

The CROWSNEST



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Cover Photo—No matter how much you modernize a ship, it's still the same old sea, as HMCS *Stettler* demonstrates on the North Atlantic. The modernized frigate has since become part of the 2nd Canadian Escort Squadron on the West Coast and in January exercised in Pearl Harbour with other ships of the squadron and the cruiser *Ontario*. (DNS-11788)

THE END OF THE EXERCISE

Steaming homeward from her cruise to the West Indies and South America, the training cruiser *Quebec* acted as plane guard for the *Magnificent*, returning to Halifax from the West Coast. The two ships rendezvoused at Colon, Canal Zone.

On occasion the *Quebec* streams a splash-target to permit aircraft from the "Maggie" to carry out rocket-firing bombing and strafing. The spectacle of Avengers and Sea Furies screaming down from the sky and the subsequent bangs, whooshes, clouds of smoke and fountains of spray—all only 300 yards astern of the cruiser—provides some exciting moments for the midshipmen and men under training in particular and the personnel of the *Quebec* in general.

Then the exercise is over. Off in the distance, the "Maggie" is landing on her aircraft and on board the *Quebec*, silhouetted against the glow of the sub-tropical sky and sea, sailors run in the splash target against another day. (QB-1936)

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RCN NEWS REVIEW

Venture cadets whose first major cruise is yet to come watch HMCS Ontario steam out of Esquimalt harbour with 79 of their fellow cadets on board, bound for the South Pacific. (E-29905)

History Topic Needed by March 1

In the November issue of "The Crowsnest", the regulations governing the submission of essays for the Barry German History Prize were announced and enquiries have already been received.

It is pointed out that in the competition this year the candidate should submit the topic on which he intends to write to the Chairman of the Committee by March 1, 1955, indicating the source material that he will draw on in his research. This having been approved, the completed work should be in the hands of the committee by October 1, 1955. Successful candidates will be presented with their awards January 1, 1956.

All personnel on the Active Lists of the RCN and RCN(R) are eligible to compete for the three prizes, collectively amounting to \$300 annually.

Many officers and men of the regular and reserve forces are fortunately serving in centres where maritime historical material is abundantly available. The archives in the provincial capitals as well as the libraries, archives and museums of Ottawa, London and Washington are all in a position to co-operate fully with the student of Canadian naval history.

Shouts Heard; Sailor Rescued

A tumble from the jetty at Saint John Dry Dock Company, Limited, in mid-January might have been fatal for Ldg. Sea. A. F. Searle, of HMCS Toronto, had his shouts not been heard by AB Rankin R. McKeil, on quartermaster duty on board the Prestonian.

AB McKeil climbed down the jetty to a beam near Ldg. Sea. Searle and managed to hold him above the frigid water until additional help arrived.

Ldg. Sea. Searle was treated in hospital for shock and exposure and, a few hours after the accident, was allowed to return to his ship.

The Toronto and Prestonian are undergoing refit in Saint John.

Venture Cadets On First Cruise

The first training cruise for cadets of HMCS Venture, officer training establishment at Esquimalt, got underway on January 5 when the cruiser Ontario sailed for the South Pacific with about 75 cadets embarked.

The three-month cruise will take the cadets to Pearl Harbour, Suva, Australia and New Zealand. Every opportunity will be taken to carry out training exercises and manoeuvres with the armed forces of the United States, Australia and New Zealand.

During the passage from Esquimalt to Pearl Harbour, the Ontario was accompanied by the destroyer Athabaskan and the frigates Stettler and Jonquiere. The latter three ships remained in the Pearl Harbour area until late in January carrying out exercises with the USN prior to returning to Esquimalt.

Two New Squadrons For Pacific Command

Two new squadrons were formed in the Pacific Command in January.

The Second Canadian Escort Squadron came into being on January 1. When all ships join, the group will include the destroyer escorts Cayuga, Athabaskan and Crescent, the latter undergoing modernization at Esquimalt, and the modernized frigates Jonquiere, Stettler, New Glasgow, Ste. Therese and Sussexvale. The last-named ship will commission at Halifax this spring and proceed to the West Coast shortly thereafter. She has recently completed modernization.

Senior officer of the squadron is Commander Geoffrey H. Davidson, of Victoria and Ottawa, commanding officer of the Cayuga.

The First Escort Squadron, consisting of the destroyer escort Algonquin and the modernized frigates Prestonian, Lauzon and Toronto, was formed in the Atlantic Command in November, 1953.

The Second Canadian Reserve Squadron was formed in the Pacific Command on January 5. The group, HMC Ships Digby, Brockville and Cordova, will be employed in providing training afloat for Naval Reserve officers and

Hammocks Double As Camp Beds

A "new look" in bedding is making its fashion debut in the Royal Navy.

Sailors serving in Her Majesty's Navy are being issued with double-duty hammocks that can be slung in the normal way or can be fitted with metal runners and stretchers to form a camp bed.

As a camp bed, the "hammock" can be used for sleeping on deck in hot weather or where facilities for slinging are not available, and also ashore, particularly where parties are detached from ships.

A longer hammock mattress is also being introduced. It will correspond in length with the new hammock and will also be suitable for use in bunks now being fitted in certain Royal Navy ships.

men. Lieut-Cdr. E. S. Cassels, commanding officer of the *Brockville*, has assumed the duties of Commander Second Canadian Reserve Squadron.

Crusader To Be Based at Halifax

The *Crusader* was to sail from Esquimalt February 14 for Halifax where she will be employed as an evaluation ship for testing new equipment. The *Crusader*, veteran of two tours in the Far East, has been attached to the Pacific Command for nine years, since shortly after her commissioning late in 1945.

The destroyer escort will proceed to Halifax by way of the Panama Canal, arriving at her new home port in mid-March. The *Crusader's* officers and men will commission the modernized frigate *Sussexvale* at Halifax and sail for Esquimalt, where she will be employed in the Second Escort Squadron.

First Jets for RCN Delivered

The first jet aircraft in the Royal Canadian Navy arrived at *Shearwater* on January 5.

Four two-seater T-33 jet trainers, manufactured by Canadair in Montreal, streaked into the Naval Air Station after non-stop flights from Toronto, Ont.

Their role will be general indoctrination of personnel into the characteristics and operation of jet aircraft. The T-33s have been formed into a jet flight within Training Squadron 40, based at *Shearwater*. Officer-in-charge of the jet flight will be Lieutenant (P) A. E. Fox.

The T-33 trainers are preparatory to the introduction of F2H3 Banshee all-weather jet fighters which the RCN is purchasing from the United States Navy to equip carrier-borne fighter squadrons. The planes are manufactured by the McDonnell Aircraft Corporation, St. Louis, Mo.

Quebec Meets Heavy Weather

The cruiser *Quebec* sailed from Halifax on January 14 on a three-month training cruise that will take her around the continent of Africa. Most of the ports she will visit have never before seen a Canadian warship.

Shortly after leaving Halifax the *Quebec* ran into heavy Atlantic weather. Her port and starboard seaboats were both stove in and her starboard gangway was swept overboard. At the height of the storm, she experienced machinery difficulty due to heavy rolling, but she rectified this in short order.



The first step in the RCN's transition to jet fighter aircraft was taken with the arrival at *Shearwater* in January of four T-33 jet trainers. PO Norman Hunt and Lieut. (P) A. E. Fox are shown looking over the controls and instruments of one of the new machines. (DNS-13274)

During the storm, Ord. Sea. Jean Boulay was stricken with acute appendicitis. His appendix was removed, but complications prompted the decision to proceed to Bermuda, where he was hospitalized.

Continued heavy weather delayed *Quebec's* sailing, but she finally cleared Bermuda January 22 for Freetown, Sierra Leone. During February, the ship will visit Capetown, Port Elizabeth and Durban before proceeding to Mombasa, Kenya, early in March. Later, she will travel to the Mediterranean via the Suez Canal.

Huron, Iroquois Homeward Bound

The destroyer escorts *Huron* and *Iroquois* cleared Hong Kong on January 15 after abbreviated tours in the Far East and headed for Halifax via Singapore and the Mediterranean.

The ships will visit ten ports en route home: Singapore, Colombo, Cochin, the Indian Naval Training Base; Bombay, Karachi, Aden, Port Said, Malta, Gibraltar and Ponta Delgada. The visits to Bombay and Karachi, which are formal, will mark the first time Canadian warships have visited India and Pakistan. The ships are scheduled to arrive in Halifax March 19.

Nootka Returns To Active Fleet

HMCS *Nootka* was commissioned at Halifax on December 15 after extensive modernization. She will be employed

in the Atlantic Command. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attended the commissioning ceremony and addressed the ship's company.

Lieut-Cdr. E. M. Chadwick, the *Nootka's* commanding officer, stressed the importance of the attainment of the standard set by the ship's motto: "Tikegh Mamook Solleks", meaning, "Ready to Fight"—an apt motto for a ship which has already distinguished herself in two tours of duty in the Korean War theatre.

Dozen Ships Under Refit

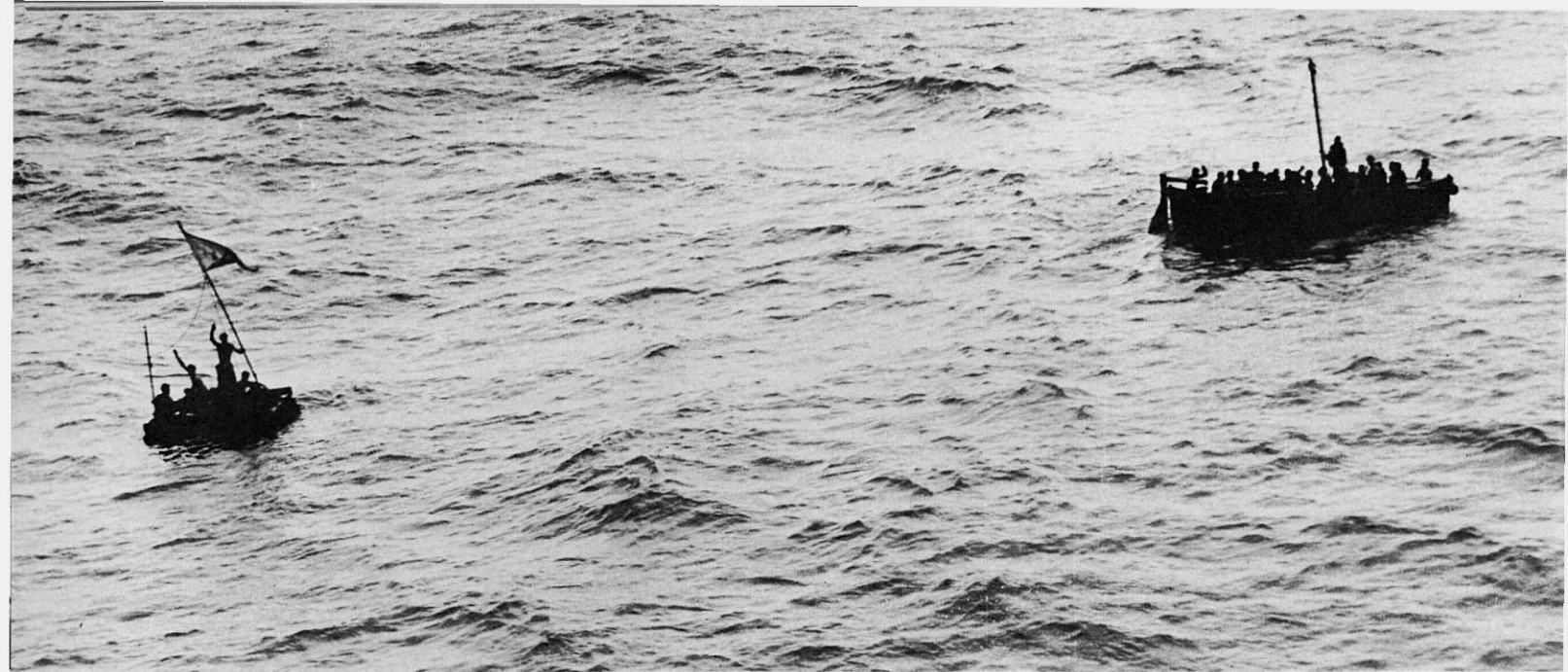
A dozen ships in both commands were in various stages of refit during the month of January.

On the East Coast, the *Magnificent*, *Labrador*, *Haida*, *Micmac* and *Gaspe* were refitting at Halifax, the frigates *Prestonian* and *Toronto* were at Saint John, the *New Liskeard* at Liverpool and the *Wallaceburg* at Pictou.

On the West Coast, the destroyer escorts *Cayuga* and *Crusader* and the coastal escorts *Digby* and *Brockville* were undergoing annual refit at Esquimalt.

Algonquin, Penetang Train Off Bermuda

The destroyer escort *Algonquin* and the frigate *Penetang* spent much of the month of January in the Bermuda area, carrying out anti-submarine exercises with the U.S. Submarine *Requin*.



Survivors of the torpedoed tanker SS Elizabeth Kellogg await rescue in a lifeboat and tiny raft in the Caribbean Sea near the Canal Zone. (Official U.S. Navy Photo.)

The Battle of the Caribbean

by

COMMANDER C. ALPHONSO SMITH
U. S. Naval Reserve

In the summer of 1942, U-boats penetrated far up the St. Lawrence River and the attention of the Canadian public was diverted, naturally enough, from the far more significant Battle of the Caribbean. In that area, Hitler's U-boats were endeavouring to choke off the flow of oil, the life-blood of war, to Britain and the shipment of bauxite to the aluminum plants of Canada and the United States. The following account of the Battle of the Caribbean is reprinted from the September 1954 "U.S. Naval Institute Proceedings" by kind permission of the editor.

THE Battle of the Caribbean lasted nine and a half months — from February 16, 1942, to November 30, 1942. In that comparatively brief time, German submarines torpedoed 263 ships in the Caribbean and its approaches, with a gross tonnage of 1,362,278.

It is a little known, or at least neglected, fact that the sinkings in the Caribbean during this period were greater than the losses incurred on the North Atlantic Convoy Routes, the Eastern Sea Frontier, and the Canadian Coastal Zone, all three combined.

This tremendously damaging blow coming as it did when the nation was struggling to get its teeth into the world conflict was achieved by the Germans with the loss of only four submarines from which there were 77 survivors. To say that it was a cheap price to pay is a classic of understatement.

This article will attempt to describe the battle from its dramatic, intense beginning through the hopelessly one-sided first six months of no escorts and

insufficient escorts to the days when convoys made the 7,810-mile trip from Curaçao to Swansea, Wales, and return without the loss of a ship.

The outbreak of war in Europe, September 1, 1939, caused scarcely a ripple in the broad expanse of the Caribbean. Slow, seven-knot, First World War vintage tankers plied the oil ports of Curaçao-Aruba and Trinidad and set sail for England without thought of a submarine. The U-boats were concentrated in the North Atlantic, the English Channel, and the approaches to Great Britain.

This peaceful state of affairs continued until the German invasion of the Lowlands — May 10, 1940. Within 12 hours, all German and Italian residents of the Netherlands West Indies were on their way to an internment camp on the island of Bonaire, close to Curaçao. With typical Dutch thoroughness, the wife of the Governor's secretary, an Austrian, was likewise interned.

The British, too, reacted with unusual speed to this threat. On the very next day, May 11 — four days before the Dutch homeland capitulated — English troops landed in both Curaçao and Aruba. The troops were prepared to seize the islands by force, if necessary; but no shots were fired. Terms of an agreement left civil control and administration of the island in the hands of the Dutch.

While the once-cold war in Europe waxed hot, the Caribbean remained its

ABOUT THE AUTHOR

Son of Dr. C. Alphonso Smith, head of the English Department at the U.S. Naval Academy, 1917-24, the author spent two and a half years in the British West Indies, French West Indies, and Netherlands West Indies during the Second World War. He attained the rank of Commander in May, 1945, while serving as Commanding Officer of the U.S. Naval Advanced Base, Fiji Islands.

Commander Smith is at present in the Public Relations Department of the Electric Boat Division of General Dynamics Corporation, builders of the nuclear-powered submarines Nautilus and Sea Wolf.

NAVAL FORCES AVAILABLE TO COMCARIBSEAFRON AND PANAMSEAFRON

February 15, 1942.

San Juan	Destroyers <i>Blakely</i> and <i>Barney</i> ; 2 First World War Eagle boats; 3 S-class submarines; 12 PBV Catalina flying boats from Patrol Squadron 12, with their tender <i>Lapwing</i> .
Trinidad	2 500-ton converted yachts, the <i>Opal</i> and <i>Turquoise</i> ; 2 yard patrol craft, the YP-63 and YP-64; 4 PBV Catalinas from Squadron VP-31, with their sea-plane tender and 1 utility transport.
Aruba	1 Dutch motor whale boat, 3 7½-inch coast defence guns.
Curaçao	1 Dutch light cruiser, HMNS <i>Van Kingsbergen</i> .
Caribbean side of Canal	4 destroyers, the <i>Borie</i> , <i>Barry</i> , <i>Tattnall</i> and <i>Goff</i> ; tug-boat <i>Woodcock</i> ; 2 patrol craft; 2 small converted yachts for surface patrol and local escort; Patrol Wing 3, comprising 24 PBV Catalinas, with their tenders.

beautiful, calm self. Life went on as usual. There were no blackouts — a dreadful thing in the tropics — no submarines and no war as far as the West Indies was concerned.

This state of affairs did not change even when the United States began to build the 99-year lease bases given in exchange for the 50 four-stack "over age" destroyers. In fact, it did not even change when Germany declared war on the United States four days after Pearl Harbour.

But while Admiral Doenitz was reshuffling his cards and planning to redeploy his submarines, a host of rumours emanated from South America and spread northward like wild-fire. These reports were to the effect that the "fix" was in — that some high-powered deal had been made whereby the highly sensitive refineries in Curaçao and Aruba would not be damaged if the Krupp Works in Germany were not bombed.

In spite of the rumours, the United States landed troops in Curaçao on February 11 from the transports *Evangeline* and *Florida*. The transports were escorted by the USS *Blakely* and USS *Barney*. These two destroyers constituted 95 per cent of the Tenth Naval District's Navy.

