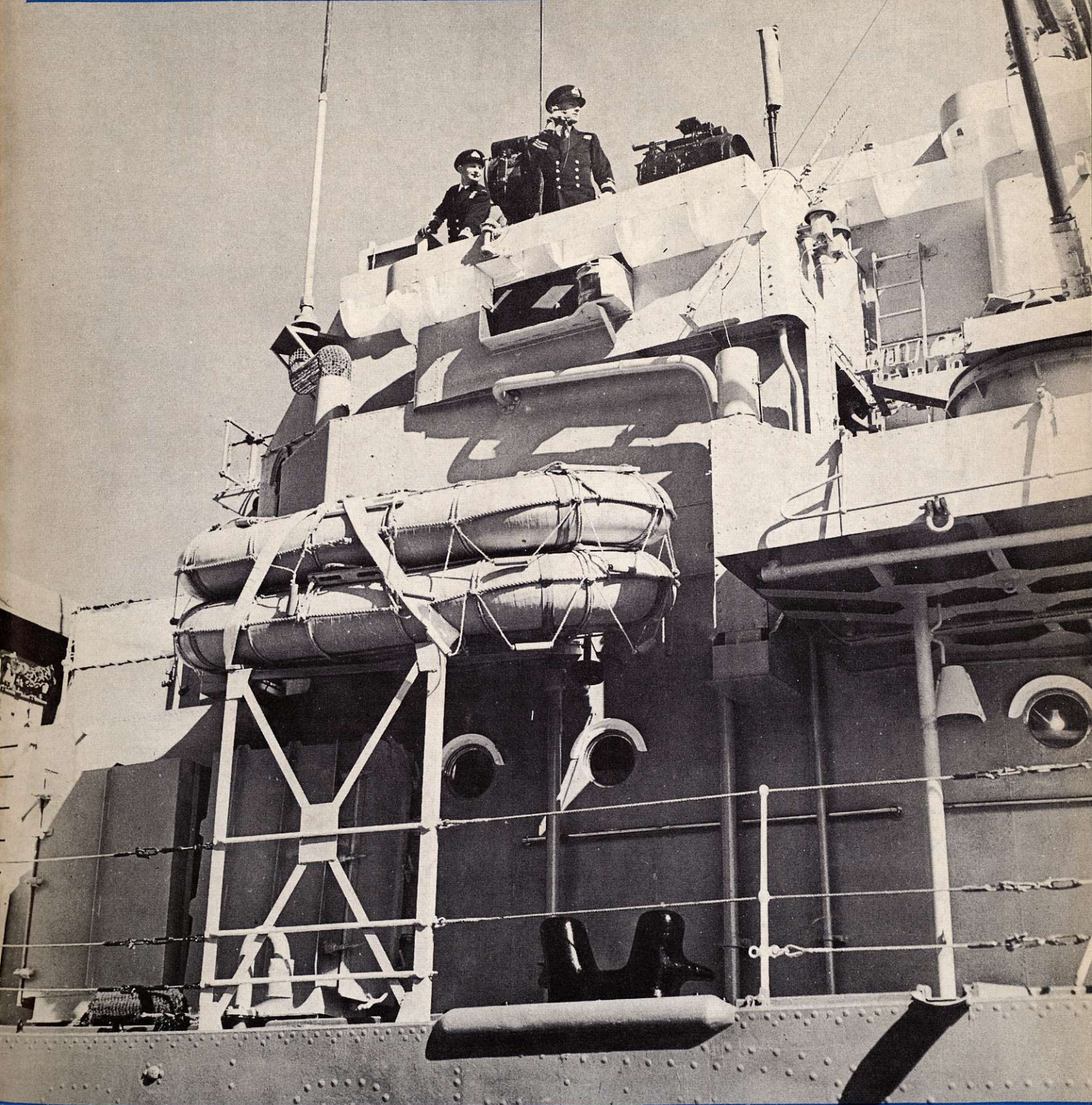


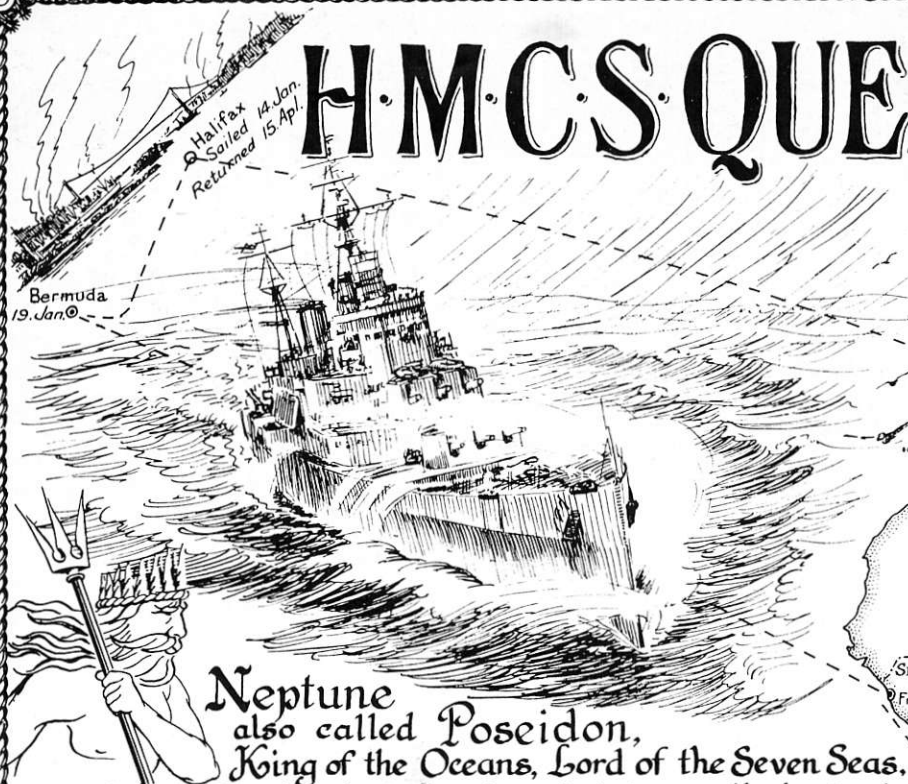
The CROWSNEST



H.M.C.S. QUEBEC~AFRICAN CRUISE

Captain E. W. Finch-Noyes C.D., R. C. N.

1955



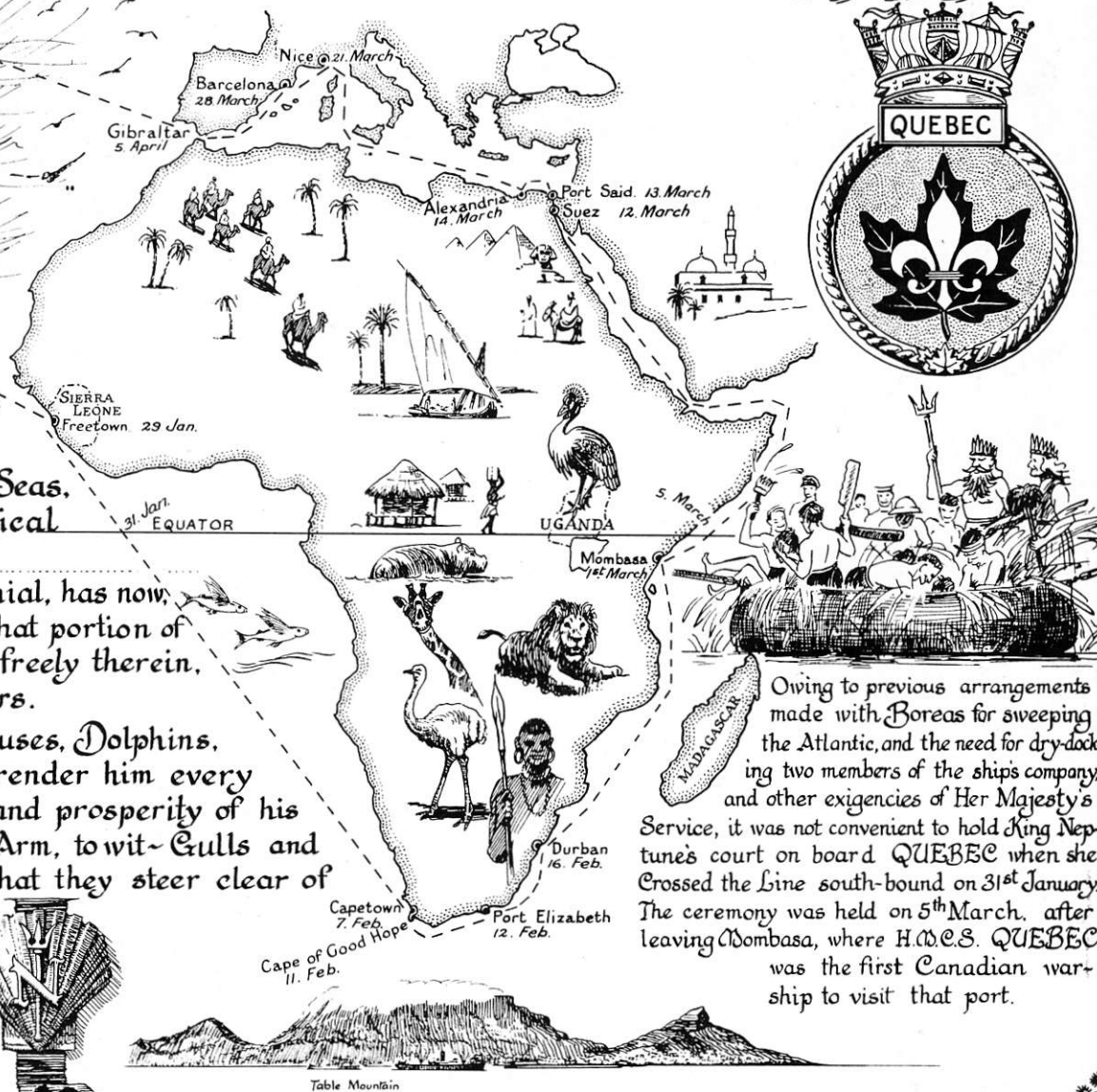
Neptune
also called Poseidon,
King of the Oceans, Lord of the Seven Seas,

by virtue of authority in me invested by mythological tradition, do hereby proclaim that having been duly initiated in the prescribed ceremonial, has now, and henceforth shall have Our permission to enter that portion of Our Domain lying south of the Equator, and to travel freely therein, subject only to the authority of his superior officers.

It shall be the happy duty of all Whales, Grampuses, Dolphins, Mermaids, and all Our other loyal Sea Servants, to render him every service in their power for enhancing the pleasure and prosperity of his voyages; also Our loyal assistants in Our Ocean Air Arm, to wit~ Gulls and Goonies, Pelicans and Flying-Fish, shall see to it that they steer clear of him whilst on escort duty.

Given at Our Court on the Equator
in Longitude 8° 21' West
this 31st day of January, 1955.

Neptunus Rex



Owing to previous arrangements made with Boreas for sweeping the Atlantic, and the need for dry-docking two members of the ship's company, and other exigencies of Her Majesty's Service, it was not convenient to hold King Neptune's court on board QUEBEC when she crossed the Line south-bound on 31st January. The ceremony was held on 5th March, after leaving Mombasa, where H.M.C.S. QUEBEC was the first Canadian war-ship to visit that port.

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Cover Photo—Those fine virtues, firmness, gentleness and precision are demanded in the last crucial moment as the ship comes alongside the jetty. A bump is embarrassing; a second try equally humiliating. The executive officer shouts orders, the captain silently prays, the winds of heaven withhold that last disastrous offshore puff and the ship nestles snugly into her berth. (HS-35183)

In the Wake of the Ancients

They were new seas and new ports of call to a Canadian warship but two and a half thousand years ago, the intrepid Phœnicians traded for gold and ivory and ostrich feathers along those coasts. The calculated daring of the ancient traders built the greatest commercial empire of ancient days — an empire which at last crumbled before the armed might of Rome in the Carthaginian wars.

The officers and men of the training cruiser *Quebec* saw modern cities and great industrial enterprises along the coast of Africa, and they also had glimpses of life among the natives, little changed by the slow march of the centuries.

The *Quebec* returned to Halifax on April 15 as the first Canadian warship ever to circumnavigate the continent of Africa. Only a few months previously the Arctic patrol ship *Labrador* became the first warship in history to sail around the North American continent. The *Quebec* (then HMCS *Uganda*) steamed completely around South America nine years ago and the cruiser *Ontario* rounded that continent late in 1952. Within the past year, five circuits of the globe were completed by Canadian warships serving in the Far East — two each for the *Huron* and *Iroquois*, one for the *Haida*.

Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria, prepared the certificate commemorating the *Quebec's* African voyage.

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

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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Ottawa, Ont.



RCN NEWS REVIEW

A thousand veterans attended the Peterborough naval veterans' reunion on April 30-May 1, but attendance at outdoor events was more than doubled by residents of the friendly Ontario city. The enthusiastic turnout (including small boys) can be judged from this picture of the last act of York's famous gun run. (O-8011)

Battle of Atlantic Ended 10 Years Ago

Ten years ago, on May 7, 1945, the war in Europe ended and it was already apparent that victory was within grasp in the Far East.

The surrender of Germany marked the end of the Battle of the Atlantic to which the Royal Canadian Navy had devoted the major portion of its war effort for more than four and one-half years.

From a tiny force of six destroyers and less than a dozen smaller vessels, the RCN had grown to a battle strength of 400 warships. From a manpower of less than 1,800 at the outset, it had attained a personnel strength of nearly 100,000 men and women. Thousands of other Canadians served in the merchant vessels which carried the supplies without which the Battle of Europe could not have been won.

Thirty-one warships of the RCN were lost, 1,800 lives were sacrificed. Their memory was again honoured this year in services across the breadth of Canada and in ships at sea on Battle of the Atlantic Sunday, May 15, which also recalled the valour and sacrifices of the Merchant Service.

On the opposite page appears a poem commemorating the dispersal of the convoys. It is from the pen of Cdr. (SB) F. B. Watt, MBE, CD, RCN, who for much of the Second World War served in the Naval Control Service, that link between fighting ships and merchantmen. The illustrations are by

Cdr. C. A. (Tony) Law, DSC, CD, whose battlefield was the English Channel, where he was in command of a flotilla of MTBs.

RCN Divers Survey River Structure

Royal Canadian Navy divers early in May conducted underwater surveys for the Department of Transport on a huge steel and concrete mattress off White Island Reef, near the mouth of the Saguenay River.

The mattress, which will serve as a foundation for a new lighthouse, was laid last year, and the naval divers were called in to carry out final inspections before work on the light house is started.

The diving team, from the RCN Diving School at Halifax, was in charge of Lieut. G. H. Lawther.

"Maggie" Sails For Portsmouth

HMCS *Magnificent*, with the *Haida* and *Micmac* in company, sailed May 10 from Grassy Bay, Bermuda, for Portsmouth, after exercises in the San Juan and Bermuda areas. The three ships will work together as a task group for varying periods during the summer and fall.

Officers Awarded Legion of Merit

Her Majesty, the Queen has been graciously pleased to grant permission for seven RCN officers to wear the U.S.

Legion of Merit, awarded by the President of the United States in recognition of their services while in command of Canadian destroyers during hostilities in the Korean theatre.

The awards are as follows:

Legion of Merit (Degree of Commander)—Cdr. E. T. G. Madgwick, DSC, CD, executive officer of *Cornwallis*, as commanding officer of the *Huron* during her first tour.

Legion of Merit (Degree of Officer)—Commodore Jeffrey V. Brock, DSO, DSC, CD, Naval Member, Canadian Joint Staff (London), for command of the *Cayuga* there from August, 1950, to March, 1951; Captain Robert P. Welland, DSC and Bar, CD, commanding officer of *Venture*, who commanded the *Athabaskan* throughout her first tour; Captain James Plomer, OBE, DSC and Bar, CD, captain of *Cornwallis*, who commanded the *Cayuga* during her second tour, and Captain Paul D. Taylor, Chief of Staff to the Flag Officer Pacific Coast, who commanded the *Sioux* on two tours.

Legion of Merit (Degree of Legionnaire)—Captain Dudley G. King, DSC, CD, commanding officer of *Shearwater*, who was in command during the *Athabaskan's* second tour, and Captain A. B. F. Fraser-Harris, DSC and Bar, CD, Director of Naval Aviation, who had command of the *Nootka* during her first tour.

Two other Canadian officers wear U.S. decorations for Korean service. For service while commanding the

Crusader from April, 1952, to July, 1953, Cdr. J. H. G. Bovey, DSC, CD, Director of Service Conditions and Welfare, was awarded the Bronze Star, and Lt.-Cdr. Joseph J. MacBrien, also at Naval Headquarters, received the DFC for operations in a jet fighter flying from the USS *Oriskany*.

Cdr. Madgwick already holds the Legion of Merit in the Degree of Legionnaire for his part, as commanding officer of the *Haida*, in the rescue of 18 survivors of a USAF B-29 which ditched off Bermuda in November, 1949.

Minesweepers on West Indies Cruise

The First Canadian Minesweeping Squadron of HMC Ships *Gaspé*, *Trinity*, *Ungava* and *Quinte*, returned to Halifax May 1 after a seven-week training cruise to the Caribbean and southern United States ports.

Other ships, on both coasts, were on the move as May made its appearance:

The *Ontario* was on the first leg of her second cruise of the year, having left Esquimalt April 25 for Halifax, where she is scheduled to arrive May 15, thence to the United Kingdom and northern European waters; the *Athabaskan*, *St. Therese* and *Jonquiere* accompanied the *Ontario* as far as San Diego.

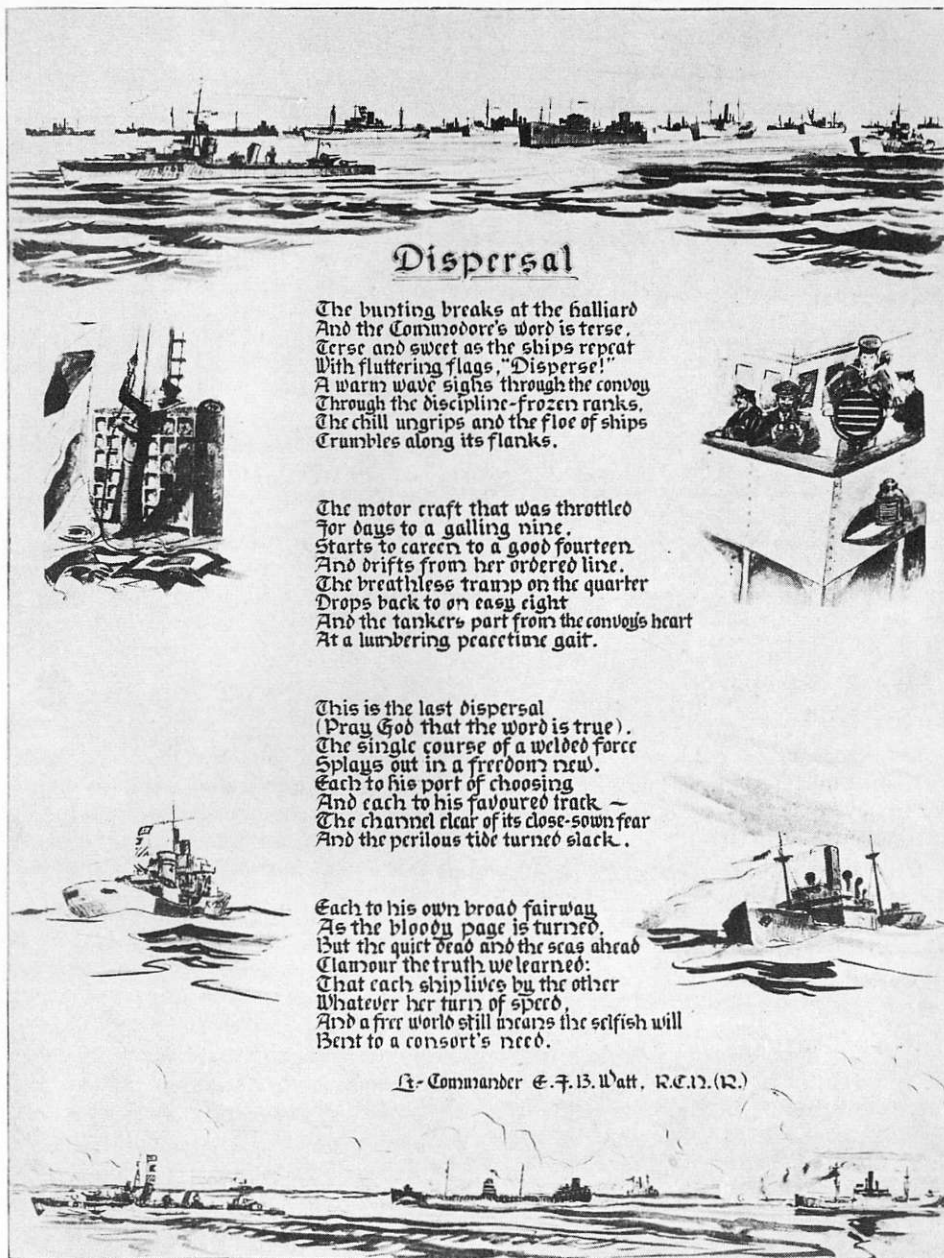
On the East Coast, ships of the newly formed Eleventh Canadian Escort Squadron, composed of the *Wallaceburg*, *Portage* and *Minas*, were finishing trials and looking forward to their first cruise as a unit. They leave later in May for the Great Lakes.

