

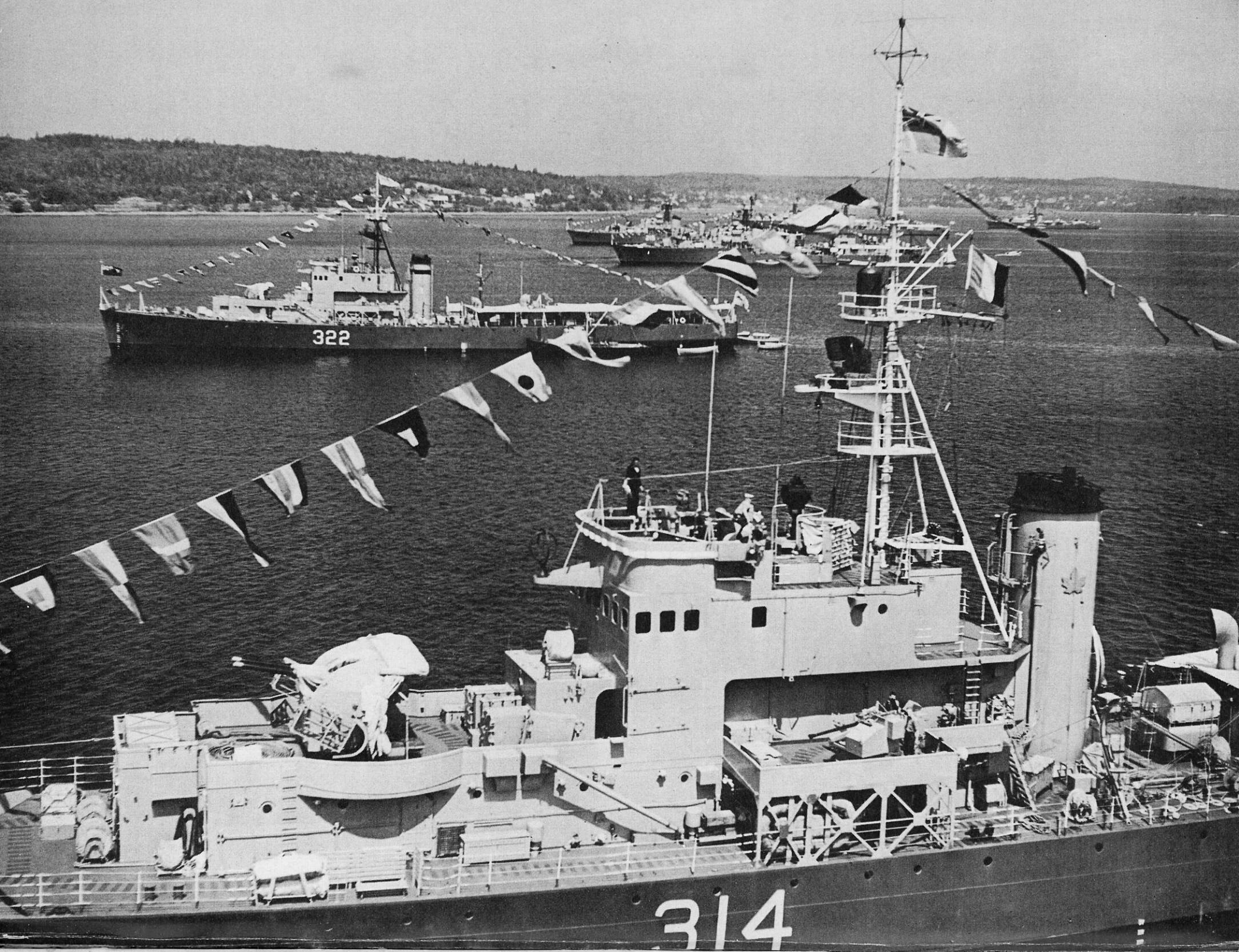
The CROWSNEST

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Vol. 7, No. 11

September, 1955



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The CROWSNEST

Vol. 7 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1955

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The Cover—The mast has come a long way in looks and function since it made its first appearance as a stick to hold a scrap of sail. The new mast of HMCS *Crescent*, due to return to service this fall following her conversion to a modern anti-submarine destroyer escort, is purely functional but exhibits the stark, wayward lines of abstract sculpture. (E-31147)

LADIES OF THE MONTH

Dressed overall by day and illuminated by night, the 20 warships of the Royal Canadian Navy which took part in the Atlantic Command regatta in Bedford Basin presented a colourful spectacle of a magnitude rarely witnessed in Canadian waters.

The illumination of the ships in particular proved a novelty to residents of the Halifax area and visitors. On into the night, cars by the hundreds streamed along the Bedford highway to gaze on the scene.

The ship in the immediate foreground is the frigate *Buckingham* and next beyond her is a sister-ship, the *Lauzon*. Then come the destroyer escorts *Huron* and *Haida*. Elsewhere in the Basin, out of view to the right of the scene, were the largest ships of the Atlantic Command, the aircraft carrier *Magnificent* and the cruiser *Quebec*, the latter resplendent in her new coat of Mediterranean grey.

The day was essentially one during which officers and men pitted their skills in seamanship, ship versus ship, but the pleasure of the occasion extended beyond naval circles to the thousands of shore-dwellers given an unequalled opportunity to see the Royal Canadian Navy's proud ladies in their finery. (Photo courtesy Nova Scotia Film Bureau.)

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RCN NEWS REVIEW

Three of the 20 ships which were illuminated on the night of the Atlantic Command regatta in Bedford Basin on June 29.
(Photo courtesy Nova Scotia Film Bureau.)

Captain Stupart Commands York

Captain Leonard D. Stupart, for the past four years executive officer of York, has been appointed in command of the Toronto naval division.

He succeeded Captain Robert I. Hendy, commanding officer since mid-1951. The new executive officer of York is Cdr. Wilfred D. Houghton.

Memorial Dedicated On Citadel Hill

"For some, whose names are written on this stone, this was the last land they saw . . . Those in every ship that enters this great harbour can look this way and be reminded of the Canadians who gave their lives to keep the sea free and to save a way of life which they thought worth dying for."

These words were spoken by His Excellency the Governor-General, the Rt. Hon. Vincent Massey, at the dedication July 30 of the Sailors' Memorial on Citadel Hill, Halifax, which honours the memory of 2,853 sailors and soldiers who died at sea in the Second World War and who have no known grave.

"Theirs is a noble company," said His Excellency. "Although their burial place is unknown, it is not without great honour."

The names of the dead—Navy, Merchant Service and Army—appear on granite screens flanking the First World War memorial, moved to Citadel Hill from its former site at the entrance to Halifax harbour.

Only on rare occasions is the Queen's Colour withdrawn from its place of keeping in the *Stadacona* wardroom officers' mess. For the service of dedi-

cation it was paraded by a colour party accompanied by a Royal Guard of 96 officers and men.

Next of kin of the deceased were given a place of honour at the ceremony. After the dedication, wreaths at the bases of the granite screens were inspected by His Excellency the Governor-General, accompanied by C. B. Fuller, secretary-general of the Imperial War Graves Commission, and Hon. Hugues Lapointe, Minister of Veterans' Affairs.

Naval Library Essay Prize

A dozen books, selected to form the nucleus of a naval reference library and worth more than \$50, have been awarded by the Navy League of Canada to an RCN cadet as first prize in its historical essay contest.

The first-prize winner, Cadet Nigel David Scott-Moncrieff, 21, is a student at the University of British Columbia under the Regular Officer Training Plan and trained on board the *Ontario* this summer. His subject was "The Royal Navy at Esquimalt".

Books to the value of more than \$25 went to A/Sub-Lt. Kenneth Patrick Sheedy, of Winnipeg, for his essay "Canada's Corvettes".

Eight other contestants were awarded the two volumes of the late Dr. G. N. Tucker's "The Naval Service of Canada". They were Midshipmen George E. Nickson, John A. Leckie, S. K. Dewar, Donald G. M. Fraser, William L. Monkhouse, Terrence H. Rowan and George M. Dainard, all serving in the Quebec, and Cadet E. F. Falstrem, of HMCS *Venture*.

"Sub" Squadron At Full Strength

The Sixth Submarine Squadron based at Halifax under the command of Commander W. T. J. Fox, RN, has reached its full strength of three "A" Class Submarines, HMS *Ambush* (Lt.-Cdr. A. J. Boyall, DSC, RN), HMS *Alderney* (Lt.-Cdr. D. E. Teare, RN), and HMS *Astute* (Lt.-Cdr. T. B. Dowling, RN).

The submarine base in HMC Dockyard, Halifax, has been commissioned as HMS *Ambrose*, with administrative offices in the basement of the Atlantic Command Headquarters. The Squadron is subject to the administration and operational control of the Flag Officer Atlantic Coast, on whose staff Commander (Submarines), Sixth Submarine Squadron, acts as Staff Officer (Submarines). The general submarine and technical administration remains with the Flag Officer (Submarines) at Fort Blockhouse, Gosport, Hants, England.

The three submarines, similar in performance to the United States fleet-type submarines, have a submerged displacement of 1,620 tons and are capable of a maximum surface speed of 17 knots. They have a capacity of 16 torpedoes, carry one 4-inch gun and are fitted with snorkel. Each has a ship's company of five officers and 58 men. At present there are one RCN officer, Lieut. W. A. Nelles, and 22 RCN men serving in the submarines.

Each submarine is scheduled to remain on the station for a varying period of up to 17 months before returning to the United Kingdom for periodical refit.

During their time in Canada, the submarines are employed mainly on exercises with RCN ships and air squad-

rons and aircraft of the Canadian Maritime Air Command. A considerable proportion of their time is spent away from Halifax, mainly in the Gulf Stream and Bermuda areas, and they return to Halifax for maintenance.

When at Halifax, the officers and men of the submarines are accommodated in *Stadacona*. The base personnel of the squadron consists of a small administrative and repair staff and a complete submarine spare crew.

Helicopter A/S Unit Formed

A helicopter anti-submarine unit, first of its kind in the Royal Canadian Navy, was formed in July in the Atlantic Command.

The unit, designated HS-50, will operate six Sikorsky HO4S-3 helicopters. The aircraft, manufactured at the Sikorsky plant at Bridgeport, Conn., have been purchased through Canadian Pratt & Whitney Aircraft Company Ltd., Longueuil, P.Q. They are equipped with anti-submarine detection equipment and have been modified to Canadian naval specifications.

The unit is based at *Shearwater*, but will operate principally from the aircraft carrier *Magnificent*.

Formation of the unit underlines the increasing importance of the helicopter as an anti-submarine weapon. The unit will work in close co-operation with surface ships and other aircraft in developing anti-submarine tactics.

The Navy at present has 14 helicopters in service. They are employed in search and rescue duties, as plane guards on board the *Magnificent*, in ice reconnaissance on board the Arctic patrol vessel *Labrador* and as ship-to-ship and ship-to-shore transports for personnel and equipment.

The commanding officer of Helicopter Anti-Submarine Unit 50 is Lt.-Cdr. (P) George H. Marlow.

Naval Attaché Goes to Russia

Cdr. (E) Geoffrey Phillips has been appointed to the staff of the Canadian Ambassador to the Soviet Union as Naval Attaché, effective August 29. This will be the first time that Canada has had a naval attaché in Moscow.

At present there are two naval attachés in Europe. Cdr. Francis J. D. Pemberton is Naval Attaché in Copenhagen for Denmark, Norway and The Netherlands. Cdr. G. A. C. Scarth is accredited to Sweden and Finland with offices in Stockholm.

Cdr. Phillips, who has had 20 years of naval service, has spent a consider-

able amount of his spare time in studying languages, particularly French, Chinese and Russian. He is qualified as an interpreter, third class, in Russian.

Quebec's Guns Salute Causeway

Anchored four cables off the Canso causeway, the training cruiser *Quebec* participated to the full extent in the memorable occasion of the official opening ceremony of the new land route to Cape Breton Island on August 13.

At the instant the ribbon of Nova Scotian tartan was cut by the Right Hon. C. D. Howe with a historic claymore a multi-gun salvo boomed from the *Quebec*. As the 100 pipers commenced their march across the causeway another feu-de-joie was fired.

With the ship's company manning ship, which was dressed overall, Canada's East Coast cruiser was an impressive sight and added much to the celebration.

When the pipers leading the parade stepped on the soil of Cape Breton, the *Quebec* acknowledged their arrival by prolonged blasts from her siren, an example immediately followed by all craft afloat in the area.

The flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, was flown in the *Quebec* before the formal opening ceremony. Admiral Bidwell and the commanding officer of the

Quebec, Captain D. W. Piers, entertained at a luncheon on board. Among the distinguished guests were His Honour the Lieutenant-Governor and Mrs. Fraser. The Rt. Hon. C. D. Howe, Hon. Henry D. Hicks, Premier of Nova Scotia, Mrs. Angus L. Macdonald and other members of the official party at the Canso ceremony.

To honour the arrival of the Lieutenant-Governor a 15-gun salute was fired. Twenty-three cadets from Nova Scotia were on board the cruiser for a month's training cruise and were landed to attend the celebration.

Following the ceremonies, the *Quebec* weighed anchor and proceeded down the picturesque Strait of Canso to her anchorage in Inhabitants Bay where training continued for the next few days before the ship sailed for New York.

St. Laurent Begins Builder's Trials

The first of the Royal Canadian Navy's new anti-submarine destroyer escorts began her builder's trials August 15.

The trials, expected to last until Sept. 6, are taking place on the St. Lawrence River off Murray Bay. To be commissioned HMCS *St. Laurent*, the ship will be turned over to the RCN this fall. The commanding officer designate is Cdr. R. W. Timbrell, DSC, CD.

THE NEW BCA ESSAY CONTEST

Prizes totalling \$175 are offered by the Bureau of Current Affairs for the three best essays on "Why I Serve in the Canadian Armed Forces". The contest, which closes next January 31, is open only to non-commissioned regular force personnel of the Navy, Army and Air Force.

Last year's winner of first prize in the BCA essay contest, it will be recalled, was CPO H. R. Percy, of HMCS *Quebec*, writing on the subject "What I Like About Canada".

Following are particulars of the new contest:

The Bureau of Current Affairs will pay cash prizes totalling \$175.00 for the three best essays on "Why I Serve in the Canadian Armed Forces".

First Prize	\$100
Second Prize	50
Third Prize	25

In your own words tell us, in not more than 500 words, the reasons why you joined the Canadian Armed Forces and why you are continuing to serve.

You can write a prize-winning essay if you try. What you write is more important to the judges than how you write it.

Only non-commissioned personnel of the three services (Regular Force) are eligible. Write on one side of the paper only.

Put your name, rank and service number at the top of the page. Make your copy legible. It may be typewritten or written in ink. Your essay may be written in English or in French.

All entries become the property of the Crown. Judge's decision will be final. You accept these rules when you enter the contest.

This contest closes January 31, 1956. Send your essay to the nearest CURRENT AFFAIRS ADVISER at one of the following addresses:

Headquarters, Quebec Command, 3530 Atwater Avenue, Montreal, P.Q.;

Headquarters, Central Command, Ortona Barracks, Oakville, Ontario;

Headquarters, Western Command, Kingsway Avenue, Edmonton, Alberta;

Headquarters, BC Area, 4050 West 4th Avenue, Vancouver, B.C.;

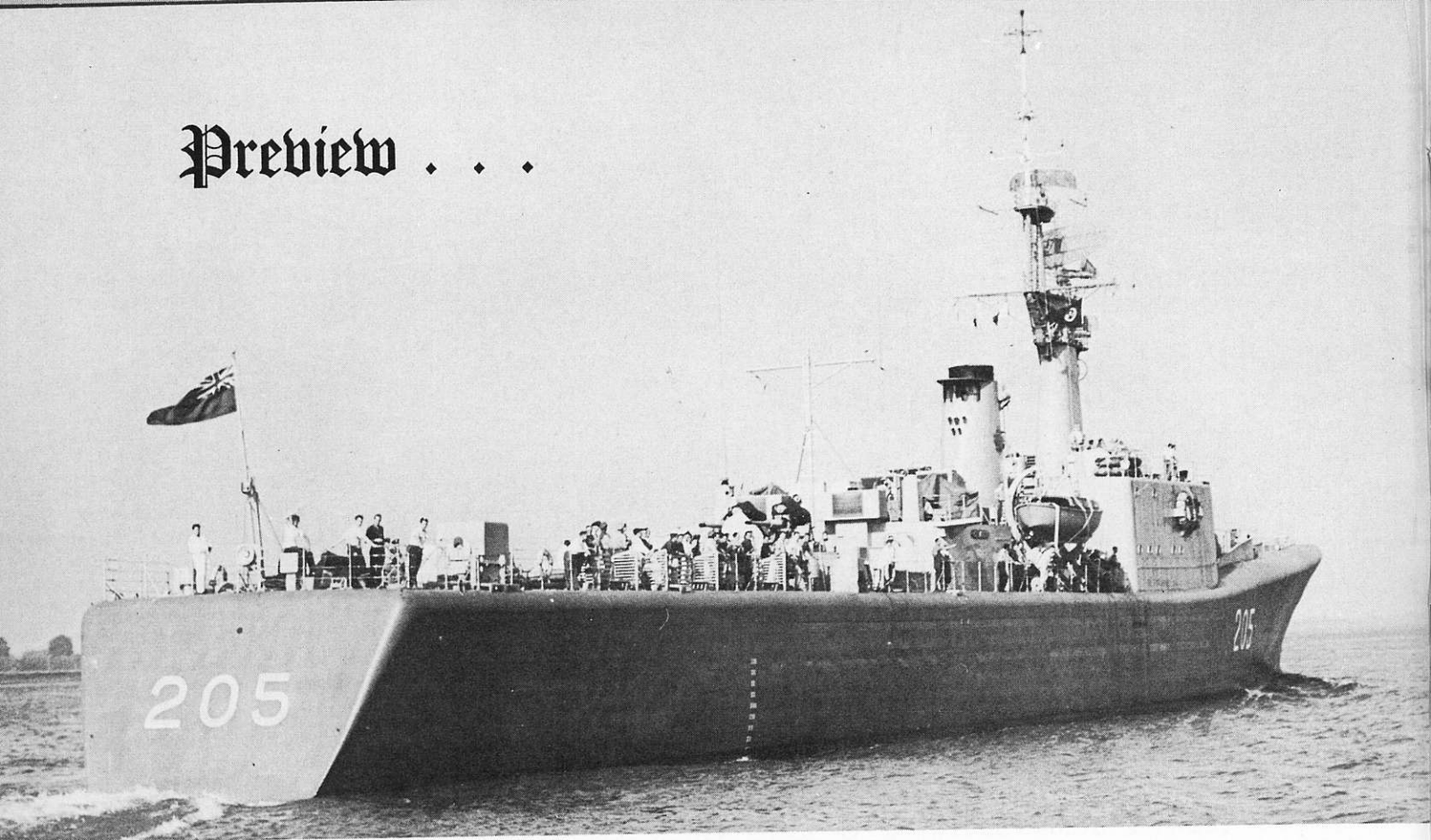
HMCS *Stadacona*, Halifax, N.S.;

14 Group Headquarters, RCAF Station, Winnipeg, Stevenson Field, Winnipeg, Manitoba, or

Headquarters, 1 Canadian Infantry Brigade, Soest, Germany.

If you are serving outside of Canada and Europe send your essay The Bureau of Current Affairs, Department of National Defence, Ottawa, Ontario, Canada.