In January, 1942, the Lago Refinery in Aruba, then the world's largest refinery, produced 7,100,000 barrels of aviation gas, motor gas, diesel oil, lubricants, fuel oil, and kerosene. It was oil from Aruba that kept the British Navy at sea; it was oil from Aruba that kept General Montgomery's "desert rats" from backing into the lobby of Sheppard's hotel in Cairo; and it was oil from Aruba that kept the Royal Air Force in the air until American aid could make itself felt.

Here it was the middle of February, 1942, and not a ship had been torpedoed

in the Caribbean since the outbreak of war in Europe, September 1, 1939. Small wonder that the "wisenheimers" thought the situation was passing strange, to say the least. The answer came on February 16. At 0130 German submarines appeared off Curaçao, Aruba, and at the entrance to Lake Maracaibo. Before the sun rose, seven tankers had been torpedoed, 56 men had died a flaming death, the refinery at Aruba had been shelled — miraculously escaping any damaging hits — ten per cent of Aruba's lake tanker fleet had been destroyed, and the Battle of the Caribbean had begun.

The effects of this one-night-stand against the oil ports were infinitely greater than the Germans ever realized. One of the first results was mutiny of

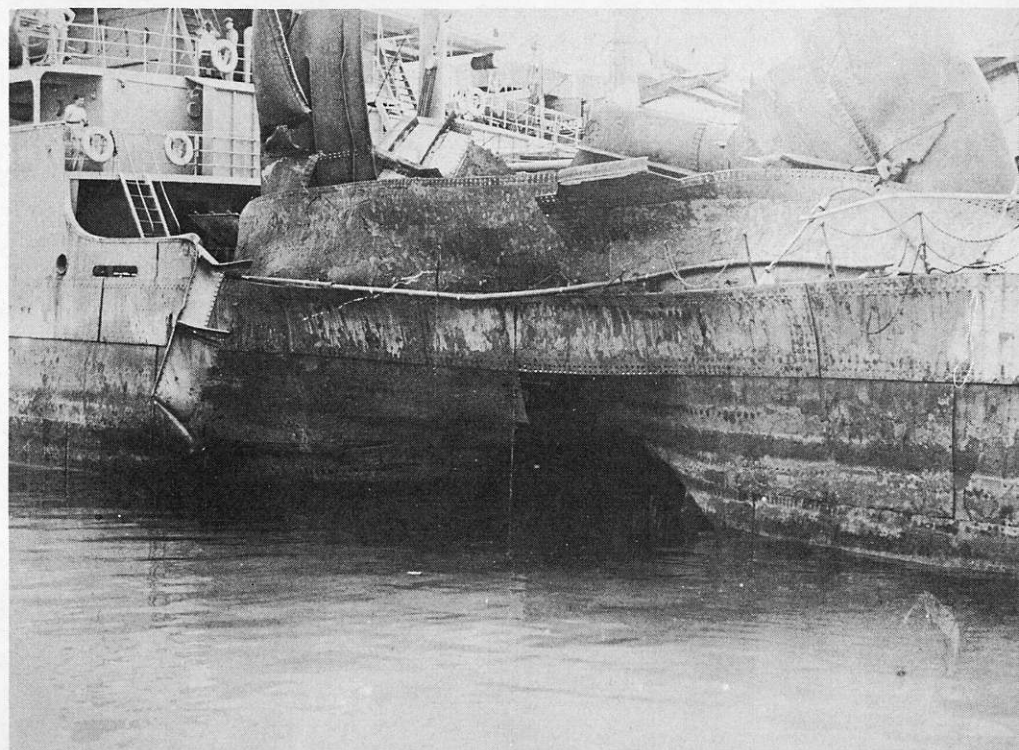
the Chinese crews of the lake tankers which every week-day start the 163-mile journey to Lake Maracaibo. Crossing the sand bar at the entrance of the harbour, the specially-built, shallow-draft, tub-like tankers load Venezuelan crude oil, wait for the tide, and start back. The round trip takes two and a half days.

The Chinese refused to put to sea without the protection of non-existent escorts. Aruba's naval forces consisted of one motor launch. For seven days not a ship entered or left Aruba or Curaçao. Production quickly stopped in Venezuela because of the lack of storage capacity at Lake Maracaibo. The refineries shut down. They had no crude oil to refine. Every day's loss of production meant a loss of thousands of barrels of oil products vitally needed to help General Montgomery mount an offensive.

The Dutch jailed the mutinous crews, but that didn't get the ships sailing. By February 21 a few of the less timid souls among the Chinese were ready to put to sea again, but on that day a Norwegian tanker was torpedoed a few miles from Curaçao and the Chinese again preferred jail.

In the meantime, Vice-Admiral John H. Hoover, US Navy, (then Rear-Admiral) Commander of the 10th Naval District and the newly established Caribbean Sea Frontier, flew to Curaçao to take command of the situation. He ordered the destroyers *Blakely* and *Barney* back to Curaçao-Aruba to serve as escorts for the lake tankers, to-

The tanker *Esso Aruba* was one of three ships torpedoed within a few minutes of each other while in convoy in the Caribbean in August 1942. Her engine and steering machinery did not share in the terrific damage shown here. Although she was in imminent danger of breaking in two, she made port in Guantanamo and was back at sea again in February 1943. (Official U.S. Navy Photo.)



gether with the Dutch light cruiser, HMNS *Van Kingsbergen*; and on March 1, Rear-Admiral Jesse B. Olendorf, US Navy, arrived in Curaçao with the title Senior Naval Officer Present. Shortly thereafter, he became Commander All Forces, Aruba-Curaçao (CAFAC) by proclamation of the Governor as ordered by Queen Wilhelmina.

The lake tankers began to sail again and the "fire" was out as far as the oil refineries in the Netherlands West Indies was concerned. Strangely enough, the Germans never repeated their tremendously successful attack against Curaçao-Aruba. To this day, Admiral Hoover wonders why.

But the battle was now on in earnest and it spread throughout the Caribbean. In 1942, practically the entire bauxite output of the Western Hemisphere was centred in the British and Dutch Guianas. Here again sand bars prevented ships drawing more than seventeen feet from entering. As a result, small ships maintained a shuttle service up the Demerara and Surinam rivers and back to Port of Spain where they trans-shipped their ore to fleets of ships backed up waiting for this all-important cargo.

The Germans knew well that the bauxite pipe-line was almost as important as the oil pipe-line. Without this strategic material aluminum cannot be made, and without aluminum airplanes would be the crates of the First World War. The U-boats started

in on this traffic on February 18-19, just two days after the attack on Aruba-Curaçao. A U-boat entered the Gulf of Paria, entrance to Port of Spain, and torpedoed two merchant ships, both of which were salvaged. The sub steamed out on the surface, showing running lights.

Three weeks later — on March 9 — another U-boat made a daring entrance on the surface into Castries, St. Lucia, and torpedoed the splendid [Canadian] passenger-cargo ship *Lady Nelson* and the merchant ship *Umtata* with the loss of 20 lives. An alert native fired a 30-calibre machine gun at the sub and raised a few sparks. Both ships were salvaged, but the *Umtata* was torpedoed for good while in tow back to the States.

In February and March, 23 critically-needed tankers were torpedoed in the Caribbean. April was a "breathing" month with only 11 ships sunk; but this was due entirely to the fact that Germany did not have enough submarines at this time to maintain unceasing operations.

Commander, Caribbean Sea Frontier, was faced with the largest of all sea frontiers and the forces at his command were ridiculously small and spread pitifully thin. In addition Rear-Admiral Hoover was responsible for the patrol off Fort de France, beautiful, spacious deep-water harbour of Martinique, where the sleek, fast French cruiser *Emile Bertin*, the slow, fat aircraft car-

rier *Bearn*, eight other French warships, and fifteen merchant ships, including six tankers, lay at anchor. The United States made repeated efforts to get France to sell the tankers, but Admiral Robert, while detesting Germans, took his orders from Laval and looked forward to his own early retirement.

Also, in Fort de France were 384 million dollars in gold and 106 U.S.-built war planes. The planes were permanently out of commission, but the United States did not know this at the time. The United States was determined that Vichy France should not get the ships, the planes, or the gold. A daily PBY patrol operating out of next-door St. Lucia kept a watchful eye on Martinique.

In May, the U-boats were back with a vengeance. Thirty-eight ships nosed to the bottom in this single month and in June the figure hit the all-time high of 48 ships—a total of nearly half a million tons in these two months alone.

June marked the penetration of the Caribbean all the way up to the approaches to the Panama Canal by the U-159 and another unidentified submarine. Between them they disposed of a ship a day for two weeks without even being attacked, except from the air. The skipper of the U-159 dismissed these attacks with this laconic report to Admiral Doenitz: "Increased air activity, unpractised."

The experience of one merchant seaman during this period was not altogether unusual. Torpedoed on June 14, he was rescued on June 15, and torpedoed again on June 16. He was taken aboard the U-boat where he remained for four days, undergoing two attacks from U.S. planes. He reports the food was terrible. On the third day, the U-boat stopped a Venezuelan schooner and removed 700 oranges, 500 lemons, and eight live chickens. The prisoner was required to kill and skin the chickens, a job which it was generally agreed he did very badly. On the fourth day, he was delivered over to another schooner carrying as cargo two Venezuelan prostitutes.

In July, sinkings again dropped — down to 17 — as the U-boats headed back for replenishing. In this month, the first U-boat to be sunk in the Caribbean met its fate. In a well-co-ordinated air and sea attack, the USS *Lansdowne* sank the U-153 near the Panama Canal with no survivors. In July, too, the Germans made their only attempt in the Caribbean to sow mines. A U-boat dropped seven mines in the harbour of Castries, St. Lucia. First warning of the mine field came when three naval officers, enjoying a Sunday

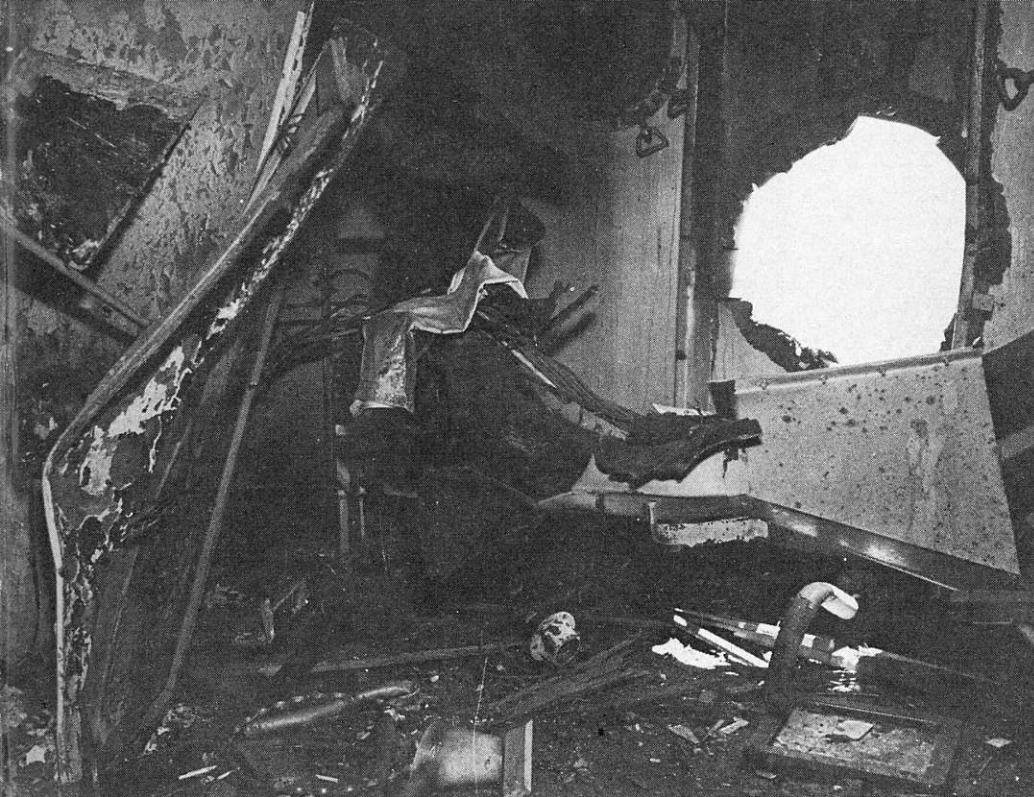
10-MONTH SHIP SINKING RECORDS IN ATLANTIC OCEAN AND CARIBBEAN SEA

February 1, 1942 to December 1, 1942

Month	Caribbean and Approaches		North Atlantic Convoy Routes		Eastern Sea Front	
	Ships Sunk	Tonnage	Ships Sunk	Tonnage	Ships Sunk	Tonnage
February	19	88,679	10	62,731	17	102,846
March	19	116,233	12	78,105	28	159,340
April	11	67,928			23	133,184
May	38	167,127	8	42,475	5	23,326
June	48	273,837	14	63,371	13	73,585
July	17	72,134				
August	46	242,805	25	130,089		
September	25	115,234	28	151,411		
October	15	68,169	26	184,843		
November	25	150,132	29	163,247		
	263	1,362,278	152	876,272	86	492,281

U-BOAT SINKINGS IN CARIBBEAN IN 1942

		Survivors
July 11	U-153—Sunk by USS <i>Lansdowne</i> in PanamSeaFron	None
August 28	U-94 —Sunk by HMCS <i>Oakville</i> in Windward Passage	26
September 3	U-162—Sunk by HMS <i>Pathfinder</i> 50 miles from Barbados	50
October 2	U-512—Sunk by B 18 A U.S. Army Bombing Squadron 50 miles north of Cayenne	1



During the early days of submarine warfare in the Caribbean, German U-boats felt so sure of their safety from attack that they frequently shelled ships instead of using torpedoes. Some of the damage done to the SS Esso Bolivar in March 1942 during a gunfire attack in the Windward Passage is shown. The master and six crew members were killed but the ship made port at Guantanamo, Cuba. (Official U.S. Navy Photo.)

fishing party in a small motor launch, were blown about 20 feet in the air. They escaped with minor injuries and a minesweeper brought down from San Juan exploded a total of six mines while thousands of St. Lucians watched the show and rushed out in small boats to pick up the dead fish.

The convoy system was started in July between Key West, Aruba, and Trinidad (WAT-TAW) and the Panama Canal and Guantanamo. Up until this time, the few escorts available had to spend most of their time bringing in survivors. At one time Barbados was so crowded with stranded seamen that the island couldn't clothe or feed them properly.

As a result of the large number of sinkings in the ocean approaches to Trinidad, the Navy also began to escort tankers and merchant ships 200 miles east of Trinidad, but this proved costly, for the U-boats quickly formed the habit of collecting at the dispersal point and picking off ships as the escorts steamed over the horizon.

August, 1942, was disastrous. A total of 46 ships was sunk, second only to June's total of 48. The 500-ton boats were now joined by a bigger sister — the 700-tonner, which carried more torpedoes and had a much larger cruising range. But, despite the sad total of ships that went down in August, this month might be called the turning point.

It is even possible to put a finger on a date — August 27 — and say, "the tide turned here." For on that day a PBY and a Canadian corvette, HMCS *Oakville*, working as a team, made the first kill of a U-boat in the Caribbean with survivors. The U-boat was the *U-94*, commanded by one of Admiral Doenitz' most brilliant sub skippers.

The death of that submarine and the capture of 26 survivors marked the beginning of the end of the Caribbean paradise for U-boats. For that reason, the history of the *U-94*'s last cruise and her 24-year-old captain is an interesting one.

Captain Ites of the *U-94* was one of the outstanding submarine commanders of 1942. After his third war cruise, in April 1942, he was awarded the Knight's Cross of the Iron Cross. The citation gave him credit for 11 merchant sinkings, totalling 100,000 tons on this cruise. At 24 he was the youngest of Doenitz' brilliant U-boat commanders.

Ites was made skipper of the *U-94*, a 500-ton boat, on August 18, 1941, when the nerves of the previous captain gave way and he had to be given a shore job. Ites made three war cruises on the *U-94* with indifferent success, before starting out on his final journey.

The *U-94* was rewarded with a cruise to the submariner's paradise because on her previous cruise she had operated in the cold waters off Iceland. The

U-94 departed from St. Nazaire on August 2, 1942, after most of the crew had been granted two weeks' shore leave. The *U-94* cruised at slow speed during her crossing via the Azores. The crew took sun baths and even the technical men—who usually were not allowed beyond the conning tower when there was danger of air attack—were permitted to relax on deck. The *U-94* made the trip without incident, sighting nothing and sinking nothing. Landfall in the Windward Passage was made on August 20.

One week later—on the last day of the *U-94*'s life—Captain Ites suspected that he was in the path of a convoy when he sighted several PBYs which he guessed were supplying advance air cover. Ites spent the day dodging the PBYs. Evidently, his success made him careless.

At nightfall, Ites made contact with the convoy which consisted of 21 ships in seven columns (TAW-15). The convoy was escorted by the USS *Lea*, three Canadian corvettes,* a Dutch minelayer, one PC, and three SC's.

Ites manoeuvred into position within the convoy screen, after trailing the convoy for nearly an hour on the surface under a full moon. As he prepared to fire a torpedo at one of the escorts, one of his lookouts reported sighting a plane. The executive officer who was watching another sector replied, "You're seeing a ghost."

The ghost was a PBY which dropped four 650-pound depth charges from 50 feet and tossed out a flare. The *U-94* was between 30 and 60 feet below the surface when the bombs exploded. Despite the frantic efforts of the crew to submerge, the U-boat nosed upward and surfaced. The Canadian corvette, HMCS *Oakville*, closed toward the flare and dropped five depth charges. She then made a quick turn and dropped more depth charges, one of which appeared to explode directly under the U-boat. The sturdy little *Oakville* manoeuvred skilfully and proceeded to ram the submarine, passing squarely aft the conning tower. As men poured out of the conning tower, the *Oakville* opened up with machine guns to keep the crew away from the deck guns. The corvette then sent a boarding party to the stricken submarine, shot two Germans who acted ugly, and took 26 survivors aboard, including the wounded Ites, who had also suffered a broken leg. While the *Oakville* was

* These were HMC Ships *Oakville*, *Hali-fax* and *Snouberry*. Also serving in the Caribbean were the *Fredericton*, *Lethbridge* and *Sudbury*.—Ed.

battling the U-94, another submarine which had gone unnoticed sank two ships in the convoy and damaged two others.