The *Sussexvale*, which left Halifax April 17 to join the Pacific Command was in the Panama Canal Zone. She is scheduled to arrive at Esquimalt May 12. The frigates *Lauzon* and *Prestonian* were preparing to sail for post-refit trials in the Bermuda area.

Three Graduate At Pensacola

Three RCN sub-lieutenants from Montreal and district graduated recently from the United States Naval Pre-Flight School at Pensacola, Florida. They are Sub-Lieutenants Donald Gray Ramage, James William Stegan, and Louis Joseph Veronneau. All have subsequently been assigned to the U.S. Naval Auxiliary Air Station, Whiting Field, Milton, Florida, where they are engaged in primary flight instruction.

The Canadians are taking aviation instruction with the United States Navy as part of an agreement between the governments of Canada and the United States.



Dispersal

The hunting breaks at the halliard
And the Commodore's word is terse.
Terse and sweet as the ships repeat
With fluttering flags, "Disperse!"
A warn' wave sighs through the convoy
Through the discipline-frozen ranks.
The chill ungrips and the floc of ships
Crumbles along its flanks.

The motor craft that was throttled
For days to a galling nine,
Starts to career to a good fourteen
And drifts from her ordered line.
The breathless tramp on the quarter
Drops back to an easy eight
And the tanker's part from the convoy's heart
At a lumbering peacetime gait.

This is the last dispersal
(Pray God that the word is true).
The single course of a welded force
Spays out in a freedom new.
Each to his port of choosing
And each to his favoured track -
The channel clear of its close-sown fear
And the perilous tide turned slack.

Each to his own broad fairway
As the bloody page is turned.
But the quiet dead and the seas ahead
Clamour the truth we learned:
That each ship lives by the other
Whatever her turn of speed,
And a free world still needs the selfish will
Bent to a consort's need.

— Commander E. J. Watt, R.C.N. (R.)

Labrador Has Underwater TV

When the Arctic patrol vessel *Labrador* sails May 28 from Halifax for her 1955 northern operations, she will carry the first underwater television equipment to be used by any ship of the Royal Canadian Navy.

The equipment, property of the Defence Research Board, will be used for surveys of underwater beach approaches and for studies of the behaviour of divers in cold water conditions in the Far North.

The equipment is portable, which will enable it to be operated from one of the *Labrador's* boats for inshore or shallow water work. It consists of a control unit, including a monitoring screen, to which the camera is attached by cable. The camera is enclosed in a cylindrical case,

measuring 23 inches in length and just under 11 inches in diameter. The latter unit has a slight positive buoyancy, enabling easy handling by the diver.

The actual televising is controlled from the ship or boat, which is in audio-communication with the diver. The latter has only to point the camera as directed from the control unit. The equipment operates on the closed-circuit television principle.

This will be the first time that Royal Canadian Navy divers have operated underwater TV equipment, although Lt.-Cdr. J. H. Bathurst, of Ottawa, who is staff officer clearance diving at Naval Headquarters, has had considerable experience in this field while serving with the Royal Navy. Lt.-Cdr. Bathurst instructed the *Labrador's* diving team in the operation of the camera before the ship sailed.

Warfare in the Jungle

Bamboo Is a Staunch Ally of Unseen Fighters

JUNGLE WARFARE is something which appears to lie well outside the orbit of the Royal Canadian Navy's activities and even in these days when hot spots develop in distant corners of the world the chances of Canadian sailors having to fight their way through steaming tropical rain forests seem remote indeed.

During the Second World War one Canadian officer, Lieut. Ian Alcock, RCNVR, did, in fact, find himself stranded in the Malayan jungle for two and one-half months. His story has been told in "The Far Distant Ships", the operational history of the RCN.

At the present time three officers of the RCN are in Indo-China as part of the Canadian truce team serving with the International Commission to Viet Nam. They are Lt.-Cdr. George C. A. Hudson, Lt.-Cdr. Thomas E. Connors and Lt.-Cdr. (L) Frederick C. Palmer.

Lt.-Cdr. Hudson was intrigued by the problem of how war could be car-

ried on in the jungle under seemingly impossible conditions. His inquiries disclosed to him that the jungle fighters had an extremely valuable and versatile ally in the tallest member of the grass family, the bamboo. From these graceful tropical trees were derived spears which could quietly drop a sentry or stick a wild pig; torches to light the way along jungle trails; water to drink; fuel and cooking utensils to prepare the daily rice ration, and, when supply lines failed, edible green shoots to stave off hunger.

In the following article on jungle warfare, the initials "PAVN" stand for "People's Army Viet Nam", the French equivalent being "APVN" for "Armée Populaire de Viet Nam". Lt.-Cdr. Hudson explains that the title Viet Minh is no longer used, as it was the name of a political party and, now that it controls the north of Viet Nam, its members have called the country the Democratic Republic of Viet Nam, or DRVN.

FROM CONVERSATIONS I have had with PAVN officers concerning jungle warfare, it would appear that they did not employ Chinese or Japanese instructors to benefit from their experience, but relied on their own people who lived in the jungle to provide the nucleus of instructors.

It normally took three months of living in the jungle to produce a trained soldier. During the whole of that period, the soldier lived in a "mobile school". It was "mobile" for security reasons and the site of the school could always be moved from one area to another to avoid any dislocation in training. I have been assured that on completion of the course, life became

quite pleasant in the jungle and very safe.

One of the earliest things taught about the jungle was the many uses to which bamboo could be put. It was an axiom that the bamboo tree was of far greater value than a rifle. There are more than 22 varieties of bamboo normally found in Northern Viet Nam.

A simple illustration of one of the uses of bamboo, is the question of movement at night in the jungle. I had asked how their patrols moved around at night, without any light, particularly when they had been trained to move so quietly. I was informed that certain kinds of bamboo trees had leaves of which the underside was ir-

ridescent. When darkness descended, it became luminous. At dusk each man collected three or four leaves and tucked them under the collar at the back of his coat. These leaves are clearly visible on a dark night at five or six yards. All a man had to do, then, was to watch the leaves of the man in front.

Glow-worms pinned to the trees with bamboo splinters, were used as sign posts at night. If carefully pinned to a tree, the insect would remain alive and wriggling for several hours.

Much of the early stages of training in jungle warfare consisted in teaching a man to move quietly. This is done so thoroughly that a soldier can move around you at five yards without fear of being detected. All movement in the jungle is done in bare feet. The practice of keeping completely motionless was greatly encouraged amongst guards and sentries even in peacetime.

Amongst the many reasons given for remaining barefooted in the jungle was that of the leeches. During the rainy seasons, leeches are a plague, and could crawl inside a shoe or down a sock. As the bite produced no pain, a man could lose a great deal of blood before he noticed the leech. When barefooted, however, he could quickly spot the leech and remove it with a sharp knife.

There are two main diseases which affect the fighting efficiency of men in the jungle. One is dysentery and the other malaria. Previously the treatment for malaria had been quinine, but in 1952 a paludrine plant was established in northern Viet Nam and they have been using paludrine ever since.

All water in northern areas was boiled before use, not as a precaution against dysentery, but to remove some of the limestone found in these areas.

Bamboo trees contain much water in the hollow trunk; a tree about four inches in diameter contains the most water. After the water has been drunk, the trunk might be cut into sections, one end of each section being cut obliquely to provide a spout. Water from streams would then be put in these sections and boiled, by the simple process of propping up the section and lighting a fire underneath it, the pith of the inside of the trunk absorbing some of the limestone content of the water whilst it boiled.

To avoid carrying excess weights these hollow sections of the bamboo tree were also used as pans in which to cook rice. To avoid any loss of bulk, the rice was not put in water until the water had first been brought to the boil; the rice was then added (which reduced the temperature of the water) and allowed to cook only until the water again started to boil. It was then drained off and eaten.

As far as food was concerned, nothing was lacking in the jungle except salt. No shortage of food was as serious as that lack of salt, which is absolutely essential in their diet. They would sooner go without food than go without salt.

Soldiers made their own slingshots and easily provided enough birds to supplement the rice ration. Larger animals such as wild pigs and deer were stalked and then killed with a spear made of bamboo and carefully sharpened at one end. Enemy sentries were also stalked in the same way and a sharp bamboo spear could transfix a man.

All troops carried in their pockets the leaves of a plant, which when dried produced a strong smell of cooked rice. In the event of the failure of the rice ration, a man would have to content himself with the smell alone. I am assured that it did not excite his appetite but rather tended to satisfy it. The young shoots of the ubiquitous bamboo tree were eaten if all other food sources failed.

The pay of the PAVN soldier is based purely on a rice ration. A private, for instance, was paid 50 kilograms of rice a month, and a captain 70 kilograms. Each consumed 20 kilograms of rice a month; bartered a small portion of it for other foods, and the remainder was

converted into "dongs" which he could send home. However, the actual amount he could send home would depend on the rate of exchange in the area in which he was at the time

Flashlights are never used in the jungle, as it was found that animals such as tigers and panthers were apt to regard them as the eye of some large beast and would approach to attack it. The use of flashlights was discontinued and once again recourse was made to the bamboo tree to provide flares. These consist of a three-foot length of bamboo split lengthwise and then turned inside out, so that the soft pith was now on the outside. It was then ignited and, provided it was dry (i.e., yellow on the outside), a torch of this length would last the user for nearly an hour.

However, such flares had one grave disadvantage; the ash of the bamboo is extremely attractive to snakes who would attack the man carrying the flare before eating the ash. This danger was generally obviated by having an additional man to act as lookout behind the torchbearer.

On the subject of snakes, experiments have been carried out to ascertain the best deterrent. One PAVN I have spoken to told me that he had taken part in some tests and it was found that nylon seemed to be the best. While they had proved this to their own satisfaction, they were unable to give any reasons as to whether it was the colour, smell or texture of nylon which warded off snakes. Nylon tents and nylon groundsheet were considered ideal. The nylon ropes of parachutes were "un-laid" and the yarn used with bamboo slats to make a hammock which they rigged in the trees, where they could sleep secure from wild animals and where they could also remain as scouts during the daytime.

The difficulties experienced in cooking food without being detected, were solved in 1950 by a Viet Minh soldier who devised a fairly simple stove. The stove is constructed by first digging a hole in the ground; this forms the furnace. From this hole lengths of bamboo are laid in shallow trenches, radiating outwards from the hole like the spokes of a wheel. Each of these

spokes is six to eight feet long, and at intervals of approximately eight inches small hollow pieces of bamboo are inserted; the tops of these pieces being level with the ground. The trenches are then filled in. A tunnel of earth (at least 70 centimetres in length) leads to the main furnace. This provides the draught which keeps the furnace going and which also forces the smoke along the main "spokes" and up the smaller pieces and out into the air.

The effect is to split up the concentration of smoke and disperse it in small quantities over a wide area. At 25 yards it is impossible to observe any smoke whatsoever.

This camp fire was an immediate success and troops were able to have hot meals by day and night. This important contribution to morale was recognized by Ho Chi Minh who gave orders for a special award to be given to its inventor.

It was generally considered that life in the jungle was relatively easy once one had undergone training, which was one of the reasons why large numbers of women were employed in the jungle, even as soldiers.—E.C.H.



Amundsen's Little Gjoa Preserved as Memorial

THE STURDY little *Gjoa*, first ship to conquer the Northwest Passage today sails a fenced-in sea of stone and concrete in San Francisco's Golden Gate Park.

The facts came to light following the appearance in the December 1954 "Crowsnest" of a picture showing HMCS *Labrador* and the RCMP vessel *St. Roch* side by side in Esquimalt harbour. The caption referred to them as the "only two ships in the world today to have completed the Northwest Passage".

A reader, Lieut. John P. Colihan, USNR, of Sausalito, California, was very much aware that an error had been made. If not actually afloat, the *Gjoa* was nevertheless still in existence—preserved as a memorial to the great voyage of Captain Roald Amundsen and his crew of six men, who succeeded in making their way through the Northwest Passage in 1905.

The *Gjoa* rests in Golden Gate Park, her bows facing the Pacific Ocean. The setting is itself an historic one. Off her starboard bow, in the distance, are

the hills of Marin County across the Golden Gate, not far from Jack London's famed "Valley of the Moon". Nearer, but in the same general direction, are San Francisco's famous Seal Rocks.

From newspaper files, Lieut. Colihan unearthed a picture of the *Gjoa* being beached at Golden Gate Park, preparatory to her being presented to the city by Captain Amundsen and West Coast Norwegians as a permanent memorial to the first voyage through the Northwest Passage—just as the *St. Roch* is being preserved at Vancouver as a memorial to her two journeys through the Passage and the first circumnavigation of the North American continent.

When the picture was taken, the records do not say. The *Gjoa* first arrived in San Francisco shortly after the disastrous earthquake and fire of 1906 that destroyed most of the city. It has been guessed that the *Gjoa* was beached in 1907 or 1908, the wearing apparel of the persons in the picture making it obvious the photograph must have been taken about that time.

Capt. Amundsen's memory is honoured by a granite plinth, bearing a bronze bust and inscribed only with his name and the dates of his birth and death—1872-1928.

"It's interesting to note", says Lieut. Colihan, "that the great explorer and his little *Gjoa* were launched in the same year."

The story of the voyage is told briefly on a board near the monument:

THE GJOA EXPEDITION

In command of Captain Roald Amundsen with a crew of six men sailed from Oslo, Norway, 16 June 1903.

Spent 22 months at Gjoa Harbour, King Williams Land taking magnetic observations to determine location of magnetic North Pole.

Proceeded westward and sailed through the Northwest Passage, the only time in history, in the summer of 1905.

Arrived in San Francisco in October 1906.

The *Gjoa* was presented on the 16th June 1909 to the Golden Gate Park Commissioners by Captain Roald Amundsen and Norwegians on Pacific Coast through the Norwegian Consul Henry Lund at San Francisco.

The *Gjoa* was built in Norway in 1872, length 70 feet, beam 20 feet and of 47 net registered tons.

She was fully restored in 1949 by the Park Commissioners with the co-operation of the *Gjoa* Foundation.



'Copter Gear Recalls Rosthern Rescue Net

A NEW DEVICE for lifting survivors from the sea has been developed by the Royal Navy as an adjunct to helicopter rescue. Essentially a scoop net, which is lowered from the helicopter, the apparatus has in a series of tests carried out successfully 100 "live" pick-ups, in some cases at the rate of ten or twelve persons in 20 minutes.

Up to now helicopters engaged in air-sea rescue work have lifted persons from the sea by means of a strop which is lowered and secured around the waist. If the survivor is injured or numbed by the cold water, it is often necessary for a helicopter crewman to descend and secure the survivor to the strop.

The disadvantage of the older method, according to "The Admiralty News Summary", is that persons struggling in the sea cannot help themselves, suspension in mid-air is often a completely new and terrifying experience and the lift may cause further injury to an already badly injured person.

The new scoop net was designed by the Search and Rescue Unit at the Royal Navy Air Station, Ford, in Sussex. It can lift a person from the sea as the helicopter moves overhead at a walking pace.

The design is simple. A rope net is attached to a tubular frame in the form of a D. The D frame is lowered, straight side downward, and a drogue keeps it facing in the right direction. Four cables suspend the net from a spacer bar and the whole apparatus is operated by a single cable from the helicopter's winch.

In normal flying, the net is secured alongside the cockpit of the helicopter and does not interfere with flight. The helicopter, in effecting a rescue, flies along at a speed of about five knots about 25 feet above the sea, and lowers the net into the water. The face of the D is submerged and the curved part of the letter is above water.

The net is simply trawled through the water until the person to be rescued is inside it and it is then hoisted level with the cabin of the helicopter. The rescued person is then helped into the aircraft or, if badly injured, is left undisturbed in the net until the helicopter returns to its base aboard ship or on shore.

The new apparatus brings to mind the "Rosthern rescue net" devised on

board the corvette HMCS *Rosthern* during the Second World War and later fitted in many Canadian warships.

Oil-coated and numbed by the cold waters of the North Atlantic, survivors were often unable to help themselves up the standard scramble nets hung over the ship's side. The net itself was often slippery with oil or ice.

The *Rosthern* rescue net, extending out from the ship's side at the end of a boom for as much as 18 feet, could scoop up a man while the ship steamed slowly to his windward and have him safely on board in little more than half a minute. Former rescue methods involved stopping the ship and, particularly if a seaboat were lowered, might take up to half an hour.

Development of the *Rosthern* rescue net was sponsored by the Life-Saving Committee, formed under the leadership of Captain Paul B. Cross, RCN(R), (Ret.), in St. John's, Nfld. The committee also developed another *Rosthern* device, the "Rosthern rescue harness", which was particularly useful in res-

Two Rescued by New Scoop Net

The Royal Navy's helicopter rescue scoop net has saved its first lives.

A Firefly aircraft crash-landed in the sea off Littlehampton, England, on March 18. Three minutes later the pilot had been scooped up by a helicopter piloted by Lieut.-Cdr. J. S. Sproule, RN, inventor of the scoop net.

Later in March the scoop net was used to rescue a man who was thrown into the sea when a dinghy capsized in Chichester Harbour.

cuing survivors from rafts or boats. It was a harness, adapted from RCAF parachute gear, by means of which a seaman could be swung out at the end of a boom to assist exhausted or wounded survivors on board ship.

Captain Cross, who played an active part in designing the equipment and forming the Life-Saving Committee, was experienced as rescuer and rescued. He was one of the RCNVR officers serving in HMS *Rajputana* when she was torpedoed in April 1941. He commanded the *Rosthern* from November 1941 to November 1942, a period during which the corvette was called on frequently to assist in the rescue of sailors from torpedoed merchant ships.

Warship Recognition Quiz

CAN YOU IDENTIFY THESE SHIPS? (NOT DRAWN TO SCALE)



(Answers on page twenty-five)

Admiral Stephens Heads RCNBF for 8th Term

ENGINEER Rear-Admiral G. L. Stephens, RCN, (Ret'd), was re-elected for his eighth consecutive term as president of the Royal Canadian Naval Benevolent Fund at the 10th annual general meeting Monday, April 18, at Naval Headquarters.