Preview . . .



Two views of the *St. Laurent*, Canadian designed and built destroyer escort which will join the Fleet this fall.

(ML-3164; ML-3163)



WHIRLING WINGS of MERCY in the ARCTIC

DEW-Line Duties Do Not Preclude Acts of Friendship

NOISY ANGELS with whirling wings—that is what the Labrador's helicopters have been on several occasions during the Arctic patrol vessel's current tour of duty in the frigid waters off Baffin Island.

The clatter of the helicopter's rotors was a celestial melody to little communities which had been out of touch with the outside world since last year. It meant gifts of fresh food, including fruit, to supplement a monotonous diet and it meant, most of all, medical aid for the sick in the ice-bound communities.

There was, for example, the occasion on June 21 when a helicopter took off to span the ten miles of broken ice between the Labrador and the settlement of Cape Dorset on Baffin Island at the western end of Hudson Strait. Flown by Lieut. J. G. Laurie and with Capt. O. C. S. Robertson, commanding officer of the Labrador as passenger, the helicopter carried a box of provisions—potatoes, eggs, lemons, grapefruit and ice cream—as the first seaborne gift of the year for the hamlet.

The white population at Cape Dorset includes the Hudson's Bay Company manager, Ross Payton, and his assistant; Father Phillipe, priest, from Lille, France; James W. Connington, of Ville la Salle, Que., male nurse, and Miss

Margaret Hines, school teacher. Mr. Payton and Mr. Connington have their wives and families with them.

It was learned that Mrs. Connington required medical assistance and the helicopter returned to the ship for the Labrador's medical officer, Surg. Lieut. D. J. Kidd, of Halifax, who treated the patient. After recovering the helicopter, the Labrador continued with her scientific work in the area.

This was the Labrador's first contact with the shore since June 8—and Cape Dorset's first contact with ice cream for a long time.

Father Phillipe, of the Oblate Order, has been at Cape Dorset for eight years and Miss Hines, of Ashford, Kent, England, has spent six years in the north.

Last year's "bag" of Arctic fox was 1,200 skins and the local Eskimos (30 to 40 in the area) help the economy by carving soapstone as only Eskimos can—expertly. Oshuritak B. is chief Eskimo carver. The "B" apparently distinguishes him from "A", unknown to the Labrador but presumably a carver of some repute.

The Hudson's Bay Company manager is very proud of his hothouse, complete with imported soil, and for several days temperatures of over 100° F. had been recorded therein. The Labrador, on this evidence, must have been

in the "banana belt" but, if so, there was something odd about the scenery.

It was just three days later that the Labrador visited the Eskimo settlement of Ivugivik, on the northwest tip of Quebec near Cape Wolstenholme. The Labrador came within 15 miles of Ivugivik while en route to Coral Harbour on June 24 and when Captain Robertson went ashore by helicopter for a brief visit, he found that, as at Cape Dorset, medical assistance was urgently required.

This time the patient was a 20-year-old Eskimo girl, suffering from trichinosis, a parasitic disorder transmitted by under-cooked meat. Surg. Lieut. Kidd was flown ashore and found that her condition necessitated a lumbar puncture. A second helicopter thereupon took off with PO Frederick Joyce with the necessary drugs and operating equipment.

Ivugivik does not have a Hudson's Bay Company or RCMP post and approximately 80 to 100 Eskimos are cared for by Rev. Hubert Mascanset, of Nancy, France, and his assistant, Andre Chevel, of Nantes, France. Father Hubert has spent 12 years in the Canadian Arctic under the auspices of the Oblate Order. Last winter, seven cases of trichinosis had occurred and either lynx or polar bear meat was suspected to be the cause.



Arctic pantomime: "Okay, but you should try seal blubber." "No thanks. I'll stick to ham." Lt.-Cdr. J. C. Ruse, of the *Labrador*, and friend share a midday snack. (LAB-875)

A modern miracle took place, as far as Father Hubert was concerned, when the *Labrador's* helicopter arrived with a doctor, although the missionary, single-handed and with the minimum of drugs, had successfully treated and nursed back to health the other afflicted Eskimos. The Eskimo girl, the most seriously affected, had been moved into the mission building, and it was obvious to Surg. Lieut. Kidd that Father Hubert had gone with the minimum of sleep since January, when the disease struck.

Before the *Labrador* proceeded on her way another "operation" was performed, this one by the ship's engineering staff. The mission's Petershead fishing boat was suffering from a cracked exhaust pipe. The necessary repairs were carried out in the *Labrador* and CPO Eric Blaney, of Milltown, N.B., and Dartmouth, was flown inshore to fit the pipe and give some simple instruction in engine maintenance. As a gift to the settlement, the *Labrador's* ship's company presented some canned fruit and canteen stores.

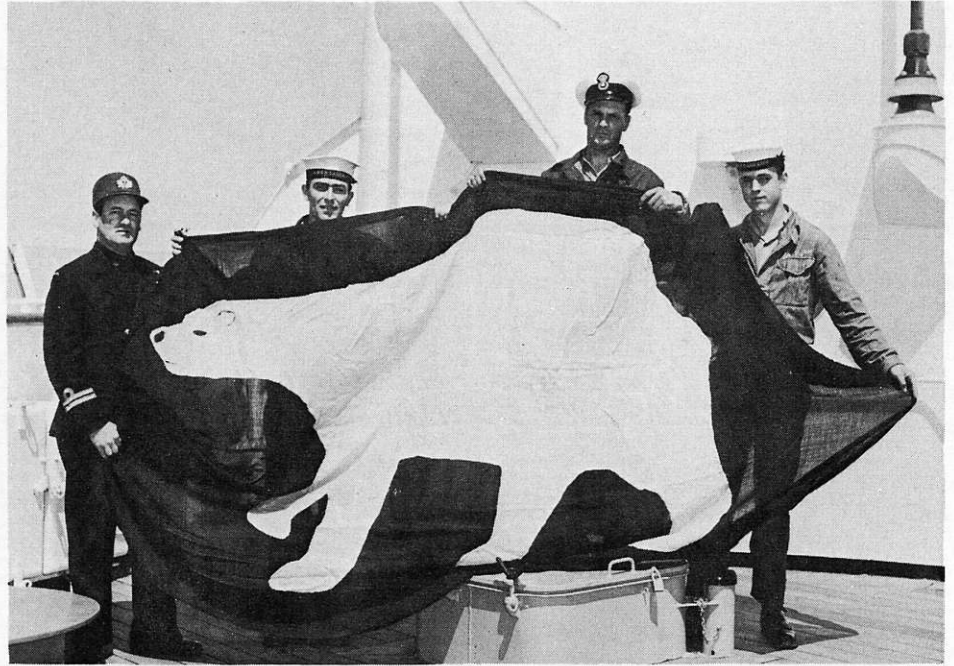
A mid-July helicopter operation which was completely successful was the installation of an Electronic Position Indicator station at Cape Enaulik,

Baffin Island. The EPI, based on similar principles to Loran, makes it possible to fix positions accurately at sea without reference to sun or stars.

The *Labrador* was unable to approach the site closer than eight miles because of shoal water and strong tidal streams. These same factors and the presence of a considerable amount of ice in the area made it unlikely that the operation

could have been carried out by boat. That helicopters provided the practical means of handling the job had been demonstrated by a previous airlift installation at Cape Fisher, Southampton Island, on July 8.

A preliminary reconnaissance flight was made by Walter Schatzberg, of the U.S. Naval Electronic Laboratory, San Diego, the officer in charge of EPI



The *Labrador's* "Arctic ensign" is displayed by Lieut. Michael Kelly, Ldg. Sea. Keith Rodgers, CPO George Smith and AB James Milligan. (LAB-778)



The Piasecki helicopter borne in the *Labrador* carries a drum of oil ashore to an electronic position indicator station. Two smaller Bell helicopters are also attached to the Arctic patrol ship. (LAB-960)

equipment carried in the *Labrador*. The beach party, for construction work, and the permanent shore party were then flown to the site, with Lt.-Cdr. J. P. Croal, of Ottawa, in charge. They were rapidly followed by W. D. Forrester of the Geodetic Survey Branch of the Department of Mines and Technical Surveys, to obtain an accurate "astro" position of the station. Equipment was then ferried in, in a planned sequence.

Practice pickups had been made by the Piasecki helicopter prior to July 8 and it was found that a maximum weight of approximately 500 pounds could be picked up from the flight deck in rope cargo nets. The sequence of cargo was roughly as follows:

1. Accommodation: One Atwell Hut in sections. Dimensions 24' x 16' with canvas cover and fiberglass insulation.
2. Transmitting antenna for EPI.
3. Generator.
4. Electronic Equipment.
5. Diesel and lubricating oil.
6. Dry, fresh and frozen provisions.

A home-made ice box was made on the site out of an oil drum sunk in the permafrost.

The operation commenced at 2 p.m., July 12, and flying for the day ended at 6 p.m.

By this time, the hut was ashore with sufficient equipment to keep the shore party busy in construction. The party, 15 men, spent the night on the beach in



The unusually prolonged heat wave this summer in a large part of Canada made the accompanying picture highly popular with newspaper readers. The *Labrador* was photographed from one of her helicopters while she was smashing her way through the Hudson Strait in early summer. (LAB-856)

the hut. Operations were resumed the following morning, the ship trying to stay as close to the site as possible to cut

the flying time to a minimum. An uneven bottom caused considerable concern on the *Labrador's* bridge and a minimum sounding of 25 feet under the keel was recorded on July 13. (The ship's maximum draft is 29 feet).

The round trip, from ship to site and back took approximately 30 minutes and refuelling was arranged so as not to hamper pick-ups for the Piasecki and loading operations for the Bell helicopters. The final flight was completed by 7 p.m. on July 14, and not a moment too soon as the weather was beginning to break. The *Labrador* hauled off the coast to the westward. The station was fully operational when the ship left the area.

The following personnel were left temporarily at Cape Enauolik: Bruce Grenfell, of NEL, San Diego; Ldg. Sea. R. G. Lacroix, of Ottawa and Halifax; AB B. C. Reid, of Hamilton; AB G. H. Yerkie, of Toronto and AB J. A. Hinds, of Sarnia.

Fifty-four sorties were flown and approximately 15 tons of equipment were moved.

The *Labrador's* helicopter pilots are Lt.-Cdr. Edward A. Fallen, Fort William; Lt.-Cdr. G. J. Laurie of Saskatoon and Dartmouth; Lt.-Cdr. Roger F. Fink, Ponoka, Alta., and Dartmouth, and Lieut. William H. Frayn, Kingston and Dartmouth.—T.A.I.



Flown from the *Labrador* by helicopter over miles of ice-clogged sea, an Atwell shelter to house personnel operating electronic position indicator equipment is assembled by Able Seaman Burton Reid and Walton Chipman and (below) CPO Riley Mombourquette. (LAB -930)

MAN of the MONTH



CPO DAVID E. RIMMER

A SECOND member of a family noted for service to Crown and country has become Man of the Month. From the officers and men of HMCS *Sioux*, serving in the uneasy East, comes a proud account of Chief Petty Officer David Edward Rimmer, a bulwark of the engineering department of the United Nations destroyer.

They in the *Sioux* point with great pride to the fact that he has served 17 years in the Royal Canadian Navy, with a clean conduct sheet throughout and never a day's stoppage of leave. Only once was he a defaulter but the verdict was "case dismissed," for it turned out he had been a victim of circumstances.

Such an unblemished record is quite rare, bearing in mind that 17 years is a long, long time and that it has been spent in 27 different ships and establishments where no doubt there must have been times when an occasional clash of personalities and many difficult situations presented themselves.

CPO Rimmer comes honestly by his tradition of service. His father, ex-RSM William Rimmer of the RCA, was on active service in both world wars. A brother, who was in the Royal Canadian Air Force, was killed in action over Germany. Another, CPO John B. (Zip) Rimmer, retired recently from the Ordnance Branch of the RCN. The latter was elected by shipmates in the training frigate *Antigonish* to be their

A TRADITION OF SERVICE CPO David Rimmer Choice of *Sioux*

Man of the Month in December, 1949. Yet another brother, CPO Reginald Baldwin Rimmer, is serving in the Electrical School at *Stadacona*. His sister is also married to a Chief Petty Officer and before then was a stenographer in the Admiral's office at Esquimalt.

David Edward was born in Toronto on March 20, 1913, and at the age of six was brought by his parents to live in British Columbia. At the age of 15 the family moved to Calgary. At 19, he began his service career, joining the 23rd Field Battery, RCA, Calgary (Militia) late in 1932. He was following in his father's footsteps, Rimmer senior being the unit RSM.

It may have been the glowing accounts brought home by younger brother John who had joined the Navy as a boy seaman in 1932, but he discarded the chevron of a lance bombardier to enter the RCNVR in April, 1935, as an ordinary seaman.

During the next three years he found time to take cruises in the *Armentieres* and the *Vancouver* which did much to convince him that the Navy was THE life.

In 1938, the clouds over Europe spurred Canada to increase her Maritime strength, and almost immediately she received an application from young Rimmer for active service.

He was unable to enter the shipwright branch, although he had served his apprenticeship in carpentry and was an upholsterer in Calgary. He was instead offered entry as a stoker. He accepted the offer, and made the most of it, despite the fact that he could no longer practise the trade he wished to pursue on retirement. Today he draws top trades pay as an engineer artificer.

His service has been active, for he has served in almost every type of ship in the fleet. He has been on duty on the Atlantic, particularly on convoy work during the war years, more recently in the Pacific, and now the Far East.

The *Sioux* arrived in Japan last December for a third tour of duty in the Korean theatre. When Commonwealth participation in that area was cut by two-thirds following the cease-fire in Korea, the *Sioux* remained as Canada's sole naval contribution. For Rimmer, it has been the longest period away from his home, in Belmont Park, since the end of the Second World War. Awaiting his return are his wife, the former Adna Sutton, whom he married

in Calgary in 1942, and two sons, David William, aged 13, and Robert George, 5.

There have been rewards for the chief. He had the great honour to be chosen from the ship's company of the old *Ottawa* to represent the Stoker branch as a member of the Royal Guard on the occasion of the 1939 visit to Canada of the late King George VI and the Queen mother. (That occasion, incidentally, was the first time the King had presented his colour to a service outside the United Kingdom.)

To many, to be paraded before Royalty would be regarded as the one chance of a lifetime. The exception to the rule occurred when Rimmer was selected as one of the sentries posted in the cabin flat of the then Princess Elizabeth on board the *Ontario* during the Royal Tour of 1951. Another Rimmer had been honoured too, for his brother John chauffeured the car used by the Duke of Edinburgh on his visit to Esquimalt.

Chief Rimmer recollects in his own quiet way, stories of the characteristics and achievements of those under whom he served. He takes great pride in having served in ships under five officers who have since been elevated to Flag rank, which in itself is something of a record.

RCN Navigators Rival Chinese

Judging from a story in the *Nassau Daily Tribune*, the standard of navigating in the RCN is every bit as good as that used in Chinese junks.

This startling statement arose out of the visit of HMCS *St. Therese* to *Nassau* on her trip from Halifax to join the Second Canadian Escort Squadron on the West Coast.

Reporting the ship's arrival in the Bahamas, the *Tribune* commented:

"The Canadian destroyer [sic] *St. Therese* arrived here today with 11 officers and 125 enlisted men. Under the command of Lieut.-Cdr. W. E. Potter, the ship will sail Monday.

"They navigated without radio or compass, as Chinese junks have done for thousands of years."

The concluding paragraph belonged to another story in an adjoining column about some Chinese refugees who had made a long trip by boat.

This comment, which, due to the positioning of the two stories, seemed to be a tribute to the frigate's navigating prowess, is reported to have highly delighted her navigating officer, Lieut. George H. Selby-Smith.

OFFICERS AND MEN

Widely-known Officer On Retirement Leave

One of the most widely-known officers in the Royal Canadian Navy began retirement leave on August 19. He is Acting Captain (E) Charles M. O'Leary, OBE, CD, RCN, of Halifax and West Quoddy, N.S., Deputy Superintendent at HMC Dockyard, Halifax, since 1952.

While he himself has not been to sea for nearly 20 years, Captain O'Leary is particularly well known to the sea-going Navy, wartime and peacetime. Since 1939 he served continuously in the dockyard at Halifax, with the repair and maintenance of HMC Ships being his particular concern. Few are the Captains and No. 1s, and fewer still the Engineer Officers, who have not had occasion to call on Captain O'Leary with their problems. Invariably they got action, either in the form of the necessary repairs or alterations, or a good, sound reason why the job could not or would not be done.

Captain O'Leary was born in West Quoddy, N.S., on July 15, 1898, and was educated there and at Halifax. His first contact with the service came when he joined the old Royal Naval Canadian Volunteer Reserve in 1918. In 1919, he entered the Department of Fisheries as a Chief Engineer and served with that branch of the government until 1929.

From then until 1932 he was Chief Engineer with the Canadian Customs and Excise Service in a number of their patrol ships. He then transferred to the Royal Canadian Mounted Police (Marine Division) as Chief Engineer, and in 1937 he was appointed Shore Engineer, RCMP Marine Division, at Halifax, where he remained until the outbreak of hostilities in 1939.

In September, 1939, Captain O'Leary, as a Lieutenant (E), RCNR, became First Assistant Engineer to the Chief Engineer at HMC Dockyard, Halifax. He was promoted to Lieutenant-Commander in 1941, and, in 1942, was appointed to the post of Assistant to the Engineer Superintendent at the Dockyard with the acting rank of Commander (E). He became the Administrator of Ship Repairs in 1944 and, in 1945, transferred to the RCN with the rank of Commander (E). In 1952, Captain O'Leary became the Deputy

Superintendent. He was promoted to Acting Captain in July of that year.

During his career, Captain O'Leary has been honoured several times for his efficiency and devotion to duty. In 1937, while with the RCMP, he was awarded the King George VI Coronation Medal for efficiency and, in 1953, he was the recipient of the Queen Elizabeth II Coronation Medal. He was also decorated in 1945 with the Order of the British Empire for "displaying untiring energy and devotion to duty during the past four years in connection with ship



A/CAPTAIN CHARLES M. O'LEARY

repair and maintenance of Allied as well as HMC Ships at Halifax. His efforts contributed largely to the successful prosecution of the Battle of the Atlantic."

A tribute to this quiet-spoken, energetic officer came recently from Commodore W. W. Porteous, Commodore Superintendent, Atlantic Coast, when he said: "Captain Charles O'Leary has become almost a legendary figure in the Atlantic Coast Command. He has served here since September 1939, probably holding the record for the longest continuous appointment in the Royal Canadian Navy, a fact which testifies to his unusual ability to get things done quickly and quietly, a willingness to help all those requiring assistance, senior or junior, and a loyalty to the Royal Canadian Navy which has been unsurpassed."

Captain O'Leary is married and he and Mrs. O'Leary make their home, with their two children, Wayne, 11, and Jean, 17, at 45 Russell Street, just a short distance from the dockyard at Halifax. He numbers woodworking among his hobbies, but his associates claim his main hobby, and one that has consumed practically all of his "spare" time, has been the Navy. War-time and peacetime, the lights burned long in Captain O'Leary's office as he put his energies to seeing that the Navy's ships got the best and fastest possible service from his department.

Surprise March Past Honours Admiral

Some 3,000 officers and men staged a surprise march past for Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, on the eve of his retirement.