During this stage of the war, Admiral Hoover, fighting desperately to stem the tide, was forced mainly to use the 110-foot sub-chasers; but they couldn't mount the new "hedge-hog" anti-sub device because of the severe recoil when it threw its pattern of 24 projectiles. The SCs' operating efficiency was further reduced by the fact that they bounced around so much that no cooking could be done often for as long as five consecutive days and the fresh water supply allowed each man was only a quart a day.

September found most of the SCs being replaced by the 173-foot PCs, the latter proving a far more efficient escort vessel and sub fighter. At this time also, the convoy system, which was proving its worth in every area, was reorganized into the highly efficient Interlocking System.

The Trinidad-Aruba-Key West route (TAW-WAT), which in sixty days had sailed 34 convoys, comprised of 746 ships, with a loss of only fifteen ships by enemy action, was changed to terminate at Guantanamo, leaving Key West for the Gulf traffic.

In the Caribbean, the big new convoy route was Trinidad-Aruba-Guantanamo (TAG-GAT). Here the convoys, moving like giant express trains, with precision timing, joined the Guantanamo-New York run (GN-NG). Sinkings promptly dropped from 46 to 25 in September. In October, sub sinkings in the Caribbean reached their lowest point since April. Only 15 ships were sunk.

In November, sinkings again rose, climbing to 25; but the back of the submarine offensive in the Caribbean was broken. On November 8, the Allies made the North African landing and Admiral Doenitz recalled most of his subs to deploy them off the Straits of Gibraltar. Not a single ship was lost in the Caribbean area in the entire month of December.

Early in 1943, the Allies inaugurated direct ocean-going convoys of fast tankers from Curaçao-Aruba to Swansea, Wales. Only 15-knot tankers were allowed in these convoys, each of which carried enough oil to send a thousand bombers over Germany every night for six months. The Germans smashed at some of these convoys in the Atlantic but with very indifferent success. To all intents and purposes, the Battle of the Caribbean was over.

It would be a rash statement, indeed, to call the Battle of the Caribbean a

Two Won Medals In "Sub" Action



The two members of the boarding party who leaped from the corvette *Oakville* to the deck of a U-boat and subdued the crew were awarded the Distinguished Service Cross and the Distinguished Service Medal.

The citation accompanying the award of the DSC to Lieut. H. E. T. Lawrence, RCNVR, (he is now a Lieutenant-Commander, RCN) said:

"For gallant and courageous action in close contact with the enemy.

"Lieutenant Lawrence was in charge of a boarding party of two which attempted to prevent the scuttling of a U-boat. With complete disregard for his own safety, this officer, accompanied by a petty officer, boarded the U-boat and, having subdued the enemy crew, he took action in an endeavour to prevent the scuttling of the U-boat, notwithstanding the fact that it was then sinking. His spirited and determined conduct was worthy of the highest traditions of the Royal Canadian Navy."

The DSM awarded to Stoker Petty Officer Arthur Joseph Powell carried the citation:

"For courageous action in close contact with the enemy.

"In a hazardous leap from his own ship to the deck of the German U-boat, Stoker Petty Officer Powell, one of a two-man boarding party, assisted in bringing the entire enemy crew into submission after a brief resistance. His coolness and efficiency in carrying out his duties on board the enemy U-boat, until she sank, provided an inspiring example of gallantry."

clear-cut victory for the Allies. Two hundred and sixty-three merchant ships were sunk in nine and a half months, with only four sub sinkings to show for it.

Victory it was, but it must be termed one of the costliest victories in the history of naval warfare.

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NAVAL VETERANS PLAN REUNION

The recently organized Peterborough Naval Association, composed largely of former lower deck personnel, is deeply engaged in plans for a reunion of ex-naval officers and men at Peterborough, Ont., on April 30 and May 1.

While Canadian naval veterans from anywhere will be welcome at the reunion, it is anticipated that the attendance will be largely from the communities of southern Ontario.

Among the highlights of this assembly of old friends and shipmates will be a banquet and a dance on Saturday night, April 30, and a memorial service and parade on Sunday.

Already busy with arrangements for the reunion are the following committee chairmen and their associates: Reg Rhodes, billeting; C. (Pete) Meridew, advertising and publicity; T. Bradley, finance; R. Teasdale, entertainment, and R. MacDonald, banquet and church parade.

The Peterborough Naval Association has a present membership of about 60 naval veterans, sharing club quarters in the Canadian Legion Hall.

ADMIRER OF THE ROYAL NAVY FOUNDED LOTT FUND

The man who founded the Herbert Lott Trust Fund, designed to encourage sailor-inventors, was a wealthy British stockbroker, without naval connections. His only motive for establishing the fund was his admiration of the Royal Navy.

Mr. Lott remembered the Navy in the will he prepared in 1906. Twenty-four years later he started the fund which bears his name by presenting £25,000 to the Admiralty. Then, in 1947 the Admiralty received the residue of the Lott estate, which brought the fund to about £125,000 funds and assured a continued income of more than £1,200 a year. His first gift was accompanied by the observation: "I am still of the opinion that on the Navy depends the safety of this Realm".

The foregoing particulars appear in an article by C. Cecil Hampshire in "Nautical Magazine" under the title "Dog Watch Inventors".

As Mr. Hampshire points out, the amount of each award is based on the practical value and originality of the invention, with due regard for the amount of work required to develop the device or idea. The invention is not necessarily a mechanical one, but can be a good idea for tactical plans or the tactical use of ships and weapons.

OFFICERS AND MEN

34 Promoted From Lower Deck

No fewer than 34 men of the lower deck were promoted to acting commissioned rank in the regular force during the latter half of 1954. All became branch officers but five, who are now junior officers.

The following were promoted:

CPOs T. W. Marsden, J. R. Rafter and W. H. Aveling to A/Cd. Gunner; PO R. H. Eldridge, to A/Cd. Gunner (TAS), and CPO C. J. McNeil, to A/Cd. Ordnance Officer.

CPOs Frank Fenn, G. C. Green, A. P. Howard, J. M. Reid and A. E. Young, to A/Cd. Communications Officer; CPO D. W. J. Walker and PO E. M. L. Kennedy, to A/Cd. Officer (SB). The latter two are in supplementary communications.

CPOs John Lehman and A. T. McNeil, and POs Kenneth Campbell and C. E. Huestis, to A/Cd. Engineer, and CPO J. A. Turner, to A/Cd. Engineer (A/E).

CPOs Donald Tripp, D. G. Morris and L. R. Parks, to A/Cd. Radio Officer; CPOs E. B. M. Young, A. M.

Brevig and I. N. Johnston, to A/Cd. Electrical Officer.

CPO A. R. Westerbert, to A/Cd. Officer (MT); CPO E. T. Jones (bandsman) and CPO R. F. Moxam (painter), to A/Cd. Officer (SB).

PO Wesley Donison and CPO R. G. Skinner, to A/Cd. Stores Officer, and CPO W. A. Wolfe, to A/Cd. Writer Officer.

PO K. P. Sheedy (engineering mechanic), to Acting Sub-Lieutenant; POs J. T. L. Thibault and Bruce Cormack, Leading Seamen K. R. Campbell and J. H. Dougan, all to Acting Sub-Lieutenant (S).

Reserve Training Pays Dividends

Bound for HMCS *Quebec* last summer for a month's voluntary service and naval training, Lieut. (E) William C. Patterson left his home naval division, HMCS *York*, with certain doubts as to what his experience would net him.

For one thing, could he learn a worthwhile amount in four weeks on board the training cruiser? For another, how

would the regular forces officers and men among whom he would be serving react to a reservist?

It would be too much to say that he returned to his business life in Toronto with stars in his eyes. However, Lieut. Patterson, who completed his stint on board the *Quebec* on the eve of her departure on last fall's South American cruise, did say: "Sometimes I wish I had stowed away."

The novelty of going to sea wasn't a factor. Belfast-born and 38 years of age, Lieut. Patterson is a former engineer officer in the merchant service, with 15 years at sea behind him. He lived on the West Coast while serving on the Canada-Australasia run and came to Toronto three years ago to work in the engineering and loss control department of an insurance company. Subsequently he joined the Toronto naval division.

What he did find in the *Quebec* was an opportunity to qualify for a naval engineer's watchkeeping certificate and unexpected companionship and friendly interest among regular force personnel.

The cruise also brought back memories of his merchant service days. The cruise took him as far as the Canal Zone which he had visited twice in bygone years.

Ex-Naval Officer Heads Legion

K. Lorne Lyons, who served in the Navy, was elected president of Branch 290, Canadian Legion, at Tobermory, Ont., at the annual meeting in the Legion Hall there late last year.

President Lyons is formerly of London, Ont., and served as a chief skipper during the Second World War.

22 Reservists At 3 Colleges

The number of RCN(R) cadets studying at the three Canadian Services Colleges at present totals only 22, according to Naval Headquarter's records. This represents slightly less than 12 per cent of the 185 naval cadets under instruction at the colleges.

Year-end figures showed 43 naval cadets registered at Royal Roads, 75 at Royal Military College and 67 at Collège Militaire Royal, St. Jean. Another 160 naval cadets enrolled last

Thirteen officers and men of the RCN have served with Norfolk-based Air Anti-Submarine Squadron 26. Left to right, front row, are: AB R. C. Andrews, AB G. (Bubbles) Hotham, Ldg. Sea. William K. Campaigne, Ldg. Sea. Robert A. Cade, Ldg. Sea. Robert E. Matchett and AB William E. Cowan. Top row: PO Donald G. Tetlok, CPO Arthur Turnbull, Lieut.-Cdr. R. L. Hughes, Lieut.-Cdr. H. J. Bird, CPO J. H. Gower and PO Robert Spicer. Missing from the picture is Lieut.-Cdr. R. Denis Feagen, who was participating in flight operations. (Official USN Photo.)



fall at HMCS *Venture*, Esquimalt, under the "Venture Plan" leading to short-service or possible permanent commissions in the regular force.

Captain John A. Charles, commandant at Royal Roads, has drawn attention to the fact that the estimate of "more than 100 cadets of the RCN(R) attending the Canadian Services Colleges", in an article on the UNTD in the November issue of "The Crowsnest" was much too high.

The introduction of the Regular Officer Training Plan has resulted in a reduction of the number of reserve enrolments at the colleges and the only future additions to this category are expected to be from students awarded scholarships.

Award Presented For First Time

The first presentation of the Mackay Award, for the officer attaining the highest results in the communications long course at HMC Communication School, *Cornwallis*, has been made to Lieut. (C) Francis John Dunbar, of Hamilton, Ont.

Captain R. W. Murdoch, Director of Naval Communications, presented him with the inscribed telescope at Naval Headquarters on January 13. Lieut. Dunbar is now serving in the Directorate of Supplementary Radio Activities.

The award, instituted in 1953, is named in memory of the late Lieut.-Cdr. Thomas C. Mackay, DSC, RCN, Vancouver and Saint John, N.B., who died as a result of an automobile accident in the United States in 1951. He had undergone the first RCN long communication course at HMCS *St. Hyacinthe*, wartime signal school at Ste. Hyacinthe, Quebec, in 1944. The fund for the award is maintained by the donations from specialist communica-



tion officers. Lieut. Dunbar topped the long course which completed January 14, 1954.

Born in Hamilton on April 6, 1928, he graduated from Royal Roads in 1946, and subsequently trained as a midshipman in HMS *Jamaica* on the East Indies Station. After completing sub-lieutenant courses in the United Kingdom and Canada in 1949, he was appointed to the destroyer *Haida*.

Later he served in the destroyer *Huron* in the Far East and then as executive officer of the coastal escort *Brockville* prior to his appointment to *Cornwallis* where he underwent the 1953 long communication course.

Farewell Said To Staff Officer

Ship's officers recently presented a farewell gift to Lieut.-Cdr. Earl Grant, staff officer at York. Lieut.-Cdr. Grant, who has served in the Toronto naval division for the past two years, has been appointed to sea duty.

Cdr. L. D. Stupart, executive officer, made the presentation on behalf of the wardroom officers.

In his remarks to the departing officer and members of the wardroom, Cdr. Stupart paid tribute to Lieut.-Cdr. Grant's fine record of service in York.

RN Naval Adviser Visits Halifax

Captain W. G. Parry, RN, senior naval adviser to the British High Commissioner in Ottawa arrived in Halifax on January 17 for a five-day visit to the Atlantic Command.

Arriving by air at *Shearwater*, Captain Parry began his tour by calling on Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax. He toured *Stadacona* and its schools on the 18th.

HALF-YEARLY PROMOTIONS LIST

The names of 20 officers were contained in the half-yearly promotions list of the Royal Canadian Navy announced December 30. The regular force is represented by 13 members and the Royal Canadian Navy (Reserve) by seven.

The list of promotions follows:

ROYAL CANADIAN NAVY

To be Captain (2)

Commander Antony Fenwick Pickard, Canadian Naval Commander, Newfoundland.

Commander Patrick F. X. Russell, RCN Director, Joint RCN-RCAF Maritime Warfare School, Halifax.

To be Commander (7)

Lieut.-Cdr. William D. F. Johnston, Staff Officer (Logistics) to the Director of Naval Plans and Operations, Naval Headquarters.

Lieut.-Cdr. John William McDowall, Deputy Director of Naval Training, Naval Headquarters.

Lieut.-Cdr. Joern E. Korning, on Royal Navy Staff Course.

Lieut.-Cdr. R. I. W. Goddard, Headquarters Supreme Allied Commander, Atlantic, Norfolk, Va.

Lieut.-Cdr. Eric Philip Earnshaw, Staff Officer (Seamen Personnel) Naval Headquarters.

Lieut.-Cdr. Kai Hugh Boggild, Staff Officer (Navigation-Direction) to Flag Officer Atlantic Coast.

Lieut.-Cdr. James R. B. Coulter, on Royal Navy Staff Course.

To be Commander (E) (A/E) (1)

Lieut.-Cdr. (E) (A/E) Edward Bernard Morris, Staff Officer (Engineering) to Naval Member, Canadian Joint Staff, Washington.

To be Commander (S) (1)

Lieut.-Cdr. (S) William J. H. Floyd, Deputy Supply Officer, HMCS *Stadacona*.

To be Commander (SB) (2)

Acting Commander (SB) John Stanley Hall, Commanding Officer HMCS *Gloucester*, Senior Officer Supplementary Radio Stations.

Acting Commander (SB) Arthur Robert Hewitt, Director of Supple-

mentary Radio Activities, Naval Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (1)

Commander G. A. Victor Thomson, Commanding Officer, HMCS *Malahat*, Victoria.

To be Commander (1)

Acting Commander W. Graham Allen, Commanding Officer, HMCS *Scotian*, Halifax.

To be Acting Commander (2)

Lieut.-Cdr. James R. H. Kirkpatrick, Commanding Officer, Kitchener tender to HMCS *Star*, Hamilton.

Lieut.-Cdr. Reginald George Stapley, HMCS *Chippawa*, Winnipeg.

To be Commander (S) (2)

Lieut.-Cdr. (S) Keith Aubrey Nicholson, HMCS *Tecumseh*, Calgary.

Lieut.-Cdr. (S) William Donald Moncur, HMCS *Donnacona*, Montreal.

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. Patrick O'Donnell Gallagher, HMCS *Cabot*, St. John's, Newfoundland.

On subsequent days he toured HMC Dockyard, Halifax Shipyards, the seaward defence, York Redoubt, the Naval Research Establishment and *Shearwater*, as well as the Maritime Headquarters of the RCAF and the Maritime Museum. During the visit, Captain Parry was the guest of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast.

Officer Retires After 39 Years

Lieut. Arthur Harwood, aged 55 on February 3 and with 39 years of varied service in his wake, has finally wrenched himself away from Navy life. He was retired with appropriate fanfare from the active list of the reserve at HMCS *Star*, the Hamilton naval division January 18.

Navy people will approve his alternative to naval life. He will now devote his full time to the greens and fairways of the Burlington Golf and Country Club where he is secretary-manager.

But the Navy isn't out of his system entirely, for his son, John, is a midshipman in the *Magnificent*. A graduate of Westdale Collegiate, the youth was a member of the *Lion Sea* Cadet Corps in Hamilton before attending the Canadian Services College, Royal Roads.

Lieut. Harwood joined the Royal Navy in 1916 as a boy seaman, and served during the First World War in the battleship *Royal Sovereign*. He qualified as a gunner's mate in 1926 and, as a pensioner, was loaned to the RCN in 1940.

He served on the instructional staff of the Gunnery School in Halifax and then at *Cornwallis*, when the big base was opened. He was promoted to warrant rank in September, 1942, and in



Four members of the group pictured here had a deep personal interest in the commissioning of HMCS *Nootka* at HMC Dockyard, Halifax, in December. Flanking Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, are: R. J. Nelson, general manager and vice-president of Halifax Shipyards which built the *Nootka*; Commodore H. S. Rayner, her first commanding officer, Lieut.-Cdr. E. M. Chadwick, who commands her now, and Cdr. Richard Steele, who commanded her during her second tour of duty in the Korean War.

early 1945 was made a commissioned gunner. After a brief period at the Gunnery School in Halifax, he went to *Star* to be assistant training officer and was demobilized in September, 1947.

Lieut. Harwood entered the active list of the reserve early the following year and in late 1950 joined the staff of the commanding officer UNTD at McMaster University.

He and his wife live at 9 Shadeland Ave., Aldershot, Ont.

Veterans Elect Officers for '55

Richard C. MacDonald took the helm of the Campbellton, N.B., branch of the Main Brace Naval Veterans' Association of Canada at the group's annual meeting in mid-January.

E. Ronald MacDonald, energetic founder and national chancellor, commended the Campbellton branch for the organization of the town's new Sea Cadet Corps.

Other officers elected were Wendall L. Doyle, vice-president; Robert A. MacKenzie, secretary-treasurer, and Lorne T. Barclay, recording secretary.

