

The
CROWSNEST

Library Copy.



Vol. 7, No. 12

October, 1955



The CROWSNEST

Vol. 7 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1955

CONTENTS

	Page
RCN News Review	2
Nelson's Ties with Canada	4
Exercise Lifeline	6
Man of the Month	7
Electrical Branch 10 Years Old	8
Officers and Men	9
Weddings and Births	11
The Rocky Point Magazine	12
The Blackfeet and Admiral Nelson	14
Afloat and Ashore	18
The Restoration of Nelson's Harbour	20
The Navy Plays	26
Queen's Dirk Awarded	27
Lower Deck Promotions	28
200 Years Under the White Ensign	29

Cover Photo—In a democracy such as ours the Navy belongs to the people, but let a citizen step on board a destroyer or a cruiser and say: "Mind if I take her for a spin around the harbour?"—and the answer is a thudding "No!" Each year on the coasts, however, the public comes into its own. Bill Halkett, Victoria *Times* photographer, has caught the joyous spirit of such an occasion in this picture of crowds swarming on board HMS *Superb* during the West Coast's Navy Day.

THE SAILORS' MEMORIAL

A generation and a half ago a modest stone cross was erected on Point Pleasant, where a narrow tongue of land jets out to the sea between Halifax Harbour and the Northwest Arm. On its octagonal base it bore the names of servicemen and merchant seamen who had lost their lives at sea. It was dedicated in the devout—and vain—hope that there would be no more war.

Now the stone cross has been moved to the grassy slopes of Citadel Hill, looking out over Halifax to the sea and on either side spread granite screens bearing the names of sailors, soldiers and merchant seamen who died in the Second World War.

The inscription on the new Sailors' Memorial strangely makes no reference to the sea. It reads:

1939-1947

TO THE GLORY OF GOD

In memory of twenty eight hundred sailors, soldiers and merchant seamen of Canada whose names are recorded as having lost their lives on service in the Second World War who have no known graves.

At the bottom are the words from Laurence Binyon's "For the Fallen":

*At the going down of the sun and
in the morning
We will remember them.*

(HS-36941)

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

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

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$1 for 12 issues.

Persons desirous of receiving their own private copies by mail should send their orders, accompanied by cheque or money order made out to the Receiver General of Canada, to:—

THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.



RCN NEWS REVIEW

The Maggie's sailors gaze on the towers of Manhattan. (HS-37863)

Commissioning Date Set for St. Laurent

The anti-submarine destroyer escort *St. Laurent* will be commissioned at Canadian Vickers Limited, Montreal, Saturday, October 29.

The announcement was made in September following completion of her builder's sea trials at Murray Bay on the St. Lawrence River.

The *St. Laurent*, which will be commanded by Cdr. R. W. Timbrell, is the first of 14 new-construction destroyer escorts to be commissioned.

New Motor Cutter Demonstrated

Speed, carrying capacity and rugged construction of the new landing-craft type of motor sea boat, now being tested for suitability for destroyers and frigates, were demonstrated to senior officers of Naval Headquarters at Dow's Lake, Ottawa, recently.

With Lt.-Cdr. A. A. Turner, commanding officer of HMCS *Bytown*, at the controls, the boat, a prototype produced at Kingston, Ont., was put through its paces under varying conditions. Powered by two 85-horsepower diesel engines, the boat attained a speed of approximately 18 knots lightly loaded. Its ability to carry up to 40 passengers or about three tons of cargo also was shown.

To test the boat's ability to withstand beaching, a manoeuvre which would be necessary when landing personnel and supplies where no jetty facilities existed, the craft was run up on the beach at various speeds. In each case the

boat was able to back off under its own power with no difficulty.

The craft has been designed as a general purpose boat capable of operating in harbours or reasonably protected waters, either at fairly high speed, or for transporting libertymen, large landing parties or cargo at medium speeds.

While the present specifications call for wood construction, consideration could be given later to fabricating the boats from reinforced plastic.

It is anticipated the boat will operate at speeds of from 12 to 18 knots, depending on the duties on which it is being used. It has been designed to carry 24 men seated or 40 standing. Cargo capacity is rated at more than three tons.

The 25-foot motor cutter at present in general use as a ship's boat has a speed of 7.5 knots and accommodation for a maximum of 26 men. Its cargo carrying capacity is just under two tons.

Civil Engineering Branch Formed

The "works and bricks" organization of the Royal Canadian Navy and Reserve has been established as a regular branch of the service. Logically, the colour chosen for the new Civil Engineering Branch, as it has been named, is brick red.

The Civil Engineering Branch has taken over the duties of the "Works" organization and will look after the design, construction, maintenance and alteration of buildings and works, and outside services in naval establishments, such as water lines, power, sewers and

roads. It will also be responsible for acquiring, leasing and renting buildings and properties.

In addition to changing the colour of the distinction cloth between their stripes from the light green of the Special Branch, the officers have acquired the distinguishing letters (CE) in place of (SB) and are referred to as "Lieut. (CE)" or whatever the rank may be.

For entry into the branch, officers require a degree in engineering and architecture from a university recognized by the Engineering Institute of Canada or The Royal Architectural Institute of Canada, or professional qualifications acceptable for membership in either of the institutes.

The head of the branch is Captain (CE) John B. Roper, Civil Engineer in Chief.

Labrador Praised For DEW Line Work

The Arctic patrol ship *Labrador* has been commended by a senior U.S. naval officer for the manner in which she carried out recent duties in support of the current DEW Line operations in Canada's far northern waters.

Vice-Admiral F. C. Denebrink, commander of the U.S. Navy's Sea Transport Services, in a message to the commander of a naval task force operating in the Arctic, has "noted with satisfaction the skill and determination of CTG 6.3 (Captain Owen C. S. Robertson, commanding officer, *Labrador*) and the units under his command in transiting Foxe Basin through heavy ice concentrations with superficial damage.

"This," the message read, "is a splendid example of a well-planned and co-ordinated combined and joint operation. Well done."

The *Labrador* was senior ship of a task group composed additionally of USN and Coast Guard icebreakers operating in Foxe Basin, off Baffin Island. The ships are engaged in surveying beaches as possible landing sites for supplies and equipment, clearing channels through the ice for the transit of supply ships and establishing electronic position indicator stations.

Their duties are part of operations involving the transportation of personnel and equipment for construction on the eastern portion of the joint U.S.-Canadian Distant Early Warning Line, a radar system which will extend eventually across the Canadian Arctic.

Sioux Completes Far East Duties

HMCS *Sioux*, destroyer escort, has completed a nine-month tour of duty under United Nations command in the Far East and arrived at Esquimalt on September 24.

The *Sioux*, under command of Cdr. Angus H. Rankin, had served with UN naval forces since early last December. It was her third tour of duty in the Korean theatre.

Before she headed homeward, Commander Rankin received the following message from the Commander Service Squadron 3: "It has been wonderful to know you and work with you. You and your crew have made an excellent impression in the Western Pacific both for work and play. Sayonara with regret".

New York Visit Of Record Size

In the largest peacetime visit ever made by the Royal Canadian Navy to a foreign port, Task Group 301.1, under command of Commodore E. P. Tisdall, Senior Canadian Officer Afloat (Atlantic), visited New York City to take part in United States and Canada Naval Week, which was officially proclaimed for the occasion by Mayor Robert F. Wagner.

The task group, made up of six Canadian warships and two Royal Navy submarines under operational control of the Atlantic Command, brought to 39 the total of visiting warships to the U.S. port for that period, the largest concentration of warships in New York since 1946.

The visiting Canadian ships were the *Magnificent*, *Quebec*, *Huron*, *Haida*, *Micmac* and *Crusader*. Also with the group were HM Submarines *Ambush* and *Alderney*, part of the 6th Submarine Squadron based in Halifax.

Proclamation

WHEREAS the officers and personnel of our United States Navy are deeply revered in the hearts of our countrymen for their defence of our Nation in peace and at war, and

WHEREAS the Royal Canadian Navy of our northern neighbour, long one of our allies and our partner in the North Atlantic Treaty Organization, is honoured and respected by our country and her peoples, and

WHEREAS a portion of the Atlantic Fleet of the United States and ships of the Royal Canadian Navy are on a training cruise manoeuvre in Atlantic waters and will make an operational call at the Port of New York, and

WHEREAS it is a happy coincidence that during their visit here officers and men will enjoy the hospitality of our great metropolis during its Summer Festival Season, and at one and the same time enable our citizens and visitors to the City alike, to view and visit the Naval vessels while berthed along the Hudson River and in New York Harbour,

NOW, THEREFORE, I, Robert F. Wagner, Mayor of the City of New York, do hereby proclaim the period from Tuesday, August 16 through Sunday, August 21, 1955, as

UNITED STATES AND CANADA NAVAL WEEK in New York City, and urge all citizens of our City to observe it with reverence and thanksgiving for a lasting peace on earth, which the Navies of the two democracies are pledged to preserve.

IN WITNESS WHEREOF I have hereunder set my hand and caused the Seal of the City of New York to be affixed this 15th day of August, 1955.

(Signed) Robert F. Wagner,
MAYOR

By: (Signed) William R. Peer
Executive Secretary
to the Mayor

The visiting vessels also took part in the New York Summer Festival and were open to the public at their various jetties during periods of their visit.

Official host to the Canadian task group was Rear-Admiral R. H. Hillenkoetter, Commandant of the Third Naval District, New York.

On entering New York Harbour, the *Magnificent* first fired a 21-gun salute and then a 15-gun salute for Vice-Admiral A. D. Struble, Commander of the U.S. Eastern Sea Frontier.

Then the ships moved on to their piers, the *Magnificent* and *Quebec* at the lower end of Manhattan Island, the destroyer escorts to piers a little further up and the two RN submarines to Brooklyn Navy Yard.

From the arrival on, it was a steady four days of pleasant activity for the 3,000 Canadians. An extensive round of parties, dances and visits to theatres, movies and radio and television shows had been arranged by the Third Naval

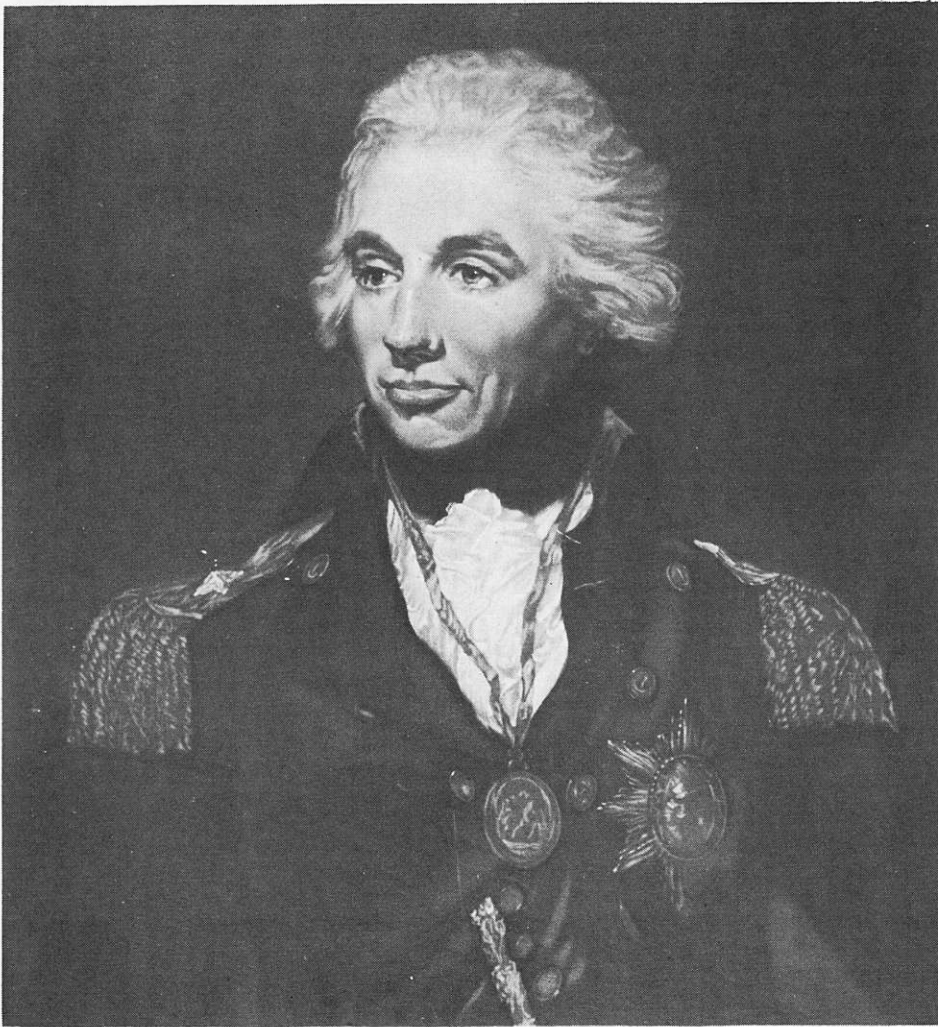
District. In addition, the ship's companies were invited to participate in the Summer Festival.

Outremont Joins Penetang Departs

The frigates *Penetang* and *Outremont* were participants in an event unusual in RCN history during the early part of September.