Named honorary president was Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. He succeeds the Hon. Angus L. Macdonald, wartime Navy Minister, who died last year. Mr. Macdonald had held the post since the fund was incorporated in 1945.

Capt. D. K. McTavish, RCN(R), (Ret'd), Ottawa, and Cdr. A. C. Bethune, RCN(R), (Ret'd), Ottawa, both past presidents of the fund, were appointed an advisory committee.

Vice-presidents elected were Capt. R. P. White, RCN(R), Ottawa, and CPO R. C. Crawford, Halifax, for two-year terms, and G. C. DeWolfe, Halifax, and Lt.-Cdr. Wilfred Pember, Victoria, for one-year periods.

Three new directors were elected. They were Vice-Admiral H. T. W. Grant, RCN (Ret'd), Ottawa; Capt. (S) T. F. T. Morland, Halifax, and Capt. (SB) A. W. Baker, RCN(R) (Ret'd), Guelph, Ont. Directors re-elected were Commodore Paul Earl, RCN(R), Montreal; Miss A. I. McPhee, Ottawa and Montreal; A. B. Coulter, Ottawa; CPO Griffith Jones, RCN(R) (Ret'd), Victoria; CPO D. H. Nelson, Victoria; Lieut. Willard MacKenzie, RCN(R) (Ret'd), Halifax; Capt. (S) Joseph Jeffery, RCN(R) (Ret'd), London, Ont.; Rear-Admiral H. F. Pullen, Ottawa; Capt. Barry German, RCN (Ret'd), Ottawa, and R. C. Stevenson, Montreal.

Lt.-Cdr. (S) Harry McClymont, who has been for five years secretary-treasurer of the Fund, was appointed general secretary. G. A. Ball, Ottawa, was named treasurer.

"The work and usefulness of the Fund continue to increase," Rear-Admiral Stephens told the delegates in his annual report.

He noted that applications for assistance during 1945 increased by 130 to a total of 948. During the past year, the sum of \$77,950.96 was paid in grants, an increase of more than \$15,000 over the previous year, and \$103,277.46 advanced in loans, almost \$18,000 above the 1953 total.

He reported that the invested capital of the Fund at the year's end was

\$2,610,000. An increase in credit balance at the end of the year of \$45,474.71 was due, he said, to the receipt of \$69,000 from the Prize Fund and a "very gratifying" increase in donations, mainly from serving personnel and ships and establishments of the Royal Canadian Navy.

Admiral Stephens told of his visit to the United Kingdom last year to seek better working arrangements between the Canadian and British funds.

"I was most cordially welcomed by all those with whom I came in contact and given the greatest co-operation. All concerned considered the visit most appropriate and timely and of great value in the interest of Naval Welfare.

"I found there are some 218 societies and funds operating in the United Kingdom for the relief and welfare of sailors generally. It was no wonder that until my visit both the organizations over there and our Fund were frequently at a loss on how to deal with and whom to deal with for various applications for assistance, particularly those which came from ex-Royal Navy personnel resident in Canada.

"As a result of my visit arrangements were established with seven over-riding authorities with whom our Fund can deal direct in certain matters with one master Fund, the King George Fund, for sailors in case of doubt. These authorities have now a good working knowledge of our Fund and we of theirs and they have undertaken to co-operate with this Fund to the fullest extent possible.

"In addition considerable knowledge was obtained of the administration,

methods and regulations of the various organizations in the United Kingdom and I brought back a wealth of information which should be of great help to this Fund as new problems arise."

A problem which was increasing with the growth of the Navy was the number of applications for assistance received from married men under 21 years of age who, under present regulations, are not eligible for Marriage Allowance. When serving in ships or accommodated in barracks it was, Admiral Stephens said, impossible for them to keep out of debt especially when, as was usually the case, there were children.

"It is a somewhat difficult situation for the Fund as it cannot be claimed they are primarily victims of misfortunes and, therefore, have doubtful claim for assistance from the Fund unless, as sometimes happens, they have had exceptional losses or illnesses.

"This is not a situation that normally arises in civilian life where there is equal pay for equal work and wages are not contingent on personal relations.

"It seems obvious there is a trend to earlier marriages in this age and we believe that a definite problem exists which necessitates review of the existing pay regulations and action by service and other authorities to deal with the situation. To this end the Fund has been co-operating with the naval authorities and providing statistics and information on the problem."

The meeting approved in principle a proposal to alter the method of nominating delegates from the RCN to attend the annual meetings. The plan calls for quarterly meetings to be held in both the Atlantic and Pacific Commands which will be attended by representatives from all ships and establishments. From these groups will be selected the delegates to the annual meetings in Ottawa.

Willing Helping Hands Assure Fund's Success

THE ROYAL Canadian Naval Benevolent Fund is far more than a static bank account on which cheques are drawn in time of need. To remain in a healthy state, the Fund requires the continuing moral and financial support of serving and former naval personnel.

Engineer Rear-Admiral G. L. Stephens, president of the Fund, told the annual meeting in Ottawa, that it was gratifying to note that there had been a considerable increase in donations in

1954 over 1953—namely \$33,833.33, as compared with \$19,919.61.

Admiral Stephens said the increase was mainly from RCN sources. Personal allotments from serving personnel had increased from \$4,946.75 in 1953 to \$12,228.74 in 1954 from approximately 1,700 officers and men.

"We are very thankful for these increases in donations, but still greater support is necessary to maintain the Fund permanently," Admiral Stephens said. "We appeal particularly to those

THE ROYAL CANADIAN NAVAL BENEVOLENT FUND

Financial Position of the Fund as at December 31, 1954

Balance as at January 1, 1954		\$2,626,923.97
During 1954 the Fund was increased by,		
Prize Money	\$69,676.69	
Profit on sale of bonds	2,007.60	
Sundry Donations	33,830.33	
Bank Interest	91.10	
Bond Interest and amortization of discounts and premiums	80,676.61	186,282.33
		<u>\$2,813,206.30</u>
and decreased by,		
Grants	\$77,950.76	
Administrative expenses		
Salaries	\$13,530.84	
Travelling	3,624.03	
Provision for doubtful loans current year	12,216.94	
Office	2,915.48	32,287.29
adjustment of prior years' provisions for doubtful loans	31,569.57	141,807.62
		<u>\$2,671,398.68</u>
Balance as at December 31, 1954		

Analysis of Loans Receivable Account

Balance as at January 1, 1954		\$137,722.35
Loans made during the year		103,277.46
		<u>240,999.81</u>
Deduct:		
Amount received in payment of loans	\$69,197.11	
Loans converted to grants	3,537.99	
Uncollectible loans written off to Reserve	52,615.95	125,351.05
		<u>\$115,648.76</u>
Balance as at December 31, 1954		

ships and establishments who either did not give the Fund any assistance in 1954 or whose support was proportionately less than other ships and establishments."

Gratitude for assistance given by individuals and organizations in furthering the work of the Fund was expressed by Admiral Stephens.

The Auditor General of Canada, Watson Sellar, had kindly agreed to audit the Fund's accounts for 1954 and he and his staff had been of the greatest assistance to the Fund.

On behalf of the directors, Admiral Stephens recorded their appreciation of the assistance given by the naval commands, ships, establishments and naval divisions and members of their staffs, the chaplains, members of the Department of Veterans' Affairs, the various social services of welfare organizations, the Red Cross, Canadian Legion and many provincial and municipal offices.

"We thank all those doctors and hospital authorities who have assisted by accepting reductions in their accounts

in the interest of the applicant and the Fund," Admiral Stephens said. "We are also very appreciative of the cordial relations and splendid co-operation that exist between our Fund and the Army and Royal Canadian Air Force funds."

He had special words of thanks for the members of the executive and claims committee, who had spent many hours at meetings and even greater periods of time outside meetings considering, investigating and analyzing the problems of the individual and the fund. The honorary legal counsel, Capt. D. A. MacTavish, RCN(R) (Ret'd), and members of his firm had given great assistance and were always ready to help in every possible way.

"It is a great honour to be associated with such devoted and self-sacrificing men and women who have so ably assisted in the administration and operation of the Fund," Admiral Stephens said. "Those who have been helped by the Fund owe them a great debt for the compassionate and humane manner in which their cases have been considered."

LAST YEAR'S DONATIONS TO BENEVOLENT FUND

Following is a list of donations received during the year by the Royal Canadian Naval Benevolent Fund:

HMC Ships and Establishments:

Algonquin	Ship's Fund	\$ 238.69
Athabaskan	Ship's Fund	50.00
Beaconhill	Ship's Fund	30.00
Bytown	Officers' Mess	2.85
Cape Breton	Canteen	43.58
	Ship's Fund	54.96
Carleton	Ship's Fund	100.00
	Chief POs' Mess	100.00
	Ward. Officers' Mess	100.00
Chignecto	Ward. Officers' Mess	21.72
Cornwallis	Ships' Fund	7,128.77
	Chief and POs' Mess	350.00
	Ward. Officers' Mess	120.15
Crusader	Ship's Fund	400.00
Granby	Ship's Fund	10.00
Griffon	Ship's Fund	112.91
	Seamen's Canteen	39.21
	Chief and POs' Mess	83.39
	Ward. Officers' Mess	25.73
Haida	Ship's Fund	300.00
Huron	Ship's Fund	50.00
Hunter	Ship's Fund	164.78
	Chief and POs' Mess	108.80
	Ward. Officers' Mess	93.06
D'Iberville	Ship's Fund	100.00
Iroquois	Ship's Fund	413.97
Magnificent	Ship's Fund	725.00
Naden	Ship's Fund	1,689.30
	Petty Officers' Mess	146.49
	Chief POs' Mess	240.96
	Ward. Officers' Mess	850.00
	Scran Locker	25.00
New Liskeard	Ship's Fund	164.40
Niagara	Naval Member, Canadian Joint Staff, Washington, D.C.	250.00
Nonsuch	Ship's Fund	46.26
	Seamen's Canteen	29.52
	Chief and POs' Mess	119.40
	Ward. Officers' Mess	144.58
Ontario	Ship's Fund	510.00
	Ward. Officers' Mess	45.00
Portage	Ship's Fund	443.30
	Ward. Officers' Mess	176.58
Quebec	Ship's Fund	2,057.83
Shearwater	Ship's Fund	415.69
Sioux	Ship's Fund	136.36
	Ward. Officers' Mess	6.50
Stadacona	Ship's Fund	1,228.00
	Chief and POs' Mess	300.00
	Ward. Officers' Mess	500.00
	"A" Scran Locker	63.70
	UNTD Scran Locker	7.76
Unicorn	Ship's Fund	50.00
Wallaceburg	Ship's Fund	150.67
	Ward. Officers' Mess	100.00
Whitethroat	Ship's Fund	52.45
	Ward. Officers' Mess	34.73
York	Ship's Fund	300.00

HMCS Naval Radio Station:

Aldergrove	Ship's Fund	31.27
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Other Sources:

Serving Naval Personnel— by monthly assignments	12,228.75
Barr, Daniel W.	26.00
Campbell, Aubrey B.	24.00
Holder, G. G. K.	10.00
Miscellaneous Contributions	16.26
MacDonald, Margaret A.	10.00
Naval Officers' Association, Ottawa	25.00
Robinson, R. N.	70.00
Engineer Rear Admiral G. L. Stephens, RCN, (Ret'd)	75.00
Women's Auxilliary, RCN, Esquimalt	35.00
Wrens' Association, Vancouver, B.C.	25.00

Total donations \$33,830.33

OFFICERS AND MEN

Navy Man Tops BCA Essay Contest

The announcement that the inter-service contest sponsored by the Bureau of Current Affairs had been won by a member of the Royal Canadian Navy was received with pleasure, but hardly with surprise.

The prize essay was written by Chief Petty Officer H. R. (Bill) Percy, who is serving in HMCS *Quebec* and who has been a frequent contributor to "The Crowsnest". The initials "H.R.P." were appended to such choice items as "Sailor in the Chair", "Stripey—A Tribute to a Vanished Race" and, recently, "The Scorpion Man".

The contest was open to non-commissioned personnel of the three services (regular force). The winning entry appears on pages 14 and 15 of this issue.

The \$100 prize for his essay on "What I like about Canada" was presented to CPO Percy by Hon. Ralph Campney,

Minister of National Defence, at a special ceremony in the minister's office in the Parliament Buildings, Ottawa.

Mr. Campney also presented a second prize of \$50 to WO2 G. F. Crosby, Royal Canadian Air Force Station, Chatham, N.B., and a third prize of \$25 to Sergeant B. I. Charland, 3rd Battalion, Royal 22e Regiment, 2095 First Avenue, Quebec City.

Six other entries received honorable mention: Sergeant B. Carrier, 1st Canadian Infantry Brigade, Soest, Germany, 126 Preston Street, Toronto; LAC G. F. Day-Jennex, Royal Canadian Air Force Station, Bagotville, P.Q., 171 Main Street, Dartmouth, N.S.; Private D. Eastwood, No. 1 Company Royal Canadian Army Service Corps, Vancouver, 849 Burditt Street, Victoria, B.C.; Sergeant E. F. Genge, Army Headquarters, Ottawa, 738 Chapel Crescent, Ottawa; Sergeant J. L. Marsh, Air Force Headquarters, Ottawa, 311 Cooper Street, Ottawa; LAC B. J. Zebala, RCAF Station, Bagotville, P.Q.

Dr. Harry R. Low, Director of the Bureau of Current Affairs said that response to the contest was "gratifying and on the whole the essays were of high calibre and show a great sense of responsibility on the part of the men and women of the armed services".

Navigators Will Meet in Alabama

The 11th annual meeting of the Institute of Navigation will be held at the Air University, Maxwell Air Force Base, Montgomery, Alabama on June 23, 24 and 25. Presentations will cover theoretical and practical aspects of civil and military navigation, ranging from items of interest to the small boat navigator through the problems of interplanetary navigation.

The president of the Institute of Navigation is now Major General Norris B. Harbold, United States Air Force Director of Personnel Procurement and Training. Past presidents have included Dr. Samuel Herrick, professor of astronomy at the University of California, Ed Link, of Link Trainer fame, and Captain P. V. H. Weems, the father of the Weems System of Navigation and the Weems Plotter.

Marine and aerial navigators, designers of navigation equipment, astronomers, engineers, physicists and manufacturers are included among those present at the annual meeting.

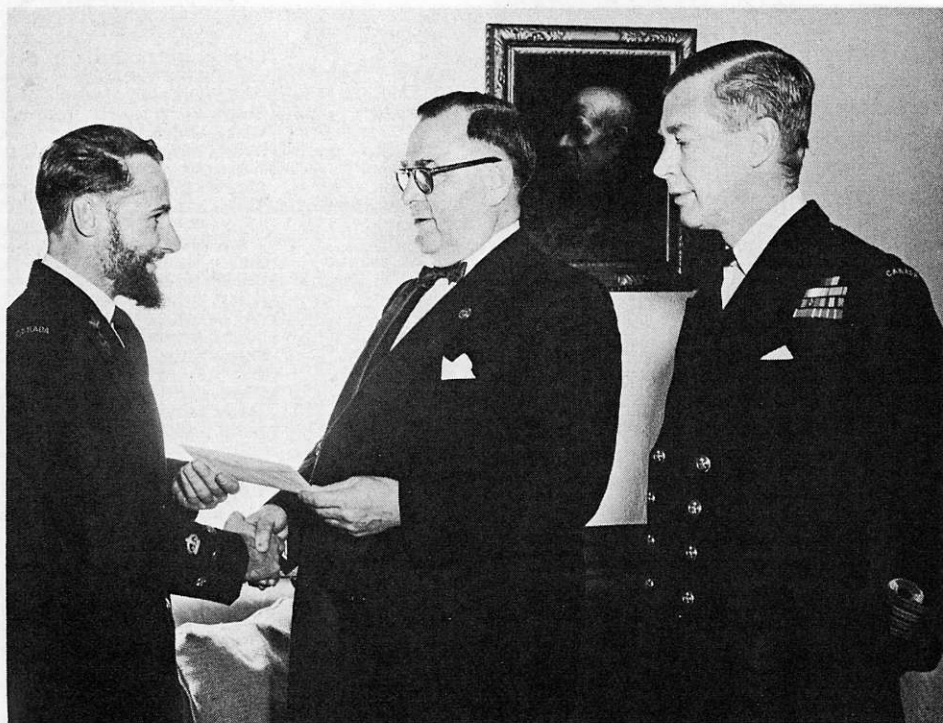
The program will include a tour of the Air University. The city of Montgomery itself is of great interest because of its beauty and historical landmarks, such as the White House of the Confederacy.

Course Standing Brings RN Award

Sub-Lieutenant Neil R. Boivin, 24, of Bonfield, about 15 miles east of North Bay, Ont., has been awarded a five-year membership in the Royal United Services Institution.

The award is in recognition of his high academic standing and active interest in service and non-curricular activities while attending the Junior Officers' General Education and Warfare Course at Royal Naval College, Greenwich, England.

Sub-Lt. Boivin, along with ten other Canadian sub-lieutenants took the eight-



CPO H. R. (Bill) Percy, of Shannon Park, Halifax, is presented with a cheque for \$100 and congratulated by Defence Minister Ralph Campney in a brief but impressive ceremony held in the minister's office April 20. CPO Percy won first prize in the Bureau of Current Affairs' recent essay contest on "What I Like About Canada". He is currently serving in HMCS *Quebec*. Looking on is Capt. P. E. Haddon, Director of Naval Training. Immediately following the presentation ceremony, the essay winners were luncheon guests of the Minister in the New Zealand Room in the House of Commons. (O-7896)

month course as a normal part of the instruction given junior officers of Commonwealth navies.

He is the first Canadian to receive the award, which was established in 1947 for the outstanding graduate of each term at the course who could best use its advantages.

Membership in the institution allows access to a library containing probably the finest collection of military literature in existence, a lecture theatre for the discussion of professional subjects, and a military museum, all of which are located at Whitehall, London. In addition, the library has lending facilities and members get a quarterly journal considered the best in its field.

The institution was founded in 1831 and incorporated in 1860 for the "promotion and advancement of naval and military science and literature". Its scope has since been broadened to include the Royal Air Force. Membership is open to active and retired officers of Commonwealth navies for an annual subscription of £1 10s and to naval cadets recommended by their commanding officers.

Storesmen End Eight Courses

PO A. M. MacLeod topped the Second Victualling Storesman Course (trade group three) at *Naden* Supply School recently with 86.5 per cent. Ten of the 11 on course passed with the class average being 77.7 per cent. Ldg. Sea. F. B. Foster, with 88.5, placed first in the 49th VS1 course. The fourteen on course qualified with the class average 76.6.

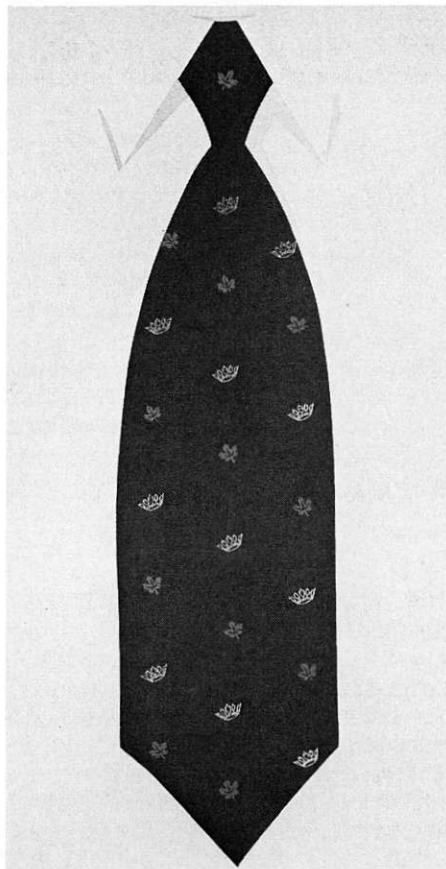
The first and second Naval Storesman courses for trade group three resulted in everybody qualifying. PO William Foster headed 16 in the first course with 89.6 per cent, and PO O. P. Michalkow taking the honours with 89 per cent in the second course of a dozen-strong.