Engineer Commands Edmonton Division

Cdr. (E) (A/E) Norman Sidney Cameron, manager of a wholesale building materials concern, has been

appointed in command of *Nonsuch*, the Edmonton Naval Division.

He succeeded Captain George P. Manning, the commanding officer since 1951. Cdr. Cameron took command at a parade of the ship's company on January 11.

Born on February 1, 1911, at Biggar, Sask., Cdr. Cameron moved to Edmonton with his parents the following month, and was educated there. He graduated from the University of Alberta in 1935 with a BSc in Arts and

Retirement

CHIEF PETTY OFFICER DENNIS GERALD WALKER

Rank: C2EM3
Age: 41
Length of Service: 20 years
Hometown: Victoria
Joined: November 1, 1934
Served in: HMC Ships *Naden*, *Skeena*, *St. Laurent*, *Skidegate*, *Vancouver*, *Burrard*, *Moncton*, *Givenchy*, *Peregrine*, *Guysborough*, *Niobe*, *Cornwallis*, *Sussexvale*, *New Waterford*, *Ontario*, *Athabaskan*.
Awards: Long Service and Good Conduct Medal, Coronation Medal.
Retired: October 31, 1954.

Retirement

CHIEF PETTY OFFICER ROBERT ALLISON SHAW

Rank: C1EM3
Age: 46
Length of Service: 22 years
Hometowns: Halifax and Victoria
Joined: August 1, 1932, RCNVR April 9, 1934, RCN
Served in: HMC Ships *Champlain*, *Stadacona*, *Saguenay*, *Ottawa*, *Skeena*, *Naden*, *Cornwallis*, *Gatineau*, *Niobe*, *Peregrine*, *Uganda*, *Chatham*, *Ontario*, *Athabaskan*, *New Glasgow*.
Awards: Long Service and Good Conduct Medal.
Retired: October 14, 1954.

took post-graduate courses in aeronautical engineering at the University of Toronto.

He entered the RCNVR in early 1942 as a sub-lieutenant (SB) and specialized in A/S maintenance duties on the West Coast. Two years later he transferred to aeronautical engineering in the Royal Navy's Fleet Air Arm.

Demobilized in mid-1946, Cdr. Cameron joined the active list of the reserve in *Nonsuch* at the end of that year and in April, 1951, was appointed honorary A-d-C to the Hon. J. J. Bowlen, Lieutenant-Governor of Alberta.

He was promoted to the rank of Commander (E) (A/E) in July, 1954.

Coast Officers On Great Lakes

A couple of thousand miles from the scene, *Discovery*, the Vancouver naval division, nevertheless made a big contribution to the Great Lakes training program last summer.

Lieut. G. S. Levey, for example, served as commanding officer of the *Raccoon* and had as his executive officer Lieut. C. T. Wood, also from *Discovery*. Lieut. J. N. Campbell and Lieut. G. D. Wilson were executive of-

Midget Subs Get Fitting Names

Fitting names for ships may not be a monopoly with the Royal Navy, but it is doubtful if it has any close competitors. Tradition, national pride and even humour are reflected in the names of her warships.

The new class of midget submarines which will come into service this year was originally designated by pennant numbers only — "X.51" and so on — but somebody at Admiralty thought this was too bad.

When the second submarine of the class was launched at Barrow-in-Furness on December 30, 1954, she was christened by Mrs. Alexander, wife of Captain R. L. Alexander, DSO, DSC, RN, Chief of Staff to the Flag Officer Submarines and she was named, not "X.52", but HM Submarine *Shrimp*.

The first submarine of the series, launched last October, spent a few glum weeks as "X.51", but now glories in the name of HM Submarine *Stickleback*.

The stickleback is a tiny fish which lays its eggs in a nest. The polygamous male, thoroughly British in his attitude that an Englishman's home is his castle, will defend home and progeny to the death.

The new midget subs are about 54 feet in length and are propelled by diesel and electric machinery. They are manned by a crew of five and their purpose is to assure that small submarine techniques learned the hard way during the Second World War will not die out.



Cold, wet weather accompanied the departure of these submarine volunteers for their destination some 3,000 miles away. The U.K.-bound sailors, part of the second draft, are boarding a TCA Super Constellation at Dorval airport outside Montreal on January 2 for training overseas. They and a small RCAF flight two days later joined the first draft which arrived in England last November. A third draft left Dorval via TCA on January 24. (ML-1883)

ficers of the *Kentville* and *Reindeer* respectively.

Discovery was also the home establishment of three coxswains in ships of the Great Lakes training fleet, CPO William Wilson in the *Digby*, CPO H. J. McCrossen in the *Kentville* and CPO J. Sproston in the *Brockville*.

Officer Honoured On Retirement

Captain (S) Clifford Garret King, 56, formerly of Saskatoon, Command Supply Officer to COND since early 1953, was placed on the retired list of *Donnacona* recently to conclude 16-odd years of naval service.

He was presented with a silver tray, suitably engraved, as a token of the esteem of supply officers in the naval divisions across Canada on his retirement, by Cdr. (S) W. D. Moncur, reserve supply officer at *Donnacona* and Lieut.-Cdr. (S) L. O. Stonehouse, of the Montreal division's permanent staff.

Captain King first entered the RCNVR as an ordinary seaman in 1917 and spent the next two years on convoy duty and minesweeping in United Kingdom waters, being discharged in May, 1919, as a skipper.

He re-entered the RCNVR in November, 1939, as a paymaster lieutenant, serving as supply officer of *Unicorn*, the Saskatoon naval division. Late in 1943 he became base accountant officer at Fort Ramsay, the Gaspé naval base, and a year later became officer-

in-charge of the pay division at *Stadacona*.

Captain King returned to *Unicorn* in December, 1945, as supply officer and was promoted to Commander (S) at the beginning of the next year. Later in 1946 he became supply officer of *Chippawa*, the Winnipeg naval division and as Dependents' Allowance Board representative. He was demobilized in November of 1946.

A short while later he entered the active list at *Unicorn* and spent short periods on naval training and voluntary service in West Coast ships and establishments until mid-1951, when he embarked on a short service appointment to serve with the Director of Naval Reserves and then COND.

He was promoted to Captain (S) on retirement.

Yarmouth Cadets Awarded Shield

RCSCC *Chebogue*, Yarmouth, N.S., was rated the most efficient of the 25-odd Sea Cadet Corps in the Maritimes for 1954, and was awarded the Convoy Shield for its efficiency in December.

Alec Webster, ex-shipwright officer and president of the Halifax Branch of the NOAC made the presentation of the shield in December to CPO Cadet Robert Stewart of the Yarmouth Corps. Lieut. Ian Clue, RCSC, is commanding officer of *Chebogue* and Murray Knowles is chairman of the local Sea Cadet Committee of the Navy League.



MACHINES WITH A MISSION

*Rescue Operations All
in Day's Work
For VH21*

THE HELICOPTERS of VH21, the search and rescue squadron based at *Shearwater*, have performed a number of timely rescue missions in the maritime provinces during the past few months.

One of the most notable operations took place late in October when Lieut. (P) W. E. James, piloting an HUP, through snow flurries and turbulent coastal winds, picked up a badly injured lighthouse keeper on St. Paul's Island, off Cape Breton, and removed him to hospital.

Lieut. James, with AB John P. Friedrich as crew, took off from *Shearwater* at 0430 for Sydney and for the first two hours flew on instruments. The only lights he sighted before dawn were those at Copper Lake radio range at 0630. At dawn he was over the Bras D'Or Lakes, and at 0710 he landed at Sydney to pick up a doctor.

Lieut. James took off at 0820 for St. Paul's Island, about 70 nautical miles from Sydney. The weather forecast for St. Paul's was for 25-knot winds, visibility 10 miles and light snow flurries. Proceeding up the east coast of Cape Breton, winds became more turbulent as they blew off the rugged coastline. Snow flurries reduced visibility to three miles, and at times to one quarter of a mile. He sighted the island in snow flurries and strong winds, and set the HUP down at the foot of a small valley.

The landing was made more difficult by winds which swept down the valley and over the coast, the shoreline consisting almost entirely of sheer cliffs rising from the sea. Lieut. James did not dare stop the rotors because of the gusty high winds. He sat and waited while the doctor attended the patient.

Thirty-five minutes after the landing, the patient, strapped to a stretcher, was taken aboard the HUP. He had

been seriously injured following a dynamite blast and was suffering from a fractured skull and badly torn arm from flying rocks.

Take-off was easier than landing, as the winds lifted the helicopter without much power being required of the engines. The return trip was made in varying degrees of wind and snow flurries, and the final landing at *Shearwater* was made in summer-like weather after a mission lasting eight and one-half hours.

On November 10, an HUP took off from *Shearwater* with a consignment of blood for HMCS *Cornwallis*, then proceeded across the Bay of Fundy to Grand Manan Island, picked up a seriously-ill woman and flew her to Saint John for hospitalization. The whole operation, from start to finish, was completed at night.

Lieut. James, flying with Cdr. F. W. H. Bradley, assisted in another mercy mission in January, removing two seriously injured Annapolis Royal children to hospital in Halifax.

Ten-year-old Linda and eight-year-old Elizabeth Hicks, received fractured skulls when their toboggan was in collision with a truck near their home. When icy roads blocked any move to Halifax by car, Dr. John R. Kerr, of Annapolis Royal, requested assistance from *Shearwater*.

Cdr. Bradley and Lieut. James proceeded to Annapolis Royal by helicopter, picked up the injured children and Dr. Kerr and returned to the North Common at Halifax, where the youngsters were transferred to an ambulance and rushed to hospital. The mercy operation was carried out in high wind and sleet conditions.

While the primary task of 21 Squadron is search and rescue, it has other and varied tasks. For example, a detachment from VH21 consisting of two pilots and a maintenance crew, with one Sikorsky helicopter, is always borne in the *Magnificent* when she puts to sea for flying operations.

The detachment motto might well be "*First Off, Last On and Ever Ready*" for whenever aircraft are flown off or landed on the carrier, the helicopter is always airborne acting as plane guard.

While aircraft are in the air it is kept on the flight deck ready to go to the aid of aircrew who may be so unfortunate as to ditch. In this way rescue can be effected with minimum delay and this is a prime concern, especially when water temperature is below 56°. Another advantage is that escort vessels formerly used can now be relieved to carry out their primary function.

It is unfortunate that, although it is possible to fly a helicopter at night, no satisfactory method has yet been devised to perform night rescues over water. Consequently the escort vessel has not yet been completely relieved of its duties as plane guard.

Besides its primary role the *Magnificent's* helicopter performs an assortment of other tasks. At sea a transfer service is run carrying personnel, spare parts and mail to and from ships in company. In foreign ports when the squadrons are based ashore a similar service is run between ship and airport.

Thus the helicopter has become an integral part of the carrier organization. In the nearly two years that one has been on board the *Magnificent* it has been required to go to the rescue of one pilot. He was taken from the chilly waters off Greenland 30 seconds after ditching and was taken on board the *Magnificent* before a second minute expired. This rescue alone justifies the squadron's existence.

And so the fixed-wing pilots, long comforted by the knowledge that the "chopper" is ever-ready for an emergency, wish them continued good luck in the future.



"Miss Naval Civil Service Association", Patricia Baker, employed at HMCS Stadacona, presents six-year-old David Glen, patient at the Children's Hospital, a Community Chest Red Feather agency, with a cheque for the Chest for \$1,300 from the recent record Dockyard Major Charitable Campaign Fund. Left to right, Miss Baker, J. C. Tanner, president of the Naval Civil Service Association of Halifax and District, David Glen, and Michael Dwyer, president of the Halifax Community Chest. (HS-34152)

DOCKYARD'S CHARITY CAMPAIGN SUCCESS

Donations totalling \$5,239, a record for any one year, have been distributed to 29 local charities on behalf of the HMC Dockyard Major Charitable Campaign Fund, a once-a-year solicitation of Dockyard employees.

This year's record total is attributed to the fact that the Affiliated Trades and Labour Unions Joint Council and the Naval Civil Service Association of Halifax and District undertook the canvass of all prevailing-rate employees and civil servants in the Dockyard.

Donors to the Dockyard Major Charitable Campaign Fund may have their contributions directed to a particular organization or leave them to the committee in charge to distribute. This year's final distribution reflects the amounts directed to particular organizations by individuals.

The list of benefiting charities is as follows:

Halifax Community Chest, \$1,300; Salvation Army Red Shield Appeal, Halifax Branch, \$1,059; Dartmouth Branch \$353; Canadian Cancer Society, Halifax Branch, \$525, Dartmouth Branch \$175; Canadian Foundation for Poliomyelitis, \$193; St. John Ambulance Society, \$113.50; Walter Callow

Veterans and Invalid Welfare League, \$114; Halifax County Anti-Tuberculosis League, \$115; Canadian Red Cross Society, Halifax Branch, \$300, Dartmouth Branch, \$100.

Army Benevolent Fund, \$25; Rainbow Haven Fund, \$100; Multiple Sclerosis Society of Canada, \$100; Nova Scotia Home for Coloured Children,

\$101.50; Halifax Police Boys' Club, \$100; Canadian Paraplegic Association, Maritime Division, \$50; United Boys' and Girls' Clubs of Nova Scotia, \$30; Dartmouth V.O.N., \$75; Boy Scouts Association, Halifax District, \$50; Halifax Canadian Legion Poppy Fund, \$25; YMCS Halifax Branch, \$10.

Goodfellows' Club, \$50; Halifax Coloured Citizens' Improvement League, \$25; Lions' Club Little League Baseball, \$50; Dartmouth Midget Baseball League, \$25; Nova Scotia Society for the Care of Crippled Children, \$25; Muscular Dystrophy Association of Canada, \$25, and the Cerebral Palsy Association, \$25.

The committee in charge of the Dockyard Major Charitable Campaign Fund included J. Lyons and H. J. McLeod, representing the Affiliated Trades and Labour Unions Joint Council; J. O. Tanner and I. Hawes, representing the Naval Civil Service Association of Halifax and District; H. L. Livingstone, manager industrial relations; J. J. Breen, assistant superintendent (civil); Miss R. Dibbon, District Treasury Office, treasurer of the Fund; and Miss Theresa Melanson, Industrial Relations office, recording secretary.

Discipline First; Sympathy Second

It wasn't any joke at the time but the young man involved can laugh about it now. He is one of the 79 Venture cadets in the *Ontario* for her three-month cruise to Australia.

The first day out of Esquimalt the ship encountered heavy seas, in keeping with a long-standing custom of Juan de Fuca strait.

The cadet's stomach, along with those of a good many others among his messmates, was rolling and heaving in time with the cruiser. His face was a chalky white.

"How are you feeling?" he was asked by a passing officer.

"Sick".

"Sick, what?" the officer admonished.

"Sick, sir," came the corrected reply.

97 Years on the Ship's Book

CANADA's history abounds with interesting personalities who have contributed to Canada's naval heritage.

From the French Seigneur La Salle, who was the first to introduce his own shipwrights from France to build brigantines on the Lakes, to the officers and men who formed the Provincial Marine and built ships in the Lakes of Canada and saw action during the Seven Years' War, the War of American Independence and the 1812-15 war with the United States, Canadians of today should be filled with admiration for the exploits of their naval ancestors.

However, Canada's rich maritime background is not confined to the fascinating freshwater naval history of the Great Lakes, and on the Atlantic seaboard we find that Nova Scotia contributed seven admirals to the Royal Navy before the official birth of the Royal Canadian Navy in 1910.

The most illustrious of these officers was Admiral of the Fleet Sir Provo William Parry Wallis (1791-1892), a native of Halifax whose name will always be associated with the brilliant capture of the American *Chesapeake* by the *Shannon* on June 1, 1813. Wallis is not only noted for the fact that he became a centenarian, but also because he served at sea for 53 years and became the Senior Admiral of the British Fleet. Indeed, his name was only removed from the Active List of Her Majesty's Navy when he died in 1892 at the age of 101.

Wallis was born at Halifax on 12 April, 1791, the son of Provo Featherstone Wallis, who was the chief clerk to the naval commissioner at the Halifax dockyard. The then-fortified town of Halifax was the chief naval station for British ships in North America after the revolt of the American colonies a few years before. Wallis was thus born with the breath of the sea to welcome him and he was destined to spend the greater part of his professional life on the Halifax station.

As was common in those days his name was entered on the books of a Halifax frigate as one of her able-bodied seamen in 1795. Technically, therefore, he "joined" the Navy when only four years of age and he became in fact the last survivor of this system



This autographed photograph of Admiral Provo Wallis, apart from its interest as a portrait of a remarkable personality, gives an excellent idea of the appearance of a mid-Victorian naval officer with the full beard of the period. His decorations include the KCB (1860) and the GCB (1873). He is also wearing the Naval General Service Medal issued for service in the Napoleonic Wars. (Photo courtesy National Maritime Museum, Greenwich)

of entry, whereby youngsters were rated on a ship's book as ABs or servants to serve their apprenticeship on the quarterdeck.

Nevertheless, he continued to do imaginary service in other ships until he actually entered the Navy when 13 years of age and went to sea finally on board the *Cleopatra*, a 32-gun frigate, in 1804

on the North American station. Despite his youth, this was quite in order at that time and it is to be remembered that Nelson himself went to sea at the age of 12.

Midshipman Wallis soon found himself embroiled in the naval war then taking place between Britain and France and was captured when less than 14

years of age by a French vessel. Fortunately for Wallis his captured vessel was soon recaptured and he proceeded to see service as an acting lieutenant in the *Triumph*, serving under Sir Thomas Masterton Hardy, later to become famous as Nelson's Hardy at Trafalgar in 1805. After much action in the West Indies he joined the famous *Shannon* in 1812 at Bermuda under the command of Captain Broke.

Wallis was second lieutenant in the *Shannon* when the celebrated action with the *Chesapeake* occurred off Boston harbour in 1813. The death in action of the first lieutenant and the serious wound received by Captain Broke left him as the senior officer on board and he had the privilege of commanding the *Shannon* and her prize to Halifax. At the age of 22, this was a gallant achievement, for he scarcely slept for nearly six days while the two ships sailed for Chebucto Bay and his home town of Halifax.