The parade was held at HMC Dockyard, Esquimalt, on Friday, June 24, and it was not until a few minutes beforehand that Admiral Hibbard was informed that he was to be thus honoured by those under his command.

Taking part in the march past were officers and men from the dockyard, *Naden*, and ships in harbour at the time. The *Naden* contingent was led by Commodore P. D. Budge, Commodore, RCN Barracks, Esquimalt. Representatives from the dockyard were led by Commodore (E) B. R. Spencer, Commodore Superintendent, while Captain P. D. Taylor, then Chief of Staff, marched at the head of the Admiral's staff.

The salute was taken by Admiral Hibbard from a dais on the parade ground at HMCS *Venture*. Large crowds of civilian workers in the dockyard lined the parade route while others stationed themselves at vantage points in the many buildings along the route.

The arrangement of the parade formations was supervised by the staff of the Gunnery Training Centre at *Naden* and was kept a closely guarded secret by all concerned for several weeks.

Led by the *Naden* band, the parade marched from "A" jetty at the dockyard along the main roadway past HMCS *Venture*.

The march past ended with the band breaking into a slow march and play-

ing "Auld Lang Syne" at it passed Admiral Hibbard. Going into a quick march, the band then played "For He's a Jolly Good Fellow".

Later in the day, when Admiral Hibbard took the salute at Duntze Head as the second Canadian Minesweeping Squadron left Esquimalt, the three ships—*Comox*, *James Bay* and *Fortune*—hoisted the message, "Our Respects—Goodbye—and Best Wishes".

On the hauling down of his flag on July 6, Admiral Hibbard sent the following message to the fleet:

I would like to wish each and every one of you great success and happiness in your efforts. The loyalty and pride of service which you have shown is an inspiration to any Commander.

I thank you for the march past in which all officers and men of ships and establishments took part. This came as a complete surprise and was the nicest thing you could have done for me. Good luck to you all!

Nonsuch Takes Over Squadron

Before sailing from Esquimalt in early July on a training cruise to San Francisco in ships of the Second Canadian Reserve Training Squadron, a group of 66 officers and men from *Nonsuch*, the naval division in Edmonton, spent a busy weekend receiving final instructions.

By taking over all the training billets in the ships of the squadron—the



These are members of the No. 58 Chief and Petty Officers' Leadership Course held at Cornwallis between March 7, and April 18. Front row (left to right): CPO Robert Hayhoe, Cd. Writer Officer A. L. G. Hayley (Course Officer), CPO D. E. Graves (Course CPO). Back row: PO John Caygill, CPO William Rennick, CPO Harold Mills, CPO John Jones, PO Kenneth Duce. (DB-5126)

Brockville, *Digby* and *Cordova*—the Edmonton reserves set a precedent in RCN(R) summer training. Normally, the reserve complement in the squadron is made up of reserves from a number of divisions.

The voyage to San Francisco was the fourth of a series of eight summer cruises for naval reserves in the

Pacific Command. The squadron returned in mid-July.

Most of the officers and men travelled by train from Edmonton. After completing their joining routines they embarked in the three ships.

At Sunday divisions a brief address was given to the officers and men by Capt. G. P. Manning, a former commanding officer of the Division and senior officer in the group. Also sailing in the squadron was Cdr. (E) (AE) N. S. Cameron, the present commanding officer of *Nonsuch*, and another former commanding officer, Cdr. L. R. Hoar.

At a final conference before the ships sailed, the officers and senior ratings were told by Commodore P. D. Budge, Commodore RCN Barracks, Esquimalt: "I am delighted to see the enthusiasm which is being shown by the reserve personnel from Edmonton. It augurs well for the future."

At sea the reservists took part in numerous exercises. The program for the cruise, which has been drawn up by the Reserve Training Centre, *Naden*, was designed to give the reserve personnel a comprehensive knowledge of operational conditions at sea.

Special Parade Honours Queen

To mark the occasion of the proclaimed birthday of Queen Elizabeth, the three armed services carried out a special parade on May 23, at the Wanderer's Grounds in Halifax. The cere-

The No. 59 Petty Officers' Leadership Course was held at Cornwallis from March 14, 1955, until April 25, 1955. Front row, left to right: PO Robert Dickson, PO A. F. West (Course Petty Officer), Lieut. W. W. Robertson (Course Officer) and PO B. H. Dillistone. Second row: Petty Officers Robert Williams, William Gidley, Frank Stafford, William Gray, G. J. Paradis and Lloyd Sleeman. Back row: Petty Officers Edward Smith, Arnold Mara, Philip Renaud, Joseph Ladouceur, Charles Mason and William Johnstone. (DB-5737)



monies included an inspection by the Lieutenant-Governor of Nova Scotia and the firing of a feu-de-joie.

More than 300 Navy, Army and Air Force personnel participated with each service providing a company and a band. The Navy's White Ensign and the RCAF Ensign were paraded. The Navy was represented by a company and the band from *Stadacona*, the Army by a company and pipe band from the 1st Battalion, the Black Watch (RHR of Canada), Camp Aldershot, and the Air Force by a company and band from RCAF Station Greenwood.

In addition, the Army's 3rd Regiment, RCHA, fired a Royal Salute of 21 guns from Citadel Hill during the ceremony.

The Lieutenant-Governor, Hon. Alistair Fraser, attended the ceremony and took the salute. With him at the saluting base were Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast and Senior Officer in Chief Command and Commander Canadian Atlantic; Col. H. E. T. Doucet, Chief of Staff, representing Major General E. C. Plow, General Officer Commanding Eastern Command, and Air Commodore Martin Costello, Air Officer Commanding Maritime Air Command and Commander Air Canadian Atlantic.

Squadron Visits Windy City

The visit of the First Minesweeping Squadron, HMC Ships *Gaspe*, *Trinity*, *Ungava* and *Resolute*, to Chicago in late July was a routine operations call, whose "routine" was memorable.

The U.S. Naval Training Centre at Chicago had laid on a full program of entertainment, details of which were outlined in a bulletin of welcome, distributed on arrival along with maps and literature on Chicago.

The full recreational facilities of the base were available and arrangements were made for officers and men to attend dances, theatres, TV shows and baseball games. A novelty in the Great Lakes region, visits on board the U.S. Submarine *Silversides* were arranged.

Ships Present at P.E.I. Celebration

During July, HMC Ships *Quebec*, *Huron* and *Iroquois*, forming Task Group 300.1 completed their second cruise of 1955 for University Naval Training Cadets.

With 180 UNTD cadets embarked in the three ships, the task group first visited Argentia, Newfoundland, where during the five-day stay emphasis was placed on boatwork and sports.

One of the highlights of the cruise was a weekend visit to Charlottetown,

where officers, cadets and men participated in the city's centennial celebrations, and enjoyed the usual warm hospitality of the "Islanders". During the visit, over 400 of the ship's companies attended church services and later the ships were opened to the public. A concert by the *Quebec's* band in the city's Victoria Park proved most popular.

From Charlottetown, the ships shaped course for Boston, carrying out day and night exercises while on passage. During the five-day visit to Boston the ships' companies were entertained by the U.S. Navy and many civilian organizations. One of the high points of the visit was a breakfast in their honour by His Worship Mayor John B. Hynes of Boston.

Following the visit to Boston the task group sailed for Mahone Bay, N.S., to participate in the cadet regatta July 29.

Quartermaster Instructors Pass

Members of the second Quartermaster Instructors Class at the Navigation Direction School at *Stadacona* passed their courses with a class average of 80.6 per cent and had the further satisfaction of making the highest score in

the school's .22 rifle competition. High man in the class was CPO Norman Dawe.

Piloted through their studies by Lt.-Cdr. T. L. Jones, course officer, and CPO Trevor Lovekin, instructor, the class included CPO Dawe, CPO Alex Burns and Petty Officers Robert Christie, Douglas Sykes, Gerald Guile, Leonard Girling, Charles Stevenson and Lloyd Fryer.

Club Bag Given To Civil Servant

Commodore (E) W. W. Porteous, Commodore Superintendent Atlantic Coast, made the presentation of a club bag on behalf of naval and civilian officers of HMC Dockyard to H. L. Livingstone, Manager Industrial Relations, on the occasion of Mr. Livingstone's transfer to Montreal.

Mr. Livingstone will be Senior Personnel Officer, acting as special adviser to the Naval Officer-in-Charge Montreal on civilian personnel and industrial relations in the whole Montreal area, including the Naval Supply Depot, HMC Supply School and the Naval Armament Depot at Longueuil.

These are members of the No. 8 Wren and Nursing Officers' Divisional Course held at Cornwallis between July 18, 1955 and August 1, 1955. Front row, left to right: A/Sub-Lt. (MN) M. M. McGuire, A/Sub-Lt. (MN) M. E. MacDougall, Cd. Writer Officer A. L. Hayley (Course Officer), PO A. F. West (Course Petty Officer), A/Sub-Lt. (MN) M. H. Godwin and A/Sub-Lt. (MN) E. B. MacGregor. Second row: A/Sub-Lt. (MN) A. E. Preston, A/Sub-Lt. (MN) L. R. Dyck, A/Sub-Lt. (W) A. L. Curry, A/Sub-Lt. (W) F. B. Hughes, A/Sub-Lt. (W) C. M. Bott and A/Sub-Lt. (MN) J. M. Richardson. Third row: A/Sub-Lt. (W) D. M. Sweeney, A/Sub-Lt. (MN) M. J. Couture, A/Sub-Lt. (MN) S. M. Weber, A/Sub-Lt. (W) J. H. McLeod, Sub-Lt. (MN) G. M. Vienneau, A/Sub-Lt. (MN) E. K. Mack and A/Sub-Lt. (W) J. M. MacLeod. Back row: A/Sub-Lt. (W) S. F. W. Chapman, A/Sub-Lt. (MN) N. O. Comrie, Sub-Lt. (MN) M. P. Willett, A/Sub-Lt. (MN) R. I. Burgman, Sub-Lt. (MN) C. W. Clark, A/Sub-Lt. (MN) V. I. Mussell, A/Sub-Lt. (MN) M. C. Hawken and A/Sub-Lt. (W) A. C. Taisey. (DB-5581)



VCNS Stresses Growing Importance of Reserve

The naval reserve command has become of sufficient importance to be ranked beside the long-standing commands at the Pacific and Atlantic coasts, Rear-Admiral H. N. Lay, vice-chief of the naval staff, said June 16 following a visit to naval reserve headquarters at Hamilton.

Admiral Lay said the recent promotion of Rear-Admiral Kenneth F. Adams, who commands Canada's naval reserves, was an indication of the growing importance of the RCN(R). Admiral Adams now holds a rank equivalent to that of the flag officers on the Atlantic and Pacific coasts.

Admiral Lay inspected more than 500 officers and men of five training ships which were berthed at HMCS *Star*. He said he was impressed with what he had seen and was pleased at the size and scope of the training program, which was expected to bring 15 ships and 1,500 reserve sailors to Hamilton during the summer.

Broad Pennant Worn in Carrier

Commodore Ernest Patrick Tisdall, assumed the appointment of Senior Canadian Officer Afloat (Atlantic) on August 16, flying his broad pennant in the aircraft carrier *Magnificent*.

He had been commanding officer of *Stadacona*, Commodore RCN Barracks

WEDDINGS

Able Seaman Kenneth B. Barton, Aldergrove Radio Station, to Miss Jane Bourdeaux, Sooke, Vancouver Island.

Leading Seaman Peter Charles Bruner, *Shearwater*, to Miss Lorraine Lenore White, of Dartmouth, N.S.

Petty Officer William Carson, Albro Lake Radio Station, to Miss Joan Helen Titus, of Bedford, N.S.

Lieutenant-Commander P. H. Cayley, Naval Headquarters, to Miss Patricia Challinor Poole, Surrey, England.

Sub-Lieutenant Clyde F. D. Fox, *Brockville*, to Miss Margaret King McIntyre, St. Catharines, Ont., and Ottawa.

Able Seaman Bernard Leonard Hiller, *New Liskeard*, to Dorothy Mae Whynot, of Liverpool, N.S.

Able Seaman André Messara, *Niobe*, to Miss Madeleine Lester, London, England.

Able Seaman Edward T. O'Donnell, *Athabaskan*, to Miss Dorothy Mae Ross, Victoria.

Able Seaman G. R. Peterson, *James Bay*, to Miss Edna Carpenter, New Westminster, B.C.

Able Seaman J. G. Poole, *Stadacona*, to Miss Shirley Snow, Saint John, N.B.

Petty Officer Gordon Scrivens, *Chippawa*, to Staff Sergeant Bernice Wood, CWAC.

Able Seaman George Sebben, *New Liskeard*, to Leading Airwoman J. S. M. Threlfall, RCAF, London, Ont.

Able Seaman Guy Tellier, *Prestonian*, to Miss Huguette Donaldson, Three Rivers, Que. Lieutenant John Williams, *York*, to Miss Eleanor Day, Toronto.

Able Seaman Stewart J. Wood, *Nootka*, to Miss Paula Egeland, Sandnes, Norway.

Lieutenant John Lloyd Woodbury, *James Bay*, to Miss Elizabeth Ann Paterson, Victoria.



The Royal Canadian Navy's first helicopter anti-submarine unit, formed in July, is commanded by Lt.-Cdr. (P) George H. Marlow, who was one of the original pilots in the Utility Helicopter Squadron at Shearwater. The unit will be based at the RCN Air Station, but will do most of its flying from the *Magnificent*. (O-5917)

and Officer-in-Charge, RCN Depot, Halifax, since March 1953. He was succeeded in these appointments by Commodore Edward William Finch-Noyes, commanding officer of the training cruiser *Quebec* since September 1953.

Succeeding Commodore Finch-Noyes as commanding officer of the *Quebec* was Captain Desmond William Piers who had been Naval Member of the Directing Staff, National Defence College, Kingston.

Four Storesmen Top 90 Mark

PO H. R. Daye came first in the Third Naval Storesman Course for trade group three at *Naden* Supply School recently with 90.8 per cent. POs G. S. Waddell and T. W. Hudson had 90.5 and 90.3 per cent respectively. Eleven of a dozen-strong qualified, with the class average 72.3.

Graduating from the 56th Naval Storesman Course for trade group one was PO A. G. Mara, with an average of 96 per cent.

Ord. Sea. C. M. MacKenzie also graduated early from the 51st Victualing Storesman Course with a 78.9 average.

Supply Officer Welfare Head

Cdr. (S) William James Floyd, became Director of Service Conditions and Welfare at Naval Headquarters on September 2.

This is the first time that a supply officer has been appointed to the post, held previously only by officers in the executive branch of the RCN.

He succeeded Cdr. John H. G. Bovey, 38, of Montreal and Ottawa, who has taken up the appointment of Manning Commander, East Coast.

York to Rescue As Boat Burns

Members of *York*, the Toronto naval division, averted disaster on the lake front last June when a cabin cruiser exploded at the National Yacht Club dock.

Slightly burned on the right hand and face was J. Casey of Port Dalhousie, who was aboard the 20-foot craft when the blast occurred. Personnel from *York*, 75 yards away, raced to the burning boat in *York's* tug *Plainsville* and quickly put out the flames with hand extinguishers. They then took Mr. Casey to *York* where he was given first aid by PO Arthur Tippet.

Also present during the emergency were Cd. Bos'n A. R. Corner, CPO W. R. Franklin, PO Harold R. Baron, Ldg. Sea. William Cheetham, Ldg. Sea. D. J. Henning, Ldg. Sea. J. A. K. Woods.

BIRTHS

To Able Seaman Montford Abs, *New Liskeard*, and Mrs. Abs, a son.

To Ordnance Lieutenant-Commander F. J. L. Boyle, *Niobe*, and Mrs. Boyle, a son.

To Leading Seaman R. N. Brown, Aldergrove Radio Station, and Mrs. Brown, a daughter.

To Petty Officer Donald Bruce, Albro Lake Radio Station, and Mrs. Bruce, a son.

To Petty Officer Charles W. Cadwallader, *Naden*, and Mrs. Cadwallader, a son.

To Able Seaman John Cummins, *Nootka*, and Mrs. Cummins, a son.

To Commander E. P. Earnshaw, Naval Headquarters, and Mrs. Earnshaw, a daughter.

To Chief Petty Officer W. P. Hodgkin, *Niobe*, and Mrs. Hodgkin, a son.

To Sub-Lieutenant J. M. Jones, *Prestonian*, and Mrs. Jones, a son.

To Commander Dunn Lantier, *Stadacona*, and Mrs. Lantier, a son.

To Chief Petty Officer D. G. Larkey, Aldergrove Radio Station and Mrs. Larkey, a daughter.

To Able Seaman E. J. Malpage, *Stadacona*, and Mrs. Malpage, a daughter.

To Able Seaman Clayton J. Miner, *York*, and Mrs. Miner, a daughter.

To Lieutenant (L) T. R. Munro, Naval Headquarters, and Mrs. Munro, a son.

To Acting Captain R. W. Murdoch, Naval Headquarters, and Mrs. Murdoch, a daughter.

To Petty Officer William Sanderson, Albro Lake Radio Station, and Mrs. Sanderson, a daughter.

To Petty Officer John Smith, Albro Lake Radio Station, and Mrs. Smith, a daughter.

To Lieutenant-Commander J. R. K. Stewart, Aldergrove Radio Station, and Mrs. Stewart, a son.

To Petty Officer T. W. Stobbs, *Prestonian*, and Mrs. Stobbs, twin girls.

To Lieutenant Harry J. Wade, *Naden*, and Mrs. Wade, twins, a son and daughter.

To Petty Officer Frank Wapola, *Naden*, and Mrs. Wapola, a son.

To Petty Officer Ronald Wilkins, *Venture*, and Mrs. Wilkins, a daughter.

REQUIEM FOR A FOUR-FOOTED FRIEND

PO (Dog) Standeasy Served 19 Months in Carriers

IT IS WITH REGRET and a real sense of loss that his many friends will read that on the morning of June 30, 1955, Petty Officer (Dog) Standeasy, while crossing the Bedford Highway, was struck by a car and instantly killed.

His was an unusual story. He joined the Navy in 1947 when he was brought on board HMCS *Warrior* by a stoker who was shortly to proceed on leave and intended taking the little tan and white terrier-type pup home to his daughter. However, the members of the stokers' mess had other plans and when the time came for the stoker to leave the ship, the dog could not be found. No sooner had the owner cleared the gangway than the lost pup reappeared.

He became the stokers' mascot. A blank station card was produced and filled in. His name was to be "Standeasy" and his rank First Class Stoker Mechanic, while the space after religion showed him to be rather indiscriminate. His naval career had begun.

His adventures were many and varied. The first mishap was a fall from a hammock while he was still very young. One of his after legs was broken. Tenderly he was carried to the doctor. His pals stood by while his leg was set. A very surprised pup awakened to find his leg in a cast. It was only a matter of days before he was again running all over the ship, expertly carrying the injured member.

Life went on happily for him. The *Warrior* was his ship and the stokers' mess his home. He learned to bark at any officer who entered the precincts of the mess. In all ports he went ashore with his shipmates. All he asked was to be with them. They were his friends. He found life good.

In 1948 the *Warrior* was to be returned to the UK, with the crew proceeding on to Belfast to join the *Magnificent*. In the stokers' mess they wondered just how Standeasy could escape the six-month quarantine compulsory for all dogs entering the United Kingdom. They took their troubles to the Padre, who had known Standeasy from the beginning and who wasn't any happier over the prospect than the rest of the men. He solved the problem by carrying the little dog down the gangway carefully hidden under an innocent looking raincoat.