Naval storesmen qualifying for trade group one in four recent final exams included Ordinary Seamen Roy H. Boughner with 86.3 per cent; Ernest F. Bachorski, 85; G. C. Mork, 90.6 and F. P. Galipeau, 93.1, as the graduates with highest results.

RCN Necktie For All Personnel

The RCN necktie is available for purchase and wear by all naval personnel, a reminder from the Naval Board says.

At its 443rd meeting, the Naval Board had before it a proposed tie for Chief Petty Officers and below, the suggestion being that men did not wear the current RCN tie because they felt it was primarily for officers.



The RCN necktie can be worn by all naval personnel, serving or retired, with civilian clothing, the Naval Board has pointed out.

Attention was drawn to BRCN 108 (Uniform Instructions) article 14.05. This states:

"A distinctive necktie consisting of small gold naval crowns and red maple leaves on a blue silk or satin background may be worn by all naval or ex-naval personnel when wearing civilian clothing."

The misunderstanding may have arisen from the fact that blazer badge and button designs differ for officers and men. The Wrens also have their own blazer badge, the buttons being the same as for the men.

Passive Defence Officer Leaves

Before leaving his post as passive defence officer of the dockyard in Esquimalt, H. C. P. Green saw another phase of his planned training completed.

Out of a class of 175 civilian employees in the dockyard who have taken the civil defence basic training, 48 went further and specialized in first aid.

All but one of this group, which commenced its first aid training in December, passed the rigid St. John's Ambulance exams, supervised by the Brigade Staff of the Victoria St. John's Ambulance Society. The dockyard workers

were trained by Kenneth Soles and H. M. S. Nelson, both Society members and both civilian dockyard employees.

Mr. Green left his passive defence post in April for a new appointment as Dockyard Inspector of Stores. W. J. Mosedale succeeds him.

Mr. Mosedale is the former commanding officer of the Princess Mary Regiment, Canadian Scottish Regiment, Reserves, and his military background should serve him well as passive defence chief.

Cheque Presented To Red Cross

A cheque for \$1,070.73 was presented recently to the Canadian Red Cross Society by *Cornwallis* the new entry training base near Digby, N.S.

Present for the presentation of the cheque were: Capt. M. G. Stirling, *Cornwallis* commanding officer; H. M. Warne, chairman of the Digby County Red Cross Campaign; Lieut. A. E. Booth, of *Cornwallis*, and Dr. T. W. Hodgson, president of the Digby Branch, Canadian Red Cross Society.

Two Writers Score Marks in Nineties

PO D. V. Bush came first in the 35th Pay Writer course for trade group one at *Naden* Supply School recently with an aggregate percentage of 91.6. The ten in the class all qualified with the overall average 76.7. In the previous course, Ord. Sea. Leslie H. Grant placed first with 86.15 in a class of 14. All passed with the average being 76.03.

Recent Administrative Writer courses there showed Ord. Sea. J. F. Shafer heading 11 classmates with 90.6 per cent and the whole class qualifying with an overall average of 81.3 per cent. The preceding course of ordinary seamen was led by Ord. Sea. John A. Day, with 89 per cent while the class average was 77.2. The 16th member of the course did not complete the finals.

Only "X" in RCN Tops His Class

CPO R. H. Hughes attained an average of 84.6 to lead trade group four steward exams early in April at *Naden* Supply School. Three of the four candidates passed the exams for an overall average of 78.3.

AB Joseph Xuereb led 15 students with an average of 92.5 in the 59th trade group one class, Ord. Sea. Richard W. E. Colquhoun topped ten in the 56th SW1 class with 88.4, AB R. A. Attwood bested 16 others in the 58th course and Ord. Sea. C. J. Lachance made 84.4 to lead off 15 classmates in the 57th course.

Regular Force Now Opened to Wrens

Approval has been given for the establishment of Wrens as part of the regular force of the Royal Canadian Navy. Although Wrens were re-introduced in 1951, their service to date has been limited to the Royal Canadian Navy (Reserve).

This is the first time in the history of Her Majesty's navies that Wrens have been totally integrated in the regular force. Other Commonwealth navies have Wrens as an auxiliary service or as a reserve.

The ceiling for the new component of the RCN is to be 35 officers and 365 Wrens. The intention is to provide a nucleus of well trained personnel who will be capable of training the influx of women to the Wrens that would be necessary in the event of total mobilization. At the same time, they will perform essential peacetime duties.

At present there are more than 35 Wren officers and 181 Wrens serving full time in the Navy while retaining reserve status. They, together with the more than 45 Wren officers and 500 Wrens on reserve strength in the 22 naval divisions across the country, will receive first consideration for the regular force.

Newsletter in New Format

One of the smartest divisional publications yet to see the light of day made its appearance in March when HMCS *Discovery's* "Newsletter" came out in new format.

The "new look" is mainly due to the efforts of John Thornton, who is in charge of art work, layout and production. His "Naval Lore Corner" is a regular feature of "The Crow'snest". The "Newsletter" is lavishly illustrated with his drawings, from a sketch of HMS *Discovery* on the front cover to a "Naval Quiz", on the inside of the back cover.

The editor-in-chief is Lieut.-Cdr. (SB) W. J. Herbert, information officer at *Discovery*, and the associate editors are Michael Giraud and Mr. Thornton.

Ten-year-old Girl Wins Bermuda Trip

Most naval personnel are satisfied to travel to Bermuda in ships of the RCN, but Cdr. (S) W. J. Floyd will be going and staying there in the style prescribed by the vacation folders—thanks to his ten-year-old daughter Marilyn.

On April 12, at the Ottawa Home Show, Marilyn won two round-trip TCA tickets to Bermuda, plus an ex-

Retirements

CHIEF PETTY OFFICER PATRICK ANTHONY HOOD

Rank: C2TA4
Age: 43
Length of Service: 25 years
Hometown: Halifax
Joined: February 10, 1930
Served in: HMC Ships *Champlain*, *Stadacona*, *Saguenay*, *Festubert*, *Assiniboine*, *St. Croix*, *Ottawa*, *Avalon*, *Cornwallis*, *Micmac*, *Swansea*, *Nootka*, *La Hul-loise*, *Haida*, *Wallaceburg*, *Crescent*.
Awards: Long Service and Good Conduct Medal.
Retired: February 9, 1955.

CHIEF PETTY OFFICER WILLIAM JOHN MORROW

Rank: C1T14
Age: 44
Length of Service: 25 years
Hometown: Preston, Ont.
Joined: February 10, 1930
Served in: HMC Ships *Stadacona*, *Champlain*, *Saguenay*, *St. Laurent*, *Niobe*, *Iroquois*, *Cornwallis*, *Ugan-da*, *Hunter*, *Nootka*, *Star*, *Porte Saint-Jean*, *York*.
Awards: British Empire Medal, Long Service and Good Conduct Medal.
Retired: February 9, 1955.

PETTY OFFICER LESLIE JOHN INGLIS

Rank: P1SW3
Age: 41
Length of Service: 20 years
Hometown: Vancouver
Joined: February 22, 1935
Served in: HMC Ships *Naden*, *Skeena*, *Ottawa*, *Assiniboine*, *Royal Roads*, *Prince David*, *Givenchy*, *Protector*, *Bytown*, *Warrior*, *Shearwater*, *Magnificent*, *Cornwallis*.
Awards: Canadian Forces Decoration.
Retired: February 16, 1955.

penses-paid week for two persons at the Castle Harbour Hotel. She did so by coming within one of guessing the right number of goldfish and periwinkles in an aquarium display. Her guess was 4,438; the right figure was 4,437.

The Floyds had been in Ottawa only a week, Cdr. Floyd having just taken up the appointment of secretary to the

Chief of Naval Personnel after serving as deputy supply officer at *Stadacona*.

The Bermuda holiday will have to be put off for a while but the plans are that Cdr. Floyd, Mrs. Floyd, two-year-old Ian—and, of course, Marilyn—make a family affair of it later this year.

Chaplain Takes Survival Course

Life in the Arctic, winter and summer, is losing its mystery for Chaplain (P) Thomas L. Jackson, who was in the *Labrador* last year when she became the first warship to complete the Northwest Passage.

During March he completed the rugged RCAF survival course in Edmonton and points north and has since returned to the *Labrador* to take part in this summer's program of the Arctic patrol ship.

Chaplain Jackson was minister of Wesley United Church in Edmonton when he joined the RCN(R) in 1949. He transferred to the regular force in 1951 and has served in the *Labrador* since she was commissioned on July 8, 1954.

The survival course was taken by several other naval personnel, including two Royal Navy officers and two officers of the U.S. Coast Guard.

Reserve Officer Appointed Aide

Lieut. (S) Albert Stephen Knowler, a reserve officer in *Nonsuch* since 1951, was recently appointed naval aide-de-camp to the Hon. J. J. Bowlen, lieutenant-governor of Alberta.

During the war, Lieut. Knowler served for two years as a signalman in the RCNVR, and saw active service in the destroyer *Assiniboine*, based in the United Kingdom. He was demobilized in Edmonton in 1945.

Later, he attended the University of Alberta and graduated with a degree in commerce in 1948. He is employed in civilian life as assistant accountant at the University of Alberta.

Supply Officer "Courteous Driver"

Lieut.-Cdr. (S) Eric Rayland Fleming, deputy supply officer at *Naden*, recently became the second man picked by Greater Victoria police as an outstanding driver in a road courtesy campaign.

When stopped by police, Lt.-Cdr. Fleming immediately protested and asked what he had done wrong.

Asking for his driver's licence, police officers told him: "This isn't the usual thing. We stopped you to tell you we thought you were driving very well."

Wartime Radar Officers Meet

Members of a unique organization—The Canadian RN Radar Officers' Association—held their tenth annual meeting and banquet in Ottawa recently.

With a membership of approximately 265, the association is composed of Canadians who served as radar officers with the Royal Navy during the Second World War.

The development of radar and its installation in ships of the fleet created an urgent demand, early in the war, for officers trained in electrical engineering to supervise the operation and maintenance of the new instrument.

There was a desperate shortage of qualified personnel in the United Kingdom, and so the Royal Navy turned to Canada. The response represented one of Canada's most important contributions to the RN.

In 1940, 30 out of 40 radar officers who completed training with the Admiralty were Canadians. At one stage, Canadians were in the majority among the sea-going radar officers in the RN. They served in carriers, battleships and cruisers and were present at practically every major action involving the Royal Navy's larger ships.

All the Canadians who served as radar officers were drawn from civilian life, some straight from university, others from industry and professional

work. Typical of their wartime careers was that of Captain (L) H. G. Burchell, Kemptville, Ont., who is now Assistant Chief of Naval Technical Services (Plans).

A graduate of the University of Toronto, he was teaching physics and mathematics at Earl Haig Collegiate, Toronto, at the outbreak of war. He entered the Army, but transferred to the RCNVR in April 1940 as a lieutenant.

Captain Burchell went overseas almost immediately and by November 1940 was at sea in the cruiser *Birmingham* as radar officer. After months of service with the Home and Mediterranean Fleets, he became officer-in-charge of the radar school at Portsmouth in April 1951.

The following winter he was at sea again in the battleship *Renown* as ship's radar officer on North Russian and Mediterranean convoy duty.

In January 1943, Captain Burchell became Fleet Radar Officer on the staff of the Flag Officer Eastern Mediterranean and Red Sea, with headquarters in Alexandria, Egypt. In May of that year he was appointed Fleet Radar Officer Allied Combined Fleets Mediterranean, his duties including the setting up of radar stations in Sicily, Italy and Turkey. He returned to Canada in June 1944.

Captain Burchell is one of a number of radar officers who remained in the service after the war. Others hold important posts in government and industry and about ten are university professors.

Wren Officer Ends Continuous Duty

The first Wren officer to be appointed to a naval division after the war on continuous duty in an administrative capacity transferred to the reserve active list recently. As Assistant Staff Officer, Lieut. (W) Isabelle Archer had been a member of York's permanent staff since July 1953. She joined the Toronto division as a member of the active reserve in January 1952.

Lieut. Archer first joined the Navy as a probationary Wren in December 1942 and did her basic training at HMCS *Conestoga*, Galt, Ontario. Following service on the West Coast, she was appointed to naval headquarters in Ottawa and served as a paymaster sub-lieutenant with the Director of Trade and Intelligence and as assistant secretary to the Chief of Naval Staff.—A.C.T.

ROYAL MARINE ONCE SENTRY AT NADEN

Once upon a time, but well within the service memory of some serving officers and men, a Royal Marine was posted on sentry duty at the main gate of HMCS *Naden*.

It came to pass as a result of the annual visit of a ship of the British West Indies Squadron to Esquimalt in the days before the Second World War.

During one of these visits a marine was discharged to Shaughnessy Hospital in Vancouver for an operation. His ship sailed for her home base in Bermuda without him.

When he had left hospital the marine reported to *Naden* to remain until arrangements could be made for his return to his ship. He was turned over to the Master-at-Arms for employment, and the latter was left in a quandry.

It was the marine himself who suggested that he would consider it an honour if he could be posted as main gate sentry and the MAA was glad to grant the request, once he had the approval of the First Lieutenant. The marine took his place with the seamen on sentry duty.

He also explained why he considered the duty an honour. Canada, he reasoned, did not carry marines and Esquimalt was the farthest western base of what was then known as the British Empire. Hence he would be the first Royal Marine in history to stand sentry duty for the Royal Canadian Navy in the Empire's westernmost outpost.—H.O.



York's trusty old field gun "starred" on television when the Toronto naval division's gun run was featured on CBLT's program "Scope". The gun run was seen as a live show over eastern Canadian stations and elsewhere in Canada by Kinescope. Half the 18-man gun crew is seen here at a climactic stage of the proceedings.

What I Like about Canada

BCA PRIZE ESSAY BY
CPO H.R. PERCY, RCN

ALTHOUGH I may speak with sincerity of Canada's beauty, her bounteousness and her freedom; of the pleasing variety of her climate and scenery and people; and of the fascination of her history and the inevitable glory of her future, these fine words must fall empty upon the ear unless accompanied by some hint of the experience which evoked them.

When I refer to her beauty I remember immediately a morning when her woods were lovely under snow, and the silence of her deep places was like a song. I recall the lustrous stillness of lakes in summer, portraying the sky in a frame of inverted forest: and the breathless transitory splendour of the fall; the fragile loveliness of city trees encased in ice; the misty green promise of spring in the tree-tops; the far-off grandeur of mountains, purple against the sunset; the plunge of rivers over timeless rocks.

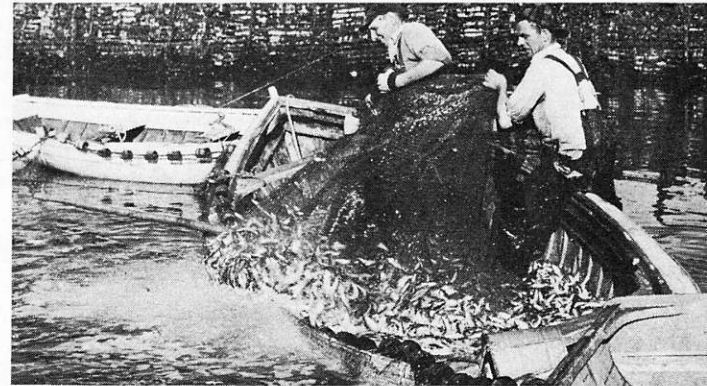
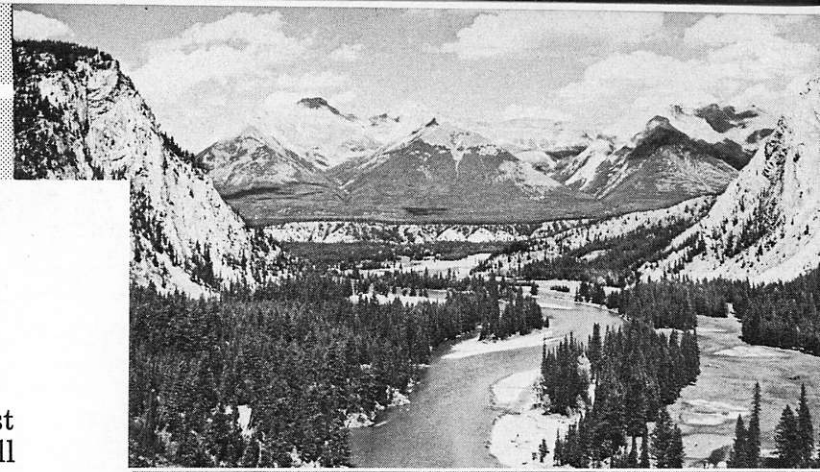
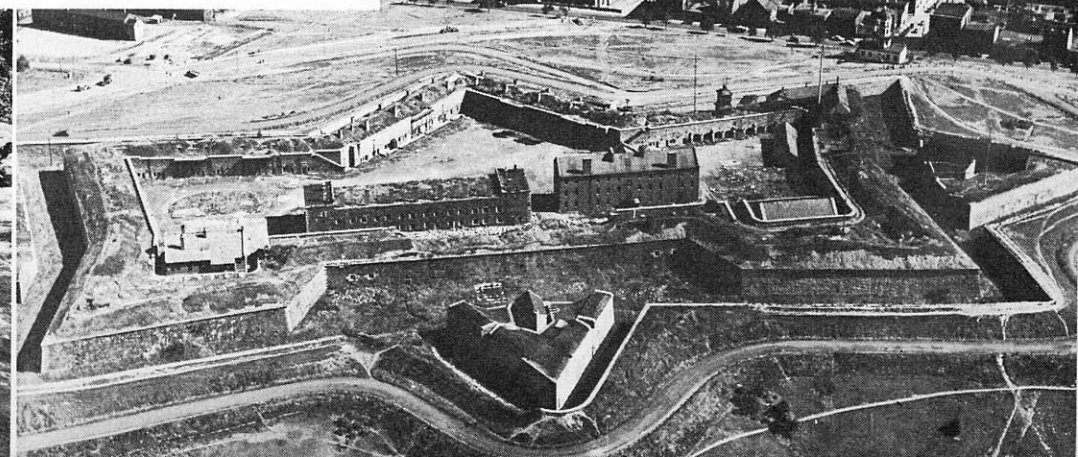
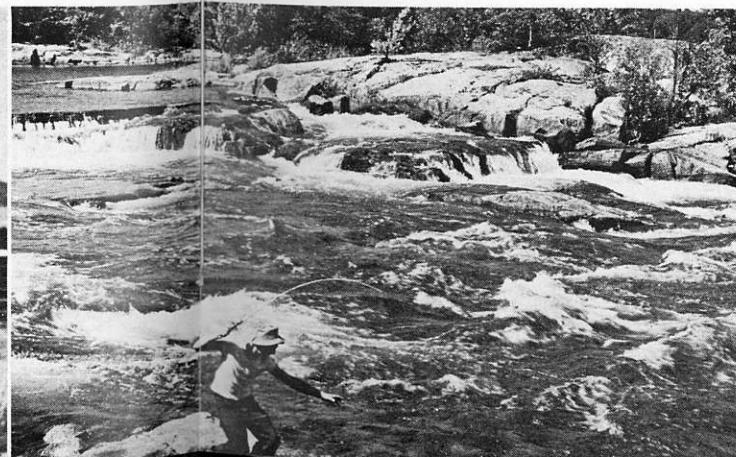
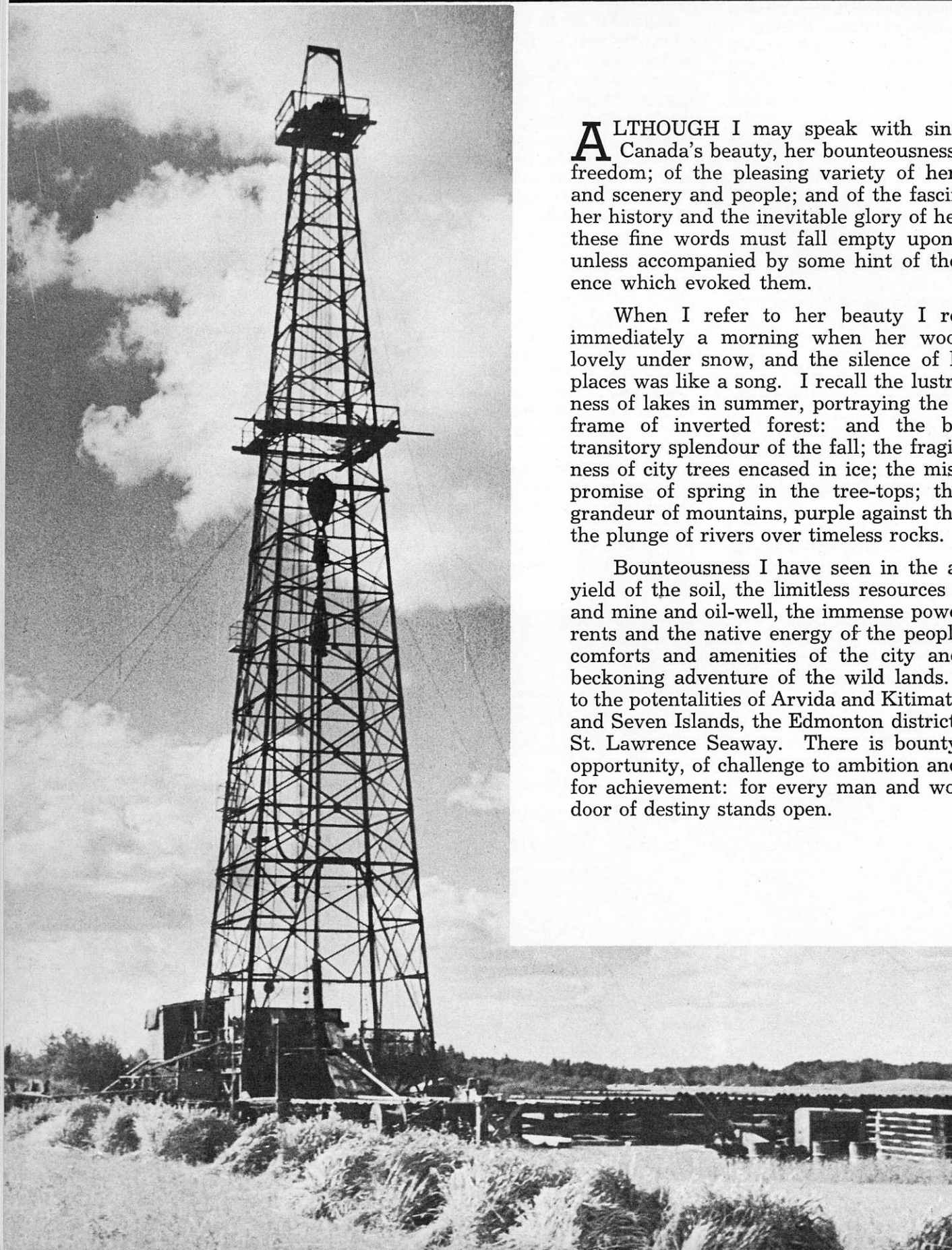
Bounteousness I have seen in the abundant yield of the soil, the limitless resources of forest and mine and oil-well, the immense power of torrents and the native energy of the people; in the comforts and amenities of the city and in the beckoning adventure of the wild lands. I thrill to the potentialities of Arvida and Kitimat, Ungava and Seven Islands, the Edmonton district and the St. Lawrence Seaway. There is bounty also of opportunity, of challenge to ambition and reward for achievement: for every man and woman the door of destiny stands open.