His reception in port was ample reward for his seamanlike conduct. Ships in port welcomed the victorious *Shannon* with yards manned and bands playing.

Judge Haliburton of "Sam Slick" fame was in the dockyard at the time and has described the scene for us: "It soon became known in Halifax that the ships now approaching were the *Shannon* and the *Chesapeake*, and that the former was in charge of Lieutenant Provo Wallis, a native of Halifax, who was in temporary command in consequence of the severe and dangerous wounds of her gallant captain. This circumstance naturally added to the enthusiasm of the citizens, for they felt that through him they had some share in the honour of the achievement."

As Wallis walked to the old Exchange Coffee House to relate the news of the battle, Haligonians cheered him as the hero of the hour.

In recognition of his services, Wallis was promoted a commander in 1813, and he continued to command ships on the Halifax station, in the West Indies and the Mediterranean. When he later visited Boston in command of the *Niemen*, he was most graciously entertained by his former foes as an officer of the old *Shannon*.

Queen Victoria made him one of her aides-de-camp in 1847 and he reached flag rank in 1851. Vice-Admiral Wallis came ashore for the last time in 1858 after acting as commander-in-chief on the coast of South America.

After an active employment of 54 years (he was almost 70), his naval career was by no means at an end, for he rose to become Admiral of the Fleet

in 1877. Normally, admirals retired at 70, but all those officers who had commanded ships in the Napoleonic Wars were retained on the Active List, and Wallis qualified under this regulation by his temporary command of the *Shannon* in 1813. Despite his age he was appointed Rear-Admiral and Vice-Admiral of the United Kingdom, positions only occupied by officers of high rank who acted as deputies to the High Admiral and performed duties on ceremonial occasions at Her Majesty's Court.

He thus held offices which had been adorned by sea officers such as Hawke, Rodney, Hood and Cornwallis. On his hundredth birthday he became the first admiral on the Flag List in history to reach the honoured age of 100 and, included in the many congratulations received, were those from the Queen and Mayor and corporation of Halifax.

Born before Napoleon was a public figure, engaged in a naval action before the death of Nelson, and even remembered by a few veteran officers still

alive who were on the same Active List as Wallis in the last decade of the nineteenth century, Wallis became almost a legendary figure and one of the ornaments of the Service.

From humble midshipman to Senior Admiral of the Fleet was a great achievement for this Haligonian who was hailed on his hundredth birthday by Nova Scotian, British and American newspapers as the "Father of the British Fleet".

He had witnessed revolutionary changes in the Navy during his lifetime — the change from sail to steam, wood to iron, and broadside to turret guns — and only 18 years after his death, his home town of Halifax was to witness a further phase in Canada's maritime history when the RCN was officially created. It is to Canadians like Wallis that the Maritime Museum of Canada pays tribute today to its efforts to illustrate and bring to the attention of all, the maritime history of Canada.—L.F.

700 New Entrants to King Neptune's Domain

THE 762 OFFICERS and men on board the *Quebec* now have a dual allegiance, to Queen Elizabeth and, more recently, to King Neptune, mythical monarch of the seas.

The training cruiser crossed the equator on the night of Friday, October 29, en route to Rio de Janeiro and the next day more than 90 per cent of the ship's company submitted to the ritual which made them subjects of the ocean deity.

The landlubbers who became shell-backs included not only young seamen getting their first practical training afloat but also veterans of years of service, who had been in the Battle of the Atlantic and the Korean War.

The arrival of the *Quebec* at the equator was marked by the appearance from the deep of Davey Jones and his gang of "bears", who regaled newcomers with what they might expect on the morrow. The keeper of the locker where repose the souls of those lost at sea was CPO Richard Aldhelm-White.

King Neptune (CPO Maurice (Joe) Trudel, boiler-room chief) appeared the next morning with his highly decorative court, including his consort Queen Amphitrite, played by ample Master-at-Arms Matthew Hall. Awaiting them on the quarterdeck was Captain E. W. Finch-Noyes, commanding officer, who was promptly invested with the "Order of the Honoured Equatorial Star and

Half a Bar", in recognition of his third crossing.

Other singular honours were bestowed on crew members. Cdr. (E) Dennis Forster, who, as engineer officer is responsible for maintaining the fresh water supply at sea, was given the "Order of the Dry Tap". Lieut-Col. H. L. Harris, dental authority for the armed forces in the maritimes, had his first cruise with the Navy recognized by the "Order of the Painless Needle"—a cork-screw syringe.

Lieut. (S) Les Karagianis, who first crossed the line in 1926 as a second cook in a merchantman, was awarded the "Order of the Stale Loaf and Bar". CPO G. Clare, chief cook, received a suitably mounted sausage, a "Ravaged Banger", in gratitude for his hot meals and seconds.

The ritual that followed bestowed suitable punishment on those who had neglected on any earlier occasion to obeisance to Neptune. There was the usual dunking in a canvas tank, the lathering and shaving and the administration of enormous pills and a "tonic". Neptune's police scoured the ship and made sure no one passed up the golden opportunity of initiation into Neptune's realm.

Later in the voyage, certificates were issued to the more than 700 new "shell-backs" as lasting proof that they had crossed the line.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Lauzon

After three months on exercises and courtesy visits with the First Canadian Escort Squadron, life aboard HMCS *Lauzon* has assumed an unusual quiet since returning to Halifax Dec. 10.

Shortly after the ship had secured her lines to a Canadian jetty for the first time since early last September, half of the ship's company proceeded on leave. With the ship in refit early in the New Year, the balance of the ship's company also got in their long leave after a year of extensive cruises and sea training.

Congratulations were heaped on Acting Cd. Stores Officer Wesley Donison, promoted to that rank from P1NS3 on the ship's return to Halifax. He has been appointed to *Shearwater*.

Also appointed away were Sub-Lt. Morris Kormarnisky who is taking flying training at the U.S. Naval Air Station at Pensacola, Fla., and Lieut. A. J. Geddes, formerly ship's navigator, now at HMCS *Scotian* as Staff Officer, UNTD, for Dalhousie University and Nova Scotia Technical College, Halifax, and Acadia University, Wolfville.

The first new entry division in Cornwallis ever to do so, proudly poses after everyone had passed the provisional swim test in the pool of the training establishment. Three weeks before passing out of Cornwallis, Champlain division had 13 non-swimmers. By enthusiasm and team spirit, all made it before the deadline. Lieut. (E) Frank Macintosh, divisional officer, is on the left, Ldg. Sea. Rowan J. Carroll, divisional PT instructor, on the right. (DB-4806)

Awaiting the commissioning of the new aircraft carrier *Bonaventure* with more than usual interest is PO Victor J. Dyer. PO Dyer, a former member of the Royal South African Navy, served in HMSAS *Bonaventure* and *Bonaventure II*, naval shore establishments at Capetown.

AB Robert Hellings has left for submarine training.

HMCS Iroquois

As the Yuletide season rolled around, ships' companies, it seemed, experienced a desire to do something to make someone else's Christmas a little brighter. The men of the *Iroquois*, on her third tour in Korean waters, are no exception. Santa Claus, in the form of Commander M. F. Oliver, Victoria, and Lieutenant (L) James A. Kiely, of Montreal and Halifax, visited a small Korean village on the island of So'chong Do early in December with gifts of clothing.

The idea originated some weeks earlier with the ship's welfare committee, which decided to supplement donations of clothing from the men with purchases in Hong Kong during

a forthcoming visit. AB Kenneth Batchelor, of Peterborough, and AB William Cridland, of Toronto, put their money-collecting talents to good use and a substantial gift of shirts, scarves and sweaters was made up for the Korean children.

The last day of the *Iroquois*' patrol was a fitting one for the Christmas presentation. The mercury had dropped to freezing and snow was falling thick and fast—a day to gladden the heart of any Canadian away from home at Christmas—when the two Santa Clauses set forth on their mission of goodwill, (reindeer being in short supply the motor cutter was forced to serve as the sleigh). By noon all gifts had been distributed to somewhat awed, but nevertheless happy, little Korean children and the Santa Clauses returned to the ship.

But in Korea as in Canada it is customary to exchange gifts at Christmas. Late that same evening before the *Iroquois* sailed a motor junk manned by Korean civilians and marines came alongside. They had come out through the wind and the cold to bring a gift of plump young chickens and to wish the ship's company well for Christmas and the New Year.

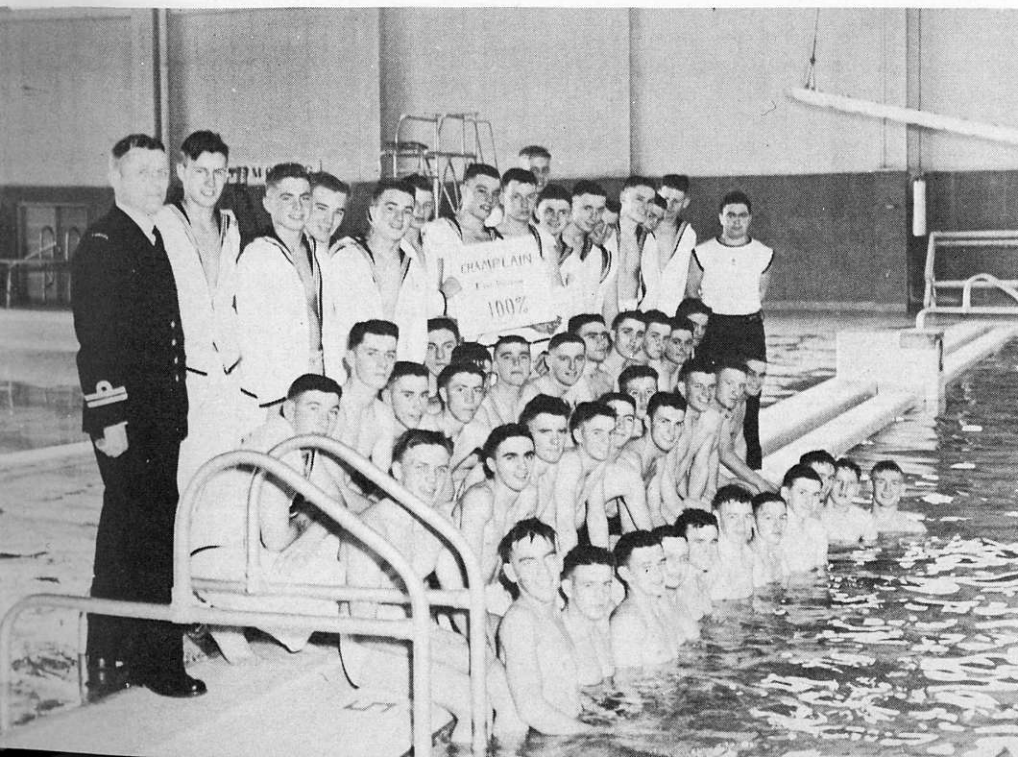
Those in the *Iroquois* felt that this exchange of gifts and goodwill at Christmas is one more small step toward peace and fellowship throughout the world.

HMCS Prestonian

After a three-month cruise to the Mediterranean, the *Prestonian* in company with HMC Ships *Algonquin*, *Lauzon*, and *Toronto*, as the First Canadian Escort Squadron, arrived back in Halifax December 10.

The first part of the voyage consisted of a convoy exercise along the eastern seaboard of Canada, New Broom II. An American group and many other Canadian ships, including the *Magnificent* and *Quebec* participated in this exercise.

Following a brief stay in Plymouth, the First Canadian Escort Squadron proceeded to sea to take part in NATO Exercise Morning Mist. Upon completion it visited Londonderry, Northern Ireland, and did some brief anti-submarine exercises with the Royal Navy.



On October 21 the *Prestonian* headed south to warmer latitudes. Her first port of call was Lisbon, Portugal. A great painting effort had been put forward by the ship's company on the trip south with the result that the ship was a credit to the navy.

The remainder of the cruise continued to be very pleasant. The weather was most favourable; and a make and mend routine was followed in each port. Altogether the First Canadian Escort Squadron visited eight ports: Lisbon, Valetta (Malta), Venice, Pyraeus (the port for Athens), Istanbul, Palma (Majorca), Algiers and Ponta Delgada (Azores). Although the ships stayed in the Azores for one day, about four days were spent at each of the other ports of call.

Everyone felt that he had had an enjoyable cruise, and they all returned to Halifax stocked with Turkish water-cooled pipes, model gondolas and fezies from Algiers.

There were a number of new faces on board for this cruise: Lieut. R. W. Carlyle, Midshipmen G. E. Van Sickle, W. L. Verrier, CPO H. D. McLaughlin, CPO L. F. Lambert, PO J. J. Ruxton, CPO W. R. Jones, PO A. M. Randall, PO S. J. Archer, PO W. W. White, Ldg. Sea. J. A. Anderson, Commissioned Gunner E. J. Bensor and AB L. D. McNeil.

HMCS *Penetang*

During the first two weeks of December the *Penetang* was employed in the Bermuda area in her normal role of torpedo anti-submarine training, working with USN and RN submarines, in addition to aircraft of 880 Squadron.

On December 20, the day of the ship's Christmas party, the *Penetang* proceeded to sea for a successful gunnery shoot for HMC Gunnery School. The *Penetang* wives were inclined to feel the shoot was arranged on this day in order to spare the fathers the rigours of the Christmas party ashore.

Lieut.-Cdr. J. M. Paul, assumed command of the *Penetang* on December 14. Before his present appointment, Lieut.-Cdr. Paul was senior staff officer in HMC Gunnery School at Stadacona.

Mechanical Training Establishment

Three courses at MTE were completed in December and two started, with another beginning in January.

CPO V. G. Scott and Petty Officers G. E. Fairbank, W. F. Buchanan, K. R. Calderbank, C. M. Forrester, H. J. Grace, W. T. Glanfield, A. R. Horne and J. P. Tofin completed "EA4" conversion course. PO Calderbank then headed overseas for submarine training, and Petty Officers Fairbank, For-

rester, Grace and Tofin went to take the General Motors diesel course at Cleveland, while the remainder enjoyed annual leave prior to sea drafts for engine room watchkeeping experience.

The post-entry ER course "E1" was passed by Petty Officers S. J. D'Amico, R. J. Lavallee, P. J. Regan and J. O. Stark. They were drafted elsewhere following annual leave.

The Micmac in Florida

Another first for the *Micmac* was put into the records recently when she became the first Canadian warship to visit Jacksonville, Florida.

It was a most welcome first in so far as the officers and men were concerned. The citizens of that beautiful city went all out to make the visit a memorable one. The United Services Organization, under the direction of Harold S. Colin, laid on a full program of entertainment, recreation and sports.

The people of Jacksonville took every advantage to display real "southern hospitality". Invitations were extended for TV shows, movies, dances, tours, etc.

Ldg. Sea. Robert Tratt, Montreal; AB Jean Charbonneau, Ottawa, and PO Thomas Bradley, Halifax, were guests of the Tommy Tucker and Virginia Adder interview-type TV show.

An invitation to participate in the regional Golden Gloves eliminations was accepted and the ship entered five boxers. AB Gaston Cadieux and Ldg. Sea. Vernon Theoret were successful in winning their bouts. Ord. Sea. John Boulet, AB Bob O'Reilly and AB Karl Kowalsky lost close decisions to their opponents. All Canadian entries were presented with special awards at the conclusion of the tournament.

On the fourth day of the visit, a tour was arranged for 100 officers and men to Florida's oldest city, St. Augustine. On arrival, the "Micmacs" were welcomed by the mayor and other prominent citizens. The tour included nationally famous tourist attractions such as "The Fountain of Youth", "Believe It or Not", the Lightner Museum of Hobbies, an alligator farm and other interesting spots.

On the following morning, information that Hurricane Hazel was expected to hit Florida's coast was received and the scheduled visit to Havana, Cuba, was cancelled. Within a few hours another program of entertainment was formulated and "Hazel" certainly did not dampen the hospitality of the Jacksonville people. Almost immediately, the energetic director of the USO, Mr. Colin, and Mr. A. L. Bonner, the ship's sports

The third course to wind up in December was Basic Technical Course "E1" consisting of one AB and nine ordinary seamen, with their next goal auxiliary watchkeeping certificates.

Ten PIEMs began their "E6" conversion course early in December and another Basic Technical Course was scheduled to get under way on January 4.

and entertainment officer, conferred and the result—another heavy but well-organized program went into operation.

Three dances, a beach party, movies, sing songs, talent shows, etc., all these, with charming hostesses and refreshments, were thoroughly enjoyed.

The Jacksonville churches were not to be outdone and a heartwarming welcome was given all "Micmacs" who took advantage of this added hospitality. Services were followed by "doughnut dunking", or invitations out to dinner, the Canadian sailors frequently being urged to spend a full day with a typical American family.

On return from the visit to Florida, the *Micmac* made a short two-day operational visit to Yarmouth, N.S., with the frigate *Buckingham* in company, during early November. The purpose of the visit was to assist the Navy League of Canada in fostering their Sea Cadet movement.

The ships were open to visitors daily and, judging from the thousands that took advantage of this, it was obvious that the local Nova Scotians were pleased, indeed, to receive and entertain Canadian warships.

The ship's companies of both ships were guests of both local theatres during the short stay. The Navy League of Canada sponsored dances and other forms of entertainment.

The *Micmac* and *Buckingham* played a challenge basketball game at a local "Y" and it was only decided in the closing minutes when a few quick baskets enabled the *Micmac* to eke out a 39-35 win.

The *Micmac* has since gone into Dockyard hands at Halifax for a well-earned refit. The ship has been constantly on the go,—doing all kinds of jobs,—from Royal escort and embarking His Excellency the Governor-General to the sometimes monotonous regularity of gunnery school and TAS school practices.

It has been an interesting commission, since mid-August, 1953, one in which all "Micmacs" know that the ship honorably earned her nickname "the work-horse of the East Coast".

Communication School (Cornwallis)

Christmas week saw five classes complete their instruction in HMC Communication School. PO Roy Wheeler, of Winnipeg, headed the CV2 course while PO Russell Maynard, of Dartmouth, topped the CR3 course.

