and represents the RCN on fencing matters in the region. Ldg. Sea. Bob King, a physical training instructor at *Stadacona*, is assisting him in preparing the Navy club for competition.

Membership is open to RCN personnel, civil servants and RCN dependents over the age of 15 years.

Rumson Trophy Won by Ship's CO

Terra Nova golf enthusiasts organized a tournament in Scotland in August to compete for the Rumson Trophy. Competing at the Hayling golf course at Kirkintilloch, the golfers stoutly played on through a deluge matched only by their keenness and announced the winner as Cdr. C. G. Smith, commanding officer of the *Terra Nova*.

Later, during passage back to Halifax, at a small get-together in the Chief and PO's mess, the Rumson Trophy was presented.

The Rumson Trophy first came into being in February 1960, when, during a game at Willemstad, Curacao, CPO William Joy wrapped a No. 3 wood belonging to CPO Sammy Rumson around a tree while making a difficult shot.

To console CPO Rumson, CPO Roger Curtis suggested the remainder of the club be mounted as a trophy and thus remain forever as the "Rumson Trophy".

And that is how Cdr. Smith happens to be in possession of a broken, mounted No. 3 wood.

Medical Leads Summer Sports

The summer Cock-o'-the-Barracks Trophy at *Naden* went to the Medical team, which proved its prowess in softball, volleyball, track and field and indoor soccer.

Throughout league play against the other seven teams, Medical showed a surprising consistency by placing not lower than third in any sport.

Band "B" proved to be the only real threat to Medical, but it fell off in softball to lose its big chance at the trophy.

LETTERS

Dear Sir:

With reference to the photograph on page 15 of the August 1960 *Crowsnest*, I am sure this is a photo taken about 30 odd years ago in the stokehold of HMCS *Thiepval* or HMCS *Armentieres*.

The man in the background I recognize as Fred Johnson, ex-SPO, ex-Regulating PO and the one in the foreground I recognize as Tom Watt, ex-SPO, who was lost at sea in HMCS *Fraser*.

Fred Johnson was picked up from the *Fraser*, went to the *Margaree* and was picked up from her when she was rammed. He is to the best of my knowledge living in Victoria, B.C.

I could be wrong, but I don't think so.

Yours truly,

DAN W. BARR,
Ex-SPO, RCN
Off. No. 2149.

2825 Fifth Street,
Victoria, B.C.

Dear Sir:

For some time I have been going to write you and say how much I enjoy receiving *The Crowsnest*. It is most interesting and I have learned many things about navy life and what takes place in other navy centres—also what a young person can gain by being in this service. I also know this from my twin sons who have been in the navy for seven years now. They are both stationed at Victoria, B.C., one in the medical branch and the other in the electrical line.

I would like to see more written about the medical branch, and what it entails, if it is possible, as I think it is most interesting work, and not too much is said about it.

Again I say I do look forward to receiving *The Crowsnest*, so keep up the good work.

Yours sincerely,

MRS. E. PREECE.

Pointe du Bois,
Manitoba.

Medical Branch please take note.—Ed.

Dear Sir:

I enjoy reading *The Crowsnest*, especially of the early days. I was in Halifax Dockyard in the patrol service in the last two years of the First World War. This was after service in the army.

In your May-June issue "Memories of the Naval College", one paragraph on page 36 interested me very much and

Page twenty-eight



May it be known by all that the Owner of **Hosagami** in perpetuity shall be the Commanding Officer, Officers and Men of Her Majesty's Ship **Excellent**.

It totem pole represents a family story. It stands for kinship. This totem bears three devices which symbolize our common purpose and the contribution we needs must make to our two Navies.

The Killer Whale stands for the sea, for its dangers and challenge. The Thunderbird is the hunter who seeks out his prey in the sea. The Speaker holds the staff of authority; he speaks with knowledge; he is the instructor. Thus, our strength at sea lies firmly based upon the Man who teaches and who leads.

*In the Kwakiwlt tongue the name **Hosagami** means that he who owns this pole is a Man of Integrity in his Society.*

Hosagami was carried from British Columbia to Nova Scotia in H.M.C.S. *New Waterford* and to Portsmouth in H.M.C.S. *Kootenay*. It has been erected on Whale Island this twenty-eighth day of July, Nineteen Hundred and Sixty by Officers and Men of the Royal Canadian Navy, as the gift of the Gunnery Branch. It is to commemorate their appreciation of a half century of good comradeship and valuable training.

May it ever proclaim the warmth of the bonds that join us.



This is a much-reduced copy of the scroll which accompanied the presentation of the totem pole, *Hosagami*, to the Gunnery School, HMS *Excellent*, Portsmouth, England, last July. The badges at the bottom are those of HMCS *Stadacona* and HMS *Excellent*. (CN-6109)

brought back memories of a very amusing incident. Quote: "For a few minutes there would be silence, then a sharp command, a stamp of feet etc."

"A stamp of feet" is the part that refreshed my memory.