At an impressive ceremony at Saint John, N.B., on September 2, the *Penetang* was paid off and a short time later her ship's company commissioned the *Outremont*, newly modernized at the Saint John Drydock Co., Ltd. yards.

Among those attending the ceremony were the Hon. D. L. MacLaren, Lieutenant-Governor of New Brunswick, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, His Worship Romuald Bourque, MP, Mayor of Outremont and Deputy Mayor Bliss E. Brown, of Saint John.



A Leader of Men

What were the qualities that have raised the memory of Nelson to an eminence above that of all other seamen? They are summed up in the concluding paragraphs of the article on Nelson in the *Encyclopædia Britannica*:

"He was more than merely a tactically and strategically brilliant Commander; he was a true leader of men—and men of all types, for the common seaman trusted and venerated him as much as did his officers. These latter were, in their turn, trusted by him and were ever in his confidence—his "band of brothers" he called them. No officer under Nelson could ever complain that he went into action not knowing his Commander's plans and intentions—and it is as much to this as to his tactical ability that his successes were due. The common seamen he always treated with humanity and kindness and these qualities were extended to his junior officers whom, remembering his own misery during his first days at sea, he was ever willing to encourage. On the other side it has been said that he was vain, liked flattery, and was an egotist. This is merely to say that he had the common faults of genius."

NELSON'S TIES WITH PIONEER CANADA

A Quebec Romance Threatened His Naval Career

ONE GENERATION after another passes away, and it is often surprising how little we know of those who have preceded us. Occasionally an individual stands out more prominently than his fellows, and his thoughts or deeds are transmitted to us by tradition, or in the pages of history or biography.

Horatio Nelson certainly falls into the latter category, for every October as the anniversary of the Battle of Trafalgar looms on the horizon, the general public is faced with some new story or biography of Nelson whose death during the Trafalgar action made him a hero and whose victory there gave Britain such a sea supremacy as no nation had ever before enjoyed.

This annual interest in Nelson often approaches idolatry and as the 150th anniversary of Trafalgar occurs on October 21, 1955, there is little doubt that the Nelson followers will be fully

occupied in upholding their hero as the great seaman and leader of men, in fact, the embodiment of a tradition which has animated many naval generations since his day.

It is often thought that Nelson had no connection with Canada and yet we find our Maritime museums exhibiting Nelson relics. Why should this be so? To many Canadians the name of Nelson merely recalls certain legends (both unfounded) concerning the seaman's black silk and the three white tapes on his collar. Some would claim that there has been far "too much Nelson" in naval traditions and in naval history; others, on the other hand, would state that it is practically disloyalty to say anything wrong of Nelson . . . and so the battle of words has waged. At all events, a certain admiral during the Crete evacuation of the late war said that it takes 300 years to build a naval tradition, so perhaps we have not yet

witnessed the "Nelson Tradition" reach its full maturity.

What connection Nelson has with Canada might well be asked at this stage. Despite the modern vice of "writing down" great figures of the past, it is well to remember that Nelson had during his naval career very close ties with Canada. Indeed on one occasion he almost became a Canadian and, although we must not hold it against him that at the last minute he chose not to do so, his reputation after death was such that his name and that of his greatest victory at Trafalgar were given to certain Canadian townships in the nineteenth century.

Horatio Nelson was born in 1758 while the Seven Years' War was in progress and one year before the combined operations of General Wolfe and Admiral Saunders which led to the capture of Quebec. However, it was not until the War of American Independence

(1775-83) that he first saw service off North America and tasted the experience of convoying in waters so familiar to many RCN personnel in the late war. It was as a young post-captain in the small 28-gun frigate HMS *Albermarle* that he made his first acquaintance with Canada in 1782*. For Nelson it proved to be a fortunate experience as, although he was only 23 years of age, his ill-health had been troublesome. He found the Canadian climate much to his liking and very beneficial to his health, so much so that he wrote to one of his friends:

"Health, that greatest of blessings, is what I never truly enjoyed till I saw fair Canada."

It could therefore be said that Nelson recovered his health in Canadian waters and was so enabled to pursue a career which brought him fame and glory.

During 1782 Nelson visited Quebec in his frigate and escorted convoys in the Gulf of St. Lawrence and off the shores of Cape Breton, Canso and Halifax, where American privateers were not only attacking British shipping but also were attacking and plundering the settlement of Lunenburg on the Nova Scotian coast.

There is physical evidence that Nelson set foot ashore on Cape Breton Island, perchance to worship while his ship lay at anchor in Sydney Harbour. This is in the form of a chair, which holds a place of honour in St. George's Church in Sydney and which, according to firm tradition, was personally presented to the church by Nelson. Searches for documentary evidence to support the tradition have been unavailing, but this does not necessarily mean that it is without foundation.

At this period of his life Nelson was devoted "à la guerre, et à l'amour", and when at Quebec he met and fell in

love with the daughter of the Provost-Marshal of the Quebec Garrison. His devotion to this young lady was such that he actually thought of resigning from the navy and spending the rest of his days in Canada. However, at the last minute he thought otherwise and decided to return to his command and sail for the West Indies.**

When Nelson finally left Quebec in October, 1782, he required the services of a pilot to take his frigate from the anchorage at Quebec to the Island of Bic, from which place vessels proceeded unaided into the Gulf of St. Lawrence. Nelson had some difficulty in obtaining a pilot for this service as he discovered that such pilots in the St. Lawrence came under the jurisdiction of His Majesty's Provincial Navy or Canada's Provincial Marine as it was later called.

To secure a pilot, he was compelled eventually to write a personal letter to General Haldimand who at that time was not only the civil and military governor of Canada but also was "Vice-Admiral of the same" and thus commander-in-chief of the Provincial Navy, in which organization the RCN of today can certainly find its origins.

Needless to say, Nelson obtained his pilot, but his letter of application to General Haldimand is of historic value, since it is the only recorded official letter sent by Nelson to Canada's Provincial Navy, and it indicates to some extent the forceful writing of this young

*** It is interesting to speculate on this romantic incident in the life of Nelson, for he might have become a Canadian, and had his famous naval career continued it is more than likely the Trafalgar Monument might have been erected in Quebec. As it was, his victory in 1798 at the Battle of the Nile was celebrated by the singing of an impressive "Te Deum" in the Catholic Cathedral of Quebec.

In his "Life of Nelson", written by Robert Southey and published in 1813, the following account of the termination of the Quebec romance is given:

"At Quebec, Nelson became acquainted with Alexander Davison; by whose interference he was prevented from making what would have been called an imprudent marriage. The *Albermarle* was about to leave the station, her captain had taken leave of his friends, and was gone down the river to the place of anchorage; when, the next morning, as Davison was walking on the beach, to his surprise he saw Nelson coming back in his boat. Upon inquiring the cause of his re-appearance, Nelson took his arm, to walk towards the town, and told him he found it utterly impossible to leave Quebec without again seeing the woman whose society had contributed so much to his happiness there, and offering her his hand. 'If you do,' said his friend, 'your utter ruin must inevitably follow.' 'Then let it follow,' cried Nelson, 'for I am resolved to do it.' 'And I,' replied Davison, 'am resolved you shall not.' Nelson, however, upon this occasion was less resolute than his friend, and suffered himself to be led back to the boat."

captain whose name had yet to become really famous.

Albermarle, Quebec,
Oct 12, 1782

Sir,

Upon my application to the Captain of the Port for a Pilot for the Gulph of St. Lawrence he informed me that the only Pilot for the Gulph was kept by your order. Therefore if the Service you keep him for is not of greater consequence, than the Service he is wanted for at present, I must request that the Captain of the Port may be ordered to send him with me.

I am

Sir

Your Obedient Servant

To

His Excellency

Gen. Haldimand.

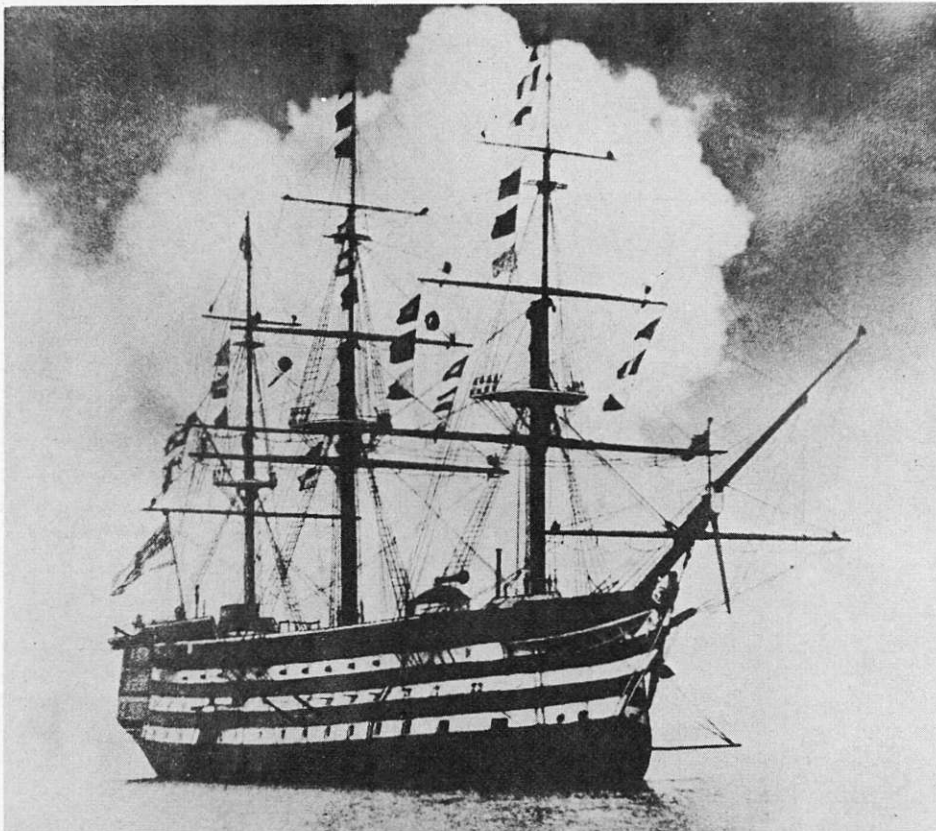
Although Nelson was not to see Canada again, many events were to continue his association with this country. For example, one of his most trusted captains was Admiral Sir Benjamin Hallowell who was born in Canada in 1760 and who served with him at the siege of Bastia and Calvi and also at the Battle of the Nile. Hallowell it was who presented Nelson with a coffin made of the mainmast of the *L'Orient*, the French flagship at the Nile action, and Nelson prized this rather odd gift by keeping it in his cabin for over two weeks. Hallowell's gift was regarded at that time as a typical example of North American humour.

Even at Trafalgar Nelson could count among his "band of brothers" many Canadians who had enlisted in the Royal Navy and who shared in the victory of 1805. There was Midshipman George Augustus Westphal, a native of Preston, Nova Scotia, who served in Nelson's flagship *Victory* and who when wounded was taken down into the cockpit where Nelson's coat was placed under his head as a pillow; two other Maritimers serving in HMS *Conqueror* were Volunteer First Class John William Smith and Master's Mate William Pringle Green, both Haligonians, and there were other officers and men in the Trafalgar fleet who came from Canadian homes.

Captain Hardy, known more affectionately as Nelson's Hardy, Nelson's great friend who had been saved from drowning in the Straits of Gibraltar by Nelson himself and who was by Nelson's side in *Victory* during the Trafalgar battle, came to Canada in 1807 and was hailed in Halifax as the surviving hero of this battle. While serving on the North American Station, Hardy married the daughter of Vice-Admiral Sir George Berkeley, then commanding at

* An instance of Nelson's basic magnanimity occurred during his first cruise on the Canada station as captain of the *Albermarle* and is recorded in Southey's "Life of Nelson".

"... the *Albermarle* captured (an American) fishing schooner, which contained, in her cargo, nearly all the property her master possessed, and the poor fellow had a large family at home, anxiously expecting him. Nelson employed him as a pilot in Boston Bay, then restored him the schooner and cargo, and gave him a certificate to secure him against being captured by any other vessel. The man came off afterwards to the *Albermarle*, at the hazard of his life, with a present of sheep, poultry and fresh provisions. A most valuable supply it proved; for the scurvy was raging on board: this was in the middle of August, and the ship's company had not had a fresh meal since the beginning of April. The certificate was preserved at Boston in memory of an act of unusual generosity; and now that the fame of Nelson has given interest to everything connected with his name, it is regarded as a relic."



This is one of the last photographs ever taken of Nelson's flagship, HMS Victory, while she was still afloat. Flying from the halyards are the signal flags that spell out the historic message. "England expects that every man will do his duty". The photograph was taken in Portsmouth harbour in 1919 by Surgeon Commodore Archie McCallum, who retired three years ago after 35 years of service in the Royal Navy, the RCNVR and the RCN. (HS-35228)

Halifax and Bermuda, in St. Paul's Church on Barrington Street, Halifax, on November 17, 1807.