Canada's history fascinates because her past is near enough to feel, while her greatness lies still in the future. Her great men are not too remote to know. We feel that we can almost remember them; we are aware of playing our part in the story which they began, and which our children will continue. They inspire us with affectionate admiration instead of awe. We share their triumphs and disappointment, and their deeds are like the oft-told adventures of our old-folk. They fire the imagination with visions of the future, with glimpses of the great nation Canada is to become, the great men our children are to be; and the wealth of national history, art and literature they are to produce.

Canada's democracy is as advanced as that of any country in the world, minimizing distinctions of class and recognizing those of individual merit. Her politics are stable, without rancour, and her statesmen are acclaimed the world over for their integrity. The great powers respect her as a partner and a potential equal, and she has no enemies but the enemies of truth.

All these things contribute to that most elusive and most vital of all blessings—freedom. As much as the pleasure of saying what I most like about Canada, do I cherish the right to voice complaints, to seek redress, to advocate change, and to hold fast to my little whims and heresies of opinion. Above all do I cherish the freedom to thank God for all these things in my own way.

(Photos courtesy Canadian Government
Travel Bureau and National Film Board)



AFLOAT AND ASHORE

PACIFIC COMMAND

HMC Ships *Digby* and *Brockville*

The two diesel coastal escorts, *Digby* and *Brockville* together with the little minesweeper *Cordova*, completed their fairly extensive refits in late April.

Though the stay in port at Esquimalt meant that crew members were able to get ashore at night to attend to numerous chores, there were many aboard who, now that better weather was in sight, welcomed the approach of the summer training period at sea.

Sailing dates were postponed a number of times due to alterations and additions, but in the end the ships were considerably improved for life afloat, having had bunks installed in the Chiefs' and POs' messes in the *Digby* and *Brockville*, as well as added accommodation aft for reserve training personnel. The ship's machinery and electrical systems were also renovated.

HMC Ordnance School

In past weeks there have been quite a few changes of personnel in the Ordnance School. There are a few new faces around, while some who had become almost permanent fixtures are conspicuous by their absence.

The training in the school is still in high gear. At present there are four classes under instruction: Sixth Ordnance Officers, Third Ordnance Technicians, Fourth Armourers and Ninth Armourer's Mates.

The atmosphere of the Gunnery Section was given the feminine touch by Wren A. C. Gemmel who came out from *Chippawa* for a two-week course.

In the world of sports, the Ordnance Staff team once again proved that experience can triumph over youth by once more winning the sports make and mend. Although considered by all as a "pushover" Ordnance "B" team had little trouble in disposing of its younger rivals.

Medical Branch School

CPO Vic Smith, a well-known sports enthusiast and an instructor in anatomy and physiology in the Medical Branch School for the past year, has left to join the *Ontario* for the European cruise. He will be replaced by PO Kenneth Jackson.

The following Petty Officers have successfully completed Trade Group IV Course, Petty Officers Bruce Burroughsford, Alexander Daley, Sterling Grant, John Sim, George Watchorn, Kenneth Jackson and George Lamoureux.

HMCS *Sussexvale*

The tenth Prestonian-class converted frigate, the *Sussexvale*, was commissioned at HMC Dockyard, Halifax, on Friday, March 18. Based at Esquimalt, B.C., she left Halifax on April 17 to steam via Kingston, Jamaica, and the Panama Canal for the West Coast.

The day of the commissioning was raw but sunny, with many guests on hand for the ceremony. A guard, the ship's company, the assembled guests and a contingent from the *Stadacona* band awaited the arrival of Rear-Admiral R. E. S. Bidwell, who after inspecting the Guard made a short address, and turned the ship over to



her new commanding officer, Lt.-Cdr. R. H. Leir.

The *Sussexvale's* crew are mostly West Coast men, who had formed the steaming crew that brought the *Crusader* from the West to the East Coast. Lt.-Cdr. Leir, in his address, emphasized the superior fighting qualities of the modernized frigate in anti-submarine warfare. Following the hoisting of the White Ensign, he was piped aboard his ship.

Among the guests present at the commissioning was W. E. McLeod, mayor of the town of Sussex, N.B., from where the frigate derives her name. At a reception in the wardroom, he presented the ship with a gold-plated plaque on behalf of the citizens of Sussex. The same plaque, he told them, had belonged to the *Sussexvale* when she was first commissioned in 1944.

Mechanical Training Establishment

Among the highlights of Naden's Mechanical Training Establishment for the month of March, 1955, was completion of the following courses:

Intermediate Technical Trades Course E.8 made up of 15 men, Basic Technical Trades Courses E.3 and E.4 made up of ten men and eight men respectively. Three men from Intermediate Technical Trades Course E.8 were successful in obtaining percentages qualifying them for accelerated promotion.

The following courses were begun: Conversion E.7, Intermediate Technical Trades Course E.10 and Basic Technical Trades Courses E.5 and E.6.

The Naden interpart swimming championships gala was held, with the MTE making a good showing and finishing in second place.

CPO Thomas Day was drafted to Camp Borden for a three-week ABCD Course and has now returned to his divisional duties.

Senior Engineer J. R. Turner was promoted to Lt.-Cdr. (E) during the month. Lieut. (E) W. DeCosta is an addition to the MTE staff having taken over the duties of Lieut. (E) A. L. Candy who has been appointed to the *Stettler*.

Communications Training Centre

Congratulations have been extended to PO J. E. Radley, of Naden's Communications Training Centre, on his election as president of the Esquimalt branch of the Canadian Legion.

The windup of annual leave left the Centre a desolate place in March and early April, but business boomed again in April with the arrival of two visual qualifying classes, followed by a radio class.

Navigation Direction Training Centre

The overall picture at NDTC shows how the complement situation has improved in both our branches. A few weeks ago the West Coast was up to strength in RP3s for the first time. Now the same thing can be said for West Coast QM3s.

Since last reporting, three more classes of QM3s and two classes of RP3s have passed through NDTC. Recent graduates of RP and QM classes are slowly being drafted to the various West Coast ships.

The officer-in-charge, Lieut. J. D. Jellett and Petty Officers J. Black, R. Fitchett and F. McKay have recently taken special radar courses at *Stadacona*.

TAS Training Centre

A smoker was held in April by Pacific Command TAS personnel to honour Lt.-Cdr. Frank Saunders, who has been succeeded as officer-in-charge of the TAS Training Centre by Lt.-Cdr. Murray H. Cooke.

Lt.-Cdr. Saunders, who was in charge of the centre for two years, has been appointed to the U.S. Navy's trials and development staff at Key West, Florida.

ATLANTIC COMMAND

HMCS Magnificent

The *Magnificent* carried out full-power trials in the Halifax approaches in the first week of April, following annual refit in Halifax Shipyards, and then completed radio calibrations while at anchor in St. Margaret's Bay.

The period April 12-15 was spent at sea, with the *Crusader* in company as rescue destroyer, carrying out carrier deck-landing qualifications for VS 880 and VF 871 and the "Guppy" detachment of VS 881. These squadrons, with a helicopter detachment of VH 21, comprise *Magnificent's* carrier air group.

The carrier sailed on April 17 with the *Haida*, later to be joined by *Micmac*, to carry out a cruise program to include a six-day visit to San Juan, P.R., anti-submarine exercises with U.S. Navy and Royal Navy units in Bermuda waters, followed by a weekend at anchor in Grassy Bay, Bermuda.

From Bermuda the carrier task group was to sail May 9 for Portsmouth, England, for a ten-day visit, and to embark the staff and students of the National Defence College, of Kingston, for return to Canada, observing "Exercise Fogbank" en route. This exercise, to be held June 5 and 6 will include, in addition to the carrier group, ships of the First Canadian Escort Squadron and aircraft of the Maritime Air Command.

HMCS Lauzon

With the *Lauzon* in refit since early in February, life aboard was routine, apart from various sports and the opportunity for both officers and men to pursue courses at *Stadacona*.

Officers of the ship have been taking maritime warfare and gunnery courses, while men have been getting in practice at damage control and catching up on various educational courses.

A house bowling league has been operating at the alleys close to the



A group of Antigua Sea Scouts and Sea Rangers were among the most enthusiastic visitors to ships of the 1st Canadian Minesweeping Squadron when they called in at St. John's, Antigua, during their six-week training cruise to the Caribbean. Here some of the group are seen with Cdr. H. B. Carnall, squadron commander, and Mrs. Lovelace, wife of His Honour Lieutenant Governor Lovelace, Administrator of the Island of Antigua. Mrs. Lovelace is active in work with Antigua's Sea Rangers and Sea Scouts.

Dartmouth marine slip, and at the half-way mark in the schedule the "Ruptured Ducks" (made up from the engineering branch) and the "Pantry Players" (from the steward branch) were tied for the lead. High single by then had been bowled by Ldg. Sea. Kenneth Pettigrew with 126 and the top string was bowled by the "Bubbly Bos'ns" (from the stores branch) with 394.

Hockey was featured by a fine 5-4 win over the *Cape Breton* while the officers, with only one spare, put up a noble fight to hold the *Micmac*, with a full roster of players, to a 2-1 victory.

Ill luck continued to pursue the first lieutenant, Lieut. J. H. Hyman, who last summer fell and broke several vertebrae. This time a fall resulted in an injured hip and confinement to RCNH.

With full spring and summer activity planned for the ship, Lieut. Peter Robinson visited New York to participate in plans leading to a new NATO exercise.

HMCS Cape Breton

Members of the Naval Officers' Associations of Canada (Halifax branch) recently were guests of officers of the *Cape Breton*, the apprentice training ship, at HMC Dockyard.

Through the evening, members of the association were taken on a tour of the classrooms and workshops in the ship and were given a verbal breakdown of the training syllabus carried out in the scheme of technical training.

HMCS Buckingham

With summer training activities looming ahead, the ship's company can look back on an active life since she was made a tender to the new entry training base at Cornwallis.

In November, one of the *Buckingham's* cruises took her to New London, Connecticut, where the ship's company had the opportunity to see the *Nautilus*, the world's first submarine propelled by atomic force. On January 18 a short cruise to Liverpool, N.S., was undertaken and the few days spent there were very pleasant. Parties of the ship's company were taken for a tour throughout the Mersey Paper Company paper mill.

Another short cruise was made to Portsmouth, New Hampshire, January 25. Portsmouth is quite a large base and is mainly devoted to building and refitting submarines.

The primary function of *Buckingham* is to train new-entry seamen and the 17th week of their training syllabus is devoted to this. A division is usually

embarked on Monday morning, and after a week's training, members of the division are disembarked on the following Monday. The week is spent hoisting and lowering the seaboat, standing watch as helmsman, lookout, lifebuoy sentry, radar plotter etc.

Also they are introduced to the foc'sle and the quarterdeck, and some of the anti-submarine equipment. In some cases it is the first time that they have been aboard a fighting ship. It is the first opportunity they get to practise the theory that they have learned at *Cornwallis*.

NAVAL DIVISIONS

HMCS *Hunter*

The annual banquet of the Chief and Petty Officers' Mess of *Hunter* was held April 16, with E. C. Row, president of the Chrysler Corporation of Canada, as speaker.

A reception at the mess was followed by dinner at Mario's restaurant, the guests returning later to the mess to conclude the evening with dancing. CPO W. E. Pickering was chairman of the dinner and CPO Keri Lewis, mess chairman, was in overall charge of arrangements.

Guests included Sam Dinsmore, president of Dinsmore Construction, and Mrs. Dinsmore; Rear-Admiral Walter Hose (Ret'd); Cdr. W. G. Curry, com-

manding officer of *Hunter*, and Mrs. Curry; Lt.-Cdr. P. J. Ryall, executive officer, and Mrs. Ryall; Lt.-Cdr. Charles Smedley, staff officer; Lieut. (S) M. B. Young and Mrs. Young; Surgeon Lieut. V. R. Messer and Mrs. Messer; Chaplain (P) B. A. Silcox; RSM John Grieves, Essex and Kent Scottish; Staff Sgt. Volney, Windsor Regiment, and Sgt.-Major Larry Howitt, RCEME, and Mrs. Howitt.

The same night *Hunter's* drill deck was the scene of the second annual Windsor Garrison Officers' Ball, jointly sponsored by Navy and Army reserve officers of Windsor. More than 400 attended and danced to music provided by a group from the *Hunter* band, under the direction of Lieut. (S) Sidney Levine.

Representatives of the U.S. Navy, Army and Marine Corps from Michigan attended.

HMCS *Malahat*

Monday night drills have been given added impetus with the visit Monday, March 21, of the Commanding Officer Naval Divisions, and Monday, March 28, of the Wren Staff Officer from naval reserve headquarters, Hamilton, Ont.

Commodore Kenneth F. Adams inspected *Malahat* on March 21 and reviewed also the UNTDs and Wren division. He presented promotion certificates to first-year cadets.

He expressed his pleasure with the work being done at *Malahat* and emphasized the added effort needed all down the line to increase the reserve strength in Canada.

Earlier Commodore Adams, in company with Capt. G. A. V. Thomson, commanding officer of *Malahat*, paid a brief visit aboard HMCS *Brockville*. They discussed training activities with Lt.-Cdr. E. S. Cassels, commanding officer of the *Brockville* and senior officer of the Second Reserve Training Squadron.

Malahat's Wren division was visited on the evening of March 28 by Lieut. Jean Crawford-Smith, Staff Officer (Wrens) at COND. She made her inspection in company with Cdr. Isabel J. Macneill, Staff Officer (W) to the Chief of Naval Personnel, Ottawa, Ontario. Cdr. Macneill addressed the Wrens and explained the details of the move into the RCN regular force. *Malahat's* active group of Wrens has shown a great deal of interest in the career prospects now presented for women in the Navy.

Malahat is a naval division working with added purpose these days. Every "man-Jack" is pitching in with the



Congratulations are extended to Cadet Jack M. Littlefair by Captain R. P. Welland, Commanding Officer of Venture. One of the naval cadets who recently completed a three-month training cruise in Ontario to the Antipodes, Cadet Littlefair won an essay contest sponsored by Canadian Shipping and Marine Engineering News. For his story, entitled "My First Days at Sea," he received a cheque for \$25 from the magazine. The money was presented to him while he was in the Ontario by the ship's commanding officer, Captain D. W. Groos. (E-31191)

planned action to have everything ready for the "big move".

It was hoped that the move would be accomplished by the middle of May from the Moresby House location to the new Victoria waterfront headquarters. Training continued smoothly with the use of *Naden* facilities and the help of the Second Reserve Squadron based here.—A.J.C.

HMCS *Unicorn*

For the first time in its six-year history, the award for best new entry aboard *Unicorn*, Saskatoon's naval division, was won by a Wren. In carrying off the top honors in this category, Wren Dorothy Cuthbert was competing against the largest crop of new entries to sign at *Unicorn* in a number of years.

Captain O. K. McClocklin, *Unicorn's* Commanding Officer, made the presentation in the Annual Award's Night ceremonies early in March.

A retired naval officer who served with distinction during the Second World War recalled proud traditions of Saskatoon's naval division in delivering the main address of the evening. Addressing an almost full turnout of the ship's company and about 50 interested citizens who attended as guests, Cdr. Mervyn Woods, RCN(R) (Ret'd), well-known Saskatoon barrister, said both



citizens and ship's company in Saskatoon could be proud of *Unicorn's* reputation and tradition.

"Speaking now as a citizen," Mr. Woods said, "I can tell you the people of this community appreciate your service and take pride in the things the members of the ship's company have done and are doing".