I was an engineer in a British freighter in the Second World War. In April of 1941 we berthed in London docks. I had the privilege of visiting my brother at Croydon. While there, his youngest son came in, beaming with delight, to say he and four of his college friends had been accepted in the Navy,

but he had to reveal to us the Lieutenant Recruiting Officer's remarks. They passed the doctor etc. and were being paraded before the Lieutenant RO to be shown in by a CPO. On entering the office the CPO called "Halt! Right turn!" On each command the five boys stamped their feet, as they had been taught at the college by an army NCO.

The Lieutenant said, "Well done, boys, but in the Navy we do things quietly".

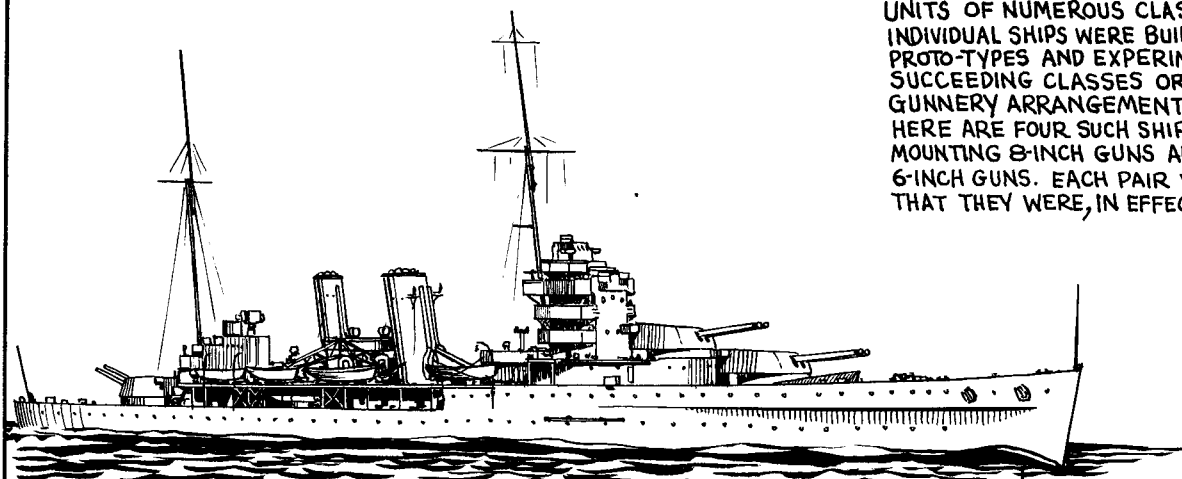
W. L. CHIRGWIN.

Sydney Mines,
Nova Scotia.

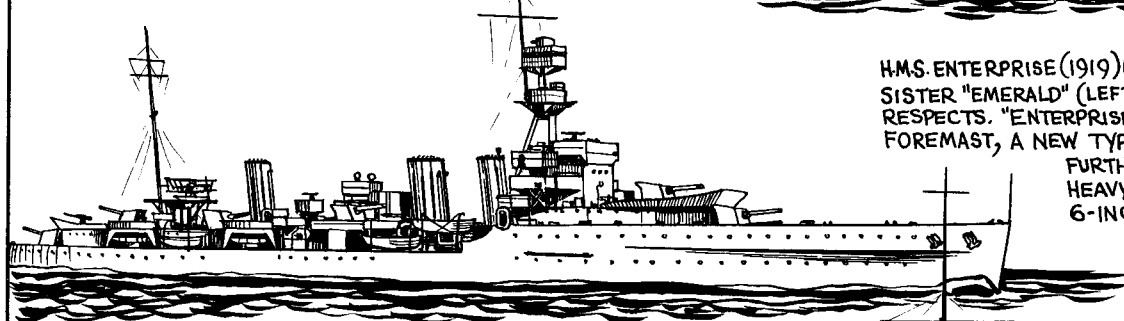
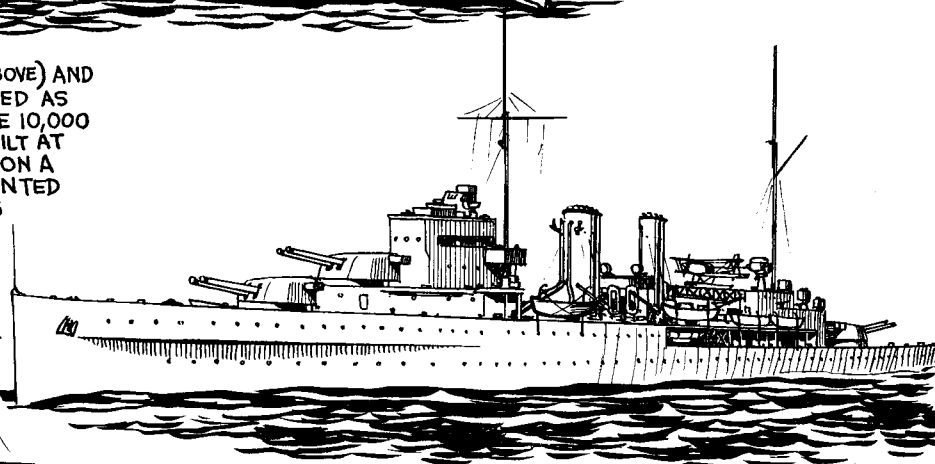
Naval Lore Corner