Thus it can be fairly said that Canada had some connection with Nelson in the past and she commemorates this in her naval and maritime museums today. The Maritime Museum, in Halifax, displays one of Nelson's old cocked hats and an ancient leather trunk alleged to have been used by Nelson when serving in Canadian waters. Even on the Pacific Coast, a region unknown to Nelson, the Naval Maritime Museum in Esquimalt boasts a bust of Nelson, a pair of his spectacles and some of his private papers.

The name Nelson means many things to many people, but we must all admire and respect a personality whose greatness as a leader of men has inspired the Nelson tradition for the past one hundred and fifty years. Well might it be said:

*"Now, there may be 'too much Nelson',
for the times have changed since then,
But as long as man is human we shall
have to count on men;
Though machines be ne'er so perfect,
there may come a day, perhaps,
When you find out just how helpless is
a heap of metal scraps.—L.F.*

All in the Cause of Cinematic Art

Ever since the movie, "The Sea Chase," was shown in Victoria recently, Lieut. (E) Ian C. Martin, officer-in-charge of drafting, engineering personnel, HMC Dockyard Esquimalt, has had to stand an undue amount of "ribbing".

All the banter stems from the fact that he was the engineer officer in the *New Glasgow* when the frigate took part in some of the scenes in "The Sea Chase".

The film deals with the pursuit of a German merchant ship at the outset of the war by an RN warship, played by the *New Glasgow*.

In every scene in which the frigate appears there is thick black smoke pouring from her funnel . . . the cause of much mirth on the part of all non-engineering types.

Lieut. Martin points out though: "When the picture was being made, Warner Bros. asked specifically that we have lots of smoke pouring out of the funnel. It was actually done on purpose, but do you think anyone will believe me!"

When the film was shown in Victoria, the Royal Theatre, where it was being screened, invited members of the ship's company who were in the Command to see it with their wives, as the guests of the management.

EXERCISE LIFELINE

The Royal Canadian Navy and several Canadian civilian shipping firms last month participated in Exercise Lifeline, a large-scale NATO exercise stressing the Allied naval control of shipping and military supply.

The exercise, which took place from Sept. 21 to Oct. 1, was jointly sponsored by the three major commands of NATO, the Allied Command Atlantic, the Allied Command Europe and the Allied Command Channel and Southern North Sea.

Lifeline was a simulated, or "paper", exercise with no actual ships or aircraft taking part. Major activity centred at the headquarters of the three co-sponsors, their subordinate allied commanders, and national commanders.

One of the purposes of Lifeline was to afford opportunity to exercise NATO and national personnel in command relationships. It is also served to test current NATO procedures for the control, reception, and protection of shipping, and for the onward distribution of cargoes and personnel to inland stations. As in an actual wartime situation, all forms of signal communications facilities between shore headquarters were employed in the exercise.

The national defence organizations of most of the NATO nations participated in some cases utilizing reserve personnel recalled to active duty.

The NATO commanders jointly conducting the exercise were: For the Allied Command Atlantic, Admiral Jerauld Wright, USN (SACLANT); for the Allied Command Europe, General Alfred M. Gruenther, USA (SACEUR), and for the Allied Command Channel and Southern North Sea, Admiral of the Fleet Sir George Creasey and Air Chief Marshal Sir John N. Boothman, (CINCHAN and CINMAIRCHAN).

Canadian participation included the activation of Maritime Headquarters in Halifax as the headquarters of the Operational Control Authority for the Canadian Atlantic Sub Area of the NATO Allied Command Atlantic; activation of the Naval Control of Shipping Organization at the ports of Halifax, Saint John, N.B., Sydney, N.S., St. John's, Newfoundland, and Montreal. Also set up was the nucleus of the Civil Shipping Authority and Ships Destination Room at Montreal and the activation of the organization at Naval Headquarters, Ottawa, for liaison with civilian shipping authorities.

MAN of the MONTH



MASTER-AT-ARMS
JOHN DONALD STRICKLAND

"IT HASN'T been as exciting a career as some, but it's been a happy one."

If it had not been for a little digging, that remark of Chief Petty Officer John Donald Strickland, master-at-arms at HMCS *Bytown*, headquarters establishment of the Royal Canadian Navy, might have disposed of an interesting story of life in the Navy.

The facts are that Master-at-Arms Strickland, whose duties might be likened to those of a police sergeant in civilian life, has had a front seat at history on at least three occasions.

CPO Strickland was chosen "Man of the Month" by a vote of men serving in *Bytown* and their reason for choosing a onetime farm boy from Picton, Ont., near Belleville, was not merely to stay on the good side of the law. The ballot was secret and, in any event, most of the men in *Bytown* have enough experience to know that the master-at-arms is not simply the man who tosses ill-doers into pokey, but also the first one to head for in time of trouble.

Born at Shaunavon, Sask., on August 23, 1921, young John came to Ontario with his parents, Mr. and Mrs. E. P. Strickland when he was ten years old, thereby missing the combined worst which drought and depression was to do to the prairie province.

Following in the footsteps of a number of his friends, John applied to

HE SAW HISTORY IN MAKING *Bytown's Men Choose Master-at-Arms*

join the Royal Canadian Navy in 1939. He did not know that there was such an organization as the RCNVR and it was the permanent force that accepted his application in 1940 and sent him on his way to HMCS *Naden* at Esquimalt, B.C., in civilian clothes. He was not even attested until he reached the West Coast and, with his present worldly knowledge, he can see that he could easily have had a free trip at government expense by simply not reporting when he got there.

But report he did and was promptly sworn in. He was then told by a three-badge AB in the regulating office to go and pick up his kit. Ord. Sea. Strickland, with a naval career of three or four minutes behind him, asked to be directed to the clothing stores.

"Holy suffering Dinah!" bellowed the three-badger. "Don't you even know your way around yet?"

Thus Ord. Sea. Strickland discovered that in the Navy you are expected to learn and to learn quick.

He underwent basic training at *Naden* and, in November 1940, was drafted on board HMCS *Sans Peur*, which had not yet shed all the luxury it boasted as the Duke of Sutherland's yacht. His service here was brief. By January 1941 he was serving in the less luxurious and more business-like surroundings of HMCS *Assiniboine*, destroyer.

He awoke suddenly one April morning, as the result of an unexplained commotion, to find himself gazing out over the Irish Sea—an unusual vista, seeing that he was in his hammock in the forward messdeck. He was not long in learning that a passing freighter, the SS *Lairdswood*, had been in collision with the destroyer and ripped off several plates. Repairs were made in a Scottish port.

The next memorable event in the *Assiniboine* was being sent in pursuit of the German battleship *Bismarck* at large in the North Atlantic. This was equivalent to being sent into the jungle with a .32 pistol to hunt a mad bull elephant. Everybody on board the *Assiniboine* was glad when the Royal Navy took care of the situation.

Those were indeed exciting days on the North Atlantic and during his service in "Old Bones" CPO Strickland was a minor participant in a memorable event.

In August 1941, Prime Minister Winston Churchill and President Franklin Delano Roosevelt met on board the battleship *Prince of Wales* in Placentia Harbour, Newfoundland, and formulated the "Atlantic Charter", which declared that the peace to come "should enable all men to traverse the high seas and oceans without hindrance."

The meeting was conducted in great secrecy and the meeting place was not at that time disclosed. President Roosevelt had boarded the cruiser USS *Augusta* at sea from the presidential yacht while ostensibly on vacation. Churchill had sailed from Scapa Flow in the *Prince of Wales*. Canadian destroyers and corvettes shared in escort and screening duties. The *Assiniboine* was especially selected as a duty ship. When Prime Minister Churchill came on board he wondered at the youthfulness of her commanding officer, Lieut. John H. Stubbs, who was later to die in the English Channel when the *Athabaskan* was sunk in action.

Young Strickland wrote home:

"We picked up the *Prince of Wales* at sea with Prime Minister Churchill aboard, and escorted her to the meeting place, the name of which I am not allowed to tell. The United States President had a number of ships with him. It sure was a wonderful sight to see. There were ten ratings selected from the Canadian crews to take part in the church service on board the *Prince of Wales* and Ken (Cherry) and myself were lucky enough to be chosen.

"We went over to the *Prince of Wales* and fell in on the quarterdeck. Pretty soon a United States destroyer and the president's yacht tied up alongside and President Roosevelt came aboard. It was a great sight, marines, sailors, bands and everything.

"Churchill and Roosevelt sat together side by side. After the church service we were taken through the ship, while the two great men sat and chatted together. We were taken inside the gun turrets and what a wonderful sight that was, especially as Ken and I are gunners.

"We spent about three hours aboard the '*Prince*' and then returned to the *Assiniboine*. Some time later we weighed anchor.

"At one time we had Mr. Churchill, President Roosevelt's son, and Sir Dudley Pound, together with a lot of gold-braided naval officers aboard our

ship, which Mr. Churchill inspected. It was a wonderful experience."

(Ken Cherry was an able seaman who had attended school in Belleville with Strickland and who joined the Navy at the same time.)

The hymns sung at that service on board the *Prince of Wales* were chosen by Prime Minister Churchill. They were: "For Those in Peril on the Sea", "Onward, Christian Soldiers" and "O God, Our Help in Ages Past". Churchill recalls in his war memoirs that more than half of those on board the battleship that day were to die four months later in far-off seas when the ship was sunk by Japanese torpedoes and bombs.

CPO Strickland's wartime experiences after that were pale by comparison. There were gunnery courses ashore and service afloat in the auxiliary cruiser *Prince Henry* and the minesweeper *Chignecto*. By 1943 he was engaged in regulating duties and in 1944 he transferred to the Regulating Branch. He had attained the rank of regulating petty officer by the time he joined the auxiliary cruiser *Prince Robert* in early 1945 for service in the Far East.

The *Prince Robert*, it will be recalled, had escorted Canadian troops to Hong Kong in 1941 and had sailed from Hawaii little more than two days before the attack on Pearl Harbour.

When the *Prince Robert* reached Hong Kong again in 1945, the war with Japan had ended, although the Japanese garrison in the British colony had not formally surrendered. The *Prince Robert* steamed into the harbour, the first Allied ship to do so, to find the city and harbour still being policed by armed Japanese soldiers. They were quickly relieved of their duties and their arms by patrols of Canadian and British sailors. Eight Royal Navy submarines had followed the *Prince Robert* into Hong Kong. They supplied power to the city until the colony's own electric services could be restored. The surrender was signed and the *Prince Robert* steamed for home.

CPO Strickland's personal struggle for existence came after the war. A troublesome cough proved to be tuberculosis and for a year he was hospitalized while he fought his way back to health. He still has a checkover every three months to make sure the stubborn disease does not strike again.

He was back on duty again in the spring of 1951 and has since served in *Stadacona*, *Gloucester* and *Shearwater*. He was drafted to *Bytown* in February of this year. This has enabled him to spend his week-ends with his wife, the former Helen Ruth Fox, who for years

has suffered from that dread, mysterious disease, multiple sclerosis, and is unable to be up and around. She and their two children, Donna, 12, and Teddy, 11, are with her parents, Mr. and Mrs. Marston Fox, in Picton, Ontario.

CPO Strickland feels that a master-at-arms, apart from his duties of maintaining discipline and checking the movements of personnel, has a useful role to fill as a medium through which men can approach the officers with their personal problems and through which he can be directed to the divisional

officer or the padre, as the circumstances require.

He has, of course, met many "birds" throughout the years and to him they are simply boys who have not matured. They are often still in the adolescent "show-off" stage, unable or unwilling to cope with the obligations of a man's life.

"Nobody ever got into the rattle that couldn't have stayed out of it," he observed. And that is a statement which would seem to be beyond the realm of contradiction.

ELECTRICAL BRANCH NOW TEN YEARS OLD

An important anniversary in the history of the Royal Canadian Navy passed in September without formal observance.

Ten years ago, on September 13, 1945, a general message went out to the Fleet announcing the formation of the permanent Electrical Branch of the RCN and asking officers to apply for extended or permanent service in it.

The order simply regularized an evolutionary process which had been going on in the Navy for years. The constant addition of electrical and electronic gear to ships had made what used to be a sideline of the torpedo branch a major part of the torpedo-man's work.

"The Electrical Branch," said the September 1945 message, "will be responsible for all technological work in the service necessary for the development, manufacture, installation and maintenance ashore and afloat of all electrical equipment in naval vessels, and for the technical training of its own personnel."

There was, in fact, an electrical branch during the war, which was organized on a "hostilities only" basis. Its officers were designated "Electrical Lieutenant" or whatever their rank might be. The "Lieutenant (L)" designation arrived with the formation of the branch on a permanent footing.

It is interesting to note that the electrical branch can trace its origin to the introduction early in the Second World War of the Special Branch to the RCN as (in the words of the late Dr. G. N. Tucker) "a convenient means of entering men to perform technical duties in radar and asdic maintenance." The Special Branch was later widened to include a variety of officers with specialist qualifications: intelligence, information, personnel, legal, naval art and so on.

Electrical branch officers of those days were trained at the Torpedo School in Halifax and went on from there for courses in RN asdic and torpedo schools or the Anti-Submarine School at *Cornwallis*.