Mr. Woods spoke at the opening of award presentations following inspection of the ship's company by Captain McClocklin.

In the presentation of awards, PO Nick Kryway received the proficiency trophy for best all-round member of the Ship's Company. Donated by the Hilltop Junior Football Club, the trophy will grace the Chief and POs' Mess for the next year. PO Kryway received an individual miniature trophy which he retains. Mr. Woods made the presentation.

Lt.-Cdr. Carl McLeod, executive officer, presented a special award to AB Ron Ferguson for his outstanding contribution during the year. It was an award well-earned, Lt.-Cdr. McLeod said, and it was one which it was felt had to be made in recognition of exemplary service.

Cadet E. C. Boychuk of Saskatoon received the proficiency award for the best among the senior UNTD cadets at *Unicorn*.

Ord. Sea. Bob Skene, a crack member of *Unicorn's* rifle team, was presented with a marksmanship award by Lieut. Alex Rowney, training officer.

Other members of the ship's rifle team, Wren Dorothy Lewis and AB Glen Haddow, Bill Reagan, Oliver Holdstock and Jerry Moore were presented with crests.

Mr. Woods also presented prizes for top marks in navigation and seamanship for first and second year UNTD cadets. Cadet O. W. Hanson won the first-year navigation prize and Cadet J. A. Webb the first-year seamanship honors. Winners of the second year prizes were Cadet D. J. Junk for navigation and Cadet A. G. Keith for seamanship.

Lieut. C. B. Koester, RCN, Staff Officer UNTD, ordered 10 newly-commissioned cadets to join *Unicorn's* supernumerary officers and then presented first-year certificates to other cadets as a climax of the evening's ceremonies.

HMCS *Discovery*

A warm, sunny typical spring morning found several hundred Vancouver citizens joining the ship's company of *Discovery* at a recent Sunday divine service.

The public had been invited to join *Discovery* in a regular naval service,

as part of an extensive public relations program now being conducted by the Vancouver division.

The church service was prefaced by a march through Stanley Park in which the new *Discovery* band made its first public appearance. The march past on the grounds of the base was taken by Cdr. John Stevenson, commanding officer.

Chaplain (RC) Donald L. Campbell, celebrated mass in the Wrens' mess.

Chaplain (P) John W. Grant, assisted by the Wrens' choir, and with CPO Murray Laidlaw at the organ, conducted the Protestant service. The lesson was read by Cdr. Stevenson.

The parade was commanded by the training commander, Lt.-Cdr. Joseph A. Roberts, with the gunnery officer, Lieut. Peter Power, as second in command.

The annual inspection by COND turned out to be a great success with an 80 per cent turnout. Commodore K. F. Adams publicly complimented the base on its cleanliness. Another visitor was Cdr. (W) Isabel Janet Macneill who was kept busy with press, radio and TV interviews. She was accompanied by the Reserve Staff Officer (Wrens), Lieut. Jean Crawford-Smith.

Book Review

The Log of HMS Stone Frigate

ONCE AGAIN springtime brings the "Royal Military College of Canada Review", subtitled "Log of HMS Stone Frigate"—an almost encyclopaedic review of the year's work and play at RMC.

The number of extra-curricular activities listed in the year would indicate that RMC is thoroughly dedicated to the production of the "whole man". International relations, lectures by outstanding speakers, amateur radio, religious discussion, debating, dramatics, photography, group singing are some of the fields of student interest. There is even a pipe band.

It takes 45 pages of type and pictures to review the sports activities of the year and the sports editor points out that win, lose or draw, RMC cadets have built for themselves an outstanding reputation for sportsmanship.

Field-Marshal Lord Montgomery's lecture, "A Look Through a Window at World War III", delivered last October to the Royal United Service Institution, is reproduced here. It is a controversial speech in which he gave forceful expression to his views on the future roles of the navy, air force and army.

Lord Montgomery recognizes the immediate value of the navy as assurance that the seas will be kept open. It is

At the recent annual dinner of the Chief and POs' mess, life memberships were awarded to three former commanding officers, Captain William Stacey, Cdr. Glen McDonald and Cdr. Kenneth McCrae. Also receiving the same honour were two veteran chiefs, Chief Petty Officers Bill Lindsay and R. A. (Doc) Myles, the latter re-joining the reserve after going to pension from permanent force.

Ldg. Sea. John H. Beattie brought honour to the division when it was announced that he had scored 98 per cent, the highest mark of any reserve in all of Canada, in a recent engineering branch course.

Lieut. Ernest Charles Herbert Norman has taken up his appointment as staff officer (training), vice Lieut. Dave Hurl.

Recruiting officer Lt.-Cdr. (SB) Harold Irish reported that up to March 31, the base had attested 30 men and Wrens.

The Wrens' mess recently held elections, with Bev Whiteside named president; Frederika Wren, vice-president; Julia Peacock, secretary, and Doreen Miller, treasurer.

when he turns to the future that his remarks are, to say the least, speculative, in that they assume that land-based aircraft will be able to stay aloft indefinitely, that there will be no overseas fuel supply problem and that air bases will be immune to attack. On the other hand, they neglect the mobility of naval forces and their adaptability to the problems of the nuclear age. He would call a halt to the development of naval air power and have the navy of the future rely on "the smaller type of vessel and on underwater craft".

One is reminded of the statement of Rt. Hon. Harold Macmillan, then Minister of Defence in the U.K. government, who said in Parliament: "the perfection of modern weapons and techniques is in many respects increasing the ability of the Navy to discharge its historic role." This is the viewpoint of a man with access to all the confidential data relating to the armed forces.

The literary aspirations of RMC cadets find ample encouragement in the pages of the "RMC Review" and their offerings are full of promise for the powers of self-expression of Canada's future officers. The volume is a souvenir which for years to come will revive memories of busy and useful days at Canada's oldest defence college.—C.

To Rent or To Buy

*Some Pointers on How
To be Your Own
Landlord*

THE PROBLEM of whether to continue paying rent or to attempt the purchase of a house, is one that continually presents itself to most married naval personnel.

The following article, which contains a brief resumé of the salient points of the new National Housing Act, is an attempt at giving guidance and information on home ownership in general. It must be remembered that the Central Mortgage and Housing Corporation can furnish all details and is the final authority on all matters under the National Housing Act.

The most important point to be aware of is that nowhere can the serviceman borrow more money for less down-payment than under the National Housing Act. With this fact in mind we can assume that the NHA offers the most attractive conditions, and proceed to examine it more thoroughly.

The NHA requires a high level of building standards and their book on this subject giving all minimum specifications is available through CMHC. These building standards ensure that your house will conform to certain recognized standards of workmanship and habitability, and that the resale value will consequently remain as high as possible.

CMHC have many plans of one-, two- or three-bedroom houses for \$10 a set

The Melody Lingers On

Languid reminiscences of life ashore in Rio de Janeiro obviously slowed the reflexes of a Chief Engineering Artificer of the watch in the *Quebec* as the cruiser resumed her South American training cruise after a five-day call at the glamorous Brazilian capital last fall.

The bridge phoned down to register the usual complaint about the boiler watch making smoke and ruining the paintwork topside.

The officer-of-the-watch reported thus: "There's a big, black cloud over the funnels."

Said the Chief, rousing himself from his reverie:

"Oh? Do you think it's going to rain?"



This can be distinguished from Victory Square in Vancouver by the fact there are no sparrows and seagulls mingling with the pigeons. It's St. Mark's Square in Venice and four sailors from the *Prestonian* have found that an offer of food is sufficient to attract every pigeon in the Pearl of the Adriatic. Besieged by feathered friends are Able Seamen Benson Curran, R. S. Shirley, Robert Woods and F. R. Saunders. (AL-70)

of four complete plans. It is emphasized, however, that you do not need to choose one of the CMHC plans in order to qualify under the Act. As long as the plan you have chosen contains no violation of the building standards it will be acceptable to CMHC.

Once you have settled on your plan, CMHC will provide you with an estimate of how much money can be borrowed on that particular plan. You then take it, in quadruplicate, to the approved lender of your choice. This may be one of the large insurance companies or any chartered bank. The approved lender will scrutinize your plans and lot and your general financial position, and then decide whether or not he is in position to lend you money.

The lender will then forward your formal application and plans to CMHC who will establish the total lending value of your house and lot. In general this lending value will be a reasonable cost of building the house plus a reasonable value for the land. When your application is approved you will be advised in writing by the lending institution. It is to be noted that you must own the lot before construction is started but you must not start construction until your loan is approved.

The maximum loan for a single dwelling will be calculated as 90 per cent of the first \$8,000 of the lending value and 70 per cent of the balance. For example for a house with a lend-

ing value of \$10,000 a down payment of only \$1,400 would be required! For an \$11,000 house, \$1,700 would be needed and for a \$12,000 house \$2,000.

The maximum loan available for a single dwelling is \$12,800.

So you see that for about the price of a second-hand car you can start yourself along the road to the ownership of a home that will in time be worth many thousands of dollars to you.

The monthly payment of principal and interest will be about \$6.11 for each \$1,000 of the loan. If you have borrowed \$8,500 on your house your monthly payments would be \$51.94. This does not include, however, your municipal taxes or heating and lighting costs. As a general rule you should not pay more than 23 per cent of your monthly income for mortgage charges, including principal, interest and taxes.

The interest rate on your loan is agreed upon between you and the approved lender but is usually 5½ per cent convertible semi-annually. The term of the loan is also decided between you and the lender and may be up to 30 years.

It appears, then, that home ownership is not as impossible as we once might have thought. Now let's sharpen up our pencils and figure out how each month we can be buying a valuable equity for ourselves instead of a Cadillac for the landlord.—W.L.

LETTERS to the Editor

Sirs:

The U.S. Naval Institute *Proceedings* has mailed to me a copy of the February issue of *The Crowsnest* which contains my article (page 4) entitled, "Battle of the Caribbean," which was reprinted from the September issue of the *Proceedings*.

I am glad that you thought the article worthy of reprinting and I am pleased to learn—for the first time—that two members of the crew of the *Oakville* were decorated for gallantry in the action that resulted in the kill of the U-94.

If any of your readers care to comment on the article, favorably or adversely, I will attempt to make reply, if you so desire. I am reasonably certain that I have my facts correct. I certainly checked them enough.

Sincerely,

C. ALPHONSO SMITH
Commander USNR

National Press Club
Washington.

Dear Sir:

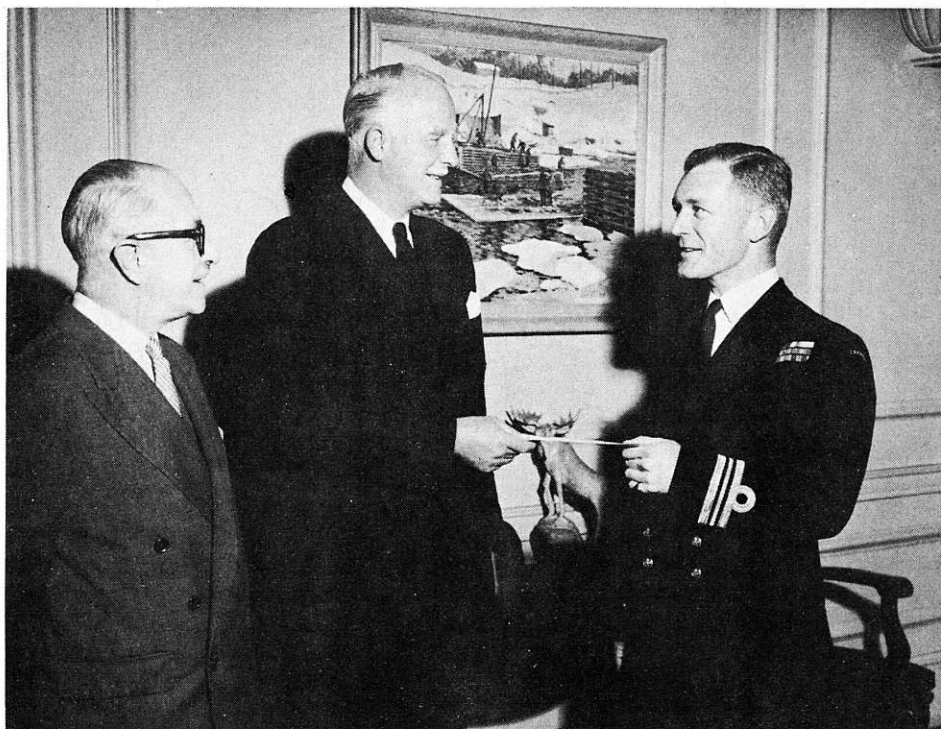
In the February issue of the "Crowsnest" you refer to HMCS *Micmac* as being the first Canadian warship to visit Jacksonville, Fla.

Permit me to inform you that in early March, 1943, six "B" Class Fairmiles of the 72nd ML Flotilla visited that port and remained for two or three days, thus, I think, being the first Canadian ships of war to show the flag in that port. In the meantime, another ML Flotilla, the 73rd, was already operating between Key West, Florida and Cuba as convoy escorts.

Just for the record, the following constituted the 72nd ML Flotilla.

- ML 054 (Lieut. W. C. Rigney,
RCNVR) S.O.
- ML 050 (Lieut. J. T. Sharp,
RCNVR)
- ML 055 (Lieut. F. N. Greener,
RCNVR)
- ML 073 (Lieut. S. O. Greening,
RCNVR)
- ML 076 (Lieut. J. D. Leitch,
RCNVR)
- ML 084 (Lieut. G. E. Cross,
RCNVR)

As a matter of fact, these two flotillas visited many other East Coast ports, in one of which, Savannah, Georgia, a church service was held, with the crews of the six MLs marching to one of the local churches as a unit. In spite of there being a war on, the church's Sun-



Winner of the "true experience" contest conducted by "Canadian Shipping and Marine Engineering News", Toronto, Lt.-Cdr. A. B. German is presented with a \$100 cheque by James Armstrong, agent-general for Ontario in the United Kingdom. At the left is Harold F. Charles, managing director of the Maclean-Hunter Publishing Company Limited office in London. In his prize-winning article, Lt.-Cdr. German described an incident during a NATO exercise. He was serving in the *Quebec* at the time of the occurrence. The story, "A Lifetime—in Minutes", appeared in the March issue of "Canadian Shipping", the magazine's annual Royal Canadian Navy number.

day leaflet, making no bones about "Security", publicly welcomed "the Canadian officers and seamen from the flotilla of submarines chasers anchored in our harbour".

Yours sincerely,

S. O. GREENING
Lieut.-Cdr. RCN(R) (Ret'd)

WEDDINGS

Leading Seaman Richard, Brockville, to Miss Beatrice Irene Kelly, of Victoria.

Able Seaman John Edward Davidson, *Magnificent*, to Miss Adella Miriam MacBurnie, of Poplar Grove, Hants Co., N.S.

Sub.-Lieutenant J. B. C. Hudson, *Digby*, to Miss S. G. Ferguson, of Victoria.

Mr. Thomas Kearns, (instructor) *D'Iberville*, to Miss Marguerite Landry, of Quebec City.

Petty Officer William Frank Redford, *Stadacona*, to Miss Lillian Mildred Harding of Abee, Alta.

BIRTHS

To Petty Officer E. C. Alexander, *Naden*, and Mrs. Alexander, a son.

To Commander P. C. Benson, *Star* (COND), and Mrs. Benson, a daughter.

To Dr. Roger Bernier, (instructor) *D'Iberville*, and Mrs. Bernier, a daughter.

To Chief Petty Officer G. E. Copp, *Naden*, and Mrs. Copp, a son.

To Mr. Real Dionne, (instructor) *D'Iberville*, and Mrs. Dionne, a daughter.

To Petty Officer Gilbert L. Dixon, *Naden*, and Mrs. Dixon, a daughter.

To Chief Petty Officer H. C. Dowle, *Naden*, and Mrs. Dowle, a son.

To Leading Seaman Edward L. Henderson, *Naden*, and Mrs. Henderson, a son.

To Petty Officer Fred Hodgkins, *Naden*, and Mrs. Hodgkins, a son.

To Lieutenant H. Clarke McCreedy, *Magnificent*, and Mrs. McCreedy, a son.

To Petty Officer Barry Murphy, *Naden*, and Mrs. Murphy, a son.

To Leading Seaman Kenneth A. Murray, *Naden*, and Mrs. Murray, a daughter.

To Petty Officer F. S. Myers, *Naden*, and Mrs. Myers, a son.

To Lieutenant Andrew C. McMillin, *Magnificent*, and Mrs. McMillin, a son.

To Lieutenant Bendt A. Oxholm, *Magnificent*, and Mrs. Oxholm, a daughter.

To Petty Officer Gordon Pettigrew, *Naden*, and Mrs. Pettigrew, a daughter.

To Chief Petty Officer Andrew Reid, *Lauzon*, and Mrs. Reid, a daughter.

To Chief Petty Officer J. R. Vincent, *Naden*, and Mrs. Vincent, a son.

To Petty Officer George Worrall, *Naden*, and Mrs. Worrall, a son.

Retirement

CHIEF PETTY OFFICER
LIONEL ELFORD GRISDALE

Rank: C1SW3
Age: 50
Length of Service: 25 years
Hometown: Halifax
Joined: April 25, 1930
Served in: HMC Ships *Stadacona*, *Champlain*, *Saguenay*, *Assiniboine*, *Restigouche*, *Cornwallis*, *Naden*, *Uganda*, *Magnificent*.
Awards: Long Service and Good Conduct Medal
Retired: April 30, 1955.

Thirty-Five Years a Shipwright

*First of Trade in RCN
To Receive Training
In Canada*

ON JUNE 11, 1955, Shipwright Lieut. Frederick Arthur Raines, OBE, will commence his retirement leave after 35 years service in the RCN. Not only has Lieut. Raines, or "Father", as he is commonly known among his fellow officers, had an interesting and varied career, but he also has the distinction of being the first Canadian trained shipwright to join the RCN.

Born in London, England, on November 25, 1902, his family moved to Victoria in 1905, and in due course he started his apprenticeship in the old Shoulberg yard which later closed down, causing a move to Victoria Machinery Depot.

Having decided on a naval career, he made application and on March 16, 1921, became a Shipwright 5th class. Little time was spent ashore in those days and on April 1, 1921, he was drafted on board his first ship, HMCS *Aurora* (cruiser). While still serving in the *Aurora* he was promoted to acting 4th class and drafted to the destroyer *Patriot*, at that time carrying out training cruises.

Following a five-month draft to the destroyer *Patrician* in 1923-24, the inevitable East Coast draft turned up and on October 1, 1924, Shipwright 4th class Raines was headed for *Stadacona*. Contrary to West Coast opinion, Halifax proved not too bad, for it was while serving there that he met Miss Mary Louise Grover of Lunenburg, N.S., whom he led to the altar in Trinity Church, Halifax, on April 15, 1925.

In order to write for his Chief Shipwright rating, which in those days had to be done under RN supervision, he escorted a group of prisoners to the RN base in Bermuda. Although it was December 1927 when he arrived in Bermuda and joined HMS *Capetown*, it was not until May 1928 that he wrote and passed for Chief Shipwright. Promotion was slow in those days and he waited until 1935, following short drafts aboard HMS *Dauntless*, and HMCS *Champlain* and a welcome period ashore in *Stadacona* before he was finally rated Chief Shipwright 2nd Class.

February 4, 1938, was a red-letter day, for it was home to Esquimalt for the Chief and while serving in *Naden* he was rated Chief Shipwright 1st Class.

With the outbreak of the Second World War, the shipwright branch along with all the others expanded rapidly and their commitments became many and varied beyond all expectations. Commercial shipyards were building corvettes and the need for Naval Overseers in the various yards arose, resulting in the drafting of Chief Raines in January, 1940, to his old stamping ground, the Victoria Machinery Depot as an overseer. Supplementing his duties there, he also had small boat construction to look after.