In Belfast another crisis arose. The "Maggie" would not be ready for an-

other month and the crew had to live in billets. The Padre took charge once more and the friendly burberry was put into use as they made their way to their hotel room. A most disturbing sign, "No Dogs Allowed", had made this step necessary. The night was cold, wet and miserable, the warmth of the room was welcoming. They had just settled comfortably down when Standeasy barked. An irate proprietress strode into the room with the request that they leave, and at once. So the Padre, with the little pup still under the burberry, for protection from the rain this time, walked out into the night.

The following day arrangements were made for him to stay with friends of the Padre on a distant farm until the new ship would be ready to sail for Canada.

On board the "Maggie" he began to lose his resentment of officers and became generally considered the ship's mascot, in spite of the protests of the stokers' mess.

He had 19 months' time in on the carriers when his health began to fail. He was in and out of hospital. The stokers took up a collection to pay his bills. When the Padre called to take him home from the hospital for the

An old "sea dog" will never again welcome the "Maggie" back to port. Petty Officer Standeasy died on June 30, a victim of his one unseamanlike attribute—chasing bikes. (HS-6830)



third time, the understanding vet said, "If you want him to go on living you will have to get him a home ashore where he will have regular meals and sleep and live a normal dog's life."

The stokers were most unhappy when they heard of the vet's ultimatum. The thought of their mess without Standeasy was bleak, but they agreed their friend's health came foremost. A home was found with an engineer officer who lived just outside *Stadacona's* gates. Standeasy would be able to visit all his navy friends in the barracks and those in ships in the dockyard. However, the changeover was difficult in the extreme. He hungered for his old life. Women he ignored, for he had never really known any. He made no attempt to understand children and, if by chance guests brought their dog to the house, a fight immediately ensued.

After two days in his new home, he rejoined his ship. He was brought back, stayed for three days, then the pattern was repeated.

Eventually he settled down and with regular and proper meals his health began to improve. Each day he would trot along to the MTE and visit with his old shipmates who were taking courses there. He never missed a parade or a football match. He adored the band and was always well up front when they were marching. A leading stoker's course at MTE led to his promotion. He became a petty officer.

When he got bored, he would slip over to Dartmouth and visit with friends there. If he happened to miss the harbour craft, he never had any hesitation in taking the Dartmouth ferry. He

might stay three days or a week. Sometimes his buddies would take him to their homes in the country. These absences were longer; once he was gone for five weeks.

Just when it seemed that he had swallowed the anchor for good, he was dognapped. The *Nootka* was sailing for Korean waters. She needed a mascot. Where could they find a better one than Standeasy? An hour or so after the ship had sailed, the CO was informed that a stowaway, one Petty Officer (Dog) Standeasy, had been found aboard. He requested by message that the dog remain for mascot duties. The request was refused and Standeasy returned from Bermuda in the navy tanker *Dundalk*. Ten days later a very thin little dog arrived in his home port.

A month later he went out on a "date", with consequences that were all but fatal. A rejected suitor, much larger than Standeasy, lay in wait for him at *Stadacona*. Three other dogs joined the fray. Hysteria mounted but the ugly aggressor never lost his hold on Standeasy's throat. It was the sentry who saved the dog's life. He waded into the mêlée and the huge dog threw Standeasy clear that he might give his whole attention to the sentry. The sailor suffered a badly bitten hand. As he was having the hand dressed in the hospital, he was asked if he realized the risk he had taken. Looking amazed, he answered, "Why, Sister, that was Standeasy. He's a Petty Officer, you know."

Somehow Standeasy dragged himself home, from where he was immediately driven to the vet's. His windpipe had

been punctured. The vet said he thought it would heal from the inside. It did, but his had been a very near thing. Ten days of nursing in his own home brought him back to health. From then on he seemed to feel more kindly toward women.

He went everywhere with his adopted family. His manners were beautiful and wherever he visited he was invited to return. Friends brought him gifts and even the Christmas cards read, "and a pat for 'Standeasy'". For four consecutive years he went on annual leave to a hotel in Prince Edward Island. Each year when reservations were confirmed, his name was always included.

One bad habit of which he never could be broken was chasing boys on bicycles. He would bark fiercely, wagging his tail at the same time. This went on for years. It was a game. Unfortunately, on the morning of June 30, his luck ran out. He saw the boys, forgot to look both ways for traffic, as was his habit, and dashed across the road. Death was instantaneous. He never even saw the car that swerved so suddenly to avoid the bicycle.

Two of his petty officer friends wrapped him in his blanket and buried him in a little grove of trees by a brook on the grounds of the property he so fiercely guarded as his own.

He had a great zest for living. He loved people, new places. His friends were numbered in the hundreds. He will be missed by many, but the people who were privileged to have him share their home for six-and-a-half good years will miss him most of all.—J.S.H.

NAVY PLANES FLY IN ARMY EXERCISE

The largest concentration of aircraft of the Royal Canadian Navy ever to participate in peacetime manoeuvres teamed August 8 to 11 with the Canadian Army during Exercise "Rising Star" at Camp Gagetown, N.B.

Fifty naval aircraft of several types supported the ground manoeuvres of the First Canadian Infantry Division and assumed the roles, at different times, of both "friendly" and "enemy" forces.

Exercise "Rising Star" was designed to train elements of the First Canadian Infantry Division in their operational role. It involved two artillery regiments, one armoured regiment and eight infantry battalions, along with other divisional troops.

The naval aircraft participating included Sea Fury fighters, T-33 jets, Avengers, Expeditors and helicopters drawn from six naval air squadrons.

Operating from HMCS *Shearwater*, the Naval Air Station at Dartmouth, N.S., the Naval Air Facility at Summerside, P.E.I., and from other convenient air bases, the naval aircraft were deployed to provide the closest air support possible to assist the ground forces.

The Sea Furies and Avengers provided tactical reconnaissance and support bombing; the jets fast air cover, and the helicopters and Expeditors were used for liaison, reconnaissance, general communications and the transport of personnel, including the evacuation of "casualties".

The naval aircraft flew about 70 sorties a day during the period, were airborne from dawn to dusk, and in some cases flew throughout the night.

The naval participation also covered various aspects of carrier-borne air support for Army forces ashore, similar to the air support provided by naval

forces during the Korean War, when carrier-based aircraft flew close-support bombing and strafing missions.

The helicopters, which proved themselves during the Korean conflict, saw plenty of action during the exercise. The "whirly-birds" are relatively immune to aerial attack because of their manoeuvrability and the fact that they can operate close to the ground. In addition to other duties, they have been used with a great deal of success by the Navy in search and rescue duties, ashore as well as at sea.

While the exercise was in progress, No. 1 Air Liaison Group (Naval Section) had a mobile air control team operating with each of the Army brigades. Each team consisted of a ground liaison officer and a naval controller. Their purpose was to brief pilots, control the aircraft and assist in guiding them to engage their targets.

THE ONTARIO THREADS THE KIEL CANAL

Waterway Little Known to RCN Visited by Cruiser

THE GREAT LAKES canal system is well known to many of Canada's smaller warships, the Panama Canal provides frequent passage to RCN ships, large and small, and even the Suez from time to time offers passage for men-of-war with the red maple leaf on their funnels.

Less familiar to officers and men of the Royal Canadian Navy is the Kiel Canal, linking the North Sea and the Baltic and it was along this canal's 61 winding miles that HMCS *Ontario* steamed in mid-June during her passage from Rosyth, Scotland, to Copenhagen, Denmark.

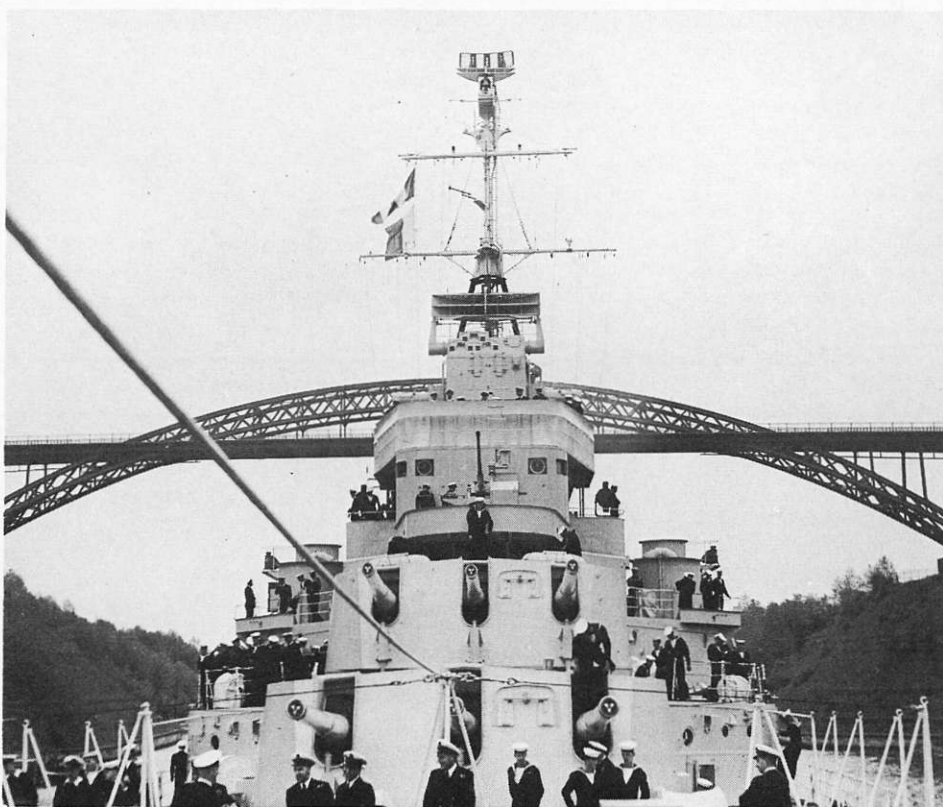
One of the world's busiest waterways, the Kiel Canal extends from southwest to northeast across the Schleswig-Holstein province of Germany. Its western end is at Brunsbüttel at the mouth of the Elbe River and its eastern terminus is near the city of Kiel.

At 0700 on June 14 the *Ontario* arrived at the Elbe No. 1 Light Vessel and after embarking the German pilot commenced the passage up the Elbe River. We were due at Brunsbüttel at 1000. Three hours was comfortable time to make the river passage, allowing for slowing down for heavy shipping near the entrance to Cuxhaven.

As we approached Brunsbüttel a large and very new suction dredge came out, did a grand sweep ahead of us and then closed the canal entrance as though to show us the way. We followed her and watched her manoeuvre nimbly alongside like a destroyer. The approach to the lock at Brunsbüttel was made with a breeze tending to set us onto the south wall, since we entered without tugs or locomotives. A second pilot replaced the river pilot during this operation but he left when the ship was secured in the lock, and was relieved by a third.

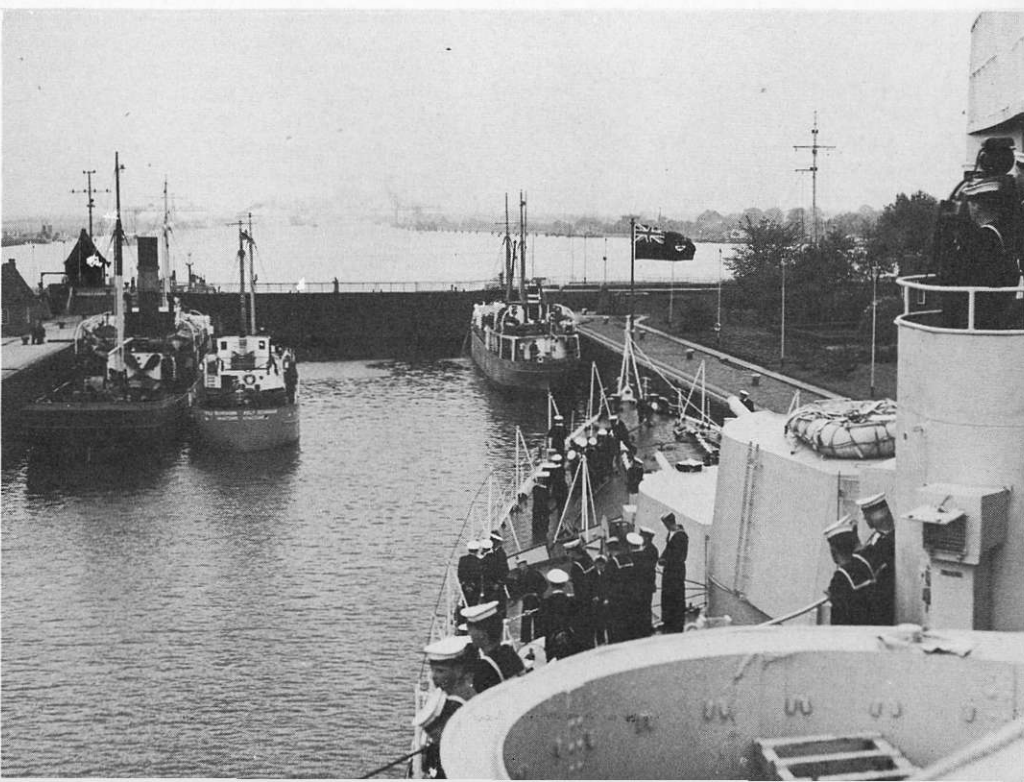
The locks at the east and west end of the Kiel Canal are required because of the difference in level between the North Sea, the canal, and the Baltic. The mean level of the three bodies is more or less the same, but there is little tide in the Baltic. As we entered the lock at Brunsbüttel the North Sea tide was such that the Elbe River was at mean level. There was, therefore, practically no waiting in the lock.

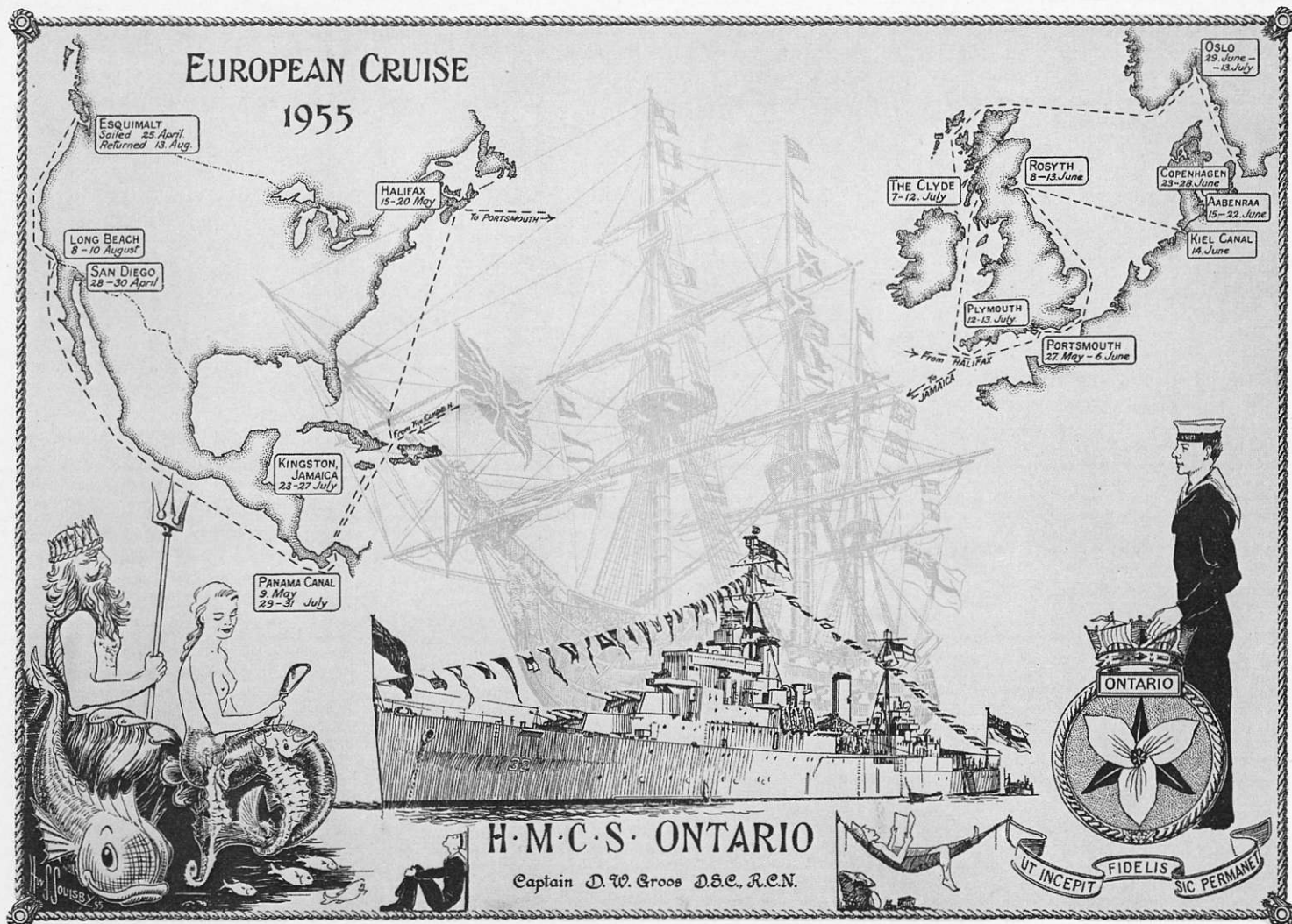
The third pilot, who spoke passable English, wanted to put a German helmsman at the wheel, thinking that they could steer the ship by eye. After ex-



The *Ontario* passes under one of the bridges spanning the Kiel Canal. (OT-2385)

Because of the rarity of the event, the passage of the *Ontario* through the Kiel Canal found most of the off-watch personnel at "goofers" stations. The *Ontario* is here waiting at the gate in the lock leading from the Elbe River to the canal. (OT-2384)





The Ontario's cruise certificate, drawn by Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria.

plaining to him that our helmsman was below decks and could see nothing, he agreed that embarking a German helmsman would be of no advantage. With the ship's own helmsman, the captain and navigating officer coned the ship through, while the German pilot interpreted the meanings of the flags and shapes displayed at the signal stations.

The Kiel Canal is built with few straight stretches. Instead there are many long shallow curves, but no sharp turns. In a man-of-war where the helmsman steers by compass, every slight alteration requires a helm order. Nine hundred and eighteen helm and engine orders were made during the transit.

Canal effect was noticeable. As the ship closed one bank, she tended to be thrown back to the centre and the helmsman would find himself carrying up to 15 degrees of rudder to hold us close to the bank.

Ships under 3,000 tons are passed at any time in the canal. The larger ship remains in the centre and the smaller

vessel edges past by hauling over to one side at the last moment. When passing large vessels, use is made of nine stopping points where there are sturdy dolphins driven deep into the bottom on both sides of the canal. Here, too, the canal widens to permit large ships to pass, usually one of them resting against the dolphins on one side, but not necessarily secured. When passing small vessels going in the same direction, speed must be reduced to below two or three knots to avoid sucking the smaller craft into the screws.

The canal from Brunsbüttel to Rendsburg runs through relatively flat country, all heavily cultivated. Along the canal bank a road would follow us for a while, then a bicycle path, then perhaps another canal. As we approached Rendsburg at about 1300, we could see, not more than 25 yards to the north, the Eider River running parallel to the canal. From Rendsburg to Holtzenau on the Baltic, the canal winds through much higher ground.