Dr. Tucker's "The Naval Service of Canada" notes that the organization of the post-war Electrical Branch followed the Royal Navy's Phillips Report of 1944, which recommended the creation of such a branch to maintain electrical equipment and also urged the amalgamation of the torpedo and asdic branches, which would remain responsible for operation and routine care of their equipment.

Dr. Tucker, incidentally, gives the date of the formation of the permanent electrical branch as January 1946, but the electrical people themselves apparently date their beginning from NSHQ's unclassified basegram AIG 137-90S, time group 131746Z of September 1945.

One who remembered the branch's beginnings was Dr. E. G. Cullwick (Captain (L), RCN (R) (Ret'd)), who is head of the electrical engineering division of the University of Dundee in Scotland. The former Director of Electrical Engineering sent his congratulations and best wishes to the branch on a very successful ten years of existence.

The message brought the reply from Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief.

"Very many thanks for your kind wishes which are much appreciated by all members of the Electrical Branch for which you laid the foundation."

Commodore Rogers observed later that the branch was still quite young when it was put to the test by the post-war shipbuilding program in 1949 and was required to undertake the electrical design for Canadian warships of novel design. He felt the branch had met the test successfully.

OFFICERS AND MEN

Face to Face With Polar Bear

To the ship's company of HMCS *Labrador* polar bears have become, almost, an everyday sight—from the safety of the ship. However, Lieut. William Frayn, of Kingston, Ont., and AB Donald Shand, of Dauphin, Man., recently had occasion to meet one face to face.

Lieut. Frayn and AB Shand had been left at one of the DEW line sites with a grounded helicopter which had refused to start. The ship was urgently required at another of the sites and, after the necessary spare parts had been sent into the beach, the two were left to make the aircraft serviceable. Accommodation was provided in tents by the Foundation Company of Canada and Mr. Steadman, the resident site manager, did all he could to make the naval flyers welcome.

On the night of August 31, one of the engineers reported a polar bear in the camp. The engineer, on sighting the bear, backed rapidly into an Atwell hut, closing the door behind him. He then went out the back door and, with a torch of burning paper as protection, rushed to the other huts and tents to warn the occupants.

Frayn and Shand were working on their aircraft and continued to do so, once a careful reconnaissance had apparently revealed that the bear had ambled off.

The camp settled down again but at 4 a.m. the foreman stumbled into Lieut. Frayne's tent with the news that the bear was outside the tent and sniffing around a pen of Arctic fox cubs. The tent came to life in a hurry.

After some indecision, a careful look was made through the flap and the bear was seen some 30 feet away, head on paws and seemingly asleep. The tent party crept out of his way and took cover in a more favourable position while one of the engineers got Mr. Steadman and a rifle. The bear got up, stretched full length ("a good six feet"), then lay down again with his hairy chin on the door mat of one of the tents.

Finally, the animal got up and ambled off around an Atwell hut to be met by Mr. Steadman coming the other way. The manager just had time to lift his rifle, draw a hazy bead in the dark and fire. The bear expired outside another

tent and the camp went back to sleep again. This time Lieut. Frayn remained fully clothed, just in the case the bear had a friend, and within easy reach of his sleeping bag was a gun.

Three Named for Truce Team Duties

Three Canadian naval officers have been appointed for service with the International Supervisory Commissions in Indo-China, to replace three others who have been serving there.

They are: Lt.-Cdr. Ian Butters, who was Staff Officer (Administration) at HMCS *Nonsuch*, the Edmonton naval division; Lt.-Cdr. (P) Henry Philip

Leidl, who served as an aviation project officer at Naval Headquarters, and Lieut. Robert Lisson Wales who was officer-in-charge, Communications Training Centre, HMCS *Stadacona*, Halifax.

They replace Lieutenant-Commanders George C. Hudson, and Thomas E. Connors, and Lt.-Cdr. (L) Frederick C. Palmer, who joined the military component of the Canadian delegation Vietnam, a year ago.

Lt.-Cdr. Butters joined the delegation in late July and the other two early in September.

Commodore Dillon Becomes SOC

Captain (S) Charles Joseph Dillon, has been appointed Supply Officer-in-Chief of the Royal Canadian Navy, with the acting rank of Commodore (S) while holding the appointment. He took over his new duties on August 15.

He succeeded Commodore (S) Rupert Anthony Wright, who began a course at the National Defence College, Kingston, in September.

Commodore Dillon had been Deputy Supply Officer-in-Chief at Headquarters since August 1954.

RCN Personnel At U.S. Jet Base

Twenty-seven Royal Canadian Navy technicians worked side-by-side with their U.S. counterparts at the huge master jet base of Cecil Field, Florida, in a concentrated effort to get ready for the RCN's first operational jet aircraft.

The Canadian sailors, all specialists in aircraft maintenance, learned the ins-and-outs of the McDonnell F-2H-3 Banshee, standard U.S. Navy all-weather fighter. The Canadian Navy's first jet squadron—VF 870—will fly American-built Banshees from the aircraft carrier HMCS *Bonaventure*, scheduled to commission late next year.

Cecil Field's Canadian visitors combined classroom work with on-the-job training. They took an intensive course in Banshee familiarization and maintenance at Naval Air Mobile Training Detachment 1054, at the same time working on the flight lines of several Banshee squadrons based at this big jet station.

Normally attached to *Shearwater*, the RCN air station at Dartmouth, N.S., the Canadian technicians will form the nu-



Full Fathom Five Of Ladies' Sighs

AB George Glazier of Guelph, Ont., serving in the far north in the *Labrador*, received a most unusual letter in a recent mail. It was from his fiancée, Miss Mary M. Keeley of Buffalo, N.Y., and instead of running to the normal five to seven pages, it arrived in a roll measuring 34 feet long. She had an assist from several friends.

The mail service to the *Labrador* has been extremely efficient and every man on board is grateful to the various private airlines flying into the Arctic who are bringing mail through the Foundation Company of Canada's DEW Line organization. Similarly, outgoing mail receives prompt attention. All this helps immeasurably to alleviate the feeling of isolation under which the *Labrador* operates.

cleus of the squadron's maintenance personnel. They will also operate an RCN Banshee trainer.

Officer-in-charge of the Canadian detachment is Lieut. (E) (AE) G. M. Cummings, of Ottawa, VF 870's Air Engineer Officer. Other members of the squadron are scheduled for training at Cecil Field, and Lieut. Cummings' group headed for work with operational U.S. Navy Banshee squadrons at other U.S. Naval Air Stations before returning home.

Summer Storm Swamps Cutter

The usually placid and lovely Gaspé Bay was lashed to a fury by a summer storm on Sunday, August 28, disrupting the recreational and social program planned for the cruiser *Quebec*, at anchor in the bay, and bringing out a fine display of seamanship by the ship's company as they coped with two emergencies.

Winds of 30 to 35 knots with gusts up to 50 knots were accompanied by driving rain which cut down visibility. The ship's motorcutter, nevertheless, proceeded to the town to land a man going on compassionate leave.

On the return trip the cutter ran into heavy seas off Battery Point, was swamped and sank in four fathoms of water two cables from shore. The cutter's crew, wearing life belts, reached shore safely and were given shelter by the guests and staff of the Battery Park Hotel.

During the afternoon Ldg. Sea. Douglas R. Kelly, of Winnipeg Beach, Man., stricken with acute appendicitis, was taken ashore during the storm in the ship's motor boat and was successfully operated on by Dr. A. Guy Fortier in the Gaspé hospital that evening.

Salvage operations to recover the motor cutter were begun on Monday morning when the weather had moderated.

Diving in 50-degree water, Constr. Lieut. Robert Billard secured lines to the sunken boat and, using two whalers and strongbacks, the cutter was brought to the surface and towed to the ship.

Other members of the salvage party were Lt.-Cdr. Frank M. Proud, in charge; CPO David Henderson, CPO Ronald Hannaford, PO Howard Hicks and PO James Gillis.

Rescue Second By Officer

When Lieut. Robert J. Paul, executive officer of the *Jonquiere*, jumped into Vancouver harbour in August to rescue 14-year-old Eddie Larson of the B.C. metropolis, it marked the second

time in recent years that the Albertan had saved someone from drowning.

The first time he was a commissioned gunner in the *Athabaskan*. After the ship's return from a tour of duty in the Korean war theatre, he leaped into icy Juan de Fuca strait to recover a man who had lost his footing.

His August rescue came about as he was working in his cabin during a visit of the frigate to Vancouver with naval personnel for the Pacific National Exhibition.

Lieut. Paul heard cries from the jetty alongside that a boy had fallen into the water. He rushed ashore, stopped just long enough to tear off his boots,



Monument to Captain Cook

The son of a Yorkshire farm labourer, who became a merchant seaman and went on from there to win renown as a navigator, explorer, mathematician and captain in the Royal Navy has been honoured by the erection of a monument at Fort Needham in the north end of Halifax near the entrance to Bedford Basin.

Captain James Cook is most frequently remembered for his explorations in the Pacific, but in the early years of his naval service he did important work in surveying the St. Lawrence River from Quebec to the sea and the shores and coastal waters of Newfoundland. His winters were spent in Halifax where he worked over the rough notes made during the summer months at sea.

The monument to his memory was unveiled in September by Commodore E. P. Tisdall, acting Flag Officer Atlantic Coast. Shown with him in the accompanying photograph is Dr. Bruce Ferguson, Nova Scotia representative of the Historic Sites and Monuments Board of Canada.

and jumped in. He located the lad by his cries and pulled him up on a catamaran. A ship's ladder was lowered immediately to them.

Apparently, the youth was on the jetty with a friend to see the warship and lost his footing while resting his bicycle on the edge of the wharf. The rescued lad was taken below decks and fitted with dry clothing by members of the crew.

Captain Somers New Deputy SDY

Captain (E) John Stephen Somers, has been appointed to the staff of the Commodore Superintendent, Atlantic Coast, Halifax, as Deputy Superintendent, Atlantic Coast, and as Deputy Superintendent, HMC Dockyard, Halifax.

He succeeds Captain (E) Charles M. O'Leary who has to proceed on retirement leave in September. Capt. Somers has been Manager Engineering Department at the dockyard since August 1953.

Huron Commanded By Capt. Webber

Two senior officers of the Royal Canadian Navy exchanged appointments early in August.

Cdr. Reginald A. Webber took command of the destroyer escort *Huron* at Halifax on August 8, succeeding Cdr. James Charles Pratt, who took up Cdr. Webber's previous appointments as Director of Personnel (Officers) at Naval Headquarters three days later. Like his predecessor, Cdr. Pratt holds the acting rank of captain in the appointment.

Cdr. Hanington New Iroquois CO

Cdr. Daniel Lionel Hanington who had been Deputy Director of Naval Plans and Operations, took command of HMCS *Iroquois* (destroyer escort) on August 8, succeeding Cdr. Maurice F. Oliver, who became Assistant Director of Naval Organization at Naval Headquarters on August 17.

The *Iroquois* is based at Halifax and in August became a unit of the First Canadian Destroyer Squadron.

New Technical Officer Named

Captain (L) Frederick Thomas Gillespie took up the appointment of Command Technical Officer to the Flag Officer Pacific Coast on August 1.

He succeeded Constructor Captain Charles Victor Green who has reached retirement age after 27 years of service in the regular force and reserve.

Captain Gillespie, who was Deputy Electrical Engineer-in-Chief at Naval Headquarters from March, 1950, was succeeded in that post on July 25 by Captain (L) John McGregor Doull, formerly Assistant Electrical Engineer-in-Chief (Power) at Headquarters.

Officer Promoted To Commodore Rank

Promotion of Captain (E) John Birch Caldwell to the rank of Commodore (E) took effect August 22 on his appointment as Commodore Superintendent, Pacific Coast, and Superintendent of HMC Dockyard, Esquimalt.

He succeeded Commodore (E) Brian R. Spencer who was to become Engineer-in-Chief at Naval Headquarters.

New Captain For Stettler

Lt.-Cdr. George Richard MacFarlane assumed command of the frigate *Stettler* on the West Coast on September 3. He has been Staff Officer (Administration) at *Chippawa*, Winnipeg naval division.

He succeeds Cdr. Gordon C. Edwards, appointed to the Staff of the Assistant Chief of Naval Staff (Air) at Naval Headquarters on September 12.

Retired Officers Head Navy League

Cdr. John F. Stairs, RCN(R) (Ret'd) was elected president of the Montreal division of the Navy League of Canada

WEDDINGS

Able Seaman George Adams, *Stettler*, to Miss Vera Elizabeth Leippi, Port Alberni, B.C.

Sub-Lieutenant Gerald Beament, Royal Roads, to Miss Lillian Patricia Hall, Victoria.

Able Seaman Ronald Romeo Carlton, *Resolute*, to Miss Theresa Belle Donnolly, Halifax.

Able Seaman Leonard Desroches, *New Liskeard*, to Miss Fernande Landry, Moncton, N.B.

Sub-Lieutenant (L) George Edward Forman, *Stadacona*, to Miss Theresa Neville, Tamworth, Ont.

Leading Seaman Gregory Gaudon, Albro Lake Radio Station, to Miss Madonna McDonauld, Deer Lake, Nfld.

Sub-Lieutenant (W) Elizabeth Anne Hargreaves, Naval Headquarters, to Sub-Lieutenant John Robert Kerr-Wilson, *Quebec*.