SHPT. LIEUT. F. A. RAINES

His diligent and efficient work was rewarded and on June 1, 1941, he was promoted to the rank of Warrant Shipwright (Star). Although the promotion was welcome, it did result in his appointment to the East Coast for duties with the Shipwright Officer, *Stadacona*.

By 1941, Newfoundland had become an important base and the ship repairs required to keep the ships operating were steadily mounting. In May, 1941, HMS *Forth*, a submarine depot ship, left Halifax for Newfoundland to carry out the duties of repair ship. Two Canadian shipwrights and a plumber were loaned to the ship to assist in the work. However, the need of a shore establishment was realized and Warrant Officer Raines was appointed to the staff of Commodore-in-Charge, Newfoundland Forces to form the nucleus of the RCN

base. His staff at this time consisted of Chief Shipwright Ron Pitcher, six shipwrights, one plumber and a painter, with the work being carried out from aboard HMS *Forth*.

Having other commitments, the *Forth* was relieved by HMS *Greenwich*, but her facilities were not adequate for the job so the old Bowring Machine Shop was taken over and converted into a shipwright shop.

Responsibilities, staff and work were increasing by leaps and bounds and promotion was inevitable for the one behind the outstanding record being set by the Newfoundland Repair Base. Warrant Officer Raines became Commissioned Officer in 1943, with a further promotion to Shipwright Lieutenant in 1945.

During this period the base had grown from a mere handful to a staff of over 500 mechanics of all trades in the Constructive Department and through the efforts of these men, the convoys were kept in operation. A few of the ships on which major repairs were carried out on were HMC Ships *Saguenay*, *Columbia*, and *Assiniboine* and HM Ships *Roxborough*, *Oribi* and *Highlander*, not to count hundreds of smaller vessels.

In October, 1945, Lieut. Raines was appointed to Esquimalt Dockyard on ship repairs and after the hectic years of long hours, excessive work and little leave in Newfoundland, this was a welcome change.

May 1946 found Lieutenant Raines once more on the move, this time to HMCS *Niobe*, HMS *Birmingham* and HMS *Theseus*, followed by three months at the U.S. Naval Base in Philadelphia, all for the same purpose—the study of damage control.

The years of experience and the vast store of knowledge which Lieutenant Haines so freely imparts have proven invaluable to his associates on the staff of Manager Constructive Department, Esquimalt, where he has served since 1946. He has never been too busy to coach and advise those serving under him and his superiors have found his experience of great value.

In recognition of his services, Lieut. Raines was awarded the Order of the

British Empire (Member) which he wears together with Defence Medal, Canadian Volunteer Service Medal, General War Medal, King George VI Coronation Medal and the Long Service and Good Conduct Medal.

Although the day of retirement has arrived for Lieut. Raines, he will not lose touch with the branch he has served so well, for his oldest son, CPO William Raines, is carrying on in his father's footsteps as a shipwright.

Having always been a great gardener, which the profusion of flowers and shrubs always to be found in his garden justly confirms, it is understandable that his retirement plans include a small plot of land on Vancouver Island where he can enjoy his much earned retirement in the manner he enjoys most.

Lieut. Raines will be greatly missed by the officers and men who have served with him through the years and it is the wish of all that he will enjoy many years of happy retirement with the satisfaction of a job well done.—A.M.

ROYAL NAVY REVISES OFFICER STRUCTURE

A number of sweeping changes have been made in the officer structure of the Royal Navy, according to an Admiralty announcement.

Captains and Commanders of the Executive Branch have been divided into two lists, to be known as the "Post List" and the "General List". Only the officers placed on the Post List will be eligible for sea-going command. Those on the General List will be eligible for appointments in command of shore establishments and for staff and administrative duties.

The Admiralty says that the change has been made because "it has become no longer possible to provide all Executive Captains and Commanders with sufficient seagoing experience to ensure that those ultimately selected for higher operational appointments have the full

Fund's Help Appreciated

Deep appreciation for assistance given by the Royal Canadian Naval Benevolent Fund is expressed in a letter from the West Coast recently received at the fund's head office. The letter reads:

"Enclosed please find bank draft in the full amount of my loan (\$466.65).

"Having just sold my house it is a pleasure to be able to lift this debt.

"Your courtesy and kindness and that of your staff and everyone concerned here at Victoria is greatly and sincerely appreciated."



This dramatic "painting ship" scene was photographed while HMCS Ontario was in Platypus Bay, Australia, where she carried out exercises before proceeding to Australian and New Zealand ports. Just as at a circus, the act is done without nets, but the sailors (a close look will reveal) have lines about their waists to avert the possibility of landing with a thud or a splash. (OT-2101)

measure of up-to-date experience in command at sea essential for the efficiency of the Fleet".

Non-Executive Officers are affected by a decision to discontinue the wearing of coloured distinctive lace except by Medical and Dental Officers and Wardmasters. Furthermore, the use of suffixes (E), (L) and (S) following the rank has also ended in the Royal Navy

except for Branch List Officers of all ranks. Officers of the Instructor Branch, although the blue stripe will disappear from their sleeves or shoulder straps, will continue to have the prefix "Instructor" before their ranks.

Differences in the marks of respect to senior Executive and non-Executive Officers as they exist in the Royal Navy today are also being wiped out.

THE NAVY PLAYS

Fore-and-Afters Top Winter Sport

Officers, chief and petty officers snagged the Cock of the Barracks, when it appeared for the first time at HMCS Gloucester, Ottawa radio station, to round out the station's most ambitious winter sports program to date.

Seven teams vied in broom ball, volleyball, basketball and table tennis from late November to mid-March. Class 13B, training department, won the broom ball title; officers, chief and petty officers headed the volleyball tourney but were edged out in the table tennis finals by 13B. Hoop honours also went to the officers, chief and petty officers.

Gloucester's hockey team finished the schedule of the National Defence League in fourth slot but was turfed out of the quarter finals by Army HQ.

The summer sports program, which gets under way at the end of May, includes outside and interpart softball,

four cross country runs and four tabloid sports meets, all under direction of PO Bernard (Spud) Hughes, station PTI.

He is introducing Borden Ball to compensate in part for the limited recreational facilities at Gloucester. It is played on a football field with hockey nets for goals. A Canadian football is used and play limited to running and passing with no kicking or bodily contact allowed. Just the same, a rifle pass at point-blank range by some of the better tossers can cause a goalie a lot of grief.

Sailing Squadron Launches Program

The Ottawa Squadron of the RCN Sailing Association launched an ambitious program this season with its first regatta, May 15, on Dow's Lake.

The squadron, equipped with 16 Navy patterned 14-foot dinghies, is

based at HMCS Carleton, the naval division on Dow's Lake.

The intention is to hold regattas every weekend, with the top point-getter in four consecutive regattas winning a trophy. Every Tuesday evening, from the 14th on, races are scheduled for a perpetual trophy to be awarded the highest scorer for the season.

Lt.-Cdr. A. A. Turner, re-elected Commodore of the squadron, promised a variety of sailing activities this year.

There will be evening treasure hunts for prizes along the lake shore accessible only by boat, night sailing, and excursions by ten boats or more at a time for week-end sailing through the Rideau Canal to the four and a half mile stretch of Ottawa River water between the Inter-Provincial Bridge and RCAF Station Rockcliffe.

An experiment this year will be formation sailing, whereby the dinghies will be sailed in various precision patterns over Dow's Lake. In addition, competitions are planned with local sailing clubs.

Other members of this season's slate of officers include Superintendent K. W. N. Hall, RCMP, Vice-Commodore; Lt.-Cdr. (E) S. J. Morehouse, Rear-Commodore; Ordnance Lt.-Cdr. C. C. Brown, Fleet Captain; Commissioned Engineer A. T. Satchwell, Assistant Fleet Captain, and PO R. V. Kierstead, Secretary-Treasurer.

Curlers Report Successful Season

The RCN Curling Club (Pacific Command) completed its most successful season on March 14. Much of the success was due to the efforts of the president, CPO Harvey Day, and the secretary-treasurer, PO Andrew George. The large number of enthusiastic members who turned out was also a contributing factor.

At the commencement of the season there were 32 regular rinks which was later expanded to 36 rinks which curled every Sunday evening.

Throughout the season club rinks were entered in the local commercial bonspiel, the Victoria Curling Club Open Bonspiel, the Tri-Service Bonspiel, held this year in Vancouver, and the Nanaimo Open Bonspiel. The host clubs have become aware of the RCN



Winners of trophies in Atlantic Command Pee Wee Hockey League are shown here. The trophies were presented by Cdr. F. C. Frewer, executive officer, Stadacona, at a banquet held in Shannon Park School on the night of March 26. Front row (left to right) Michael O'Brien, rookie award (Shannon Park); Ralph Roberts, leading scorer and G. B. Murphy Trophy (Shannon Park), and Wayne Kramer, top goalie (Shannon Park). Back row: Kenny Hines, top goalie (Shearwater); Robert Simpson, most gentlemanly player (Shannon Park); Yvon Cote, most valuable player (Shannon Park), and Thomas Bell, rookie award (Shearwater). (HS-35440)

Curling Club, as one of its rinks always managed to qualify for prizes.

There are two trophies up for competition in the club—Murdoch-Girard Aggregate Trophy awarded to the rink which has the best winning record over the season's play; and the Henry Birks' Pacific Command Curling Trophy which is awarded to the winning rink in the end of season playoffs. Both trophies carry their individual miniatures which are awarded to each rink member.

The rink skipped by CPO Clifford Anderson was the winner of the Murdoch-Girard Trophy, and the rink skipped by CPO A. G. Bowbyes was the winner of the Henry Birks' Pacific Command Curling Trophy.

Discovery Better On Second Try

The newly-formed squadron of the RCN Sailing Association based at *Discovery* had its first go at competitive racing when it sailed in a home-and-home team race against Esquimalt Squadron.

The event took place under the auspices of the Royal Vancouver Yacht Club and the base team used 14-foot service dinghies.

The score in the first meeting in Vancouver for five races was 118 for Esquimalt and 52 for *Discovery* while in the second contest, at Victoria, the score for five races was 82 to 56, again in favour of the Island sailboat enthusiasts, but an indication that *Discovery* was on the way up.

Prevost Keeps Walker Trophy

Prevost, defending champions for the Hiram Walker Trophy, emblematic of Southern Ontario naval hockey supremacy, overcame an early two-goal deficit and then went on to defeat *York* 9-5, to retain the cup.

The game, played at St. Thomas arena, before a crowd of some 200, saw very few penalties, and some fine defensive and goal-tending work.

The undisputed star of the game was Cadet Matt Luchovich, UNTD, University of Western Ontario, who, while only scoring one goal, and one assist, was a standout on defence. Twice, while *Prevost* had two men short, he almost singlehanded kept the "Hogtowners" off the scoreboard.

Malahat Scores High at Shoots

Sport is hitting its outdoor stride in *Malahat*, as yachting, outdoor rifle shooting, and many other activities get under way. The *Malahat* Rifle Club is taking on all challengers, after having

Cruiser Has Front Seat For Volcanic Display

AN ASHEN sky and smoky day and an eerie, fiery glow by night formed an unusual backdrop for HMCS *Ontario* during her three-day stay at Hilo, the crater-surrounded largest city of the island of Hawaii from where she sailed for Pearl Harbour.

Anchored a short distance off shore, the ship was within sight of one of the most severe volcanic eruptions the island has known for years. At one stage during the *Ontario's* presence in the area the fracture in the earth's crust spewed flames an estimated 600 feet into the sky. At night the weird and fantastic glow could be seen for many miles.

The most spectacular view of the flame and ash-spouting mountainside was witnessed several hours before reaching Hilo's harbour March 21. At 0400 that morning the *Ontario* passed within 20 miles of the great spectacle. Word of the volcano flashed through the cruiser and within minutes most of the ship's company was on open decks looking in awe at the amazing sight. Through binoculars one could clearly see great chunks of molten rock being shot high into the air.

The volcano erupted about a month previously. Within a short time three fingers of molten lava were creeping down the mountain side. Chamber of Commerce officials estimate damage to

sugar cane and papaya crops has already exceeded \$3 million. Many families have been evacuated from the eruption area and tourist travel to the danger zone is forbidden.

In strange contrast and periodically in full view to the west was the towering (14,000 feet) snow-covered peak of Mauna Kea.

The close proximity of the active volcano was another in a long series of unforgettable experiences for personnel of the cruiser. During the three-month training exercise into the South Pacific, the *Ontario* had been close to several widely varied ravages of nature. On her southern course she narrowly missed a vicious tropical storm in the Fiji Islands area. By the time she left Australia a great area of that country was being ravaged by floods. In New Zealand the country was experiencing some of the worst droughts known for years and, to complete the picture, at Hilo there was the constant threat of tidal waves.

A string of sirens located throughout the port city was tested each evening at a set time. Should their wailing be heard at any other time of day or night the populace would know the meaning of the warning. Several years ago a large portion of the city was devastated by such an onslaught of the sea.—R.W.

defeated the Royal Roads cadet team, and the Canadian Scottish (Princess Mary Regiment), in two successive shoots.

The team meets every Wednesday evening at the *Naden* range, and Saturday afternoons several of the members take part in the Pacific Command Rifle Association (full bore) shoot, at *Heal's* Range.

The reserve division team is at present in the middle of an individual shoot with *Naden* and led by CPO Walter Burch, who himself has taken five "Spoons" from *Naden*, have been scoring very well.

In the national competition, the DCRA, the *Malahat* team has won the prize money in two of three comparative score shoots.—A.J.C.

"Maggie" Takes Intership Trophy

The *Magnificent's* hockey team won the Atlantic Command intership trophy, the Hiram Walker Cup, defeating a

hard-playing team from the *Labrador* in the play-offs.

Coached by PO Melvyn Payne and managed by Surgeon Cdr. Richard Lane, the *Maggie's* players chalked up over 150 goals in the 19-game series, with 55 goals against. The only loss of the season was an exhibition match with Halifax City Police.

After five periods of evenly-matched play for the Atlantic Command Cup, *Maggie* was edged by *Cornwallis* 9-8.

During the four-month season 48 games were played by ship's and interpart teams, the interpart trophy being awarded to the Seaman Branch team, which defeated the Engineering Branch for the title.

ANSWERS TO WARSHIP RECOGNITION QUIZ

1. Netherlands cruiser *Tromp*.
2. Russian destroyer, *Ognevoi* class.
3. USS *Northampton*, task force command ship.



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.

ACHESON, Ronald.....P2EM2
ALEXANDER, Jackie M.....LSEM1
ARMSTRONG, Thomas E.....LSCV1
ARPIN, Andre L.....LSCK1
ARSENAULT, Reginald J.....LSCK1
ARTHURS, Malcolm G.....C2RT4
ARTHURS, Thomas S.....LSEM1
ARTHURS, William J.....LSRP1

BADGER, Donald E.....LSLM2
BASKEY, James A.....P2CR2
BATE, Alan W.....LSRN3
BEAUDET, Andre J.....LSMA1
BEAVER, Kenneth J.....P2CV2
BEKE, Joseph P.....C2ET4
BERGMAN, William C.....LSRP1
BERRY, Darrell W.....LSTD1
BIGNELL, Frederick W.....C1RT4
BLAIS, Robert N.....LSLM1
BLANEY, William H.....LSEM1
BLONDIN, Rheel G.....LSTD2
BOICEY, Orville.....C2ET4
BOORMAN, Raymond.....LSQM2
BOUGHES, Norman C.....LSEM1
BOUGHTON, Benjamin E.....P2AA2
BOURQUIN, Stanley E.....P1RA4
BRECKON, Frederick L.....P2LR1
BRODEUR, Paul J.....P2EF3
BROOKS, Boyd J.....LSCK1
BROOKS, Donald J.....LSRC1
BROWNE, James C.....LSNS1
BRUTON, Howard J.....LSEM1
BRYAN, James A.....LSNS1
BUDD, Robert J.....C2RA4
BULL, William S.....P2EM2
BURNETT, James T.....LSTD2
BURNS, Alexander.....C1Q14
BYRNE, John.....LSEM1

CALDWELL, William T.....P2EM2(NQ)
CALLAGHAN, Brian P.....LSEM1
CAMPEAU, Roland J.....LSEM1
CAMPBELL-HOPE, Alden.....LSTD1
CAOINETTE, Guy J.....LSTD1
CASCADEN, Myles W.....LSQR1
CASSIDY, Ingram M.....C2EA4
CATTON, Eugene L.....LSMO1
CHABON, Frederick.....P2EG3
CHADDOCK, Dale A.....LSRP1
CHANDLER, Roderick J.....P2ED3
CHAPMAN, Hartin I.....P1RP3
CHARLES, Ernest W.....LSPH2
CHARRON, Adrien J.....LSLM1
CLARK, Mervyn C.....LSTD2
CLARKE, Keith A.....LSCS2
CLARKE, Lloyd F.....LSNS1
CLOUSTON, Wesley J.....LSRN3
COKER, Bernard A.....C2ET4
COLLINS, Donald M.....LSRP1

COLLINS, John P.....LSCK1
CONNOLLY, John F.....P1RP3
CORRICK, George.....LSRC2
COSBY, Walter B.....P2ED3
CRIPPS, Ivan R.....LSDV2
CROSSON, Robert W.....LSEM1
CROWTHER, Alfred R.....LSAR1
CUMMINS, George E.....P2EA3

DANCE, George P.....LSLM2
DAVIS, Frank C.....P2EM2
DAVIS, Gordon K.....P2RP3
DAVIS, Robert W.....LSQM2
DODSWORTH, Guy K.....C2RT4
DONAGHY, Thomas J.....LSTD2
DONNACHIE, Alexander M.....P2TD2
DONNAIT, Victor F.....P2TD2
DOREY, Halton I.....LSEM1
DOUCET, Howard J.....LSRC1
DUFFY, William C.....P2TD2

ECCLES, John A.....LSCV1
EFFORD, Frederick V.....LSTD2
ELLIS, Robert B.....LSTD2
EMSLEY, Jack L.....LSVS1

FAREWELL, Gordon E.....LSTD1
FEDDEMA, James C.....LSTD2
FELLS, Richard R.....P2EM2
FERGUSON, Lloyd R.....LSQM1
FITZSIMMONS, George E.....LSRP1
FLETT, Victor C.....LSTD2
FLYNN, Royal P.....LSRC2
FOLEY, Howard P.....P2QM2
FOSTER, Albert W.....LSQM1
FOSTER, Robert W.....LSPH2
FOX, Homer A.....P1TD3
FREDERICKS, Leonard H.....P1RA4
FULFORD, Norman.....P1EA4

GALE, Eric J.....LSRP1
GARDINER, Donald R.....P2EM2
GAUTHIER, Robert J.....LSEM1
GOWLAND, Donald L.....LSRP1
GOYETTE, Roland J.....LSEM1
GRAHAM, John E.....LSEM1
GRAHAM, Samuel R.....P1TD3
GRANT, Benjamin H.....C2AA3
GRECKZKOWSKI, Victor J.....LSEM1
GREENHALGH, Bruce F.....LSCS2
GRIFFIN, Clement F.....LSRC1

HALL, Dennis E.....C2QM3
HALMBERG, Douglas P.....LSCS2
HAMILTON, George F.....P2EM2
HERDA, John D.....P1SH4
HILL, Ollie C.....LSEM1
HINDE, James R.....P2RN3
HODGINS, Harvey G.....C1RA4
HONOUR, Jack J.....LSRP1
HORMAN, Garnet W.....LSRC1
HOWES, Douglas S.....C2PH4
HOWLES, Barry.....LSTD2
HUCKLE, James W.....P2RW3
HUGHES, Clifford N.....LSRC1
HUNTER, Douglas H.....LSTD1
HUNTER, John J.....LSCV1