The first half of the Ontario's passage was accomplished under reason-

ably sunny skies. When the pilot for the second half boarded at Rendsburg he brought with him a cold rain. This lasted for the rest of the day.

There are a number of signalling methods employed in the canal which are worthy of mention. There is a complete lack of radio telephone communications, which keeps the bridge blessedly silent during the passage. At intervals of about 10 miles throughout the length of the canal signal stations are situated with a view both ways at difficult corners. Here, by means of flags and shapes, the traffic in the canal is held up at the dolphins or summoned on as needed. At Rendsburg where the swinging bridge is invisible to a ship approaching from the south until rounding a bend a few cables distant, the ship is warned for about a half-mile in advance by series of flashing green or red lights.

Numerous cross-connecting canals, smaller and with less traffic, criss-cross the main canal. A number of car and passenger ferries cross the canal at large towns or where small

roads reach the canal. Where one of these intersections, canal or ferry, is at a blind corner, warning is given at the secondary intersection of the approach of a ship in the canal by means of photo-electric cells. These are placed at approximately a half mile off in either direction.

The Kiel Canal was built to enable the German fleet to make quick passage from the North Sea to the Baltic and facilities had to be provided to turn ships about part way through the canal. This was achieved by widening the canal in four places to join turning basins wide enough to accommodate ships as large as the battleship *Bismarck*. They are from three and one quarter to seven and a half cables in length and the largest one at Levensau appeared large enough for a destroyer to turn under helm.

The *Ontario's* arrival at Holtenau locks was a wet and miserable one. We were locked in, followed by a number of smaller vessels. As we waited for the lock gates into the Kiel Bay to open, our next pilot came aboard bringing with him more cold rain. Again without tugs, the captain manoeuvred the ship from the stone wall of the lock out into Kiel Harbour. We had finally reached the Baltic.

HOW PRAIRIE SAILORS BEAT THE DEPRESSION

THIS YEAR Saskatchewan is celebrating its Golden Jubilee and the Royal Canadian Navy has observed an historical occasion of its own in that wheat-growing province with the opening of new divisional headquarters for HMCS *Queen* in Regina.

The early days of the Regina Half-Company of the RCNVR, as it was then known, have been recalled in a series of articles written for "The Leader-Post", Regina, by Lt.-Cdr. A. C. Ellison, RCN(R) (Ret'd), now of Victoria, who commanded the division from 1924 to 1935 and from 1940 to 1943.

The third article in the series describes the valiant efforts of the division to stay afloat and to keep its members, most of whom were unemployed, off the relief rolls in the darkest days of the depression. Saskatchewan was the hardest hit of all Canada's provinces in the early 30s, with wheat, its main source of revenue, bringing around 40 cents a bushel and much of the countryside devastated by drought, dust storms and grasshoppers.

How the Regina division survived those desperate times is a heart-warm-

A few moments were spent looking at the ruins of the German naval base at Kiel, which lay to the south of us across the harbour. The Jutland Memorial on the eastern bank stood out conspicuously against the grey horizon. On the same shore but to the south stood another memorial to the German submariners of the First World War. We set the ship's head now for the Kiel Light Vessel and the first swept channel through the still mined Baltic Sea.

During the whole passage the ship was welcomed from both sides of the canal by children, farmers, housewives and motorists waving and shouting friendly greetings. The land, for a great part, is rich and fertile. Portions seen were under intensive cultivation, while other areas were lush grazing pastures. Much of the farming appears to be done by women, dressed in typical peasant costume of long skirts, with kerchiefs over their heads. As the ship approached, one and all stopped working and gathered in small knots on the bank to wave us on our journey.

It is believed that this transit was the first made by a Canadian naval vessel of this class.—L.A.J.

ing story of courage and determination, told here in the words of Lt.-Cdr. Ellison:

AT THE CLOSE of the 20s the Regina naval unit moved into the new armoury and while the loss of our own quarters was regretted by all, the move had some advantages. For one thing the presence of the military was an added incentive to smartness and the strict observance of naval tradition. This did not go unnoticed and Regina citizens began at last to take an interest, which later developed into pride as they realized that a real naval unit was coming into being so far from tidal waters.

There was no longer any difficulty about recruits, for now there was a long waiting list of excellent candidates. Added prestige was gained by the fact that several of our seamen had done long cruises in Royal Navy ships. Both headquarters and reserves were looking forward to further expansion, but with the coming of the 30s rigid economy again became the order of the day.

Actually the depression was a blessing in disguise, for we became welded

together in a common effort to keep the flag flying. At this time many of our ratings had no employment and some were at the point of being forced to apply for relief. At a full meeting of the unit in 1933 when conditions had reached their lowest ebb, it was decided that no naval rating was to be allowed to go on relief and that we should establish a naval camp on the shore of Long Lake.

An arrangement was made with a farmer to cut wood on a quarter section bordering the lake and we hoisted the White Ensign over an old abandoned farm house. The men built bunks and made the place shipshape and by the end of the summer it was spic and span with a driveway edged with white-washed rocks. About 15 men took part in the scheme and the establishment was run on naval lines and under naval discipline. The way the plan worked was that the men at the camp cut poplar into cordwood lengths and it was hauled to Regina by one of them who owned a truck. The officers and ratings who still had employment acted as salesmen and obtained orders for the wood.

It cannot be said that the venture was a huge financial success, but at least it paid its way, which is more than can be said for most businesses at the low point of 1933, and more important still it created a true spirit of comradeship and pride in our joint undertaking. The ratings taking part lived well and made sufficient to keep them amply supplied with pocket money and clothing.

Headquarters also did its part to help by squeezing \$150 out of its meagre budget to build a boathouse on the lake shore. The work was done by a rating at the camp; a lumber company gave a bargain price on the lumber and the balance of the grant was divided among the men. The whaler was then moved to the new boathouse and many happy evenings were spent sailing on Long Lake and the knowledge of seamanship and boat work thus acquired was turned to good account some six years later when Canada found herself at war.

Headquarters also assisted by using reservists on voluntary service instead of enrolling new permanent force recruits; and some of our ratings with special qualifications spent almost as much time at Esquimalt or at sea as they did in Regina. This also paid big dividends on the outbreak of war.

Weekend visits were paid to the camp by the other members of the unit and games and sport days organized and when winter came our quarters in the armoury were always open and those

who had no employment spent their time becoming proficient in a seaman's work.

Gradually we built up business connections which resulted in a lot of part time work. The art of wire-splicing had been developed and a high standard of skill acquired by some of the seamen. There were frequent calls from elevators and farmers for their services. Painting of flagpoles was also a job for which we had frequent calls. The unemployment situation was also aided by the fact that every winter two or three fortunate ratings were selected for the winter cruises of Canadian ships and thus escaped the rigours of a Saskatchewan winter in the pleasant waters of the West Indies.

About this time Regina saw its first naval funeral and the streets were lined with interested spectators as the gun carriage drawn by seamen proceeded at a slow march to the Regina cemetery.

In the same year we sustained another loss in the retirement of Commodore Walter Hose who sent the unit a farewell letter in which he said that there was no phase of his work that he looked back upon with greater pride than the building of the Royal Canadian Naval Volunteer Reserve. It was a sentiment shared by all members of the unit for each in his own way had given what he could.

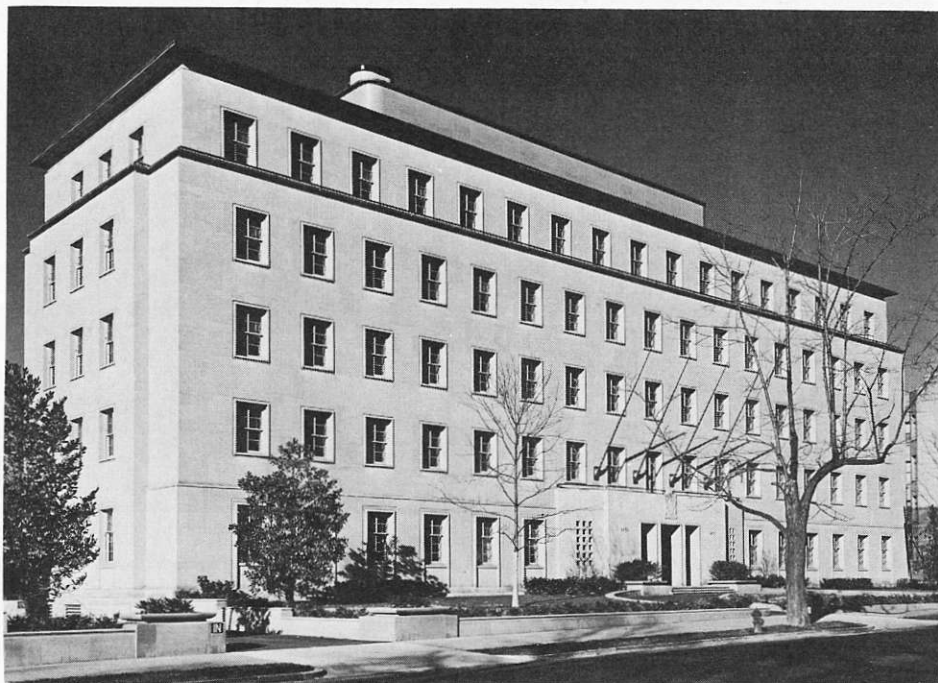
RN Ship Recalls Heroic Stand

Letters exchanged between Capt. R. Portlock, OBE, RN, commanding officer of the Royal Navy cruiser HMS *Newfoundland*, and Major W. L. Collins, officer commanding Battalion Headquarters and St. John's Company, Royal Newfoundland Regiment, on the occasion of Dominion Day, recalled the gallant participation of the regiment in the Battle of the Somme in the First World War, it was reported in the July "Admiralty News Summary".

Captain Portlock, in sending the best wishes of the ship, which is now on the Far East Station, referred to the magnificent feat of arms of the Royal Newfoundland Regiment on July 1, 1916, when out of a strength of 801 no less than 711 were killed or wounded on the first day of battle. Not one man was taken prisoner.

"Our Empire does not lack for examples of bravery, but devotion to duty such as this can seldom have been equalled," said Capt. Portlock.

Major Collins, in reply, expressed his thanks on behalf of the relatives and survivors of the regiment for the organization of a special service of commemoration arranged by the *Newfoundland* at Singapore.



The third floor of this handsome building on Massachusetts Avenue in Washington, D.C., is headquarters for the Naval Member, Canadian Joint Staff, (Washington) and his staff. (Photo courtesy Davis Studio, Washington)

THE CANADIAN SERVICES' HOME IN WASHINGTON

MASSACHUSETTS Avenue, Washington, D.C.'s wide and tree-lined Embassy Row, has a new and handsome building. Over the door is displayed the deeply embossed coat-of-arms of the Dominion of Canada, and inside on any working day are approximately 250 Canadians representing Canada's three Armed Services, Defence Research Board and Department of Defence Production.

This new building, long urgently needed to bring together under one roof these five branches of Canada's Services whose work is so closely interwoven, was completed and occupied on January 10, 1955.

Occupying almost the entire third floor is the Naval Member, CJS(W) and his staff of 18 officers, two petty officers and 14 civil servants. Their jobs, like those of their colleagues, are made more efficient by the completely modern facilities the building is designed to provide.

Within the building top military secrets are given full protection by massive vaults and electronic intrusion alarms backed up by specially-trained security guards. Buried underground behind thick reinforced concrete, an elaborate communications and cryptographic network provides the means for rapid and direct exchange of informa-

tion between the building and almost any point in the world.

A huge air-conditioning system operates to maintain a constant temperature and humidity the year round. Completely automatic dial telephone system and automatic elevators provide the means for close interservice co-operation.

These and other features make this building unique among its contemporaries. Canadians can be justly proud of the progressive spirit that prompted its construction.—J.G.M.

Worth a Try

Under a heading entitled, "Instead of Pension Plan Pay Him a Sinking Fund", the following piece appeared recently in Jack Wasserman's column in the *Vancouver Sun*:

The Cruel Sea—The sailors attached to the Royal Canadian Navy recruiting office on Pender are still shaking their heads over this one.

A young fellow came in to inquire about joining the navy. His main concern was whether he'd receive pension fund credit for his wartime naval service.

The recruiters who spoke to the visitor detected a slight accent in his speech.

Further questioning disclosed that the wartime service for which he sought credit was with the German navy. No sale.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Cayuga

The early summer was a busy period for the *Cayuga*. Activities included visits to local ports, a program of work-ups in Nanoose Bay and a weekend spent in taking reserve personnel from HMCS *Discovery* to sea.

Official visits were made to Bellingham, Washington, on the occasion of the Blossom Queen Festival in that city, to the Twin Cities of Port Alberni and Alberni for the Victoria Day Celebrations, and to Comox.

In all places the hospitality extended to the ship's company was considerable, and the ship in turn did her part in entertaining visitors from shore. To quote statistics, an estimated total of 3,000 men, women and children visited the ship from the beginning of May to the end of June.

A few comments may be made about the workups at Nanoose. By dint of hard work and enthusiasm, the standard of performance in drills and exercises showed a steady improvement.

In competition with the *Athabaskan*, an afternoon spent in general drills resulted in the *Cayuga* winning by 17

points to 5. It should be noted that although the result looks rather overwhelming, this was not the case as in many of the drills the competition was much closer than was indicated by the final score. Subsequent comments made by crew members of both ships indicate that they are ready to compete again at the earliest opportunity, with the *Athabaskan* vowing revenge.

During the visit to Vancouver, in two days some 100 reservists were taken to sea for trips up and around Howe Sound. Wherever possible the reserves were given the opportunity to take over the duties of corresponding members of the ship's company. The Wrens in particular were most enthusiastic at being given the chance to work as sonar operators, communicators, lookouts, etc.

The spirits of the Wrens were not in any way dampened when four of them were ordered to paddle a carley float around the ship in competition with four Wrens on board the *Athabaskan*. The drill was won handsomely by the Wrens from the *Cayuga*.

This was apparently not enough "boatwork" for the Wrens, for they then requested that they man the sea-boat. In spite of the fact that few of

them had had any experience, they quickly learned how to handle the oars, and after a short pull were hoisted in-board, expressing disappointment at not having more time to acquire further skill in rowing.—J.C.W.H.

Masset Radio Station

The determination of wives of station personnel to provide playground equipment for the married quarters has resulted in quite a social stir. The ladies have organized several dances, a wiener roast and a bingo night—all of them successful enough to make it apparent the financial goal will be reached by the end of the summer.

Less successful have been their efforts to interest some organization in donating a piano to the naval radio station, but they are still hopeful.

The summer sports season began in early June and the naval softball team has made a good showing in games with teams from New Masset and Old Masset (the Indian village).

Residents of the Masset area have generously provided the transportation necessary for deep sea fishing. The honours to date are held by AB R. C. Britton, with a 58-pound halibut. The officer-in-charge, Cd. Officer D. C. Filewod, has had to be content with the memory of the big one that got away—an enormous spring salmon that made off with the gear and 50 yards of line.

The "no limit" regulations on deer hunting and the marksmanship of Ldg. Sea. R. G. Turcotte, recently of HMCS *Jonquiere*, have resulted in a bag of five animals up to the time of writing.

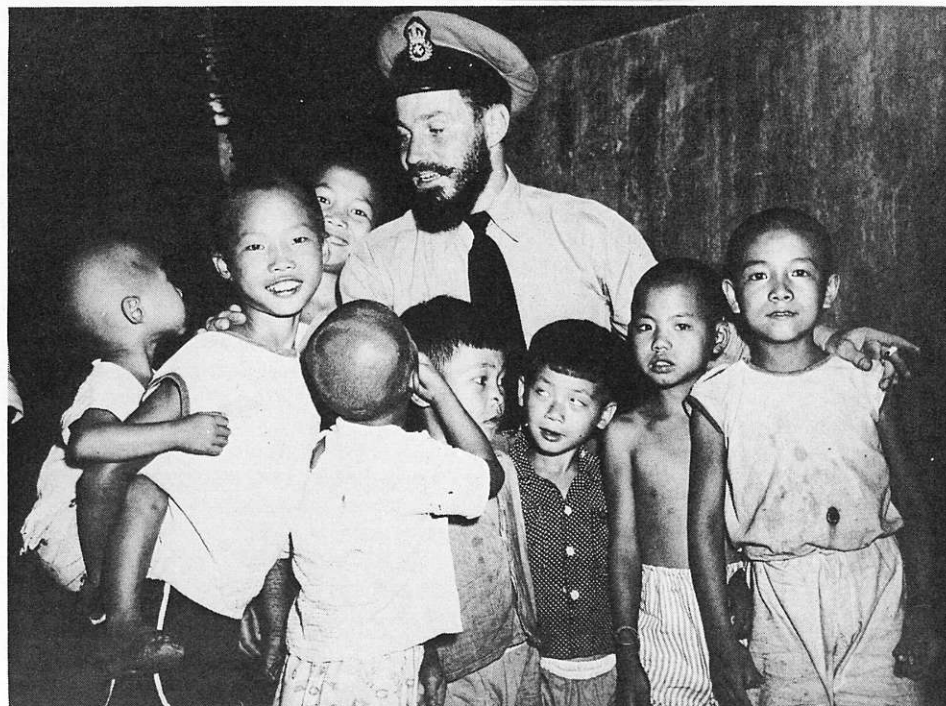
Ldg. Sea. R. L. Bowden has relieved PO Stan Hill in the electrical department. PO Hill left with the station's wishes for every success in his TG4 course.

Ldg. Sea. J. B. Bent has taken over the cooking chores from AB J. G. Gardiner, who had acquired the reputation of turning out the best cinnamon buns ever made in the Queen Charlotte Islands.

HMCS James Bay

The first anniversary of HMCS *James Bay* was celebrated on May 3, and the occasion was marked by the galley producing an extra large and delicious cake bearing a single candle.

During the month the ship was engaged in minesweeping exercises, in



CPO Stanley Birch is surrounded by Formosan youngsters during the intermission of an entertainment presented to the officers and men of the Sioux by the Chinese Naval Commander of Keelung, Formosa, when the Canadian warship visited the port this summer. (SO-594)

company with HMCS *Fortune*, in Harrow Straits and the Straits of Juan de Fuca.

The ships paid a four-day visit to New Westminster, where they took part in the city's 85th May Day celebrations. During this time the public took advantage of the opportunity to visit the two 'sweepers.

Battle of the Atlantic Sunday was spent in New Westminster and the combined ships' companies attended divine service at Holy Trinity Cathedral.

On May 27 and 28, the *James Bay* acted as one of the guard ships for the popular West Coast sailing event, the Swiftsure Race.

A combined surprise and housewarming party took place on May 7, when the chief and petty officers descended in a body on PO Desmond A. Studley's new home in Saanich.

The first week of June found the *James Bay* steaming up the Straits of Georgia with minesweeping equipment streamed.

The evenings were spent at Tribune Bay and Bedwell Harbour, where the *James Bay* and *Fortune* clashed in in-

ter-ship ball games. The *Fortune* team scored a 13-12 victory but in a return game, between teams composed of officers and chief and petty officers, the *James Bay* won by an overpowering 26-6 score. A banyan party completed a successful and enjoyable week of minesweeping and inter-ship sports.

On the Wednesday of the following week members and representatives of the Naval Officers' Association of Victoria boarded the *James Bay* and *Fortune* and were taken to sea to view the operational technique of the new minesweepers. The *Comox*, just out of refit, joined the Squadron and with all ships once more together, an impressive performance was displayed for the visitors.