Ordinary Seaman Clive E. Harper, *Naden*, to Miss Pearl Cooper, Victoria.

Sub-Lieutenant (W) Alice Maybelle Moore, *Hunter*, to Lieutenant (E) Arthur Browne Harris, *Hunter*.

Able Seaman Russell Paulin, *Stettler*, to Miss Mary Joan Knightly, Victoria.

Able Seaman Donald Hugh Robinson, *Digby*, to Miss Betty Louise Dare, Victoria.

Able Seaman Sidney Maurice Robinson, *Haida*, to Miss Winona Jean Faulkner, Hantsport, N.S.

Able Seaman Gerald Roy, *New Liskeard*, to Miss Geraldine Langlois, D'Escousse, Cape Breton, N.S.

Lieutenant David H. Tate, *Shearwater*, to Miss Mary Frances Kiley, Imperoyal, N.S.

during the annual meeting in September. Succeeding him as vice-president is Cdr. T. R. Durley, RCN(R) (Ret'd), an active supporter of the Sea Cadet movement since the war.

The immediate past president is C. K. McLeod, who is also national president and who remains on the Montreal division's executive committee.

Finnish Officer Visits East Coast

The Finnish naval, military and air attaché to the United States and Canada, Captain A. J. Saukkonen, of the Finland Navy, made a three-day tour of Royal Canadian Naval establishments on the East Coast in late August.

Cooks Qualify For Trade Group III

PO L. L. Walser's 87.9 average placed him at the head of the Seventh Cookery Course, for trade group three, completed July 22, at *Naden* Supply School. In second place with an average of 86.2 per cent was PO J. W. Howard.

In recent cookery exams for trade group one, Ord. Sea. L. D. Maynard's 85.5 average put him at the head of the 101st Cookery Course. Thirteen ordinary seamen took the course for a class average of 76 per cent.

Other members of this course that had averages in the eighties were: Ord. Sea. C. P. Fusely, 84; Ord. Sea. R. A. Allpress, 82.7, and B. A. Fowler, 80.2.

Captain Davidson Heads Supply Centre

Captain (S) Murray A. Davidson, became commanding officer of the Naval Supply Centre, Montreal, on August 12.

In September, 1952, Captain Davidson was appointed at Naval Secretary and Secretary to the Naval Board, at headquarters, and held that post until September, 1954, when he began courses at the National Defence College, Kingston.

Quarterly for Ex-Wrens Planned

If enough ex-Wrens would like a quarterly magazine they can have one.

That's the word from Mrs. Barry Wenger, of Wingham, Ontario, who has sent out a letter to as many former Wrens as she could locate, proposing a publication containing news of those who served in the WRCNS, pictures of themselves and their children, even of their husbands, plus other items of interest.

Mrs. Wenger has picked out a name for the quarterly, "Tiddley Times Re-

view", which stems, of course, from the Wrens' newspaper of the Second World War, the Tiddley Times.

She has also picked out a publisher and one over whom she can hope to exert a certain amount of control—her husband, Barry Wenger, of the Wingham Advance-Times. Inquiries addressed to the office will reach her and, if there is a sufficient show of interest, the ex-Wrens will get their magazine.

Seaman Heads Youth Group

Ord. Sea. Omer A. (Sandy) Sanregret, attending the Medical Branch School at *Naden*, was elected Vancouver Island diocesan president at the annual convention of the Catholic Youth Organization at Nanaimo, B.C., in August.

Sanregret, aged 22, hails from Edmonton, where he was connected with the Alphonda Club. He has been in *Naden* for more than a year.

Thirteen Qualify For Trade Group

Ord. Sea. P. M. Doucette came first in the 61st Steward Course for the trade group one at *Naden* Supply School recently with a percentage of 89.4. All but two of the class of 15 qualified with an overall class average of 72.4.

In the same class and with averages of 85 per cent and over were: Ord. Sea. P. A. Barber, 89; Ord. Sea. J. G. Danis, 88.4, and Ord. Sea. E. C. Cross, 85.

Writers Qualify In Naden Course

CPO W. F. Cole topped the Second Writer Course for trade group four at *Naden* Supply School recently with 89.9 per cent. The eight members of the class passed with the class average being 82.7 per cent.

BIRTHS

To Able Seaman David Cole, *Stadacona*, and Mrs. Cole, a daughter.

To Petty Officer Arthur Cownden, *Stettler*, and Mrs. Cownden, a son.

To Petty Officer Merle Evans, *Naden*, and Mrs. Evans, a daughter.

To Lieutenant (E) H. F. Hindle, *Naden*, and Mrs. Hindle, a son.

To Able Seaman Douglas Hooper, *Stettler*, and Mrs. Hooper, a daughter.

To Lieutenant R. H. Kirby, *Stettler*, and Mrs. Kirby, a son.

To Chief Petty Officer Leslie Mills, *Naden*, and Mrs. Mills, a daughter.

To Leading Seaman Alden Mitchell, Albro Lake Radio Station, and Mrs. Mitchell, a daughter.

To Petty Officer Barrie Murphy, *Stettler*, and Mrs. Murphy, a son.

To Able Seaman Arthur Wallace, *Stettler*, and Mrs. Wallace, a son.

To Able Seaman Ronald Young, *Stettler*, and Mrs. Young, a daughter.

THE NEW MAGAZINE AT ROCKY POINT

Facilities Among Most Modern in Commonwealth

THE ROYAL Canadian Navy's new \$5 million Rocky Point magazine, whose construction and facilities make it the most modern in the British Commonwealth, was officially opened on July 26 by Hon. Ralph Campney, Minister of National Defence.

The Rocky Point ceremony was the outstanding event of a two-day inspection visit by Mr. Campney to naval establishments of the Pacific Command. Previous to his inspection of the naval establishment, July 26 and 27, Mr. Campney had visited Army units at Gordon Head and Work Point Barracks. He left Victoria on July 27 to inspect RCAF Stations Comox and Holberg.

This was the first official inspection of HMC Dockyard and HMCS *Naden* by Mr. Campney and he showed great interest in the progress of the naval base and the wide-ranging activities there. He saw the officer's training establishment, HMCS *Venture*, the dockyard's shops and repair facilities and the work being done in the development of plastic ship's boats. The new Naval Research Laboratory, *Naden's* schools and the Nelles block with its modern living accommodation for men were included in his tour of inspection.

Mr. Campney's visit came at the peak of the summer training season and officers, cadets and men of the RCN(R) formed a large proportion of the naval personnel from ships in harbour whom he inspected on the jetty.

Present with Mr. Campney at the Rocky Point ceremonies were Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast; Commodore (E) B. R. Spencer, Commodore Superintendent; Ordnance Cdr. R. H. Chicken, Superintendent, Naval Armament Depots, Pacific Coast, and H. S. MacDougall, Assistant Superintendent, Naval Armament Depot (Magazines).

Following prayers by Command Chaplain (P) G. L. Gillard and blessing by Command Chaplain (RC) J. E. Whelley, the magazine was officially opened by Mr. Campney. Guests then toured the establishment and attended a reception by the General Construction Company, Limited.

The five-million-dollar development at Rocky Point, on the south shore of Vancouver Island near the William Head quarantine station was begun in 1951 with the clearing of the site. Now nearly all major construction work is finished and the magazine is in full operation after having moved equip-



A guard of University Naval Training Division cadets is inspected by Hon. Ralph Campney, Minister of National Defence, during his July tour of West Coast defence establishments. In the course of his two-day visit to naval establishments, Mr. Campney officially opened the Rocky Point magazine. (E-32370)

ment and stores from the former site at Colwood, not far from Esquimalt.

Married quarters to house key personnel are expected to be constructed shortly. There will be five miles of black-topped roads in the Rocky Point Magazine area, but these have not been completed. The present site of the magazine was carefully selected by a special board of government experts.

In the planning and construction of the magazine every possible precaution has been taken against accidents. One of the major safeguards is in the placement of the buildings. Each is so situated that in the unlikely event of an ex-

plosion in one building none of the others will be affected.

Ammunition storage and certain laboratory buildings are made of steel reinforced concrete walls, protected by earth traverses to ceiling height. Roofs are poured concrete slabs laid over pre-stressed concrete beams. Design of the buildings is such that any explosion occurring in other buildings will have a minimum effect on them. Magazines and laboratories in which the more dangerous ammunition is to be stored or repaired are equipped with concrete escape tunnels through the earth traverses.

Each building in the storage area is heated by an individual hot water system supplied from electric immersion-type boilers. Not only is this heating system considered safer, but it makes possible a material reduction in maintenance and operating costs.

Explosives are handled in the laboratory area by electrically driven fork-lift trucks and the vehicles transporting to the ammunition lighters are diesel-operated.

Another practice which materially reduces the possibility of accidents in the magazine is the training in the safety aspect of his job given to each magazine employee. Workers take initial courses in safe practices on joining the magazine staff and, as their responsibilities increase or their jobs change, more advanced courses are given to keep them continually aware of the necessity of adhering to approved safety techniques at all times. It is noteworthy to mention that on the West Coast there has never been any loss of man hours due to explosions of ammunition.

When ammunition is being issued to a ship, it is delivered by specially built ammunition lighters, hence an important part of the project is the new jetty. Situated on Pedder Inlet, at Manor Point, it is 200 feet long and 50 feet wide. The relatively exposed position and the rocky nature of the sea bottom in the area, made impossible the driving of conventional wooden piles, high costs and other factors precluded the use of concrete footings. It was decided, therefore, to use a type of wharf construction new to the West Coast, but which has been used successfully around the Gaspé Peninsula of Quebec where similar conditions existed.

The jetty consists of four large circular cells made up of narrow sections of interlocking sheet steel. Each cell is 50 feet in diameter and when placed in position on the bottom, is filled with rock and gravel. The cells themselves are locked together with the same steel sections, making a solid structure of great stability. The wharf is decked with concrete and has timber curbs. Its location is such that other cells can be added to increase its length should the need arise.

To reach the jetty from the magazine area, it has been necessary to construct a 250-foot long approach. The rock needed for this approach was obtained from the excavations made for the magazine buildings.

Water supply for the magazine will be drawn from the Department of Public Works main, built in 1918 to supply the quarantine station at William Head.

The water will be stored in a 500,000 gallon reservoir, built on Army-owned property at Mary Hill, adjacent to the magazine site.

The ammunition depot has magazines for the storage of different types of ammunition and explosives, a transfer magazine, and special storage buildings for "dangerous goods", inflammable stores and other material.

Eighteen buildings make up the laboratory group. Each is connected to the other by means of "clean ways", passages through which technical personnel can move freely while maintaining the immaculate cleanliness essential to their work. Connected to the laboratory group by another "clean way" is the change house. This building provides facilities for laboratory technicians to store street clothing and to change into and out of their clean working dress. The total length of "clean ways" is more than 5,000 feet. They are built with corrugated asbestos sides and roof.

Situated at the end of the laboratory area is a building occupied by the inspection department, in which most of the testing and proving of ammunition is carried out. Another part of this building houses a canteen, wash rooms, first aid station and locker facilities.

The service and administration group includes the various workshops, stores buildings, the laundry, boiler house, fire hall, the change house and administration building.

Essential to the operation of the depot is the transfer magazine. In this specially constructed and fitted building all ammunition moving into or out of the area is sorted and checked before being sent to storage or despatched to an outside destination.