INCH, Ray D.....LSTD1

JARDINE, Alvin K.....LSEM1
JONES, Brython E.....LSEM1
JONES, Gordon G.....LSRW3
JONES, Harvey A.....P1RP3
JONES, Keray.....P2PR2
JULIEN, Frederick J.....P1AA2

KAZIMIRIW, Frank M.....LSTD1
KEELER, Anthony P.....P2RS3
KEELING, Gordon E.....LSAW1
KELLY, Ronald M.....P2RP2
KENDALL, Richard F.....LSSW1
KENNY, James L.....P1RA4

KERR, William H.....LSCV1
KILBURN, Jack E.....P2RN3
KROMM, Allen N.....LSEM1
KUZAK, Stephen.....LSCS2

LADNER, Warren J.....P1ET4
LADOUCEUR, Clarence J.....P2RP2
LANE, George A.....LSCK1
LAPIERRE, Arnold J.....LSEM1
LAPIERRE, Kenneth J.....LSRP1
LAWLEY, William E.....P2QR2
LEBLANC, Ronald J.....LSCV1
LECLAIR, Richard J.....P2EM2(NQ)
LECLERC, Alfred J.....LSLR1
LEGRAND, Donald L.....P2RN3
LEONARD, Osborne M.....P2EM2
LEVAC, Pierre J.....LSLM1
LINK, Garry F.....LSEM1
LOVERING, Lawrence D.....LSEM1
LUNDY, John G.....LSRP1
LUSTY, William A.....LSAA1
LYLE, David H.....LSTD1

MANNING, Vivian C.....LSRP1
MARTIN, Denis J.....LSRC1
MATTHEWS, James.....LSTD2
MAJOR, William F.....LSEM1
MERCER, Jack W.....LSLM1
MERCIER, Gilles J.....LSTD2
MILBERRY, William L.....P2RP2
MOLL, Ronald W.....P2RC2
MONAHAN, Robert J.....P2EA3
MONTGOMERY, Norman E.....LSSW1
MOORE, Stewart L.....LSAC1
MORRISON, Kenneth G.....LSVS1
MORRISON, Roderick.....LSTD1
MUISE, Fred W.....LSTD1
MURFIN, George D.....LSEM1
MURPHY, John.....P1QR2
MYERS, Vincent A.....C2EA4
MYTRUK, Victor.....C2RT4
MacDONALD, Basil J.....LSVS2
MacKAY, John J.....LSEM1
MacVITTIE, Alvin J.....LSTD2
McAVOY, Thomas H.....LSEM1
McCORMICK, Kennedy R.....LSAA1
McDONALD, Harry S.....LSRP1
McDONALD, McAvoy A.....P1RP3
McDONNELL, Robert F.....LSAA1
McFARLAND, Harry V.....LSQM1
McGINNIS, Reuben G.....P1AA2
McISAAC, Harold C.....LSRP1
McKEE, Donald R.....P1TD3
McNAIR, Scott C.....LSEM1
McNEIL, Ralph E.....P2RP2
McRAE, Allan R.....P2EG3
McTAVISH, James K.....LSRP1

NANLEY, Richard P.....C1ET4
NELSON, Kenneth I.....P1BD3
NICKEL, Daniel B.....LSEM1
NICKERSON, Randall E.....LSCK1
NUTE, Darrel E.....C2ET4

O'BRIEN, Arnold E.....LSLR1
OGDEN, Lawrence P.....LSLM2
OMDAL, Stanley C.....P2EM2

PARE, Harvey N.....P2CR2
PARISE, Edward J.....P1RP2
PARSONS, James E.....LSLM1
PATTERSON, William T.....P1AA2
PAYETTE, George R.....LSVS1
PERESSINI, Louis A.....P1ER4
PETERS, John R.....C1RA4
PILLER, Edward C.....P1RP3
PORTEOUS, George M.....LSLM2
POTTS, Kenneth A.....LSEM1
POYNTER, William H.....LSTD2
PRATT, William E.....LSLM2
PROKOPOWICZ, Joseph A.....LSCK1
PURDY, George E.....P1RT4
PURVIS, David A.....P1AA3

ON THE OPPOSITE PAGE

The *Huron* paused in Hong Kong with the *Iroquois* before the two ships began their journey home to Halifax by way of countries of the Far East and the Mediterranean. This is the family portrait of *Huron's* ship's company taken in Hong Kong. (HU-389)

REESOR, Franklin J.....C2EA4
 REID, Andrew G.....C2ET4
 RENAUD, Maurice J.....LSTD1
 ROBERT, Edward J.....LSRP2
 ROBERTSON, Ronald A.....P2AA2
 ROBINSON, Bruce W.....P2AA2
 ROGERS, Thomas S.....P2EF3
 RUMMERFIELD, Arthur W.....P2ED3
 RUSSELL, William J.....P2PH2
 RYAN, Theodore C.....LSVS1

SANGRET, Hugh A.....LSBD2
 SCOPIE, Dean W.....LSAA1
 SERIGHT, George.....P2QR2
 SHIELDS, Ronald D.....LSEM1
 SHIPLEY, William R.....P1SH4
 SHOFF, Dennis M.....P2RN3
 SIGRIST, Gerald W.....LSCR1
 SLACK, Earl E.....C2EA4
 SMALL, Alexander M.....LSRP1
 SMITH, David B.....P2AA2
 SMITH, Donald B.....LSCV1
 SNUTCH, Robert C.....LSRP1
 SOMERS, James P.....LSEM1
 SOUKA, Peter J.....P2EM2
 SOULSBY, George.....P1SH4
 STACK, Edward P.....P2RP2
 STEVENS, David S.....P2RN3
 STEVENS, Roland M.....P1PH3
 STOKKE, Jerome J.....P2LR2

THERIEN, Roger P.....LSSW1
 THIBAUT, Joseph O.....P2RN3
 THOMAS, Robert C.....P2RP2
 THOMPSON, George.....LSRP1
 THOMPSON, Robert J.....LSDV2
 THOMPSON, Ross C.....LSRC2
 TIEULIE, Maurice A.....LSRC1
 TORY, George S.....P1RT4
 TURCOTTE, Richard G.....LSCS2
 TURPIN, Arthur W.....P1QM3

UBRONKI, Jerome P.....LSRP2

VANZIELEGHEM, Andre O.....P2QR2
 VILLENEUVE, Homer A.....P2BD2
 VINCENT, John J.....LSQM2
 VOLKER, George W.....P2RP2

WAGNER, John L.....P1EM2(NQ)
 WALKER, Vernon S.....LSVS1
 WEBB, Edward F.....P2EM2
 WESTBURY, Leslie V.....P2TD2
 WHITE, Norman G.....LSAA1
 WILCOX, Gerald J.....P2QM2
 WILLMS, Frank J.....LSSW1
 WILSON, John F.....LSEM1
 WILSON, John K.....C2RA4
 WILSON, Joseph F.....C2TI4
 WIRA, Robert.....LSEM1
 WRIGHT, William A.....LSEM1

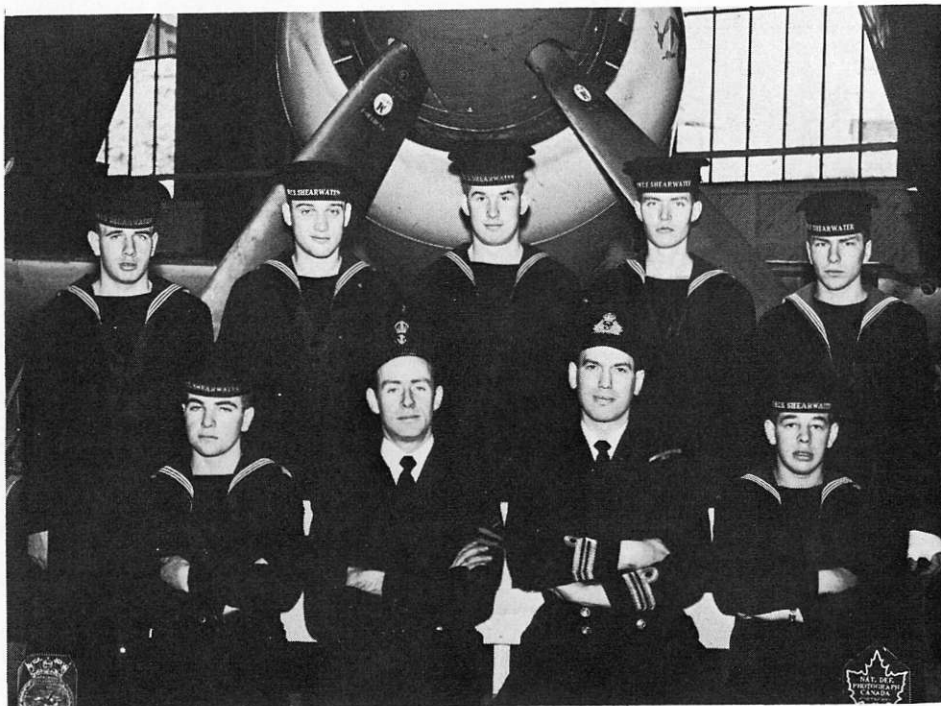
YOEMANS, Gordon W.....LSCR1

ZEITZ, R. Robert.....P1SH4
 ZRUNA, Frank A.....LSOM2

RCN (R)

ALLEN, Harold.....LSVS1
 ALSOP, David.....LSEM1
 AULT, Sidney.....C1EM3(NQ)

BEATH, MacDonald.....P2AR1
 BLAHOUT, Harry.....LSTD5
 BLISS, Colleen E.....WLMM1
 BLOUIN, Joseph L. R.....ABBD1
 BLOVIN, Monique.....WLAW1
 BORTHWICKE, Jas. B.....C2AA1
 BOSTON, Harold George.....C2EM3(NQ)
 BRAIDEN, Thomas J.....LSCR1
 BREEZE, Winnifred E.....WLCS2
 BRUNELET, Marie J. G.....WAAW1
 BURROWS, Marie.....WLAW1



Seven graduates of the 41st air riggers course at the Naval Aircraft Maintenance School, Shearwater, are seen with their instructor and training officer. Front row: Ord. Sea. Douglas Heggie; PO Alan Moore, instructor; Lt.-Cdr. H. O. Arnsdorf, training officer, and Ord. Sea. Andre Arcand. Back row: Ordinary Seamen Allen Harrington, Clifford Moore, who took top honours in the course, Nolan Shannon, Edward Last and Donald Forster. (DNS-13432)

CHERY, Elizabeth T.....WAAMS
 CHISHOLM, Margaret I.....WLPW1
 COCKING, David E.....P2NF1
 COOPER, Joyce May.....WAAW1
 CONNOLLY, Elizabeth A.....WLCS2
 CORRELL, Audrey.....WLNFI
 CRAWFORD, Maxford B.....LSQRS
 CROWN, Rosalie B.....WLAW1

DEBISON, Glinna M.....WLAW1
 DERBYSHIRE, Roy G.....LSQRS
 DIBBLE, Thomas D.....LSNF1
 DUFF, Katherine Laura.....WACC1

FISH, Francis Victor.....ABOMS
 FLYNN, Frederick J.....P2LP1
 FOLEY, Joan M.....WLCC1
 FRASER, Isabelle M.....WAMA1
 FROST, Eileen M.....WACC1

GARVIN, Donald G.....ABCRS
 GAWTHORPE, Ernest.....LSQMS
 GERVAIS, Paul E.....ABCV1

HARRIS, Donald J.....LSQRS
 HARRIS, John David.....P2RP1
 HILL, James Donald.....ABEMS
 HINES, Colleen Carol.....WLSDS
 HODSBERGER, Esther E.....WLMM1
 HOREL, Helen L.....WARPS
 HOUSSIAN, Mary.....WAMA1
 HUGHES, Cornelius T. F.....ABLMS

JOHNSON, Earnest R.....C2CR3

KAGETSU, Mae M.....WACC1
 KARN, Kenneth Charles.....P2QMS
 KENKLEY, James E.....LSNS1
 KNIGHT, Christine W.....WLQMS
 KOKESCH, Ronald O.....ABEMS

LATENDRESSE, Jean M.....P1SH2
 LESLIE, Marion W.....WLCC1
 LOCKER, William L.....ABRPS
 LORTIE, M. F. Franciner.....ABBD1
 LOWEY, Lorna.....WAPW1
 LOWTHER, Patricia.....WALMS

MACHALEK, John M.....LSAAS
 MACPHERSON, Verna.....WP2CC2
 MALAK, John.....ABRPS
 MANN, Audrey.....WAMA1
 MARLER, Robert.....LSAAS
 McCAHILL, Mavis E.....WLPW1
 McGHEE, Gordon.....LSRPS
 McGLONE, Frederick.....LSAW1
 McKINNELL, David P.....P2TD1
 MORRIS, Douglas M.....P2QMS
 MORRISON, Doris.....WARP
 MORRISON, Georgan.....WLCC1
 MOSS, Jonathon H. B.....AB(NQ)
 MUNROE, Martha L.....WLNS1

NEILSON, William G.....C2AA2
 NICHOLSON, John L.....ABNS1

PEGGIE, Robert G.....C2ER4
 PHILLIPS, Vernon B.....ABOMS
 PROCEVIAT, Jean.....WLCC1

RAYMENT, Lloyd F.....LSCV1

SMITH, Richard Milton.....LSQMS
 SOROCHAN, Daniel.....ABAW1
 STANGER, J. A.....WACV1
 STEVENS, Roy Ernest.....P1NR2
 SYKES, Doreen M.....WAAW1

TAPIO, Gertrude L.....WLPW1
 TASKER, Sheila Francis.....WACC1
 TAYLOR, Dorothy J.....WLMA1
 THOMAS, Joyce E.....WLCS2
 TOOMBS, Hillard L.....LSMA1
 TROU, James R.....C2QR2

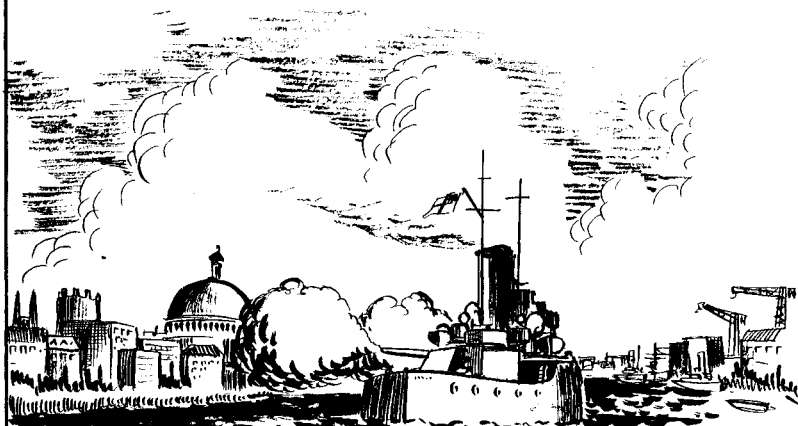
VILLENEUVE, Maurice.....ABEMS

WEBBER, Harold George.....ABBD1
 WEBSTER, Charles R.....LSAMS
 WESTWELL, Juliana D. D.....WLMA1
 WITHERELL, Florence M.....WAVS1

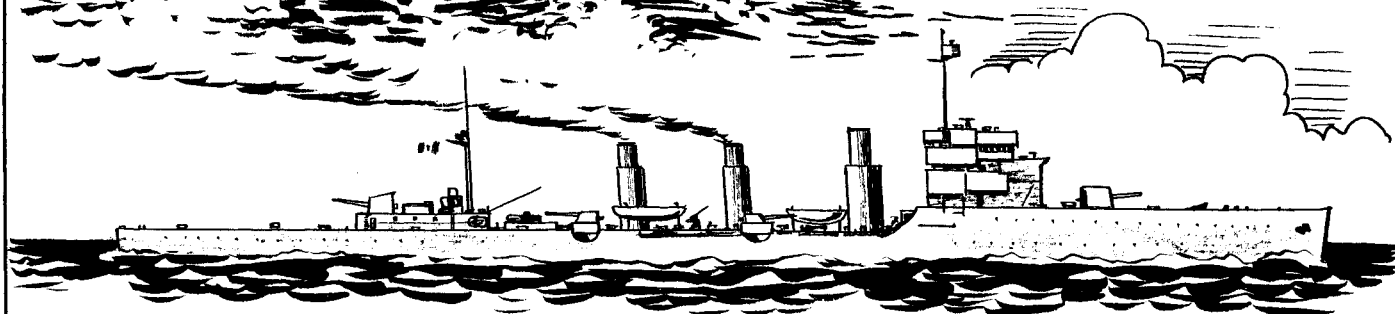
YOUNG, Margaret L. W.....WAAW1

Naval Lore Corner

NO. 28
NAVAL ANECDOTES....

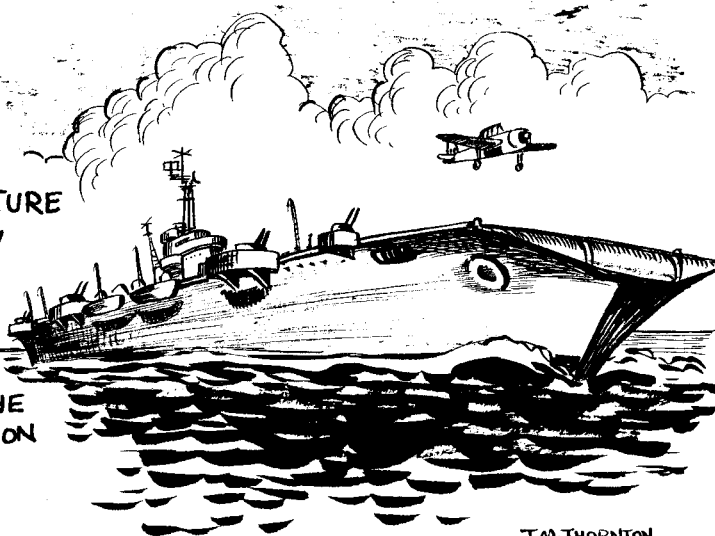


THE IRISH REPUBLIC WAS THE FIRST NATION TO START ITS NAVY WITH A SHIP THAT ONCE FOUGHT AGAINST HER. THE BRITISH GUNBOAT 'HELGA', WHICH STEAMED UP THE RIVER LIFFEY INTO THE HEART OF DUBLIN IN 1919 AND BOMBARDED REBELS HOLDING THE LIBERTY HALL, WAS LATER TRANSFERRED TO THE NEW IRISH NAVAL SERVICE, AS ITS FIRST SHIP, AND RENAMED 'MUIRCHU'.



THE ITALIAN CRUISER 'BARI' WAS BUILT IN 1915 FOR THE RUSSIAN NAVY, & NAMED 'MURAVIEV AMURSKI'. SHE WAS SEIZED BY GERMANY IN WORLD WAR I & RENAMED 'PILLAU', AND FINALLY CEDED TO ITALY IN 1920, AND RENAMED 'BARI'...

DURING THE LAST WAR, AIRCRAFT CARRIERS BUILT OF ICE FOR THE NORTH ATLANTIC WERE PROPOSED. THE IDEA WAS TO FORM A STRUCTURE OF ICE, LARGE ENOUGH TO SERVE AS A RUNWAY FOR AIRCRAFT. IT WOULD BE OF SHIP-LIKE CONSTRUCTION, DISPLACING A MILLION TONS, SELF-PROPELLED AT SLOW SPEED, WITH ITS OWN AA. DEFENSE, AND WORKSHOPS, ETC. (THE ICE TO BE STRENGTHENED BY A PROPORTION OF WOOD PULP.), AND A REFRIGERATION PLANT FOR ITS OWN EXISTENCE.



J.M. THORNTON