The remainder of the time was spent in preparations for the San Francisco cruise, which began June 24.

HMCS *Ste. Therese*

Speaking at the commissioning of the *Ste. Therese*, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, said: "Another ship is born into the family of the RCN and has just come to life. Ships, like people, have character and it is up to the ship's crew to see what sort of character she will have."

The commissioning ceremony took place at the Saint John Dry Dock Company, Saint John, N.B., on January 22.

The ship's company had arrived a few days previously from the West Coast and were mainly ex-*Sault Ste. Marie*. A guard of honour was mounted for the Hon. D. L. MacLaren, Lieutenant-Governor of New Brunswick, who attended the ceremony.

Rear-Admiral (E) J. G. Knowlton and Lt.-Cdr. W. F. Potter, commanding officer, received the ship from the company on behalf of the RCN.

After six months in commission, the *Ste. Therese* had steamed nearly 14,000 miles in temperatures ranging from -8° F. to 90° above. Leaving Saint John on January 24, the ship spent a few days in Halifax before starting her voyage "home".

First port of call was at Nassau, in the Bahamas, where the tourist season was in full swing. Much activity was taking place in preparation for the arrival of HRH Princess Margaret, in HMY *Britannia*.

Miss Yvonne de Carlo, who, with Howard Duff, was making a film called "Rebel Island", paid the ship a visit and signed her autograph for several members of the ship's company.

In harbour at the time were two interesting ships, schooners of the Royal Swedish Navy, HMSS *Gladen* and HMSS *Falken*. Cadets were sailing in these ships as part of their training.



Commodore B. R. Spencer, then Superintendent of the Dockyard at Esquimalt, congratulates Mr. Edward B. Mitchell, of Victoria, attached to the Motor Transport division of the Pacific Command, for driving 250,000 miles over the past 15 years without an accident. (E-31153)

Considerable entertainment was enjoyed between the RSN and RCN.

The next port of call for the *Ste. Therese* was Guantanamo Bay, where the United States Navy had a large fleet exercising each day. After passing through the Panama Canal, the ship had two nights at Balboa, where the Mardi Gras was being celebrated. Though without fancy dress, several of the ship's company joined the merry throngs ashore.

Balboa to Long Beach was the longest haul of the trip and was marked only by whales, dolphins, turtles and a meeting with the *Crusader*.

After arriving at Esquimalt, March 11, the ship's first assignment in the Pacific Command was, in company with the *Cayuga*, *Athabaskan* and *Jonquiere*, to rendezvous with, and escort home, the *Ontario*, on her way back from Australia and New Zealand. Three weeks later, in company with the same task unit, the *Ste. Therese* escorted the *Ontario* as far as San Diego on the first leg of her European cruise.

Since May, the *Ste. Therese* has been employed in the Cadet Training Program and has had two spells at Bedwell Harbour, which included the opening ceremony of the Pender Island Bridge, performed by the Hon. P. A. Gagliardi, Minister of Highways. The ship's company also had a good look at the Golden Gate Bridge when they visited San Francisco, and during general drills they had a visit from Commodore P. D. Budge, Commodore RCN

Importance of Visits Underlined

Despite the fact the city was busy preparing for a visit from HMS *Superb*, flagship of the America and West Indies Station, the frigates *Stettler* and *Sussexvale* received a friendly and hospitable reception during their stay in Portland, Oregon, from July 13 to 16.

"The Oregonian", Portland daily, saw more in the presence of the Canadian warships than a goodwill visit. The newspaper's editorial comment in July 16 editions follows:

CANADIANS HERE FOR REASON

The three-day visit of Her Majesty's Canadian Ships *Stettler* and *Sussexvale* to Portland has provided some pleasant social occasions contributing to international good will. But one of the important reasons for their visit was neither social nor diplomatic.

Canadian vessels of war in the Pacific and Atlantic co-operate closely these days with the American navy for the sound reason that they would be joined in any action to repulse an enemy attacking the North American continent. The frigates *Stettler* and *Sussexvale* are training ships. In their summer crews are 70 cadets, mostly university students, working to become officers in the navy and reserve.

It is imperative that these and the veteran personnel of Canadian warships become as familiar with American waters as with Canadian ports. Canadian naval vessels are frequent visitors in Puget Sound ports, but the frigates are the first Canadian warships to come up the Columbia to Portland since the cruiser *Ontario* arrived for the Rose Festival in 1951. Portland will welcome their return, and all other Canadian visitors.

Barracks. Although not winning the "Cock o' the Walk" series, the *Ste. Therese* won the "Away Sea Boat's Crew and Pull Round the Ship" exercise. The cadet crew made the record time of three minutes, one second.

Padre F. Temple, Kingston, who was borne for the cadet training period, performed the first baptism ever held in the *Ste. Therese* on June 25, when the baby son of Lieut. G. H. Selby-Smith and Mrs. Smith was christened.

The ship's sports activities have centred mainly on softball, under the guidance of PO Jack Allan. A team was formed and several games have been played, with a reasonable amount of success. Results were as follows: Nassau Bahamas U-Drivets, lost 7-2; *James Bay*, won 22-6; *Comox*, won 12-4; *Sussexvale*, won 28-8; *Stettler*, lost 20-10; *Jonquiere*, won 12-5.

ATLANTIC COMMAND

HMCS *New Liskeard*

The *New Liskeard* experienced a highly successful two-week operational cruise in early summer. It was successful because, in this short period, the ship was given a thorough cleaning and painting, while time was still available for valuable sea training and a weekend in a hospitable port.

The RPs in particular were afforded ample opportunity to practice differentiating between craft of various sizes and identifying buoys; or, equally demanding, keeping track of the erratic movements of a number of fishing vessels.

The dominant note of the cruise was "a prolonged blast sounded on the siren at intervals of no more than one minute". In fact the fog did not let up from Long Island Sound to Jetty Zero in Halifax, except through the "Race" at the eastern extremity of Long Island. This only served to emphasize the co-operation required between members of the blind pilotage team, as on entry visibility at the "Race" had been zero.

Huntington Bay proved to be a happy choice for an anchorage. We arrived on a warm Sunday afternoon, with pleasure craft cruising about against a background of sandy beaches and fine homes amidst abundant foliage. Huntington Bay offered a most inviting aspect. In spite of the curiosity aroused and the friendly hand-waving from the numerous pleasure craft, that evening the local radio station still referred to a "strange unidentified warship" anchored in the Bay.

However inviting the beaches were, there was so much to accomplish in a limited time that leave was not granted.

Bathing was confined from the anchor buoy to the quarterdeck and only at the noon hour, except for those who failed to notice the portion of the upper deck freshly painted by the captain. Huntington Bay must have had much to offer as it took the supply department three days ashore to arrange procurement of a few gallons of white paint.

Chipping and painting carried on well after the normal time to "secure" and even some feared the electricians would be required to rig floodlights. However, since all joined in irrespective of rank, in order to have a clean ship before calling at Bridgeport, Conn., the long hours and lack of shore leave did not weigh as might have been expected.

The weekend in Bridgeport also proved successful. Hospitality was excellent, as evidenced by the fact that although New York was easily accessible, few bothered to go there.

Since the *New Liskeard's* visit coincided with the Memorial Day weekend, two platoons joined in the parade and the Captain laid a wreath at the Cenotaph. The Canadian sailors drew applause and cheers, which no doubt were a stimulus to the marching and bearing of the men. Nevertheless, it is remembered as a long tiring march. But many also remember the hospitality of the U.S. Legion on that day.

HMCS *Prestonian*

During the spring and early summer the *Prestonian* logged many hours of anti-submarine work-ups in the Bermuda area and, for some of the trips,

had officers from the Maritime Warfare School on board.

In the latter part of June the ship anchored off Baddeck to train for the annual Atlantic Command regatta and to paint ship. The ship's company also had a smoker ashore. In the regatta everyone pulled hard but, unfortunately pulled last.

The *Prestonian* paid a five-day courtesy call to Montreal in company with the *Lauzon* and *Toronto* during the second week in July. En route to Montreal general drills and evolutions were conducted each day. When the squadron commander, Capt. R. L. Hennessy, inspected the ship, the stoker's mess received acclaim as the best on board.

The city proved a noble host and placed many clubs and facilities at the disposal of those on board. The ships were open to visitors on the week-end and thousands of interested Montrealers visited on board.

On returning to Halifax, the ships went into maintenance refit for a month with port and starboard watches alternately going on two weeks' leave. The *Prestonian* is now under the command of Cdr. W. M. Kidd who recently received promotion to his present rank.

Albro Lake Naval Radio Station

Changes in personnel continue to take place at Albro Lake Naval Radio Station. Some of the latest additions are Leading Seamen David MacIsaac and Ronald Joyce from the *Iroquois* and Bruno Turcotte from the *Algonquin*. PO William Webster has joined from *Stadacona*.

The Waves took over from the U.S. Marines at morning colours at the NATO headquarters of Admiral Jerauld Wright, USN, Supreme Allied Commander Atlantic, on July 30. The occasion was the 13th anniversary of the Waves and when the women of the U.S. Navy carried the 15 national flags flown daily at the command, it was the first time this duty had been performed by other than the Marines. The Guard of Honour is shown here around the historic table on which the Atlantic Charter was signed in August, 1941, by Sir Winston Churchill and the late President Franklin D. Roosevelt. Each of the Waves has ancestry of the country whose miniature flag she holds. Canada was represented by Pauline Solick, fourth from left in back row. (SACLANT Photo)



PO Donald Bruce, PO Robert Binder, and PO Frederick Leafloor have departed for the *Iroquois*, *Quebec* and *Lauzon* respectively. PO William Redford has taken up his draft in HMC Dockyard.

An enjoyable party was held on board for the second and fourth watches.

"Jam sessions" seem to be the order of the day, with Ldg. Sea. Ken Howell on piano, Ldg. Sea. Mervyn "Sam" Sieber on clarinet, Ldg. Sea. "Trapper" Trapnell on cornet and Ldg. Sea. Donald Pots on sax.

HMCS Lauzon

Early summer was a busy period for the *Lauzon*. Completing refit, the ship sailed with the *Prestonian* on May 6 for seamanship trials and evolution off Bermuda.

During the latter part of the month the ship exercised with HMS *Astute*. En route back to Halifax, the *Lauzon* joined with the *Toronto* in Exercise Fogbank.

Three days after returning, the frigate sailed for Bermuda again. On this occasion, the First Canadian Escort Squadron Commander, Captain Ralph Hennessy, embarked in the *Prestonian* as his own ship proceeded to Lauzon, Que., for refit. The two ships took on board members of the Joint Maritime Warfare School for training.

During the latter part of June, the ship sailed to Baddeck, N.S., together with her two sister ships of the squadron, for work-ups and preparation for the naval regatta in Bedford Basin at the end of June.

Cdr. M. J. A. T. Jette, who took command shortly after the ship commissioned as a converted anti-submarine vessel, left to take over as officer in charge of the Point Edward Naval Base. He was succeeded by Lt.-Cdr. J. C. Carter.

An incident that brought much amusement (at the expense of the first lieutenant, Lt.-Cdr. E. J. Hyman) was the "commissioning" of "*Jimmy Junior*". Consisting of two oil drums, fitted out even to running light, radar, and other gear to resemble a ship, "*Jimmy Junior*" was used by the ship's company for gunnery practice.

Ordnance Training Centre

HMC Ordnance Training Centre at *Stadacona* has said goodbye and the best of luck to CPO Ellis Parker, who recently commenced his pension leave, having completed 20 years of service. With best wishes from the OTC staff, he was presented a fishing rod.

During the past few years CPO Parker has been employed on the staff of Flag Officer Atlantic Coast, assisting in carrying out ordnance trials. He is now

employed in a civilian capacity with the Torpedo Shop, RCN Armament Depot, at Dartmouth.

The fourth ordnance technicians' course at the Ordnance School, *Naden*, began in July and drew the following personnel from *Stadacona*: CPOs Robert Wight, William Greene, John Buckland, Donald Jackson and Maurice Carroll, and Petty Officers Arthur Inglis, William Sanderson, Edward Ouellette and George Caswell.

CPO Charles Penney has been drafted to the *Quebec* for regulating duties.

New arrivals at the Centre are: CPOs J. R. Vincent, D. A. Thompson, D. A. Wilkinson, G. J. Clare, T. A. Decker, J. H. Bourret and Frank Turner. They returned from *Naden* where they completed the ordnance technicians' course. PO R. P. Hodgson also arrived from the *Iroquois*, and now is instructing in underwater weapons for armourer's mates.

CPO Tait Clarke has left OTC to join HMCS *Star*, at Hamilton, relieving CPO Constan Sansone who was drafted to Ordnance Training Centre.

Lt.-Cdr. J. F. Beveridge has taken over from Lt.-Cdr. F. E. Barlow as officer-in-charge of the Ordnance Training Centre. Lt.-Cdr. Barlow has gone to the West Coast to take up his appointment in the *Crescent*.

Navigation Direction School

Many changes have taken place in HMC Navigation Direction School staff at *Stadacona* in recent weeks.

Great Lakes Ships Assist in Ceremonies

Ships of the Great Lakes training fleet took part in historic ceremonies at Grimsby, Ont., and Youngstown, N.Y., during June.

At Grimsby, the Algerine escort vessel *Portage* anchored offshore and landed a platoon to mark the unveiling of a tablet commemorating the engagement at the Forty, which took place in 1813. This engagement followed the Battle of Stoney Creek between American and British forces. The Americans, withdrawing from Stoney Creek, were routed at the Forty by naval forces commanded by Commodore Sir James I. Yeo, members of the Lincoln militia and Indians in the area.

At Youngstown, the Bangor escort *Minas* and the Fairmile patrol craft *Wolf* assisted in the annual Flag Day celebration at Old Fort Niagara. Since this fort was built by La Salle in 1679, the French, British and American flags have flown from its flagpole. The flags of these three nations, which ruled the ancient fort, were hoisted again at the ceremony.

The Canadian sailors marched in a parade with American servicemen and veterans.

The Senior Instructional Officer, Lt.-Cdr. (N) W. J. H. Stuart, appointed to the *Quebec* as navigation officer, was replaced by Lt.-Cdr. (N) C. G. Pratt from the *Algonquin*. Lieut. (N) S. M. King, who was appointed to the *Algonquin* was relieved by Lieut. (D) J. A. Farquhar from the *Huron* as SORP1.

Lieut. G. A. Carroll left in July for a JOTL Course, while, in the instructing staff, CPO W. A. Burke was drafted to the *St. Laurent* on commissioning. PO D. A. Kurts was to leave the school to join the *Huron*. Petty Officers Richard Bridges and M. J. MacDonald are sailing for the United Kingdom for their PRL course.

In the quartermaster branch, CPO G. M. Southern left for the *Micmac* as cox'n while CPO N. G. Dawe left for the *St. Laurent* as cox'n on commissioning.

Other staff changes included CPO W. C. Carruthers taking over the duties of regulating chief petty officer and senior chief petty officer instructor, CPO W. A. Burke taking charge of radar instruction, CPO B. J. Woodacre taking over plotting instruction and CPO F. H. Lowe looking after models instruction.

Changes in the quartermaster section were: PO Reg Keddy, to Sydney, N.S., for instructional duties with Sea Cadets, Ldg. Sea. Mark Draibye, drafted to Collège Militaire Royal at St. Jean, P.Q., vice Ldg. Sea. Frank Voegli, and PO John Dunn temporarily in the school from the *Algonquin* to carry out the duties of "buffer".

Under training in the school at one time were 130 UNTD cadets, five radar plot and three quartermaster classes and a special RCN(R) radar plot course for Wrens.

NAVAL DIVISIONS

HMCS Hunter

The anniversary of the Battle of the Atlantic was commemorated Sunday, May 15, by HMCS *Hunter*. The ship's company fell in on the campus of Assumption College and marched to Ambassador Bridge Park, situated on the Detroit River shoreline. Chaplain (P) B. A. Silcox led in prayer the personnel of *Hunter* and the large crowd gathered to view the ceremony. Rear-Admiral Walter Hose, RCN, (Ret'd), Chief of the Naval Staff from 1920 to 1934, delivered the principal address at the memorial service honouring naval personnel who gave their lives in the Battle of the Atlantic. Commander W. G. Curry, commanding officer, concluded the service by placing a wreath upon the waters of the Detroit River,

and with the playing of the Last Post the wreath was carried slowly downriver.

On June 4, HMCS *Wolf*, the fair-mile attached to *Hunter*, and HMCS *Raccoon*, attached to *Prevost*, lent their assistance to the United States Coast Guard in controlling the hundreds of craft on hand to view the International Tugboat Race held this year on the American side of the Detroit River. This year's classic, which marked the Soo Centennial, was easily won by the *Sachem*, a Detroit entry.

On June 18, *Hunter* was paid a short visit by the officers and men of HMCS *Moose*, from Port Arthur. Lt.-Cdr. C. S. Smedley, staff officer, *Hunter*, was on hand to meet and entertain Captain E. O. Ormsby, commanding officer of the *Moose*, during the short lay-over period.

On Wednesday, June 22, the two Algerine class coastal escorts *Wallaceburg* and *Portage* paid an overnight visit to Windsor. On hand from *Hunter* to welcome the officers and men were Lt.-Cdr. C. Smedley, staff officer, and Lieut. (S) M. B. Young, supply officer.

Ord. Sea. Maurice Legault, of *Hunter* was named best all-round seaman in his training class at the Great Lakes Training Centre in Hamilton. He was awarded a bosun's call following two weeks at sea on board the *Porte Dauphine*.

Lt.-Cdr. G. C. Wilson, who has been Area Recruiting Officer for South Western Ontario, working out of *Hunter*, has

become ARO for Prince Edward Island and New Brunswick. Lt.-Cdr. G. J. Brighton has succeeded Lt.-Cdr. Wilson and will maintain his headquarters at *Prevost*, London, Ont.

On July 4, the gate vessel *Porte St. Louis*, under the command of Cdr. J. A. MacKinnon, RCN(R), docked at Windsor. Also on July 4, *Hunter* supplied a colour guard to Detroit, Michigan, for that city's Independence Day Celebrations. Ldg. Sea. J. S. Humphrey was in charge of the party.

Hunter's band, under Lieut. (SB) Sidney Levine, back from *Naden* where it relieved the West Coast band for two weeks, received congratulatory comments from Rear-Admiral K. F. Adams, Flag Officer Naval Divisions. Rear-Admiral Adams made his remarks following the *Hunter* band's participation in a horse show at Lynden, Ont.

HMCS *Prevost*

Applause was long, loud and enthusiastic for ten Wrens from *Prevost* who danced the Sailor's Hornpipe in London's Centennial Show on July 5 at Queen's Park.

Eight thousand people saw the big Armed Forces Day extravaganza officially opened by Brig. Graham Gibson, Army Area Commander, accompanied by Cdr. E. G. Gilbride, commanding officer of *Prevost*, and Group Captain James Beggs of Air Defence Command. An artillery shoot, trick motorcycle riding, an RCAF precision squad of WDs and a spectacular firefighting display

Seagoing Wrens Handy at Helm

If Toronto citizens thought they were getting the 24th of May all over again in June, they were wrong. It was only York's Wrens firing off rockets and Verey pistols to climax a training cruise in York's Fairmile, HMCS *Beaver*.