There are four main departments operating in the magazine, administration, storage and shipping, laboratories and inspection;

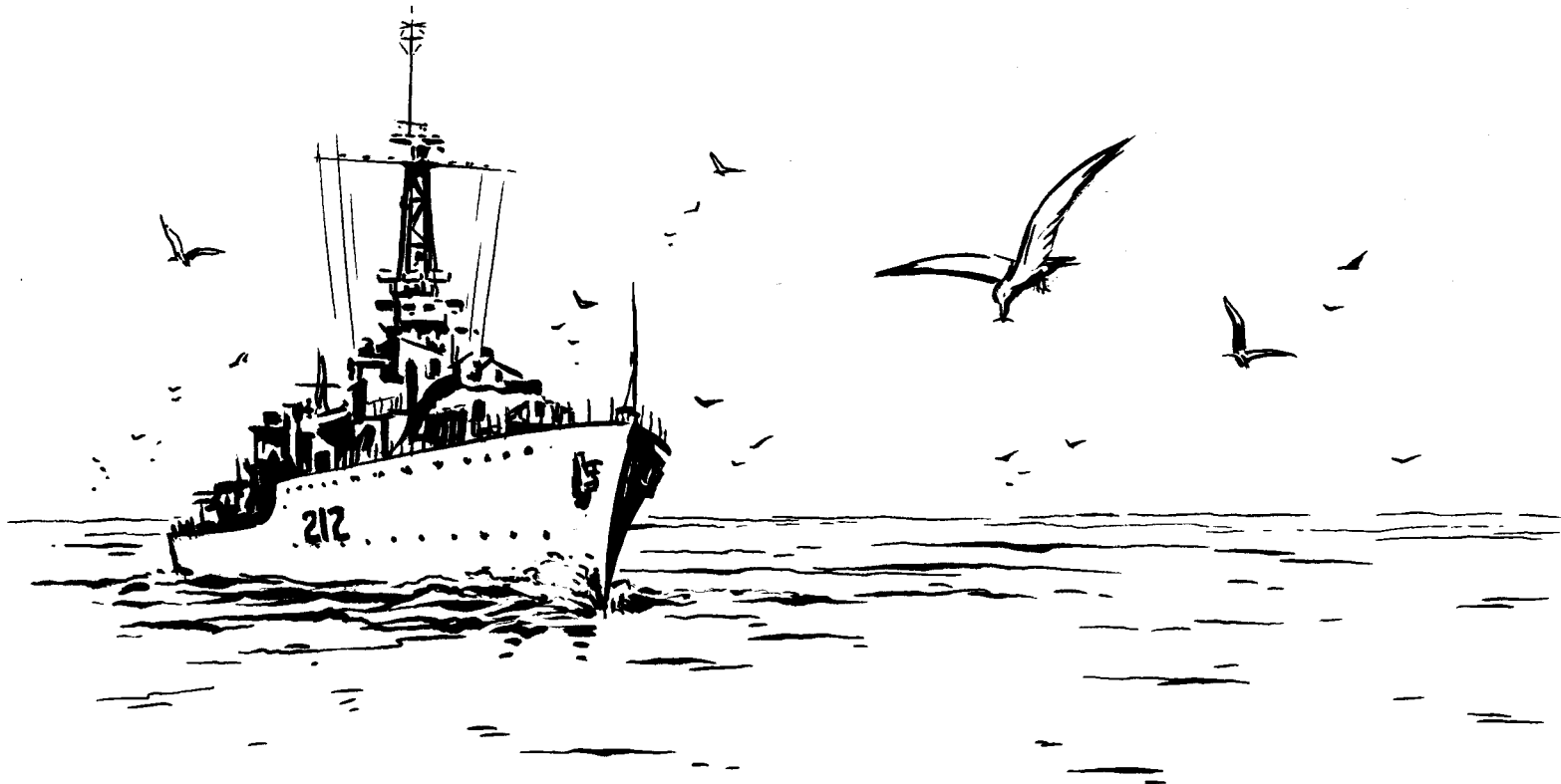
- (a) Administration: Responsible for the over-all operation of the magazine.
- (b) Storage and Shipping: Responsible for the correct storage, shipping and receipt of ammunition.
- (c) Laboratories: Carries out the repair and examination of ammunition.
- (d) Inspection: Inspects, tests and proves ammunition.

Generally, all personnel employed at Rocky Point Magazine are veterans and have seen service in the Navy, Army or Air Force.

As the development of Rocky Point by the Navy has cut off access to the leper colony on Bentinck Island, an agreement has been entered into with the Dominion Government to permit authorized persons to travel through the magazine area to and from the colony.



Midshipmen from the USS Antietam, aircraft carrier, formally acknowledged the hospitality they enjoyed during the ship's visit to Halifax at a parade on July 25 during which they presented a ceremonial sword to UNTD cadets. Mid. W. T. Alexander, of the Antietam, is shown presenting the sword to Cadet Captain A. O. Hendrie, of Queen's University. At the left is Mid. F. C. Dugan, public information officer for the U.S. midshipmen.



YOU MAY HAVE HEARD parts of this yarn from the Blackfeet, but not one of them is likely to tell it all for fear of being sent to RCNH—a fate worse than death. But I managed to worm it out of one of them and will give it to you for what it is worth. I don't pretend to understand the whole thing; nor does my source of information, but he was there and swears it's the truth. Maybe you can explain it.

HMCS *Blackfoot* was on passage along from Piræus to Syracuse on the night of July 23, 1955. She had stayed behind the *Magnificent* and the other three Tribals for the usual condenseritis or TG breakdown or something. Anyway, it doesn't matter that she was alone, the fact is that she was alone, and then on her way to join the rest of the Squadron in Syracuse Harbour before the annual exercises. She was topped up with fuel, everything except the laundry was working like a clock, and the only fly in the ointment was the wardroom audit which would not balance.

The Captain sat in his chair on the bridge smoking an after-dinner cigar, ruminating on the joys of Command on such a lovely night when not in Company. The Officer of the Watch, who happened to be the Navigator, was contentedly allowing himself to think of the homecoming party in Halifax, now that his evening stars had mostly all worked out, meanwhile maintaining apparent vigilance on all parts of the horizon. Because of the beauties of the evening most of the ship's company were lounging around the upper deck.

The Blackfeet . . .

From the foc'sle drifted up the practice notes, interspersed with soft laughter, of one of the stokers who was learning to play his mandolin. The Chief Yeoman, also up for the air, yarned with the signalman about ports he had known when he was a boy. They talked in low, reminiscent tones in keeping with the mood of the evening, and also so that their tales should not carry as far as the Captain. There was no wind to speak of and only faint ripples on the sea.

IT HAPPENED at 2202. The Officer of the Watch had just finished writing up the log for the hour and admired for a moment his neat anchoring plan for the next day. He returned to his position at the gyro compass and swept the horizon ahead. Nothing in sight. Then he walked to the starboard side of the bridge and looked aft.

"Hullo!" he exclaimed softly. Then sharply to the lookout in the sponson:

"Lookout!"

The lookout quickly raised his glasses to his eyes and said:

"Yes, sir?"

"What happened to the ship that was on the quarter a minute ago?"

The lookout looked.

"Was there a minute ago, sir," he said. "Can't see it now, sir."

"No, it's not there, is it? Keep your eyes about you!"

The navigator then went to the plot voice pipe at the compass and shouted:

"Plot."

Back came a muffled answer "Plot."

"Have you still got that echo you reported half an hour ago?"

Pause. Then, "Faded, sir."

"When did you last see it?"

"About five minutes ago, sir."

"Nothing now, eh?"

"No, sir."

Then, "Captain, sir," he said, "this merchant ship we've been seeing for the last half hour seems to have disappeared. She was there a couple of minutes ago and now she's gone and radar can't see her any more. She was only about three miles away."

"Oh?" said the Captain. He levered himself out of his chair and looked. "There's certainly nothing there now is there? Did you see her disappear?"

"No, sir, nor did the lookout. But she was there not two minutes ago."

"And nothing on the scan now?"

"No sir, nothing at all."

"We'd better go back and have a look."

"Ay, ay sir. Starboard ten."

"It didn't look like a submarine did it?"

"I don't think so, sir. She passed us about three miles away. May have been, I suppose." (Relieved).

The search yielded nothing—not a thing doted the surface of the sea except the wavelets from a north-west breeze which had suddenly sprung up, and the Captain ordered a return to the original course at 2232.



... and Admiral Nelson

A STORY OF TWO ERAS

... by J. I. M.

"And make an entry in the log, Pilot," he said, "with the position, and say 'supposed submarine'."

The next thing to happen was the arrival on the bridge of the Communications Officer. It was unusual enough for him to be on the bridge at all, when not absolutely necessary, but his report was even more astounding.

Approaching and saluting the Captain who had seated himself again, he said:

"Sir, there's something odd going on. All of our receivers seem to have gone dead. We can't get a thing. Even the broadcast has packed up. It can't be the sets themselves because we've tuned them all up and we can't get anything on any band. The operator was reading Malta broadcast loud and clear and then all of a sudden, about half an hour ago, it stopped in the middle of a word. I sent for the R/T and he says there's power on all the sets and it looks as if there just aren't any signals."

The Navigator snickered.

The Captain hm-m-m'd and then said: "Try giving Malta a call."

"We've tried that, sir. No answer. The set loaded up well, so we're getting out, but all we get back is static. We worked Malta a treat about 1900."

"Try Gib."

"The PO Tel is doing that now, sir."

"Well, find out what's wrong and let me know."

"Ay, ay, sir."

Then the Captain, feeling that if he stayed any longer on the bridge some-

thing else would happen and being already slightly annoyed at the interruptions of an otherwise pleasant evening, stumped off down to his sea cabin with the usual night instructions to the Navigator.

THINGS WENT ALONG quite normally after that. The upper deck was left to itself after a while, except for the watch around the galley. Look-outs and helmsmen were relieved accordingly to plan and the ship kept her appointed course through the rippled sea and dewy air. The only altercation arose early in the morning watch when the galley ran out of coffee and the duty cook, busy frying the morning eggs, refused to make more.

The Navigator appeared for morning stars just before daylight, with some snide remarks to the Communications Officer, who had the morning, about dependable sciences. Flags bothered not to reply, even with brilliant repartee, as was his wont, for secretly he was more than somewhat perturbed about the odd radio silence which was going on. His operators were still vainly sweeping the bands for their usual Italian music, and incidentally the Malta Broadcast.

At 0700 the Captain appeared as usual and looked with satisfaction at the empty horizon.

Flags saluted with: "Good morning, sir."

"Anything happen?" asked the Captain.

"No sir. A few fishing vessels, that's all. But we still can't get anything out of the radio."

"Oh, well, we'll be in company at noon and we can get somebody over to have a look. Morning, pilot."

"Morning, sir," said the Navigator as he poked his head on to the bridge.

"Get stars?" asked the Captain.

"Yes, sir. At least I took them sir, but damn it all, none of them will work out."

Flags snickered.

"What's wrong?"

"I don't know, sir. I took three stars and a planet but couldn't get a fix at all. I've checked everything and can't figure it out. But I got a good fix on radar and we're not too far out of position. Syracuse Roads, 1200. The gyro's three degrees high. May I come round to 283, sir?"

"Hm," said the Captain. As yet, there was no connection in his mind between the failures of his two most efficient departments.

"Yes, come to 283." Then with a withering glance at a very smug Flags, "We can't always be perfect." With that he departed, leaving the field clear for Flags to retaliate for his earlier humiliation, to the great delight of the signalman on watch.

At 1130, everything was ready for entering harbour, and the hands had been sent to an early dinner.

The coast of Sicily, now well in sight, was taking on character, as do all coasts when approached. There were groves of trees and well-tilled farms, with here and there a tiny village of white sandstone. Some smoke from a fire on the shore rose almost vertically for a few hundred feet then dissipated towards the south east.

The peaceful steaming of the ship about her lawful business was not mirrored in the mind of the navigator. He was, in fact, a very worried young man. Certain unmistakable objects, clearly marked on the chart had not appeared when they should have done. Apparently betrayed by his own eyes, he took sounding runs, which helped not a bit. This, along with his failure at morning stars and also with a sun-sight in the forenoon removed all pangs of hunger produced by no breakfast, and replaced them with alarm and consternation. His sheet anchor, if he thought of it as such, was the series of radar fixes which showed the ship to be steering unmistakably for her desired haven of Syracuse. With this as his only consolation, he approached higher authority to confess.

Now, the Captain had also been looking at the coast and the chart. So when the navigator related the whole series of disquieting events, he even forgot to tear a strip off the Pilot. He only went below to the plot, (a) to make sure that the echo-sounder was working, which it was, and (b) to take a radar fix for himself, which he did.

"Hmm," he said.

BY 1200, the *Blackfoot* was very close to Syracuse, which had appeared at last and in the right place. No landmark ever appeared more delightful than did this one to the eyes of our two concerned mariners. Years rolled off the Captain's shoulders as he wondered idly how all this could have happened, and the Navigator was seen to smile, and even heard to hum a few bars of a popular tune.

By this time the whole team was on the bridge. The First Lieutenant was telling the Buffer what to do about booms and ladders, the scuttles in the stokers' mess and the cooks at the open galley door. The Chief Yeoman was getting out his telescope and hand flags, openly pleased at the embarrassment of the PO Tel, which worthy gentleman was still hopefully twiddling his knobs down below. Even the Supply Officer had left off fudging the provision account and was standing idly by the

director squinting myopically at the brightly lit scenery.

"Lots of fishermen around, sir," said the Navigator brightly.

Silence. Obviously he and the Captain were not yet good friends again.

"The harbour will open up in a moment, now," he said.

And so it did.

But did it show an aircraft carrier and three destroyers lying peacefully at anchor, a scene of dormant grey-painted might? It did not! There were indeed ships in the harbour, but what ships they were! They were ships with



tall masts and yards, ships with one, two and three yellow bands on their hulls. They were ships riding to cordage cables, with gun ports open and sails spread to dry, all in a maze of rigging. The view was full of yellow-banded hulls and boats pulling like beetles between them, their oars stroking rhythmically. It was like a scene from "Mutiny on the Bounty" or an old print of Portsmouth Dockyard.

The Captain's jaw dropped. So did the Navigator's. So did Flags! So did the Chief Yeoman's — especially his. So did everyone's. And they stayed dropped in dull amazement for a full five seconds. No word was spoken.

The Captain (as is proper) recovered himself first. "Stop both engines," he said.

The Navigator never taking his eyes off the spectral scene moved jerkily to the voice pipe and repeated the order in a cracked voice.

Eyes now turned furtively to the Captain. His mind was churning at lightning speed (as is proper) in circles (as is most certainly not proper) and so he said: "Chief Yeoman, find out who they are."

"Flash AA," bellowed the Chief Yeoman, falling back on long years of experience, if nothing else. Then, "They're

British Merchant ships, sir. Flying the Red Ensign."