CV72 and CV73 both completed on December 18, with Ord. Sea. Hugh Gillies, of Kimberly, B.C., and Ord. Sea. James Reid, of Brantford, Ont., heading their respective classes. A "special mention" was given to Ord. Sea. Bryan Walker, of Ajax, Ont., who completed the Trade Group I course 10 weeks early with a 90 per cent average. Ord. Sea. Robert McDonald, of Prince Rupert, B.C., was first in CR73 when it completed at the same time.

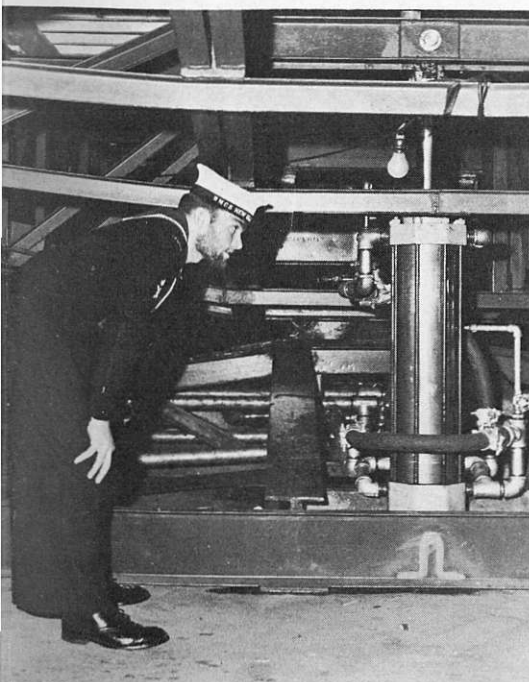
For the fourth consecutive month CV72 under its instructor PO George Mannix carried off the Matheson Flag-hoisting Trophy. This is a new record in the Communication School.

Albro Lake Radio Station

Leading Seamen William Seward and David Lauder have left Albro Lake Radio Station for submarine training.

Newcomers to the station are Able Seamen Robertson Dyer, Gregory Gaudon, David Hook and Wayne Taylor, and Leading Seaman Ronald March, all from the *Haida*; Petty Officers Reginald

The gadget at which AB Henry Turner, of Edmonton, is gazing so intently is a bottled hurricane—in other words the piston that heaves a mock-up of a ship's bridge around in the midst of those wild storms which are almost inevitable in Hollywood sea pictures. AB Turner's ship, the *New Glasgow*, was at San Pedro, California, in December to play the role of an English frigate in the movie "Sea Chase", directed by Hon. Cdr. John Farrow, RCN(R). (E-29677)



Parish, Keith Salloway, and John Smith from *Cornwallis* and PO William Sanderson from the *Nootka*.

CPO J. P. Palmer has been drafted to *Stadacona*. Cd. Communications Officer Jack Scott arrived during December.

PACIFIC COMMAND

HMCS Stettler

On September 15 the *Stettler* left Esquimalt for the Panama Canal where she was to meet the *Magnificent*. The ship called at Long Beach on the way down and was accorded a warm reception.

After 12 days at sea, the *Stettler* arrived at Balboa. Just under two sweltering days were spent there and then it was back to sea again, her next stop San Diego.

San Diego was not a new port for the *Stettler* since she had called there the previous February. After a four-day stay she sailed for San Francisco.

Here, among other events of interest, many enjoyed the "Basketball Clinic" which was held at the Mare Island Naval Base. Howard Delmar, the head coach of Stanford University, was speaker during the forenoon lectures and demonstrator during the afternoon of practical application of theory.

The day was topped off with an excellent dinner at the Chief Petty Officers' Club. Among those present was Vice-Admiral E. N. Entwistle, USN, who spoke briefly on Canadian-United States relations, with emphasis on the co-ordination of armed forces' sports activities.

The following day the *Stettler* and *Magnificent* sailed for Esquimalt, arriving on October 25.

Aldergrove Radio Station

Aldergrove Naval Radio Station has taken on a new and substantial mascot in the form of Whiskey, a beautiful two-year-old St. Bernard dog of massive stature.

Originally he was recruited for duty with Vancouver's Grouse Mountain Ski Club rescue squad; however, it became increasingly apparent that Whiskey was not partial to rescue team duties. Even before the contents of the little barrel he carried around his neck had been sampled by the skiers, it was not unusual for them to see this huge St. Bernard riding up and down the ski lift, which to him seemed much more interesting than wading in the deep snow.

Whiskey was charged with "absence without leave and negligence in the



"Even this darn curb makes me dizzy," explains "Whiskey" to "Master of the Hound" AB Robert Purgrave, regarding his decision to leave the rescue service on Grouse Mountain and take up residence at Aldergrove Naval Radio Station in the Fraser River lowlands.

performance of his duties" and retired from the rescue squad.

Fed up with civilian life, Whiskey applied for entry into the mascot branch of the RCN and reported on board this Naval Radio Station at 1200 7 January, 1955. On the successful completion of the necessary physical and recreational examinations, Whiskey was entered as an Ordinary Seaman Communication Dog, Standard Trade Group (OSCDs).

By this date, Whiskey has completed his inspection of the station and proved his over-all satisfaction of conditions by slobbering affectionately over all his shipmates.

Recent orders include additional responsibility for the duty cook as "Master of the Hound".

HMCS Cedarwood

Lieut.-Cdr. J. O. Pearson has been named commanding officer of the *Cedarwood* to succeed Lieut.-Cdr. J. E. Wolfenden, who has taken up a new appointment as staff officer, reserve training, at Naden.

The *Cedarwood* last fall figured in a two-day battle with heavy seas in Hecate Strait, while carrying out hydrographic and oceanographic duties. She was drydocked for repairs and is now in service again.

Lieut.-Cdr. Pearson is a former merchant mariner who went to sea as a

cadet. He earned his deep sea master's ticket before joining the Royal Navy in 1940.

During the Second World War he held various appointments ashore and afloat. In 1950 he transferred to the RCN and, until his new appointment, was staff officer of *Chatham*, the naval division at Prince Rupert.

Ordnance School

The number of armourer's mates on course at the Ordnance School was brought to 22 in December with the formation of the ninth class. Its members include Ldg. Sea. L. R. Abbe and Ordinary Seamen D. E. McKee, J. R. Lehman, P. D. Walker, C. J. Colville, J. R. Fitzsimmons, J. G. Kerrison, N. D. Samuelson, B. D. Stewart and D. M. Williston.

Back at the school from the *Ontario* are POs E. J. Patridge, N. K. Jones and W. A. Steadman, and Able Seamen B. R. Moreland, L. T. Cove, R. H. Rosell, C. M. Nowell and D. E. Johansen.

Other drafts included PO W. B. Pinkos, to the *Digby*; PO J. R. Heath, to the *Brockville*, and AB E. N. Sorensen, to the *Jonquiere*.

HMCS James Bay

During the latter half of November the *James Bay* proceeded to sea daily, carrying out minesweeping exercises in the Strait of Juan de Fuca. However, during this period the ship's upper decks took on a new and refreshing look. The normal greys and blues of a ship of war were enlivened by bright pinks, reds and plaids such as one is wont to see aboard the Vancouver to Victoria ferry. Even the seagulls were fooled into following the ship.

The cause of all this change was the fact the ship was taking to sea civilian office staff from HMC Dockyard, in conjunction with a familiarization program to afford dockyard personnel a first-hand look at how the Navy functions at sea. The feminine sex predominated in the groups and for the most part proved to be good sailors. However a few green faces were in evidence along with the accompanying loss of appetite.

All the guests said that they had enjoyed themselves immensely, but it was observed that a number of them heaved a great sigh of relief as they crossed the brow to terra firma again.

Early in December the ship proceeded with the second minesweeping squadron to Bremerton, Washington. The ships berthed in the USN Dockyard among towering carriers and battleships undergoing refit. All the facilities of the establishment were thrown open to



Most of the beards grown in the Labrador during the Arctic portion of her cruise around the continent wilted in the tropics. Four of the only seven furry facials to survive are shown, as worn by (left to right) Petty Officers Thomas Brown, Curtis Yool, Edward Petrony and Joseph MacPhee. (LAB 501)

the ships' companies. Others took the opportunity of visiting Seattle, which is only an hour's ferry ride away.

On return to Esquimalt the ship entered drydock for hull inspection. This offered an excellent opportunity for sports activities and several games and activities were scheduled. Notable among these was a seven-a-side rugger game between the *James Bay* and *Comox*, with the *James Bay* coming out on the bottom. However, the game is the thing and everyone enjoyed themselves and bore bruises for a week to prove it.

TAS Training Centre

The West Coast fleet has absorbed graduates of "O" and "P" TD3 classes and two more, "R" and "S" were well into their 11-week struggles at the TAS training centre at the end of the year.

The combined TAS and Electrical hockey team finally came to life, emerging from cellar spot to fifth place in mid-December, thanks to a couple of wins.

Masset Radio Station

One of the first visits in a long time by an RCN vessel to this small port was made by HMCS *Porte Québec* in November while conducting a TB X-ray survey along the B.C. coast. A smoker was held in the station lounge and members of the ship's company were made welcome.

Before *Porte Québec*'s arrival, an informal inspection of the station had

been made by Rear-Admiral H. F. Pullen, Director of Naval Personnel. Among the officers accompanying Admiral Pullen were Captain R. W. Murdoch, Director of Naval Communications and Cdr. A. R. Hewitt, Director of Supplementary Radio Activities.

The children's Christmas party was held on December 18, with AB J. P. Arsenault doing the honours as Santa Claus. In the evening a formal dance was held on board with PO S. W. Hill acting as master of ceremonies.

Christmas dinner was served on board by Cd. Officer (SB) D. C. Filewood, the officer-in-charge, ably assisted by CPO J. J. Purcell and H. L. Wyman. This proved to be quite an opportunity for the cook, AB G. J. Gardiner, who had prepared a first class meal with all the trimmings.

Ldg. Sea. S. J. Christie might be called the "Dead-Eye Dick" of this community. To date he has brought down 11 deer, some of which were a fair size considering that they don't grow very big around here. (There is no limit or closed season on deer for residents of the Queen Charlotte Islands.)

Christie is actually becoming renowned for being the cook's best friend. When the rations run a bit short, off he goes to bring home the bacon, and our cook is as versatile as the pie-man of Sam Weller's acquaintance who had a fondness for cats. He can turn venison into veal or beef as nicely as you please.—T.G.E.

NAVAL DIVISIONS

HMCS Unicorn

For well over 1,000 youngsters, *Unicorn* once again was Saskatoon headquarters for a very popular gentleman.

The T. Eaton Company, the Masonic Lodge and the Saskatoon City Police Athletic Association were among the many groups which again took advantage of spacious accommodation at *Unicorn* for pre-Christmas parties.

Lieut. (S) James Gray, Supply Officer at *Unicorn* was Santa's stand-in at the party for youngsters of RCN and reserve members of the ship's company. He got some able assistance in the antics of Ldg. Sea. Ormie Stohl, AB Tom Sweeney and AB Glen Haddow who did some convincing clowning for both young and old.

Although the young fry got the lion's share of attention in holiday activities at *Unicorn*, the grown-ups also had their innings.

The annual get-together for members of the ship's company, a feature of the final regular parade night of the year, was highlighted by a special treat arranged by Captain O. K. McClocklin, who provided some 200 fresh oysters.

The Christmas dinner for RCN members of the ship's company, put on by Navy Officers' Wives and Mothers' Association, was its usual success.

Other Navy gatherings which highlighted the holiday season were the Sea

"Let me out of here. You can't fool me with those whiskers." And if Mary Ann, at the age of one and a half, suspected that Santa Claus was really her old man, how right she was. Daddy (PO Bert McInnes) appeared in the role of the amiable saint at York's huge Christmas party.



Cadet officers' party, the party for the Sea Cadets themselves, sponsored by the Mothers' Auxiliary of the Saskatoon Navy League, the seamen's dance on which Ldg. Sea. Howard Humphreys and AB Archie McWilliams did the better part of the arranging.

Most RCN and reserve officers (both active and retired list) ushered in 1955 aboard *Unicorn*, attending the New Year's Eve party arranged by the Naval Officers' Association. Also an annual ritual at *Unicorn*, the New Year's party was as well attended as usual, with association president Jim Roxborough and his helpers coming up with a fine evening of entertainment.

HMCS Griffon

A draft of five new entries which left the Lakehead in January for basic training at Cornwallis was notable for the fact that four of the five were former Sea Cadets.

The draft included Ordinary Seamen Ronald Cameron, Edward Ryan, Edwin Bushby, William Fontaine and David Vaillant.

HMCS Discovery

Members of the University of British Columbia's University Naval Training Division took advantage of the Christmas holidays to get in ten days' extra training.

During the week before Christmas and the week after, the cadets received instruction in divisional duties, seamanship and communications as well as getting in sea time. Lieut. D. R. Leary is the new Staff Officer UNTD.

Discovery Wrens held an informal get-together on October 21 to meet new-entry Wrens, to permit old hands and newcomers to become well acquainted.

The annual ship's company dance on November 29 was, by general agreement, the most successful yet held. *Discovery's* new band, conducted by Cd. Bandsman Charles King, provided the dance music.

Sub-Lt. David Sutherland, formerly of *Malahat*, has joined *Discovery* and is assisting in the recruiting office.

HMCS Donnacona

A framed picture of Admiral Jellicoe of First World War fame now hangs in the wardroom of *Donnacona*. Captain (S) R. W. Tiner, CD, RCN(R), (Retired), presented it to the wardroom on his retirement from the reserve in December.

Cdr. M. E. Smith, executive officer of the Montreal naval division, accepted the farewell gift on behalf of the officers.



Down the chimney St. Nicholas (PO Pete Turner) came with a bound, while PO Terry Waters, with a wave of her hand, assured all the children at Discovery's Christmas party that the old fellow hadn't broken a leg. Behind Santa's pretty helper is CPO T. C. Bradfield.

Navy Upholds Noah's Tradition

If the Royal Navy ever runs short of beef there's one bull who might be tempted out of sheer gratitude to offer himself to the cause.

The bull, a miniature Socotran, took passage early this year in HMS *Wild Goose* from the island of Socotra, at the entrance to the Gulf of Aden, to Bahrain, on the Persian Gulf. The distinguished passenger was a gift of the Sultan of Socotra to the Bahrain Government.

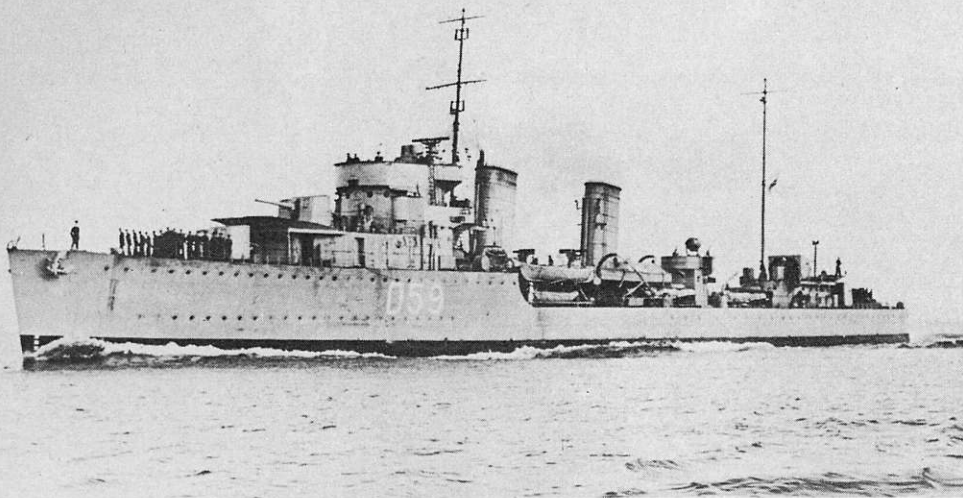
On arrival in Bahrain, the bull was put to pasture on the government's experimental farm, but alas, he had no mate.

After languishing alone for more than six months the unhappy bull aroused the sympathy of all concerned, including the British Navy. The Senior Naval Officer Persian Gulf was moved to send a message to the Admiralty stating that it would be much appreciated, particularly by the bull, if one of Her Majesty's ships could call at Socotra to obtain a mate for the unhappy male bovine.

Rising to the occasion, Admiralty replied, "In the interests of the bull, approved."

A short time later, HM survey ship *Owen* arrived at Bahrain with one cow embarked, and the pair are reported to be living happily ever after.

In the Mediterranean, two Royal Navy LCT's embarked a whole circus at Malta and transported the lot to Syracuse, Sicily. The circus became stranded on Malta when it was unable to find commercial transport. The two vessels loaded, in addition to caged animals, 112 "loose" ones, including elephants, camels and horses.



This is a picture of HMCS Skeena taken during the early months of the Second World War. The ship's company, so thoroughly "maligned" in the accompanying article, was good enough to share with their compatriots of the corvette Wetaskiwin in the sinking of U-588 on July 31, 1942—the RCN's third U-boat kill of the war. (N-1)

Looking Astern

The Day the Skeena Heard the 'Truth'

IF ANY member of the ship's company has the rest of the crew members "taped" and knows their weaknesses and foibles, it's the Engineer Officer.

Down in his ordered mechanical world of wheels and pistons where surging power responds to the touch of the master's hand, the Engineer Officer, in his Plutonic omniscience, *knows* that everything which happens in the upper realms of the ship is pure madness. Through the voice pipe comes maniacal cries of "Full ahead starboard, half astern port . . . You're making black smoke . . . I asked for 193 revs. What're you giving us?"

The Engineer Officer knows that shallow depth charge patterns are fired for the sole purpose of kicking out the circuit breakers and dislodging the boiler brickwork. He knows that the guns are usually fired for the sole purpose of loosening the scale in the stack and putting him into a state of utter humiliation. He knows that if one of the crew members on the forecastle so much as touches a capstan it will fall to pieces in his hands.

Away back in 1942, when HMCS Skeena was furrowing the convoy lanes of the North Atlantic, the duller moments were lightened by frank commentaries over the ship's sound reproduction equipment. It came the Engineer Officer's turn to take over the SRE in April 1942.

Lieut. (E) J. S. Horam, RCNR, tackled his subject bravely—heroically, one might say, since there was no escape

except over the side. That he survived without being subjected to anything worse than ostracism is attested by the fact that in the current Navy List appears the name of Captain (E) John S. Horam, CD, RCN, Principal Naval Overseer, East Coast, with headquarters in Halifax.