Or if they thought a ship had lost its rudder and was out of control in Lake Ontario, they were wrong again. It was just another part of the training as the Wrens whirled the helm in expert fashion, tracing figure eights.

In fact, Toronto's citizens might have been proud to have been aboard the *Beaver* to watch the Wrens in action. According to observers, it was the best training cruise yet.

The Wrens were divided into three watches and had a hand in nearly every operation of the ship. They worked as helmsmen, signallers, and lookouts. And, according to those aboard, they polished the brasswork as it has never been polished before. —"The Yorker".

were presented by Army and RCAF units.

Lieut. A. A. F. Hodge, staff officer of *Prevost*, directed the Navy's contribution, which included the Sailor's Hornpipe and a realistic anti-submarine attack with mock-up floats of a destroyer and a submarine.

The grand finale was a pageant showing the way in which the Union Jack was formed from the flags of Saint George, Saint Andrew and Saint Patrick. When Britannia, flanked by members of the Armed Forces, appeared above the 20-foot Union Jack, the strains of "Land of Hope and Glory" could scarcely be heard for the ovation of the audience.

After the show many compliments were received by *Prevost*, whose reservists had given so freely of their time and talent.

HMCS *Nonsuch*

The final drill of the season at the Edmonton naval division saw the presentation of prizes for proficiency and attendance. A ship's company party and dance followed the ceremonies.

The Naval Officers' Association shield for the most proficient junior officer was presented to Sub-Lt. William J. Qualtrough by H. Holman, president of the association. This was the first occasion on which the shield has been presented. The winner each year will retain a replica of it.

The cup for the most proficient new entry was presented by Cdr. (E) (AE) Norman Cameron, commanding officer, to Ord. Sea. William Hoogerdijs. CPO Ernest Y. Wood was recipient of the



Ten Wrens from HMCS *Prevost* danced the Sailor's Hornpipe at the London Centennial Show on July 5 before 8,000 spectators. The naval division's staff officer, Lieut. A. A. F. Hodge, directed the Navy's contribution to the three-hour extravaganza, which included a mock anti-submarine attack and the grand finale, a pageant of the formation of the Union Jack.

cup for the most proficient member of the Chief and POs' mess.

Ldg. Sea. John R. Tyler was a double winner, receiving the attendance shield and the Supply Branch proficiency medal. The silver bowl for the highest aggregate score in the indoor rifle competition went to AB Norman J. Roach. The new entries captured the award for best division.

Proficiency medals were presented by Cdr. Cameron to Ord. Sea. Donald H. Wren, communications; CPO William C. Donald, engineering branch; AB Lawrence Peltier, seaman branch, and Ldg. Sea. William A. Krisch, band.

HMCS Griffon

Surprise Lake was the scene of a picnic recently when 15 children afflicted with cerebral palsy, accompanied by their mothers, were guests of the seamen's canteen of the Port Arthur naval division.

The picnic was held at the cottage of Lt.-Cdr. (S) S. A. Takalo. Merchants of the Lakehead donated hot-dogs, pop, ice cream, cookies, milk and fresh fruit. Swimming, boat-riding and games rounded out the program. Ldg. Sea. J. N. Hall and AB J. L. Hughes organized the picnic.

Four ships of the United States Naval Reserve, Duluth, Minn., paid a two-day visit to the Lakehead on June 30-July 1. *Griffon* defeated a team from the USS *Daniel A. Joy* by a score of 17-7 in baseball.

Full naval honours were accorded Ldg. Sea. Gerald Lacasse, whose funeral was held July 2. Ldg. Sea. Lacasse died as a result of injuries sustained in an accident at HMC Dockyard, Esquimalt, on June 24. *Griffon* provided a funeral firing party under command of Lieut. R. G. Guy and PO L. C. Skinner.

The 11th Canadian Escort Squadron visited the Lakehead, arriving July 15 and departing July 19. HMC Ships *Portage* and *Wallaceburg* were alongside at Port Arthur and the *Minas* at Fort William. Sightseeing tours and fishing trips were arranged.

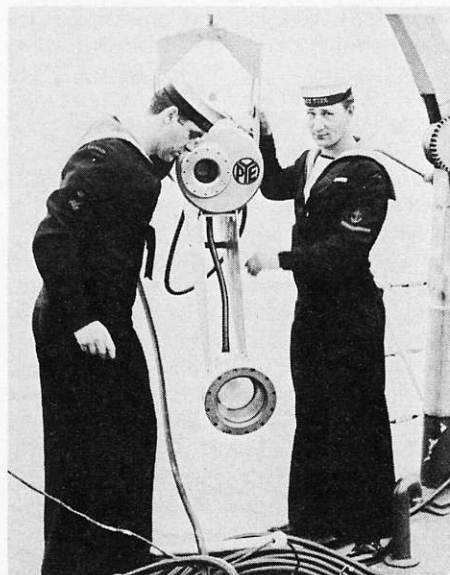
HMCS York

Through the wonders of modern science and a helping hand from HMCS *York*, visitors at the Canadian International Trade Fair in Toronto were treated to a fish's eye view of nature's daily drama under the chilly waters of Lake Ontario.

Underwater television was used to provide the unusual show, an underwater TV camera unit, originated by Pye (Canada) Limited, being carried out into the lake by *York's* Fairmile, HMCS *Beaver*.

Twice daily during the trade fair the camera was taken to a point about one mile off shore. There the 300-pound camera unit was lowered over the stern to televise demonstrations of underwater swimming by navy frogmen as well as pictures of underwater life. The picture was transmitted by microwave link to a booth in the automotive building at the trade fair.

The underwater camera, which is about a foot in diameter and two feet in length, was developed by the Pye firm in close co-operation with the Admiralty. It was this same camera that one year ago located the sunken wreckage of a British Comet aircraft in 400 feet of water. An earlier model located the wreck of the submarine *Affray*.



The workings of underwater television were demonstrated by personnel of York, the Toronto naval division, during the International Trade Fair. Here PO M.A. Scott and Ldg. Sea. W. Cheetham prepare to lower the Pye underwater camera from the stern of *York's* Fairmile, HMCS *Beaver*. (Photo courtesy The Telegram, Toronto)

sunk in the English Channel. Similar equipment is being used by HMCS *Labrador*.

Though it weighs 300 pounds, once the camera is in the water special air chambers make it buoyant so that it becomes weightless and can be handled easily by a diver. It has fins which act as stabilizers and also carries a searchlight for use at greater depths.

During the trade fair, control equipment and a screen were set up in the wardroom of the *Beaver*. The Fairmile was under the command of Lt.-Cdr. J. Calver, staff officer of the Toronto division. Camera and control equipment were operated aboard *Beaver* by personnel from the Pye plant at Ajax, Ont.

RETIREMENT OF 3 CPOS ANNOUNCED

CHIEF PETTY OFFICER JOHN DUNICK

Rank: C1CF3
Age: 45
Length of Service: 26 years
Hometown: Winnipeg, Man.
Joined: June 4, 1929
Served in: HMC Ships *Naden*, *Skeena*, *Armentieres*, *St. Laurent*, *Stadacona*, *Ottawa*, *Cornwallis*, *Discovery*, *Niobe*, *Peregrine*, *Ontario*, *Gatineau*, *Givenchy*, *Bytown*.
Awards: Long Service and Good Conduct Medal
Retired: June 3, 1955.

CHIEF PETTY OFFICER FREDERICK WILLIAM NORWOOD

Rank: C1EM3
Age: 44
Length of Service: 25 years
Hometown: Chatham, Ont.
Joined: September 2, 1930
Served in: HMC Ships *Stadacona*, *Champlain*, *Saguenay*, *York*, *St. Laurent*, *Pembroke*, *Crusader*, *Ottawa*, *Skeena*, *Avalon*, *Burrard*, *Nabob*, *Niobe*, *Matane*, *Naden*, *Peregrine*, *Scotian*, *Warrior*, *Magnificent*, *Iroquois*, *Haida*, *Wallaceburg*, *Whitethroat*, *Quebec*, *Cape Breton*.
Awards: Canadian Forces Decoration
Retired: July 7, 1955.

CHIEF PETTY OFFICER HENRY GRATTON DOYLE

Rank: C1DV4
Age: 42
Length of Service: 25 years
Hometowns: Springfield, N.S., and Halifax
Joined: November 4, 1929
Served in: HMC Ships *Stadacona*, *Champlain*, *Saguenay*, *St. Laurent*, *Pembroke*, *Crusader*, *Ottawa*, *Skeena*, *Columbia*, *St. Catharines*, *Peregrine*, *Scotian*, *Iroquois*, *Portage*, *Cayuga*, *Athabaskan*, *Haida*.
Awards: Canadian Forces Decoration
Retired: June 16, 1955.

THE NAVY PLAYS

THE LARGEST boat-pulling regatta in the history of the RCN brought nearly the whole of the Atlantic Command fleet together in Bedford Basin on June 29 and 30 in a colourful and spectacular display that eventually wound up with the cruiser *Quebec* as the new Cock-o'-the-Fleet and the submarine *Ambush* as the Bantam-Cock-o'-the-Fleet.

For weeks before the event, crews from ships of the Atlantic Command were seen training for the mile-long races. At noon on June 29, at about 15-minute intervals, 20 ships slipped away from dockyard jetty berths and moved into Bedford Basin. By dusk all ships were anchored along the southwest shore, with the *Quebec*, the flagship of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and the *Magnificent*, in mid-basin.

The first race began at 0730 next day. From this time on crew after



Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, presents the Cock-o'-the-Fleet trophy to Lt.-Cdr. Jack Dean, for the ship's company of the victorious *Quebec*, which won the Atlantic Command Regatta at the end of June. It was the largest pulling regatta in the history of the RCN. (HS-37009)

crew bent to the oars in desperate efforts. At 1700 a final deadlock was broken and the *Quebec* emerged the winner by two points, followed by the *New Liskeard*.

Presentation of prizes took place aboard the cruiser following the races. Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia presented the Cock-o'-the-Fleet trophy to Lt.-Cdr. Jack Dean on behalf of the ship. Other prizes were awarded by Rear-Admiral Bidwell and Captain (now Commodore) E. W. Finch-Noyes, then commanding officer of the *Quebec*.

Thirteen ships competed for the major trophy while seven fought it out for the Bantam Cock. The most colourful events of the day were two "all-comers" races. Competing crews donned Indian war-paint and battled for leadership by propelling their whalers using paddles, oars and anything else they could to move the 2,700-pound craft through the water. It was here the final deadlock was broken when the *Quebec* went ahead, leaving the *Toronto* four points behind. The *New Liskeard* meanwhile, climbed two points above the *Toronto*.

In the bantam division, final standings on a point basis were: *Ambush*—29; *Astute*—28; *Resolute*—23; *Ungava*—21; *Trinity*—17, and *Gaspé*—8.

The larger ships' standings were as follows: *Quebec*—84; *New Liskeard*—82; *Toronto*—80; *Penetang*—69; *Lauzon*—65; *Haida*—63; *Iroquois*—57; *Micmac*—54; *Magnificent*—43; *Crusader*—37; *Huron*—27; *Buckingham*—27, and *Pres-tonian*—22.

The 13 races of the day involved nearly 2,000 personnel out of the 4,500 officers and men in the ships.

A summary of the races, listing first and second places shows:

First Race: *Ambush*, *Ungava*. Second Race (Supply): *Toronto*, *Micmac*. Third Race (Officers): *Penetang*, *New Liskeard*. Fourth Race (Petty Officers, Second Class): *Micmac*, *Quebec*. Fifth Race: *Astute*, *Ambush*. Sixth Race (Veteran's): *Quebec*, *Crusader*. Seventh Race (Ordnance): *Crusader*, *Quebec*. Eighth Race: *Magnificent*, *Quebec*. Ninth Race: *Resolute*, *Astute*. Tenth Race (Seamen): *Quebec*, *Toronto*. 11th Race (Engine room): *New Liskeard*, *Toronto*. 12th Race (All-Comers): *Ambush*, *Astute*. 13th Race (All-Comers, Large Ships): *Lauzon*, *New Liskeard*.

In the day's sailing events, though not counting points for the regatta, *Buckingham* won the morning dinghy race and *Magnificent* took the afternoon race.

Ontario Golfers Try Famed Links

The Ontario's European cruise was a boon to golfers who played at the Mecca of Golfdom — the Royal and Ancient at Saint Andrews, and later at the Copenhagen course in the Royal Deer Park.

At Oslo, 15 of the cruiser's golfers were invited to play on the local links despite the fact that international competitions among the Scandinavian countries were in progress. Later, at Greenock, in Scotland, the Ontarios played daily.

Although soccer was out of season in most countries visited, several good games were played. At Rosyth, cadets edged ship's company 2-1. At Aabenraa in Denmark Ontario's cadets and those of HMS *Triumph* played a thriller, ending scoreless after an hour and a

Little Algerine Topples Giants

In the Atlantic Command it would be difficult to find a more striking manifestation of *esprit de corps* than in HMCS *New Liskeard* on the day of the big naval regatta.

Originally slated for competition with the small ship group along with the minesweepers and submarines, at her own request she competed with no less than the *Quebec* and the *Magnificent*, to say nothing of destroyers and frigates. The *New Liskeard* placed second, within only two points of the impressive and resplendent flagship *Quebec*, and ahead of the remainder of the fleet.

It was a memorable day as enthusiasm mounted with each race as the whalers surged forward, each displaying her ship's distinguishing flag. With but one exception, the *New Liskeard's* "Flag Victory" was flown for first, second or third place.

The supply boat's crew set the pace in the first race by coming third, the climax was in the engine room personnel's whaler race. With only one more race to go, their victory drew the loudest cheers.

Then followed the "all-comers," the last race on which depended the ship's final placing. With all *New Liskeards* who had participated in the day's races now intently watching and reliving the all-out effort of the last 20 strokes, the crew snatched second place in the desperate final bid.—A.P.T.

half of battle. The *Ontario* ship's company downed *Triumphs* 4-1.

The *Ontario* team had the honour of playing at "Grassbane" soccer field in Oslo where the first international competitions were held. In spite of the adverse score, the Canadians did very well against "Ready", one of the better Oslo teams.

The sailors met the top riflemen of the Norwegian Army in Oslo and, although losing on total points, POs R. A. Shore and D. W. Trim had top scores of the match, 131 and 128 points respectively out of a possible 150.

The *Ontario* won a sailing regatta with the *Triumph* at Aabenraa on total points but cadets of HMS *Venus* came first in whaler pulling.

Other sports on the cruise, either representative or interpart, included tennis, softball and basketball.

Field Gun Test Ends in Tie

Portsmouth and Devonport tied in first place at the close of the week-long Royal Tournament RN Field Gun Competition June 18 with 20 points each. The final standings included Air in

Sailor Swims Memphremagog

Marilyn has rung a Bell even in the Navy, to which water travel is no novelty.

At the height of the dog days, when it looked as if deepsea and inland navigation would have to be called off completely because the waters were so crowded with long-distance swimmers, AB Billy Connor, 19, of the coastal minesweeper *Fortune*, set out to conquer a long lake with a long name—and did it.

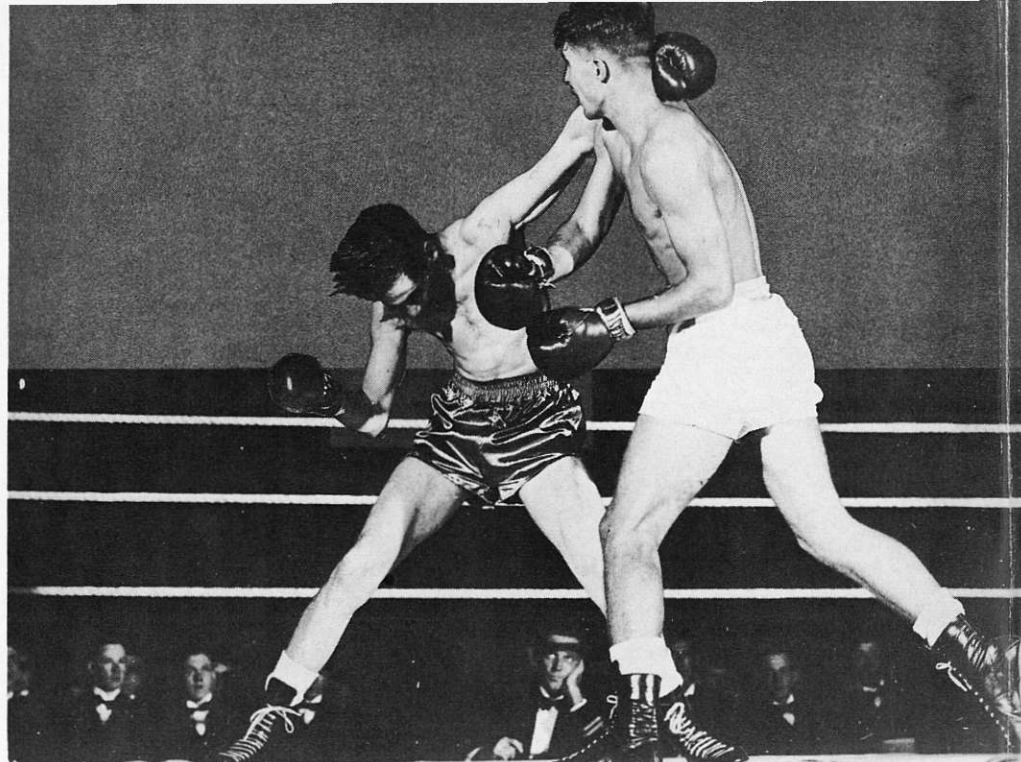
AB Connor, who joined the *Fortune* in April as an administrative writer, was on leave when he plunged into Lake Memphremagog at Newport, Vermont, and swam the 32.8 miles across the International Boundary to his hometown of Magog, Quebec, in 18 hours and 50 minutes.

There were times when he would have liked to have been equipped with radar. Part of the swim was through a violent thunderstorm and for much of the distance he swam blind, his goggles fogged and his eyes blurred by the grease with which he had smeared himself against the cold.

In a boat accompanying him and occasionally swimming beside him was the sailor's mother, Mrs. John Connor, a former championship swimmer.

After a short rest at his home, AB Connor was cheered through the streets of Magog by thousands of residents of the city and district and a parade of about 200 cars.

It was the first time that Lake Memphremagog had ever been swum from end to end.



A right hook to the head, soon to be followed by a left. Cadet Gary Logan, 164 pounds, representing cadets embarked in the cruiser *Ontario*, moves in on Cadet Bill Fuoco, 163, from *Venture*, to win unanimously the middleweight final in the *Venture* boxing championships for 1954-55. (E-30893)

third place with 17 points and Chatham fourth with 13.

Portsmouth and Devonport became joint holders of the inter-command cup but Devonport won both the aggregate and fastest time cups.

Devonport's fast time was three minutes, 25 and four-fifths seconds with no penalties, which she made on the 16th. Her aggregate time was 43.23 and one fifth.

Other aggregate scores were: Portsmouth—45.17 and three fifths; Air—46.37 and four fifths, and Chatham—48.53 and four fifths.

Speedy Time in Cross-Country Run

The first in a series of four cross-country races was run off at HMCS *Gloucester*, naval radio station near Ottawa, on July 19.

Winner of the two and a half mile run was Ord. Sea. Kenneth Dorush with a remarkable time of 14 minutes, 43 seconds. Eight teams of ten men each raced and all finished, Class 27B taking first place with a total of 593 points. The cross-country was the first ever attempted at "Glo" and proved very successful.