"Nonsense. They're ships of war. Look at the gunports. Hoist a Red Ensign at the yard. Slow ahead, both engines. Pilot, we'll anchor just inside the harbour. They look friendly enough. Number one—don't lower any boats or ladders till we see what's going on. Tell the Engine Room to stay at immediate notice for steam."

WHEN THE AMAZED *Blackfoot* had anchored, glasses were raised at the odd fleet from all over the ship. The Captain raised a glass or two himself and wondered where the rest of the Carrier Group was. But no solution to the strange business presented itself, for the ships appeared solid, substantial, and wholly real. There was even washing strung up on gantlines in some of the ships. Smoke from the *Charlie Nobles* rose in the still air and the sound of hammering came drifting across the sun-drenched harbour. Somewhere in the fleet a dog barked. All of the boats had disappeared. In the *Blackfoot*, no one thought of lunch any more, as they waited for something—anything—to happen.

Presently a boat, an eight-oared gig, separated itself from the mass of hulls headed in the *Blackfoot's* direction.

"Number One," ordered the Captain, "lower the starboard ladder and hail him when he gets closer."

This was done, and they were the leathery lungs of the Chief Boatswain's Mate himself which boomed the hail across: "Boat ahoy!"

Back came the reply: "Message from the Admiral."

"Tell him," said the Captain, "to come alongside."

Which he did. His crew was dressed in loose white canvas trousers, striped jerseys and black shiny brim hats. They tossed oars smartly before reaching the ladder and the officer in the stern climbed up with an athletic step. He was short, slim and elegantly pale, dressed in white knee breeches and stockings, buckled shoes, long gold-faced blue jacket and a small pearl-handled sword.

"Shall I pipe him, sir?" asked the boatswain's mate.

"No," hissed the Captain.

When the stranger reached the deck he looked uncertainly around for a moment, then raised his cocked hat to the Captain.

"Lieutenant Miles Fotheringham-Rogers, Flag Lieutenant to Rear Admiral Sir Horatio Nelson, His Britannic Majesty's Ship *Vanguard*, at your service, sir."

Answering the salute, the Captain said with aplomb (for he was gifted with more than his share of that): "Commander James Garfield Hughes, Her Majesty's Canadian Ship *Blackfoot*, at your service, sir." He wanted to laugh at the whole situation but it was too realistic for that. So he treated the affair with dignified concern. The inkling that he and his ship had slipped back in time a hundred and fifty years was firm, now that he knew what he was seeing was neither an hallucination nor a joke. "In fact," he thought, "it's all ridiculously simple. That's why the radio went out and why Pilot's sights wouldn't work, his Nautical Almanac's no good. It's also why we couldn't fix on those lighthouses. They aren't even there yet."

Lieutenant Miles Fotheringham-Rogers was speaking:

"The Admiral sends his compliments and hopes that you will do him the honour of waiting upon him at your earliest convenience. May I offer the use of his barge?"

With the urbanity usual to Flag Lieutenants, he had translated thusly an order which was probably originally given in four words, viz: "Go and fetch him."

AND SO IT HAPPENED that the Captain of HMCS *Blackfoot*, suitably attired and with sword and medals, stepped over the rail of HMS *Vanguard*, ship of the line, flagship of Rear Admiral Sir Horatio Nelson, KB, RN, early in the afternoon of July 24, 1798.

The first sight to greet him was an extremely straight file of red-coated Marines, with their wicked-looking bayoneted muskets at the ready. The next was a breeched, cocked-hatted officer who raised his hat in salute, introducing himself as Captain Berry of His Britannic Majesty's Ship *Vanguard*.

"The Admiral is waiting," said Captain Berry.

Blackfoot followed him along white wooden decks, up the steps to the quarterdeck, then up more steps to the poop. A hatless, white-haired little man in the usual white breeches and blue coat, with one sleeve buttoned empty across his breast, paused in his pacing and transfixed the Canadian with a penetrating pale blue eye.*

"Who are you?" he snapped.

"Commander Hughes, sir, Royal Canadian Navy, Commanding Officer of Her Majesty's Canadian Ship *Blackfoot*."

Our Captain was getting used to the formula by now.

"Where are you from? What are you doing here? What kind of ship is that? I see you're British."

Hughes chose to ignore the last question and to start right at the beginning.

"Sir," he said with a deep breath, "I have no way of explaining my situation. I and my ship, through some strange mutation of time, have found ourselves in an age which is not our own. Yesterday, in fact until last night, we were in the year nineteen fifty-five. Today, we seem to be in seventeen ninety something. I expected to find my own Admiral here in Syracuse today but I guess he won't arrive for another hundred and fifty years."

Nelson permitted the ghost of a smile to cross his craggy face. "Yes," he chuckled, "you are a bit ahead; but, tell me, would you join me in a drink?"

"Ah—yes, sir."

"Then come below, gentlemen, and let's hear more of this story. It interests me mightily."

They all trooped down to the Great Cabin with its stern galley and low deckhead. *Blackfoot* had to hunch himself up and bow his head to squeeze past the impassive Marine sentry.

"Sit down, sit down. Madiera?"

"Thank you, sir."

"Well now, I'm glad to see that the colonies have their own navies. Is Canada's a big one? Tell me about your ship."

"No, sir, our Navy is not as large as the Royal Navy."

"Quite."

"The *Blackfoot* is called a destroyer of the Tribal class, displaces three thousand tons and can go 31 knots (gasps). She has steam engines which burn oil, and guns which can fire over seven miles. But, of course, guns aren't very important any more—I mean in 1955. Our chief job is sinking submarines which can cruise under water. My Admiral rides in a ship which carries flying machines or aircraft aboard and . . ."

"Egad! Shades of Drake and Blake!" exclaimed Nelson. "Do you really mean that your ship can do 31 knots? My dear sir, you must come along with me tomorrow. We're all going to have another look for the French."

"Sir, in the absence of my Admiral, I put myself entirely at your disposal!"

"By gad, Berry, we can't miss now!"

"What is the date, sir?" asked the Canadian.

"The 24th of July, 1798."

"Then you haven't fought the Battle of the Nile yet?"

"No, is that where the French are?"

"Not quite, sir. They're in Aboukir Bay just to the east of Alex . . . er—Alexandria!"

"How do you know? Did you see them?"

"No, sir, but I've read in history that you found them on the first of August."

"Really? History, eh? Well, then, what happened?"

"Oh, you trounced 'em sir, you and your Band of Brothers. Two got away, but you got them later."

"Ha! Band of Brothers. Berry, I must start calling my captains the Band of Brothers. How did I beat them?"

A gleam of professional ecstasy illuminated *Blackfoot's* face. "Well, sir," he said, hitching his chair closer to the table, "here's what you have to do . . ."

Late that night the Captain returned to the *Blackfoot* where his men had spent a wildly speculative day. He paused at the top of the ladder and said, with a true showman's flair (for he was a gifted man):

"We'll be sailing in company with Nelson's fleet at dawn tomorrow. We're off to fight the Battle of the Nile." And then—since the story was too good to keep: "Number One, I'd like to come down to the wardroom in fifteen minutes, if I may."

YOU CAN probably guess what happened after this. Two nights later at 2201, as the *Blackfoot* hovered around Nelson's fleet like a hawk around a flock of crows, the yellow oil lamps filling the horizon disappeared, and were replaced by the lights of a single cargo steamer, distant about three miles. Also, the breeze dropped, the waves disappeared, and the PO Tel screamed up from Radio One that the Malta Broadcast was coming in loud and clear.

The Captain asked in an odd voice what date time groups they were giving. "23 2100Z, sir."

Then he said: "Come round to 280, Pilot," and relapsed into glum silence in his chair. A little later he added, "And—er—Pilot—I know it's a bit irregular but I think you'd better erase everything in the log from 2200 on the 23rd."

"Ay, ay, sir," answered the Navigator as he checked the course for Syracuse.

And that's the *Blackfoot's* story. Now, whether Nelson was suspicious enough of his odd visitor's disappearance to go to the Nile the long way, as he actually did, or whether he had enough respect for history to delay getting there until the proper date, is anybody's guess. But he did get there on the first of August and he did give the French an awful walloping and two did get away for a while.—J.I.M.

* Lord Nelson lost his right eye while commanding the Marines in Corsica in 1794, and his right arm during a landing on Tenerife, Canary Islands, in 1797.—Ed.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Haida

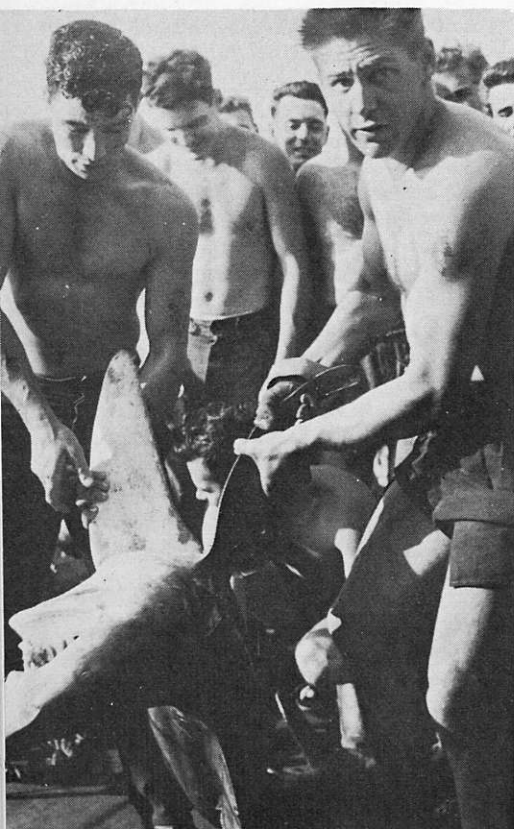
The sun was warm and pleasant as the *Haida* made an easy 12 knots in that azure blue of the gulf stream. It had been a busy week carrying out anti-submarine attacks on HMS *Astute* with the assistance of the *Magnificent's* aircraft and the *Micmac*.

The ship had also participated in night encounter exercises, sweeping in on the *Magnificent* in a simulated torpedo attack, tow forward, OOW manoeuvres, etc., and everybody looked forward to "pipe down" in the afternoon.

Nearly everyone off watch found himself a crashing spot and settled down for Sunday afternoon's rest. Then some energetic soul got out pistols and rifles. The sound of shots attracted customers to the butts set up at the foc's'le for rifles and on the 3" gun deck for pistols, where the target consisted of skeet discs and empty cans.

The gunnery personnel, of course, stepped up, oozing confidence, which in the end didn't produce any tangible results at all, while the supply officer, who is practically blind without his glasses, shattered everything in sight.

The *Haida's* shark



The sporting sensation of the day, though, was the whaler race. Eight groups—Communicators, Veterans, Seamen, Officers, Chief and POs, Engineers, Supply and Miscellaneous all had a crack at pulling around the ship. Most people thought the Engineers would win because, as they manned their boat, a shark appeared from the depths and did a slow roll showing an ugly mouth and an evil eye as it followed the boat around the course.

Shark or no shark, the communicators won and they were presented by the captain with a cake depicting a whaler underway.

While the communicators retired to celebrate their triumph, somebody on the foc's'le caught a shark just as the ship was to get under way, and excitement ran higher than it had all day. A rifle was sent for—the *Magnificent's* last boat was almost secured—a message ordering us to get underway was in the air. Just as the *Haida* started to move through the water the shark was shot and hoisted aboard. Other sharks could be seen approaching, drawn by the smell of blood.

HMCS Quebec

As the *Quebec* slipped and proceeded from beneath the shadow of the towering cliffs at Wolfe's Cove and nosed into the stream, the occasion marked the virtual termination of the extensive naval cadet summer cruise training program. The historic fortress city of Quebec was the last scheduled port of call.

Four days earlier, respects have been paid to the Lieutenant-Governor of the Province of Quebec, the Hon. Gaspard Fauteux, by the firing of a 15-gun salute as the ship steamed past the Citadel on arrival. The officers, naval cadets and ship's company enjoyed the hospitality of the city of Quebec and the township of Sillery over the Labour Day holiday week-end, participating in numerous social engagements, sporting events and sightseeing tours.

An opportunity was also offered the ship's personnel to visit the renowned Provincial Exhibition, which was enjoyed to the full.

Of particular interest was a closely contested series of softball games between the ship's team and that of HMCS *D'Iberville*, the new entry training establishment. The *Quebec* team won the

initial game by a slim 5-4 margin. The second game, which was witnessed by the Lieutenant-Governor and other dignitaries, who were guests of Captain D. W. Piers, saw the ship edged out by the hard-hitting *D'Iberville* team with a final score of 7-6.

A volunteer guard from the ship's company and the ship's band performed the colourful beating the retreat and sunset ceremonies, both alongside the ship on the evening of arrival and to appreciative crowds at the Provincial Exhibition on Saturday and Monday evenings. The ship's band also took part in a massed band concert at the Exhibition on Sunday evening and, in company with a concert party of naval cadets, entertained the patients and staff of Laval Hospital the following afternoon. Crowds of over 3,000 thronged aboard to visit the ship over the holiday week-end.