He began his talk over the SRE with a somewhat insidious reference to the crest of the Skeena—a leaping salmon—and then plunged recklessly into his subject:

THIS NOBLE vessel manned by Canadian stalwarts (we hope) received its name from a Canadian river famed alike for its salmon and a tribe of Indians living on its banks. This does not give you aforesaid stalwarts permission to behave like a pack of untutored Indians. On the contrary you must endeavour to emulate the salmon in said river, who, when returning to his spawning grounds, leaps over every obstacle and is not deterred in doing the thing he sets out to do even though death o'ertake him on the way.



It seems a few of you were emulating the salmon at action stations the other morn when a certain poor fish got in your way, but instead of leaping over you leaped on him, much to his distress. However, the cause was just, although he did present a somewhat battered appearance when he finally got to his station.

It has been noticed that the efficiency of this noble vessel is increasing by leaps and bounds (we don't seem to be able to get away from this leaping and bounding, somehow). It was heard said the other day that we should be (at the present rate of leaping and bounding) a really efficient ship come 1949, providing, of course, the war lasts that long and Father Time has not crept up on us too quickly.

And still speaking of efficiency, it has been discussed in authoritative circles—to wit, the ERAs' mess—whether it is more efficient to burn oil in the ordinary way—that is, via the sprayer—or to dig it out of the bilges and shovel it in the fires. Of course both sides have their points for and against: For instance, the ones in favour of putting it through the bilges say the stokers have nothing to do anyway; and by actually handling the oil they become better acquainted with it, so much so that they begin to have it with their meals; while those who favour the shorter route think the less you see of it the better as it is nothing more than a headache at the best of times, especially if it leaves the funnel in the form of black powder.

These discussions are good to note as it shows the members of the ship's company are interested in things going on around them and indulge in healthy criticism now and then. And speaking of criticism, one wonders why at meal-times the QMs allow the ship to get off course and then have a little practice with the wheel—running it back and forth and bouncing the ship hither and yon, with the consequence, as you well know, that one's meal ends in one's lap or someone else's, mostly the latter. This, of course, is very amusing to every one bar the one whose lap has been maltreated.

It has been said that nothing exceeds the love of a man for his horse, but this man was never in the Navy, as it definitely has been proved that the love of a Torpedoman for his job is far in excess of anything yet known. Just to quote an instance or two to bring home the point, should a Torpedoman see a light out where it should be in, or a motor throwing sparks all over the place, or a bell ringing when it should not, or not ringing when it should, he turns away in horror as he cannot bear to gaze on

such awful sights, and, from what has been noted, he keeps turned away, just in case.

As one continues to wander around the ship, one comes in contact with these highly specialized branches of the service, Asdic and RDF (now known as sonar and radar).

Asdics, as we all know, are for detecting underwater craft and are a very delicate instrument, so delicate in fact that in exercise the other day the set got such a shock from detecting an underwater craft it just packed up and died. Some two days later after its more sensitive parts had been attended to by an expert on board, it detected at least a hundred underwater craft in a couple of hours. Due to this detection the ship was able to come through unscathed and so lived to tell the tale.

Now take RDF (someone here said, "You take it; I don't want it"). This is a super-instrument of the Navy. It is guaranteed to lose a convoy every time at 3,000 yards and is very good at spotting submarines on the surface over the horizon (which is a great help I don't think), is made to work by a motor (which prevents any one sleeping in the near vicinity), throwing green lines on a fluorescent screen.

No one seems to have the faintest idea how these things happen and when occasionally a blackout occurs on the screen, certain members of the ship's company come along, tap it in various places, look very wise, drag all the radio valves from the central stores and elsewhere, try to fit them in holes they won't, do some more tapping, spend all night studying electric manuals which tell them nothing about it.

By this time the ship has probably arrived in port, so an urgent message is sent to Headquarters that the RDF is out of business. While alongside, a young man strolls down with a new set, which is in perfect condition, under his arm and away we go to sea again and, while one can see the convoy, this said super-instrument is perfect. But woe betide if you lose it in the dark, as our friend the super-sensitive RDF won't find it for you.

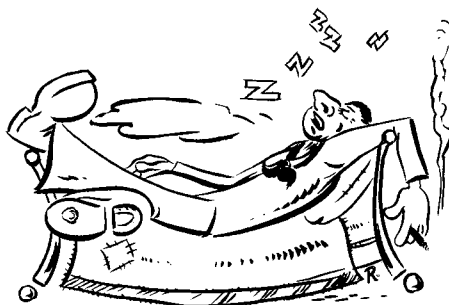
And then we come to those time-honoured, traditional and, shall we say, obsolete pieces of machinery, the guns and gun director, truly masterpieces of ingenuity, if you listen to the soft-voiced lecture by the Gunnery's Mate or the dissertations held forth by the Gunnery Lieutenant in the wardroom.

Much literature has been written concerning these instruments of torture since the days of Nelson, most of it not understood, of course. However, the crowning instance where this noble ship

can lay claim to fame was when the gun's crew of officers manned "B" gun under the direct control of the expert Gunnery Lieut. The gun was loaded, ranged, etc., at the double quick; thereupon the Gunnery Lieut., being an expert, closed his eyes, pressed the trigger and nothing happened, to the Gunnery Lieut.'s horror and the Bronx cheers of the rest of the ship's company.

We wander a little further and come to a place called Sick Bay, where lately another bed was installed just in case of emergency. The ship's company found this and up to date has kept the Sick Bay in the same state of emergency ever since. The spare bed has been found comfortable in every way.

The next thing that strikes one is a great crowd gathered round the galley door with emaciated features and a look of starvation on the faces, all crying, "Give us bread lest we die". A pitiful sight truly! but the hardened son of a



sea cook who tends the pots never bats an eye, because he knows he will have a work all night baking bread for these "Hungry Wolves".

Then at last we arrive at the so-called "hub of the ship" where men toil unceasingly in an endeavour to keep oil burning and a certain amount of moisture in the boilers. It is said that more air is used here than anywhere in the ship—unkind and unfeeling people make that caustic remark, yes, hot air. It may be added that this is the most dangerous position in the ship as it is on record that most stokers have lost their lives through other stokers trampling them to death in an endeavour to get off watch first after sleeping for four hours below.

We amble from there to the engine room, having dealt very kindly with the boiler room. There one sees something really breath-taking. Amidst all the gleaming wheels, polished brass and rotating machinery, the unforgettable sight of living statues, one might almost think they are cast in bronze—the ERAs, to boot—these mortals, nay, almost gods, never waste an effort and their concentration of remaining for hours in one

place without moving a muscle is amazing.

We then saunter to the wardroom, hoping against hope that at last this is the place where some brightness will be found. But no! All one sees is a bunch of recumbent forms sprawled around in seaboots and old clothes with one watchful eye on the Chief Engineer ready to grab his chair should he show signs of vacating it.

So we arrive back at the quarterdeck, having blown to pieces the wonderful illusion of efficiency that we laboured under after reading the newspapers, listening to the radio and such other trash, and we leave this noble ship manned by the aforesaid stalwarts a feeling sweeps over us that after all things might have been worse—but not much.

WEDDINGS

Ordinary Seaman Gerald Andrews, *Cornwallis*, to Miss Evelyn VanTassel, Digby, N.S.
Sub-Lieutenant John William Hall, *Stadacona*, to Miss Elizabeth Lappin, Londonderry, Northern Ireland.

Wren Mary Hearst, York, to Mr. William Carrick, Toronto.

Wren Rosemary M. Hegan, *Cornwallis*, to Ordinary Seaman Joseph Beaulieu, *Cornwallis*.

Midshipman J. Donald Large, *Lauzon*, to Miss Dianne Phillips, Charlottetown.

Sub-Lieutenant Gordon McPherson, York, to Miss Nancy Chart, Toronto.

Leading Wren H. June Waddell, *Naden*, to Able Seaman Thomas Buxton, *Discovery*.

Lieutenant Keith Young, *Cornwallis*, to Miss Gillian Weaver-Bridgeman, Victoria.

BIRTHS

To Lieutenant Geoffrey Brockhurst, *Iroquois*, and Mrs. Brockhurst, a daughter.

To Leading Seaman Charles Cook, *Niobe*, and Mrs. Cook, a son.

To Petty Officer Grant L. Corey, *Iroquois*, and Mrs. Corey, a son.

To Chief Petty Officer Donald Currie, *Iroquois*, and Mrs. Currie, a son.

To Petty Officer Charles Dixon, *Cornwallis*, and Mrs. Dixon, a son.

To Lieutenant R. B. Dunlop, *Prestonian*, and Mrs. Dunlop, a daughter.

To Petty Officer Jules A. Fortin, *Iroquois*, and Mrs. Fortin, a son.

To Leading Seaman Edward Keoughan, *Albro Lake Radio Station*, and Mrs. Keoughan, a daughter.

To Able Seaman J. E. Morsh, *Prestonian*, and Mrs. Morsh, a daughter.

To Leading Seaman Eric A. Muise, *Iroquois*, and Mrs. Muise, a daughter.

To Chief Petty Officer Conn Nast, *Cornwallis*, and Mrs. Nast, a daughter.

To Chief Petty Officer George E. Ritchie, *Iroquois*, and Mrs. Ritchie, a daughter.

To Petty Officer George A. Schropfer, *Iroquois*, and Mrs. Schropfer, a son.

To Petty Officer Gilbert H. Shaw, *Iroquois*, and Mrs. Shaw, a son.

To Able Seaman Thomas J. Smith, *Iroquois*, and Mrs. Smith, a son.

To Petty Officer Donald M. Taylor, *Iroquois*, and Mrs. Taylor, a daughter.

To Petty Officer Bruce L. Timmons, *Discovery*, and Mrs. Timmons, a daughter.

To Petty Officer William D. Wales, *Iroquois*, and Mrs. Wales, a son.

To Leading Seaman Donald C. Wheeler, *Iroquois*, and Mrs. Wheeler, a daughter.

THE NAVY PLAYS

Chiefs Handiest With .22 Rifles

CPOs "A" won the *Quebec's* interpart .22 rifle tournament during the South American cruise with a total score of 588. Wardroom "A" followed with 549 and CPOs "B" placed third two points astern of the officers.

Forty-nine teams competed in the four-target series which began a day after the cruise began in mid-October and finished on the eve of the ship's arrival at La Guaira, Venezuela, late in November.

The winning team included CPO Ted Miller, with 44 points; Master-at-Arms Matthew Hall, 156; CPO Ian Robertson, 151, and CPO Harry Stainsby, 137.

Individual honours went to MAA Hall at the Marine Corps armouries in Colon a week later, with his 192 out of a possible 200 points. The top 26 marksmen of the league, which numbered close to 200, shot at two Dominion Marksman targets there for the individual totals.

Interpart shooting took place at sea from atop "A" turret at targets placed in the eyes of the ship. Although wind and the roll of the ship hampered fine accuracy, MAA Hall noted great improvement in marksmanship each time out.

Captain E. W. Finch-Noyes, commanding officer, presented a large silver cup as team trophy to the winners during morning divisions on December 6 after the ship was once again alongside in Halifax harbour. Small cups went to each team member and MAA Hall, as the highest individual scorer, was awarded another silver cup.

Cd. Gunner Percy Boyd instigated the competition and MAA Hall helped him to carry it out.

RCN Officers in 'Winter Olympics'

Four officers of the RCN are participating in this year's "Winter Olympics" of the British armed forces and already one of them has become the first Canadian to compete in the Trenchard Cup bobsled race over the famous Cresta run at St. Moritz, Switzerland, on January 28. He is Lieut.-Cdr. Ray Creery, of Vancouver, Staff Officer (Air) at *Niobe*, who was on the Navy's bobsled team.

Lieut.-Cdr. Barry German, Ottawa, Staff Officer (Gunnery) at *Niobe*, and Lieut. (E) Stirling M. Ross, Montreal, on courses overseas, will be members of the RN entry in the interservice downhill and slalom ski championships at the famed winter sports resort on February 24 and 25. Sub-Lt. C. M. Seymour, of Montreal, who is taking courses at Greenwich, will be in reserve for the event.

Navy Hoopsters Win Five in Row

Promising Navy hoopsters won three exhibition games, then copped two wins in the newly-formed five-team tri-service basketball league on the West Coast.

The Esquimalt sailors downed an RCAF Sea Island group 64-50 and followed it up with a 49-40 victory over RCSME from Chilliwack, in their first league games at *Naden*.

The teams, which include Esquimalt Army Garrison, and Comox, RCAF as well, will play a round-robin, home-and-home series with the top three squads entering the playoffs.



PO James Redlin, engineering mechanic in the New Glasgow, holds the Brock Whitney revolver trophy he won as high scorer in the "Tyro" division at the Pacific Command's Rifle Association's highly successful pistol meet at Beaver Lake last fall. The meet had 41 competitors with nine from the Navy gaining honours. (E-29672)

The Navy's soccer team suffered its first loss of the season 3-2 by RCSME at Chilliwack, but reversed the score in a return match.

Fast-improving Navy pucksters held on to second place in the B.C. intermediate hockey league and aimed to keep on the pressure long enough to clip the Nanaimo Clippers who were in first place in December.

Team Makes Up For Early Losses

Softball was the major sporting interest of the *Iroquois* during her third Korean tour. Practices on the way out from Canada whipped the ship's team into shape, especially after a 9-2 defeat at Long Beach at the hands of men from the *Stettler* and two thorough trouncings from the ship's American namesake USCG *Iroquois* in Pearl Harbour.

Arriving in the Far East too late to challenge the highly-touted *Crusader* nine, the *Iroquois* nevertheless defeated the *Haida* 10-6, the *Cayuga* 11-3 and 2-0, and the *Huron* 17-5. The ship was justly proud of ten wins in a dozen games.

During the visit to Hong Kong, cricket and soccer were played with units of the Royal Navy but due to lack of practice, there was an equal lack of success.

Navy Takes Two Squash Events

Two members of the Pacific Command Squash Club gained wins at the Vancouver Squash Racquets Annual Invitation tournament in the B.C. metropolis, topping the "C" and "D" divisions.

PO Dick Barwis quelled opposition from Vancouver and Seattle for "C" class honours and CPO John Stoddart won all his matches handily in "D" class competitions.

Also rans included Lieut. Brian Bell-Irving in "A" division, and CPO John Waldron and PO Mel Padget, competing in "B".

MTE "B" Leads Naden Sports

MTE "B" athletes took *Naden's* November Cock o' the Barracks trophy after an undefeated schedule in soccer, volleyball, swimming, sports tabloid and hockey. There are 24 teams.

CPO Tom Day and PO Dave Sadler were organizers and coaches and both "A" and "B" teams were being spurred in December to bring the cock to roost again in MTE in the next month's struggle.

Naden Supply led the pack in the interdivisional hockey league, at the end of the year being undefeated. They were closely followed, however, by Gunnery and Ordnance, and Navigation-Direction, each with only one loss.

Quartermasters were on the top rung of the 20-team Command Bowling League.

Hoopsters Defy Player Shortage

Discovery's basketball team defied the handicap imposed by a shortage of players and defeated the St. Mary's Church team 32-30 in a December 29 game.

The *Discovery* team was able to put only five men on the floor, which meant that each player had to go the full game without benefit of substitutes.

Ship's Company Yields Trophy

A team of *Gloucester* officers, chief and petty officers defeated ship's company 5-2 in a sudden death game for the annual softball trophy which made its first appearance in station sports.

Winners included Lieut.-Cdr. Donald Black, Lieut.-Cdr. Ray Tamburello, USN, CPO Burrell Clarke (coach), Petty Officers Eugene Carey, Ray Kergot, Ray Eastman (captain), Cyril Walker, Larry Tysowski, Jim Kitchin, Ken Krafft, Bill Nevett, Jack Wilson, Hervey Eaton and Bernard Hughes (PT Instructor).

The Petty Officers copped the interpart softball league and Byles Shield for 1954. Members included CPO Clarke, Petty Officers Graham Sherwood, Hughes, Eaton, Bill Amos, Charles Tupper, Ted Burke, Krafft, Bill Nevett and Carey.

Quebec's 'Old Men' Win Ball Title

The *Quebec's* chief and petty officers, the "old men" of the training cruiser, won the 1954 softball interpart championship at the U.S. Navy's Coco Solo air base in Colon, by drubbing the Ordnance nine 12-2.

The losers, composed chiefly of young armourer's mates, were unable to recover from the 10-run lead their older opponents piled up quietly in the first inning.

Games leading to the championship were played in Port of Spain, Trinidad; Rio de Janeiro, Brazil, and La Guaira, Venezuela, during the South American

cruise, with eight teams taking a lively part.

CPO Bevan Woodacre accepted the trophy later from Captain E. W. Finch-Noyes, commanding officer, on behalf of his teammates.

Bridge, whist and cribbage tournaments were played in addition to darts, checkers and chess contests under direction of Ldg. Sea. J. P. E. Potvin, ship PTI.

Sioux Golfers Win at Pearl

The *Sioux* athletes had little opportunity to play sports after refit, but managed to get in a few games of baseball at Pearl Harbour en route to the Far East.

A ship's company golf team competed successfully in a tournament against six men from USS *Renshaw* (DE), on the well laid out Navy-Marine Golf Course, a short distance from Pearl Harbour Naval Base.

Winning golfers included Lieut. (E) L. R. Johns, Lieut. (L) E. M. Byrnes, Cd. Ordnance Officer A. R. Lee, CPOs James Stewart, L. F. Ferris and H. M. Minckler.

Softballers Off To Good Start

York officers are at it again in the Toronto Garrison Officers' Softball League and up to the year's end were tied in first place with four wins out of five tries.

The hurling of Lieut. (S) D'Arcy Quinn stood them in good stead as they downed RCASC 4-2, Royals 18-2, RCA 11-3 and Signals 4-3. Toronto Irish upset them 5-3 halfway through the 1954 part of the series.

150 Take Part in Turkey Shoot

Discovery's annual turkey shoot early in December was again a great success, with about 150 of the ship's company drawing a bead on the numerous prizes. Three Wrens and three officers were among successful shots for turkeys and hams.