Number 87
"HALF-SISTERS"

MOST OF THE ROYAL NAVY'S CRUISERS WERE UNITS OF NUMEROUS CLASSES, HOWEVER INDIVIDUAL SHIPS WERE BUILT, USUALLY AS PROTO-TYPES AND EXPERIMENTS FOR SUCCEEDING CLASSES OR TO TEST NEW GUNNERY ARRANGEMENTS, ETC. DEPICTED HERE ARE FOUR SUCH SHIPS, TWO OF THEM MOUNTING 8-INCH GUNS AND TWO MOUNTING 6-INCH GUNS. EACH PAIR WERE SO SIMILAR THAT THEY WERE, IN EFFECT, HALF-SISTERS.

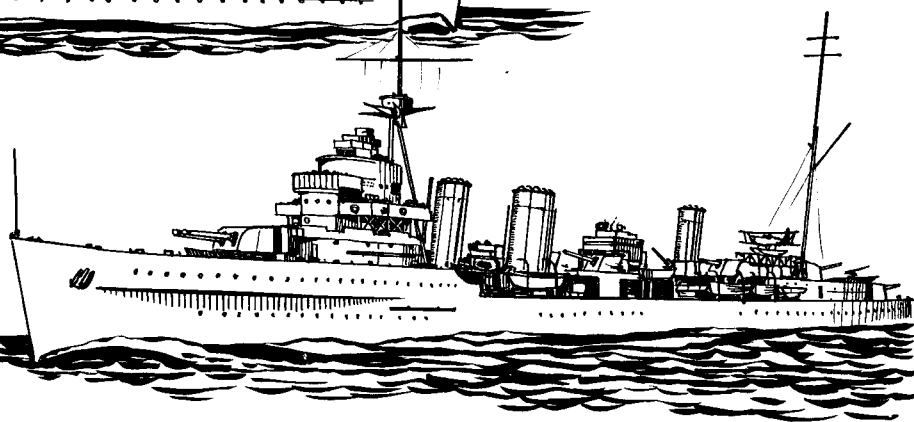


8-INCH GUN CRUISERS HMS YORK (1928) (ABOVE) AND HMS EXETER (1929) (RIGHT) WERE DESIGNED AS AN ATTEMPT TO BREAK AWAY FROM THE 10,000 TON "TREATY" HEAVY CRUISERS BEING BUILT AT THAT TIME BY ALL THE MAJOR POWERS. ON A DISPLACEMENT OF 8,400 TONS THEY MOUNTED TWO GUNS LESS THAN THE 10,000 TONNERS BUT WERE LITTLE INFERIOR IN ALL RESPECTS. ORIGINALLY DESIGNED FOR 3 FUNNELS, THE FORE FUNNEL WAS TRUNKED INTO THE CENTRE ONE. MAIN DIFFERENCE BETWEEN THEM WAS IN THE BRIDGE STRUCTURES AND THE RAKE OF THE MASTS AND FUNNELS IN "YORK". "EXETER" DISTINGUISHED HERSELF AT THE BATTLE OF THE RIVER PLATE. BOTH WERE SUNK EARLY IN THE WAR.



HMS ENTERPRISE (1919) (BELOW) AND HER HALF-SISTER "EMERALD" (LEFT) DIFFERED IN SEVERAL RESPECTS. "ENTERPRISE" HAD A MUCH LIGHTER FORECAST, A NEW TYPE BRIDGE (WHICH WAS FURTHER DEVELOPED IN LATER HEAVY CRUISERS) AND A TWIN 6-INCH GUN TURRET FORWARD...

HMS ENTERPRISE'S TURRET WAS CLOSELY FOLLOWED IN THE SECONDARY ARMAMENT OF THE BATTLESHIPS "NELSON" AND "RODNEY" AND IN LATER CRUISERS. ALL "EMERALD'S" GUNS WERE IN SINGLE SHIELDS (SEVEN 6-INCH). THE NOVEL ARRANGEMENT OF THE FUNNELS WAS DICTATED BY THE WIDE SPACING OF THE BOILER ROOMS. THEY WERE THE FASTEST BRITISH CRUISERS OF THEIR TIME AND CARRIED THE HEAVY TORPEDO ARMAMENT OF SIXTEEN 21-INCH TUBES. A THIRD SHIP, "EUPHRATES" WAS CANCELLED. BOTH SHIPS SERVED THROUGHOUT WORLD WAR II...



Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

SHIPT. LIEUT. C. CLARE,
R.C.N. RT.,
539 LAMPSON ST.,
ESQUIMALT, B.C. 6-63
6C1089 CRO.S.

If undelivered return to:

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