Chippawa Ekes Out Rifle Win

A rifle team from Chippawa edged the RCASC militia in Winnipeg by a half point to win one of the closest competitions ever held in the long his-

tory of the Eaton Trophy inter-service match in Winnipeg.

Seven teams turned out to gain the trophy, awarded for appearance, turnout, march discipline, fire control, fire discipline and target score.

Navy team No. 2 scored 524 points to win. Navy team No. 1 was sixth. The shoot took place in June.

Cayuga Chalks Up Softball Wins

During the summer, the *Cayuga* had several successes on the sports field. In softball, the ship's team successively beat the *Athabaskan*, USS *Rombach* and RCAF Station Comox and then lost a close game to *Discovery*, the Vancouver naval division.

The wardroom officers showed ability in softball, winning over the *Athabaskan's* wardroom and teams of P2s and ordinary seamen of the *Cayuga*.

Prestonian Wins Two Out of Three

The *Prestonian* drubbed a nine from her sister ship, the *Lauzon*, twice out of three softball games played during a visit of the frigates to Ireland Island, Bermuda, earlier this summer.

The first two games were split with scores of 5-4 for the *Prestonian* and 6-3 for the *Lauzon* in closely-fought battles. In the deciding tilt, batters had a full day, with the *Prestonian* ending the game on the long side of a 17-14 score.

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.

ALLIKER, Leslie T.....P1GA4
ANDERSON, Robert E.....LSPR2
ANTON, James F.....LSCV1
ASHBY, Laurent J.....LSPW1

BARKER, George E.....LSLM1
BEARDSLEY, John T.....LSCS2
BEVERIDGE, Gilbert N.....C2SW3
BILLINGTON, David I.....P2EM2
BISSONNETTE, Fernand J.....LSPW1
BOUCHARD, John R.....P2BD3
BRAITHWAITE, Richard A.....P2RS3
BRECKENRIDGE, George W.....LSCR1
BURNS, Douglas J.....LSQM1

CALDWELL, Malcolm D.....P2VS2
CAMPBELL, Bernard.....LSLM2
CATHERS, Mervin D.....LSLM2
CHILDHEROSE, John R.....P2ED3
CHURCH, Charles F.....C1SH4
CLARKE, William.....LSOM2
COLLINS, George S.....P2AO2
CONKIE, David J.....P2AO2
COURNOYER, Gaston J.....C2SH4
CRACKLOW, Daniel L.....LSBD2
CURTIS, Myles F.....LSRN3

DUBE, Joseph J.....P2BD3
DUFFY, John H.....LSCS2

EASTMAN, Roy G.....LSBD2
ERB, Wendell B.....P1VS3
ESCOTT, Stanley A.....C2SH4

FLYNN, James G.....LSCS2
FORBES, John A.....LSCV1
FORSTER, Donald L.....LSLM2

GARDNER, Kenneth E.....LSRW3
GERVAIS, Vincent A.....P1AT4
GOREE, Darrel S.....LSBD2
GREENBURY, Ronald B.....LSOM2
GRIFFITH, Edward W.....P2GA3
GROUCHY, Harold P.....LSTD1

HAHN, Ronald W.....LSPW1
HALL, Stewart W.....P2CR2
HAWKINS, James G.....P1ER4
HEAMAN, Harold R.....LSQM1
HEEREBOUT, Robert E.....LSRS3
HYNES, Victor J.....LSQM1

KINCH, John F.....P1SW3
KJELLSTROM, Eric G.....LSAC2

LALIBERTY, William E.....C2PW3
LEVASSEUR, Hector J.....LSAW2

MEUNIER, Marcel J.....LSCS2
MOORE, Ronald J.....LSCV1
MOORES, Warren C.....LSRP1
MURPHY, Patrick J.....LSEM1
MacDONALD, Charles.....P2ED3
MacLEOD, Max D.....P2CR2
McARDLE, Edward N.....LSQR1
McFARLANE, Herbert C.....P2RN2
McINTOSH, Kenneth J.....LSBD2
McKEE, Frederick G.....LSCV1
McKERRACHER, Caron A.....P2RN3

OSLAND, William E.....LSCV1

PELL, Vernon P.....LSAA1
PELLETIER, Norman J.....LSCR1



The above is a pictorial opus entitled "The Return of Blackbeard" or "If Yer Knows a Better 'Ole ...". Even in the Far East, where this picture was taken on board the Sioux, pirates do not necessarily crawl from freshly opened torpedo tubes. AB Harry Neill was assigned the job of cleaning out the tube and donned practical headgear for the occasion. (SO-589)

PENDER, Lloyd V.....LSSW1
POWELL, Kenneth D.....P1MA3
PRETE, Edmund F.....LSRS3
PYE, Terrence N.....LSBD2

RICHARDSON, Andrew R.....P2PW3
RIDGEWAY, Frank.....P2BD3
RITCHIE, Albert J.....LSCS2
ROLLINS, Rene.....P1CK2
ROLVSON, Douglas R.....LSLR1

SAUNDERS, James L.....P2CV2
SCHELLENBERG, David F.....P2PW2
SCOTT, Clement S.....LSAM2
SEGUIN, Joseph A.....LSCR1
SKINNER, Arthur J.....P2RP2

SMITH, Stuart W.....P2BD3
SMITH, William M.....P2CR2
SPROULE, William J.....P2QM2
STEELE, Irwin W.....LSTD1
SUTHERLAND, Neil M.....P1ER4
SWEET, Ronald P.....P2RN3
SWEETE, Donald L.....C2SH4

TREMBLAY, Ulric J.....LSTD1
TRIPP, Thomas L.....LSCR1
TUCKER, Wilfred C.....LSCS2

WALES, William D.....C2OT4
WALKER, John D.....LSAO1
WEBSTER, William R.....C2SH4
WHITE, William A.....C2CK3

WHITTY, Charles M.....P2RS2
 WILLIAMS, Frederic, J.....P2BD3
 WINSHIP, Charles T.....LSOM2
 WOOLVEN, Leonard J.....P2CV2
 WRIGHT, George W.....P2QM2

RCN (R)

AITKEN, John.....P1PB3
 ALLAN, Dorothy.....WAMA1
 ARNOLD, Lily.....WLCS2
 ARTHURS, Donald.....ABCR1

BAYER, Luther.....C1CK3
 BATTLE, Patricia.....WLPW1
 BERGERON, Raoul.....ABBD1
 BERGEVIN, Yves.....P1ER4
 BETHUNE, Janet.....WAQMS
 BISH, Loreen.....WAVS1
 BRADAMORE, Edna.....WLAW1
 BRAMAN, John.....LSCR1
 BUTLAND, Leonard.....LSNS1

CALVIN, George.....ABCV1
 CHAPPIE, Paul.....P1MM1
 CHOUNYK, Walter.....C2ER4
 COLEMAN, Norma.....WLCS2
 COOKE, Clifford.....P2QRS

DALE, Arthur.....C1QR2
 DAWES, Edward.....P2QMS
 DAWS, Robert.....LSNR1
 DAWSON, Harry.....LSLM1
 DESCHAMPS, Mildred.....WP1QMS
 DOBSON, John.....P2AW2
 DONALD, William.....C2ER4
 DUNFORD, George.....C1CK3

ELLIS, William.....LSNS1
 ERREY, Kathleen.....WLCS2

FEARNLEY, Gregory.....LSRPS
 FERGUSON, Sheila.....WLPW1
 FICEK, Peter.....LSMA1
 FORESTELL, Barbara.....WLAW1
 FRASER, Alexander.....LSAAS

GREEN, Edward.....P2QM1
 GRIFFON, Martina.....WLCC1

HADDOW, J. J.....WANAS
 HANSON, Harold.....LSQR1
 HOWARD, Donald.....C2ER4
 HUMPHREYS, Edwin.....C2MM3

JEWETT, Margaret.....WLPW1
 JOLLIFFE, Charles.....C1ET4

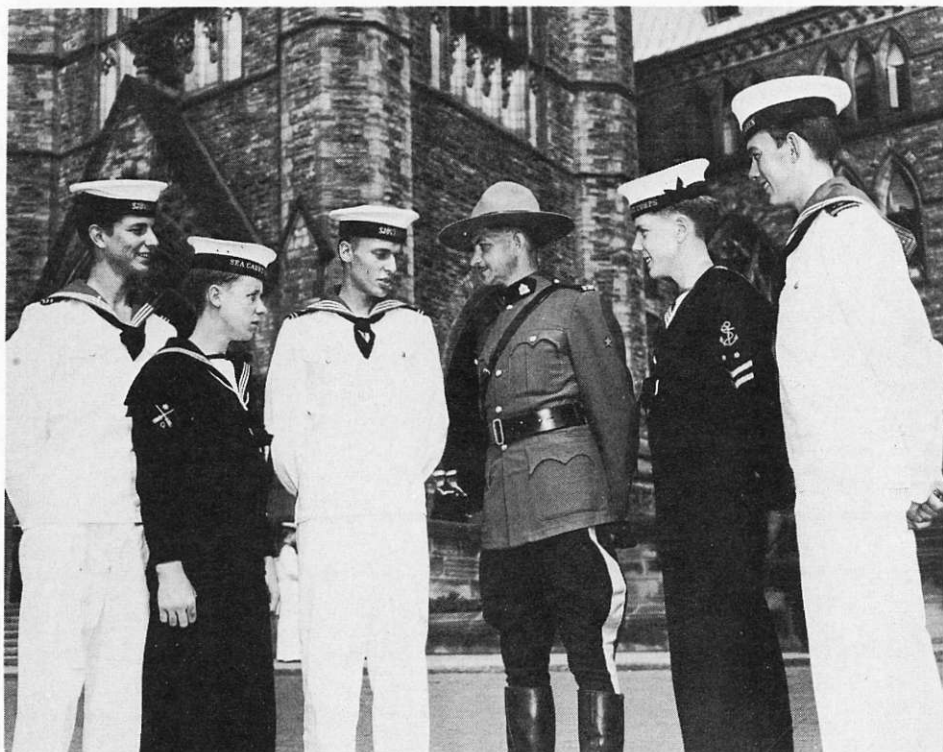
LAZIER, John.....AB(NQ)S
 LECLAIN, Henry.....LSPH1
 LEE, Jack.....LSEM1

Mayor Grateful For Ceremony

The following letter, written by Mayor C. L. Harrison, of Victoria, has been received by the Flag Officer Pacific Coast:

"I sincerely wish to thank you on behalf of the City of Victoria for the splendid show the men of the Navy gave in the Parade on May 23 (official birthday of Her Majesty Queen Elizabeth II), also for the Parade of the Queen's Colour and the Royal Salute and Feu-de-Joie.

"Victoria appreciates very much the splendid co-operation of the Navy, and I trust you will convey this message to all those concerned."



United Kingdom and Swedish Sea Cadets on a cross-Canada tour were officially welcomed at the Parliament Buildings in Ottawa by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; C. K. McLeod, national president of the Navy League of Canada, and, as shown in the accompanying photograph, by Hon. Paul Martin, Minister of National Health and Welfare, representing the Prime Minister. Mr. McLeod is at Mr. Martin's right. Formalities over, the Sea Cadets reverted to tourist status and took in the sights of Parliament Hill, including the red-coated RCMP on duty there. (O-8249; O-8252)

LEVEY, Herbert.....ABEMS
 LEWIS, Albert.....C2AR3
 LONDON, John.....LSNF1
 LYCAN, Eleanor.....WLCS2

MacDONALD, Catherine.....WLSD1
 MAJOROS, William.....LSEM1
 MALLETT, Winifred.....WLMA1
 MALONE, Frederick.....P2RP2
 MANNINGS, David.....ABQMS
 MANSON, Thomas.....P1RP1
 MARLIN, Louis.....ABEMS
 McGARRY, Mary.....WLNS1
 MENARD, Jeanne.....WAPW1
 MERO, Joseph.....LSQRS
 MILKE, Norman.....LSNS1
 MINCHIN, Reta.....WANAS
 MITCHELL, Nina.....WLVS1
 MORRIS, Edythe.....WACC1
 MORRISON, Theodore.....P2CR2

NABISUK, Gordon.....LSVS1
 NELSON, Janet.....WAVS1
 NEWMAN, William.....AB(NQ)S

OBENAUER, Doreen.....WAAW1
 OLIVER, Orval.....AB(NQ)

PARE, Edward.....P2RW3
 PAUL, John.....C2ER4
 PEER, Donald.....ABCR1
 PETERSEN, Peter.....P2AA1
 PETERSEN, William.....LSEM1
 PLAMONDON, Marie.....WLAW1
 POLLINGTON, Elizabeth.....WLQMS
 POOLE, Walter.....P2BD3



RAMEIKIS, Anna.....WLAW1
 ROOP, Diana.....WANS1
 ROWLEY, Joseph.....LSPW1

SINCLAIR, Bruce.....LSBD2
 SMART, Vernon.....ABQMS
 SNOW, James.....C1MA3
 STEARNE, Joyce.....WLPW1
 STRETTON, Shirley.....WLMA1

TUCKER, Arthur.....ABPW1
 TURNER, Dorothy.....WLAW1

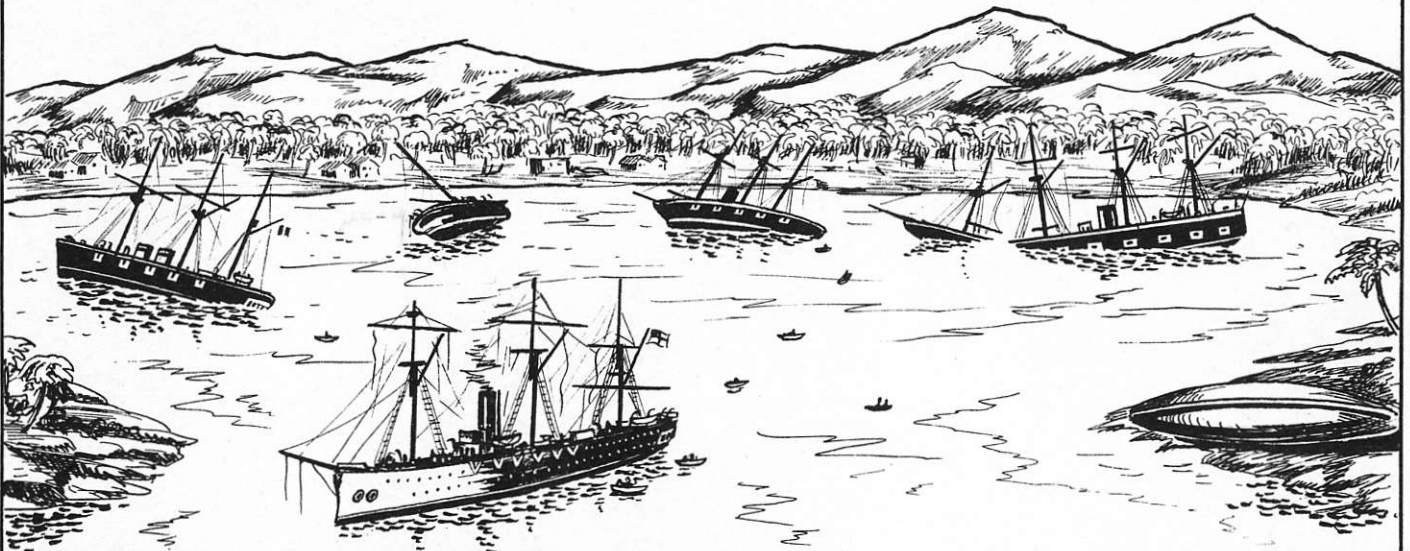
VICKERY, Frank.....P1MA2

WALLIN, Malcolm.....LSEM1
 WATSON, George.....P2BD3
 WEST, Edgar.....P2NS2
 WILLIAMS, Joseph.....P1CR2
 WILLIAMS, Leslie.....P2TFS
 WOOLVETT, James.....P1CV2
 WOJTOWOICH, Walter.....P2BD3

YULE, Ethel.....WLCC1

Naval Lore Corner

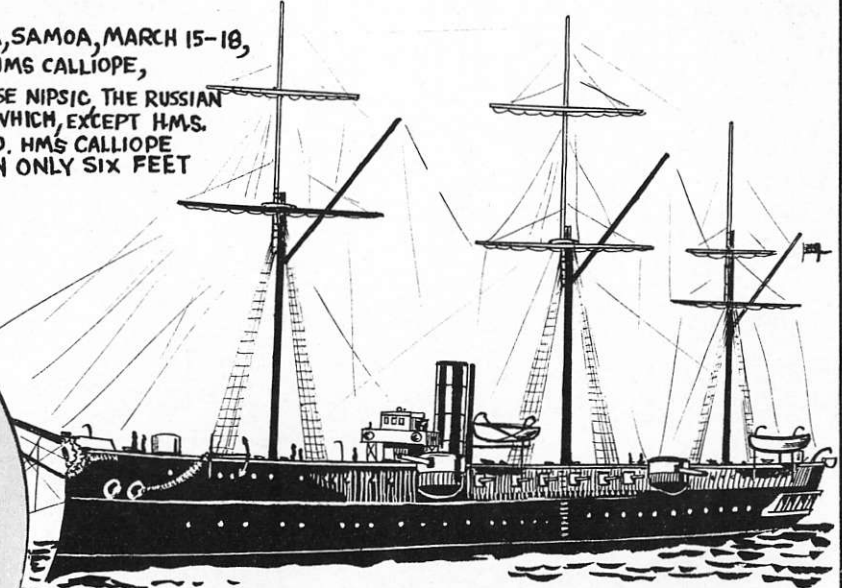
NO. 32
SAMOAN DISASTER,
MARCH 15-18, 1889



A TERRIBLE HURICANE HIT THE HARBOUR OF APIA, SAMOA, MARCH 15-18, 1889. RIDING AT ANCHOR WERE SEVEN WARSHIPS, HMS CALLIOPE, THE U.S. SHIPS TRENTON AND VANDALIA, THE JAPANESE NIPSIC, THE RUSSIAN OLGA, AND THE GERMAN ADLER AND EBER, ALL OF WHICH, EXCEPT HMS. CALLIOPE WERE TOTAL LOSSES OR BADLY DAMAGED. HMS CALLIOPE WENT FULL AHEAD AND SLIPPED HER CABLE WHEN ONLY SIX FEET OFF A REEF...THE ONLY SHIP TO ESCAPE.



MR. WILLIAM SEARLE (87) WHO DIED JUNE 26th IN TORONTO, SERVED IN HMS CALLIOPE AS AN A.B. AT THE TIME OF THE DISASTER. MR. SEARLE ATTENDED THE NAVAL VETERAN'S REUNION IN PETERBOROUGH THIS SPRING.



HMS CALLIOPE—16 GUN SINGLE SCREW CRUISER OF 2,770 TONS, BUILT IN 1884 (PAID OFF EARLY IN WORLD WAR I), DURING THE GREAT STORM, SHE STEAMED AT FULL PRESSURE TO KEEP HER ANCHORS FROM DRAGGING. 10 MEN WERE AT THE WHEEL, AND HALF THE WATCH, KNEE DEEP IN WATER, IN THE WARDROOM, HAULED ON A RELIEVING TACKLE MADE FAST TO THE TILLER TO RELIEVE THE STRAIN ON THE WHEEL. LOSS OF LIFE WAS 144 OFFICERS AND MEN ON THE AMERICAN AND GERMAN SHIPS.

J.M. THORNTON