Navy Captures Two Events

Six teams, representing the Armed Services on the West Coast, competed in a week-end double elimination of basketball, volleyball and squash recently with the Navy outclassing all in squash and edging the RCAF from Sea Island 39-36 for basketball laurels. The Esquimalt Army Garrison defeated the Navy in the volleyball finals.



Malcolm Lancaster, (left) and Allan Virtue, two naval transport civilian drivers at HMC Dockyard, won high awards at the Eighth Annual Canadian National Truck Rodeo in Toronto. Competing against 90 transport drivers from across Canada, Mr. Virtue placed third in the semi-trailer single-axle competition and Lancaster fourth in the straight truck class. Snaking their trucks through winding courses, backing into narrow bays and threading lanes with only an inch clearance on each side, Mr. Virtue and Mr. Lancaster, who are Maritime champions in their classes, were also tested for knowledge of rules and equipment and personal appearance. (HS-34258)

"David" Digby Whacks Goliaths

While dockyard maties swarmed over the coastal escort *Digby* during winter refit in January at Esquimalt, her hockey team was proving that a little ship can pack a big wallop.

Digby pucksters won two games out of three against ships with much larger complements from which to choose talent. They blanked the *Stettler* 2-0 in a successful debut and went on to better the team of the sister frigate *Jonquiere* by three markers.

Injuries to key players, added to the drafting depot's inroads on the team, foredoomed the third encounter, which the *Digby* lost 3-0 to the *Crusader*.

Curling Interest High on West Coast

Interest in curling on the West Coast is at a high level, with 36 rinks turning out Sunday evenings for league play. The Christmas turkey bonspiel helped sharpen games generally.

COURAGE AND DEVOTION

(Editorial in the Halifax
Chronicle-Herald)

DURING the Second Great War, a young Royal Navy flyer named Robert Moore won the Distinguished Service Cross. A native of Ireland, he had a meritorious career in wartime, and left the naval service in 1946. He rejoined, however, in 1951, just ten years after his first appointment.

This capable and gallant airman has been on loan to the Royal Canadian Navy from the Royal Navy, and has been stationed at the *Shearwater* naval base on the shores of Halifax Harbour.

On Monday of this week, Lieut. Moore was flying over this area when his plane caught fire. He parachuted to safety to the *Shearwater* football field—"after staying at the controls of the flaming aircraft long enough to divert it from nearby houses and towards Halifax Harbour at Eastern Passage, where it crashed into the water and burned."

Lieut. Moore has described what happened. It was around three in the afternoon, and his plane was about 250 feet from the ground when he received a radio warning from a station observer that flame and smoke was coming from the plane. He noticed the flames and smoke about the same time, climbed to 600 feet, "aimed her towards the harbour" and jumped out.



Lieut. (L) C. R. Nixon, one of two RCN representatives on the National Defence Headquarters Rifle Association, is shown above with trophies won during the past year. Among Lieut. Nixon's awards was the Captain's Prize, presented annually to the member making the most progress during the year. (O-7524)

By the time his parachute opened, he was, a scant 200 feet off the ground.

The whole thing happened within a very brief space of time—but it is one of those epics of resourcefulness, courage and devotion to commemorate which such medals as the Distinguished Service Cross are struck. It is in the best traditions, not only of the Navy itself, but of the far younger service, the Air Force.

Said Lieut. Moore after his experience:

"I had decided at first to land the plane. I thought the trouble wasn't serious, but things got worse quickly. I wanted to get to somewhere that was fairly open. The harbour seemed to be the best place.

"The last time I looked at the altimeter it was about 600 feet. Then the cockpit got so full of smoke I couldn't see a thing. I aimed her towards the harbour and jumped out."

It looks so ridiculously simple when service men tell of their experience . . . but it adds up in cases like this to experience, presence of mind, cool courage, devotion to duty, and consideration for others. Lieut. Moore's first thought was for the safety, not of himself, but of those on the ground in a settled area. He saved himself only after he had made sure of that.

We salute him! The British race will always be well served so long as men of the Robert Moore type are in the Services.

What Do You Call Your Friends?

They used to call the Second World War the "Battle of Initials" as a result of the spate of abbreviations which suddenly flooded into the public ken.

The habit continued after the war and peacetime has given us the cherished terms "SOC" and "DOGS" and "DOLS" and "SOAP".

These are convenient short forms of cumbersome titles, although the pictures they conjure up may bear no resemblance to the officers they designate. They're a handy code for use by members of the fraternity, but the general public is likely to find them a bit overpowering.

Take the case of P2EM2(NQ) Joseph Blow, for example. It tells another member of the RCN that Joseph Blow is a Petty Officer Second Class, that he is an Engineering Mechanic with Trade Group II qualifications, but that, because of the abolition of the Stoker Branch to which he used to belong, he has to undertake certain additional training to qualify for promotion.

That's quite a package of information and useful in its place, but does the MAA say "P2EM2(NQ) Joseph Blow, off cap"? And it may be that the folks back home suspect that Joe has joined the secret service when they read under a picture in the local paper: "During an inspection of the guard landed by HMCS *Whatsis* at Wassamatta, Admiral Sowhat chats with P2EM2(NQ) Joseph Blow of . . .".

There's a correct way of handling the situation and it's already laid down in the Royal Canadian Navy Manual of Advancement and Promotion (short title "MAP"). P2EM2(NQ) Joseph Blow, apart from official paperwork, is simply Petty Officer (or PO) Joseph Blow. The same applies to other ranks.

But after all, the use of "P2EM2(NQ)" instead of "PO" is a minor crime compared to the mutilation of a name or the lack of a full set of initials or first name. AB Tug Wilson may turn out, after hours of diligent sleuthing, to be AB George Q. Williston and if it gets into print the way it was first written everybody ends up kind of sad.

Thus ends this little homily which has the simple little moral that scribes who get other people's names right won't find themselves classed with the Pharisees.—*The Editors*.



This picture shows an RCN infantry landing craft disgorge troops at Bernières-sur-Mer during the D-Day landings in Normandy. The same scene appears in "Invasion—The D-Day Story in Pictures", reviewed here. (GM-2243)

Book Reviews

D-DAY REVISITED

OVER TEN years ago, on the morning of June 6, 1944, the Allied Armies splashed ashore on the Normandy beaches and commenced their grand assault on Germany's "West Wall". It was the greatest amphibious attack ever mounted and it led to the ultimate defeat of the German military forces and the liberation of Europe.

"Invasion! The D-Day Story", with photographs and text, brings back to mind that historic day.

In the years that have followed D-Day, many excellent articles and stories have appeared documenting the orders of battle and the exploits of individual regiments and units. "Invasion!" embraces in a broad sweep the magnitude of the achievement and the text gives the reader a whiff of the smoke of battle rather than the detailed disposition of troop formations.

It is in the 266 photographs which illustrate the book that D-Day lives again. Here, in sharp focus, we see the blood and sweat of battle and the dirt blackened faces of soldiers crouching on beaches as they face enemy fire. We see the vigilant eyes of the Navy who brought them ashore, and the pilots of the Allied Air Forces scrambling to their aircraft to support them in the skies. As a background to these warriors we see the rubble and horror of war, and its brief moment of triumph.

Almost every phase of the great operation is covered photographically. A picture of General Eisenhower giving a pep talk to American paratroopers before they boarded their transport planes

... the big guns of HMS *Rodney* bombarding the Normandy beaches ... an RAF pilot running for his Typhoon ... a WAAF nurse assisting a wounded soldier, are but a few of the scenes that unfold for the reader.

There is the staunch face of Winston Churchill as he visited the beaches ... His Majesty King George VI, in the uniform of Admiral of the Fleet, standing at the salute as the invasion forces put out to sea ...

But the face which dominates the first and last pages of the book is that of Field Marshal Viscount Montgomery of Alamein who led the assault under the

overall command of General Eisenhower. Viscount Montgomery has written the forward to this book. He appears on the last page sitting in a simple tent at Luneburg accepting the surrender of German generals who commanded all the German forces in Holland and Denmark.—C.T.

"Invasion! The D-Day Story in Pictures" ... Written and compiled by John St. John Cooper, designed and produced by Edward L. Matto, with a forward by Field Marshal Viscount Montgomery of Alamein; 122 pages, 266 photographs, 5 maps; Clarke, Irwin & Company Limited, Toronto; \$1.50.

JET AIRCRAFT ARE HERE TO STAY

Nearly two hundred and forty of the current fighting aircraft of the world, from trainers and helicopters to inter-continental bombers are pictured and described in the cloth-bound, pocket-sized "The World's Fighting Planes", by William Green and Gerald Pollinger.

The information is fresh and up-to-date and gives an impressive picture of the predominance which jet aircraft are assuming in the world's air fleets. There is a photograph of each aircraft and, except in the case of the helicopters, there are silhouettes of the side, vertical and end-on views of the plane—a handy feature for those who make a hobby of aircraft recognition.

How the British are faring in the competition for ever-higher speeds is indicated in the description of the English Electric P.1A. Flown for the

first time on August 4, 1954, this combat aircraft is reported to be capable of attaining supersonic speeds (Mach 1.3 to 1.5 in level flight) without using rocket assistance or afterburners. This would put its performance close to the 1,000-mile-an-hour class—a speed hardly dreamed possible ten years ago.

The tremendous productive resources of the United States are evident in the plethora of designs, from tiny reconnaissance planes, through vertical take-off aircraft and supersonic fighters to flying tankers and bombers with a 6,000-mile range. The United States and Great Britain, it will be seen from a perusal of the book, are the only countries to have given much attention to the development of carrier-borne aircraft.

(Continued on next page)

LOWER DECK PROMOTIONS

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

ACHTZENER, Harold J. P1CS3
ASTON, Brian. LSAF1

BANWELL, Richard J. LSLM2
BARON, Lawson E. LSLM1
BARRY, Allan. P2QM2
BEATTIE, John R. LSCS2
BEAUDRY, Joseph E. LSEM1
BENDER, Bruce F. LSLM2
BETTERIDGE, Donald P. LSCV1
BONNEAU, Leonel J. P2OM3
BONNER, Douglas V. LSAF1
BOURDEAU, Rodrigue J. LSQM1
BRIDGEN, Henry J. LSQM1
BROCKLEY, Alfred S. P1CS3
BROWN, David T. LSCS2
BROWN, Gordon R. P2BD2
BROWN, Ronald N. LSCR1
BULL, William F. LSQM1
BURNETT, George A. LSLM1
BURNS, Donald J. LSLM2
BUTLER, Ronald C. LSLM2

CADE, Robert A. LSAF1
CAMPBELL, Eugene E. LSCS2
CAMPBELL, Gordon A. LSLM2
CARLYLE, George M. LSCS2
CHESTER, Jerry P. LSRP2
CLARKE, Burrell A. C2CS4
COOPER, John V. LSLM2
COX, Allen R. LSCV1
CRAIGIE, Bruce G. LSCV1
CULLEN, Wilfred J. LSEM1

DAFOE, George A. LSRD3
DAHL, Ronald M. LSAF1
DAWSON, Alexander R. P2EM2
DAWSON, James P. LSCS2
DEMPSTER, Lawrence A. C2QM3
DESCHENES, Maurice A. LSAF1
DOMINIQUE, Ronald J. LSCS2
DONNER, George W. LSAF1

EASTMAN, Raymond C. P1CS3
ELLIOTT, Samuel R. LSCR1

FENN, George P. C2CV3
FERLEY, Roman J. LSCV1
FISHER, Norman A. LSCS2
FRANCIS, Ernest F. LSCS2

GALLAGHER, Kenneth D. P2CS3
GERRARD, William T. LSCV1
GIBBONS, Frank. P2MA3
GOYMAN, William. LSTD1
GRIFFIN, Alexander M. LSCS2
GRIFFIN, William G. P2CV2
GRIFFITH, Arthur W. P2CV2
GUSELLA, Otto J. LSLM1
GUY, Clifford W. LSLR1

HAMILTON, Robert J. LSLM1
HANCOCK, William J. LSCV1
HAYNES, Howard J. LSEM1
HAZELDEN, Russell F. P2EM2
HENDERSON, Leslie F. P2QM2
HINES, Lloyd W. LSRP1
HOLLER, Forbes H. LSLM2
HUMM, Lawrence W. LSAF1
HUNTER, Gerald K. LSQM2

JAMES, Donald R. LSAF1
JARY, Walter L. P2EF3
JOHNSON, Paul H. LSCS2
JOHNSON, Ross L. LSLM1
JONES, William J. LSRP1

KEAST, Lloyd H. LSRW3
KEEN, William J. LSCV1
KING, Robert N. LSCS2
KITCHIN, William G. C2CV3
KIRKALDY, Lawrence D. P2CR2
KOYAMA, Kenneth K. P2HA3
KRAFT, Kenneth E. P1CS3
KUHN, Frederick H. P2AR2
KULLMAN, Morley D. LSCS2

LAFONTAINE, Joseph L. LSRP1
LAFORTUNE, Jean-Marie J. LSCV1
LAMOUREUX, George H. P1MA3
LATOUR, Clifford J. LSEM1
LAWLER, Karl E. P2EM2
LAZARUK, Alexander. P2CR2
LECLAIR, Edward A. LSCV1
LILLY, John W. LSCV1
LITTLE, James A. LSLM1
LONAR, Gordon K. P2CV2
LUPTON, Albert R. P1ER4

MADDEN, Joseph H. LSCS1
MARKS, James R. P2EG3
MARSAW, Norman R. P1CS3
MARSDEN, Jack. P2AR2
MARSH, Donald J. LSCV1
MASON, Milton. P2RR2
MATCHETT, Robert E. LSAF1
MAYNARD, John W. LSAF1
MELDRUM, Ernest B. LSCS2
MENARD, Guy J. LSTD1
MILLER, Samuel R. C1CS4
MOORE, James K. P1SH4
MUISE, Alexander C. LSCV1
MUSHING, William A. LSCV1

MacFARLANE, Gordon C. LSCS2
MacLAUGHLIN, Thomas A. LSLM2
MacLEAN, Ronald W. LSCS2
MacPHERSON, Ian G. LSMO1
McAVOY, James R. LSLM1
McCLELLAND, Charles S. P2RN3
McGLADE, Francis A. P2EM2
McGRATH, Sanford J. P2CV2
McNEIL, Thomas L. LSRP1

NASH, Ronald A. LSRW3
NEAR, Earl H. LSRP2
NILES, Joseph E. LSAF1
NOLEN, Clifford F. P2EM2
NOSEWORTHY, Frank A. P2EM2

O'CALLAHAN, James A. LSCS2
OLAFSON, Elmer S. LSAF1
ORTH, Roy O. P2EM2
OWENS, James P. LSLM2

PAGEAU, Raymond J. LSAF1
PAGEE, David. LSEM1
PANTELUK, William. P2CR2
PARENT, Bernard J. LSRP1
PARKER, Wallace B. P2EM2
PATTENDEN, Robert J. P2LR2
PEACH, Reginald H. LSCV1
PEIL, John G. LSAF1
PERENNEC, Jean G. LSCS2
PINARD, Gerald W. C1CS4
POTTER, Robert V. P2RD3
PUBLICOVER, Donald S. LSCV1

REW, Donald A. LSCV1
ROCHON, Jack C. LSCV1
ROSE, Alexander W. LSLM1
RUYL, John W. LSCS2

SANDILLANDS, Adam M. P1SH4
SCULTHARP, Leonard G. LSCV1
SEEBOLD, Leslie J. P2RC2
SHANNON, William D. LSQM1
SALMON, Sidney R. LSTD1
SOUTHERN, Roy F. P1GA4
SPENCE, Ernest R. LSQR2
STEWART, Robert A. C2CV3
STEVENSON, Jerry P. LSCR1
STOCKMAN, William S. LSCV1
STOKES, Barry V. LSLM1
STRATTON, Harold. LSCV1
STRAUGHAN, Robert F. P1MA3
SULLIVAN, Blair G. LSCV1
SULLIVAN, Terrence L. LSCV1
SUTHERLAND, John D. LSLM2

TAKOFF, Graham J. LSCS2
TATE, Ronald J. LSCV1
TAYLOR, William H. LSMA2
THOMPSON, Bruce A. P2CS3
THOMPSON, Ernest B. LSAF1
THOMPSON, William. C2CV3
TRUDEAU, Alexander J. LSEM1
TUPPER, Charles H. P1CS3

VERGE, William A. LSMO1

WALES, Garnet T. P1SH4
WEBSTER, Frederick C. LSAF1
WHITE, Alan T. LSLM1
WHITEHEAD, Gordon E. P2CR2
WHITTIER, George W. LSRP2
WILLIS, Lloyd K. LSLM2
WILSON, Michael M. P2MA2
WILSON, Russell H. LSCV1
WITTIG, Gerald J. LSLM1
WOODLEY, Russell F. LSCV1
WRIGHT, Arthur J. P2EM2

YOUNG, John E. LSLM1

ZLOKLIKOVITS, Charles W. LSEM1

BOOK REVIEW

(Continued from page 27)

Russia has a naval air service, but no carriers, and the Tupolev (Type 35 Bosun) is one of her more important naval land-based aircraft. It is described as a jet attack bomber, with a cruising speed of 500 mph and a range of 850 miles.

The showpieces of Russia's bombing force appear to be, however, the Tupolev (Type 31) turboprop plane, with a speed of 410 mph and range of 7,500 miles, and the four-jet "Type 37 Bison". The latter — something of a mystery plane — has unusually long tapered wings and is reported to have a speed of 610 mph and range of 5,000-6,000 miles. It has been guessed that its wing design has been chosen for efficient performance at high altitudes.

"The World's Fighting Planes" is clearly not intended to take the place of the larger and more detailed reference works on modern aircraft, but it is equally obviously a medium of handy access to a wide range of information for those interested in the application of aircraft to modern warfare.—C.

"The World's Fighting Planes", by William Green and Gerald Pollinger; Thomas Nelson & Sons (Canada) Limited, Toronto; 240 pages; \$3.00.

NAVAL LORE CORNER

NO. 26

SAILING SHIPS OF
THE WORLD'S NAVIES.