HMCS Stadacona

A celebration of which our French ancestors were fond is called "Le feu de la Saint-Jean". When the French pioneers first arrived in this country they maintained the tradition. A national holiday was made out of the celebration and they called it "La Saint-Jean-Baptiste". Each year on June 24 parades, "feux de joie", street dances and all the events which usually accompany such festivals are held.

For the fifth consecutive year, this colourful tradition was observed by French-speaking UNTD Cadets in *Stadacona*. A committee was set up and the celebration was scheduled for Saturday, June 25. Much activity and many rehearsals preceded the day of the festivities which was spent decorating the Gunroom with flags, streamers, maple leaves and "fleur-de-lis".

A reception was held at 7.30 p.m. with French-speaking officers and cadets playing hosts to their English-speaking counterparts. Among the distinguished guests was the French consul of Halifax, J. B. Lapierre. Music was provided by a choir which sang such folk songs as "Partons la mer est belle", "Chevaliers de la Table Ronde", and "Filez, filez, O mon navire".

At 9 p.m. four couples appeared dressed gaily in folk costumes. They were members of a folk dancing group known as "les gais Lurons." The ladies wore beautifully hand woven skirts,

known as "les jupes paysannes," with matching shawls. Their escorts wore typical "habitant" costumes. They danced and sang to the airs of "Vive la compagnie", "Les gars de Lochmine", "Meunier, tu dors", and other such songs. They showed much grace and ability in carrying out these somewhat intricate folk dances.

Between dances the choir led everyone in singing such songs as "Pour boire il faut vendre", "Vive la Compagnie" and "C'est l'aviron".

PACIFIC COMMAND

HMCS Stettler

To all outward appearances the surface of the harbour was peaceful enough. The frigates *Stettler* and *Sussexvale* lay at anchor while the summer training routine proceeded on a comparatively unruffled way. A man, obviously a harmless civilian, was puttering about in a motor boat nearby.

Cadet William Harley, going quietly about his duties on board the *Sussexvale*, glanced over the side into the clear, placid waters.

Seconds later there was pandemonium on the quarterdeck, with almost the entire ship's company crowding the rails. What Cadet Harley had seen was a "frogman saboteur", his dastardly deed frustrated, swimming about the ship.

The diver was hauled unceremoniously from the water—so much so, in fact, that his suit was punctured and he was thoroughly waterlogged by the time he landed on the deck. In lieu of the diver, his suit was strung from the yardarm.

The incident threw immediate suspicion on the "civvy" in the motor boat. He was pursued and captured and identified as Lt.-Cdr. Philip Henry, head of the Diving and Underwater Disposal Unit, who had organized a three-man attack on the frigates. The divers had attempted to attach a limpet mine to the hull of each ship. Two of the participants in the exercise had made successful getaways and were presumed to have sunk the *Stettler*.

The incident provided the ships with an excellent opportunity to stage a mock court martial and Lt.-Cdr. Henry went on trial on three charges of espionage. Third year cadets were required to attend to acquaint them with the procedure.

The trial got under way after Cdr. G. C. Edwards, Task Unit commander and commanding officer of the "sunken" *Stettler*, had welcomed on board and duly congratulated Cdr. R. H. Leir, commanding officer of the *Sussexvale*, on the alertness of his underlings.

After the character of Lt.-Cdr. Henry had been suitably blackened by the prosecution and whitewashed by the defence, he was, naturally, found guilty and sentenced to a service haircut and to be branded on both wrists with the words: "I am a spy".

It was subsequently learned that the punishments were illegal under the National Defence Act. Soap and water took care of the branded words, but only an appeal to old Father Time is expected to reverse the other portion of the sentence.—W.L.B.

HMCS Venture

Hardly had the first training year at HMCS *Venture* come to a successful conclusion and 109 cadets poured across the Straits of Georgia for all points East, on three weeks' leave, than another year started.

On Sunday, September 11, the new entries arrived, all 74 of them. Eight provinces of the Dominion are represented, with Ontario claiming the lion's share, with 22. Eighteen came from Quebec, 10 of them French-speaking. British Columbia provided 15, Manitoba 7, Saskatchewan 4, Alberta 3, New Brunswick 1 and Prince Edward Island 1. Three come from outside Canada—one from Peru, another from Belfast, Northern Ireland, and a third from Berkeley, California, U.S.A.

Four of the new cadets are from the fleet. Ord. Sea. David Foster and Ord. Sea. John Shearing have joined from *Cornwallis*, Ord. Sea. Abraham Oudshoorn from the *New Liskeard* and Ord. Sea. Jame Deluca from the *Magnificent*.

A week of indoctrination, kitting up, medicals, lectures, films, PT, sports, photographs, book issues and the customary introduction to the parade ground came first. Then they were off on their first 13-week term.

The senior cadets returning on September 26, were due for a surprise. The newcomers looked really smart.—D.J.W.

HMCS Comox

The following account of a day in the career of the *Comox* appeared in *The Daily Colonist*, Victoria, on July 5:

A dramatic Dominion Day rescue of a disabled 70-foot fishing vessel in 30 to 40-foot waves off the coast of San Francisco highlighted the cruise of the Second Canadian Minesweeping Squadron which returned to Esquimalt yesterday.

HMCS *Comox*, senior ship of the flotilla commanded by Cdr. J. V. Steele, effected the rescue of the fishing boat *Raven* from Seattle, with a crew of two, on request of the U.S. Coast Guard station at Drake's bay.

The *Comox* towed the *Raven* to safety.

The flotilla had put into Drake's Bay, about 40 miles west of the Golden Gate bridge at San Francisco, to escape high seas and winds blowing a steady 45 miles an hour and up to 70 miles in gusts, when a distress call was heard "somewhere off the U.S. coast".

Cdr. Steele set out.

The fishing vessel was located by radar.

The *Comox* circled the stricken boat, pouring oil on the water to reduce the sea. A line was then fired to the fish boat and after two efforts the two men on board managed to pull a line aboard.

At that stage the two fishermen were so exhausted they didn't have the strength to heave on the towing hawser. The line snapped.

The *Comox* made five approaches to pass a hawser.

Cdr. Steele gave full credit for getting a line aboard the *Raven* to Lieut. J. M. Cutts, whom, he said, "threw a heaving line farther than I have even seen one go before."

Cdr. Steele said it would have been hopeless to try to get the men off the fish boat. He thought if the *Comox* had not found the boat it would have been lost.

NAVAL DIVISIONS

HMCS York

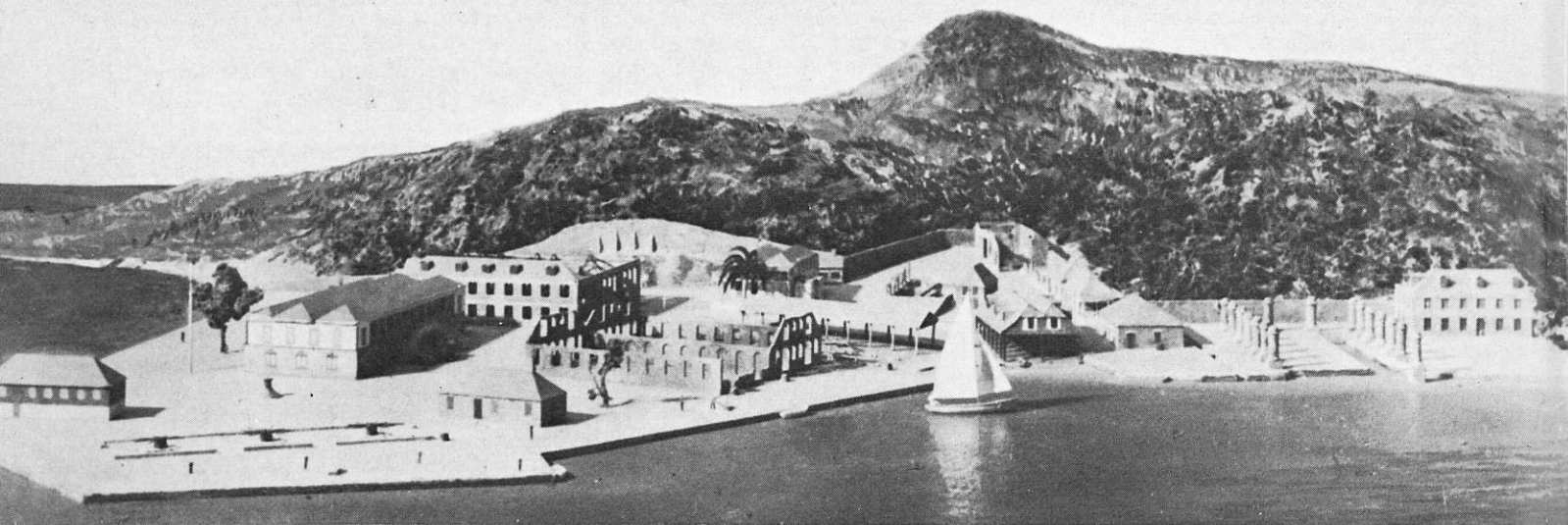
York's 40-foot model of a Tribal Class destroyer made its debut recently in a Toronto parade. The model, originally constructed for the Canadian National Exhibition Armed Forces display several years ago, was repaired this summer in the Toronto naval division by the shipwright staff under CPO F. Hopkins.

Mounted in a trailer the model took part in the Legion Day parade held by the Hydro Branch of the Canadian Legion.

The ordnance branch—as a unit—went to sea last month to garner experience in the repair and maintenance of guns under war-like conditions.

Under the command of Ord. Lieut. G. J. Hutton, the unit sailed in HMCS *Gaspé* with the 11th Minesweeping Squadron as it carried out manoeuvres in Frenchman's Bay. CPO C. H. E. Moore instructed the unit in post-firing routine and other procedures. Taking instruction were PO T. F. Oliver, Ordnance Cadet S. P. Godwin and Wren D. N. Player.

Since then Lieut. Hutton has transferred to another ship. He had been in charge of the ordnance branch since it was set up in January and has now gone to *Cataraqui*, the Kingston naval division.



THE RESTORATION OF NELSON'S HARBOUR

Antigua Base Once "Malta" of the West Indies

EACH WINTER the Royal Canadian Navy despatches its training task groups to the West Indies or other warm climes where sailors can perfect themselves in the ways of the sea without the frustration of the chronically bad weather of the North Atlantic before the return of spring.

Of all their ports of call, few can hold more interest in this, the 150th year since Nelson fought and won the Battle of Trafalgar, than English Harbour on Antigua in the Leeward Islands. For English Harbour, in the minds of those who know and love the West Indies, is Nelson's Harbour.

It was here in 1784 that Captain Horatio Nelson, then only 26 years old, arrived in command of HMS *Boreas*, a frigate of 28 guns. Ashore he found corruption and, at sea, American ships (now "foreigners" as a result of the American Revolution) trading freely with the planters, in defiance of the Navigation Act.

Nelson brushed aside the subterfuge of the American ships in flying the West Indies flag and seized four of them. He was sued for £40,000 and for ten weeks did not dare set foot ashore lest he be held in bail he could not possibly raise. The British government of the day, perhaps a little reluctantly because his actions had angered the plantation owners throughout the islands, stood behind him and the American shipmasters abandoned their claims.

On the island of Nevis to the West of Antigua Nelson met Frances Nisbet, a doctor's widow. She found him romping on his hands and knees beneath the drawing room table with her little boy.

Subsequent events made it appear doubtful that true love had blossomed, but at least affection did and they were married on March 12, 1787.

English Harbour, during Nelson's period on station there, grew into an efficient dockyard where ships of the Royal Navy, secure from enemy and weather, could be careened and overhauled. It was garrisoned by a thousand and soldiers and, in the years preceding Trafalgar, when the Spanish and French fleets roved the Spanish Main, it stood in the relation to the West Indies that Malta was to the Mediterranean during the Second World War.

In 1805, the combined enemy fleets, with between 10,000 and 16,000 troops

on board, passed close to the island. Five days later Lord Nelson, with 12 line-of-battle ships, anchored off Antigua to strengthen the garrison with an additional 2,000 soldiers. Nelson did not land, but he wrote a letter to Governor Lord Lavington that expressed his certitude of victory once battle had been joined.

"I am determined not to lose one moment in pushing after the enemy," he wrote, "whom I am persuaded is gone to Cadiz and Toulon."

His final glimpse of English Harbour was from the deck of the *Victory* as she sped on her way to European waters and to Trafalgar.

It was the second time that English Harbour had been the West Indies point of departure for a subsequently victorious British fleet. *Rodney* sailed from there in 1782 to win the famous Battle of the Saintes which temporarily broke the power of the French navy in the Caribbean.

Antigua was discovered by Christopher Columbus in 1493, but it was without inhabitants until the first English settlers arrived in 1632. Except for a brief period in 1666 when it was captured and held by the French, the colony has been British ever since.

English Harbour had its primitive beginnings in the 1670s, and became an important naval anchorage in 1707. By 1728 repair facilities had been provided. These were extended and improved over the next 100 years. It reached its greatest strategic importance and its closest association with great names of naval history in the closing years of the

An Appeal From England

The following paragraphs are from a letter written by Sir Bruce White, KBE, of London, England, to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff:

"I write to bring to your notice an Appeal which is being made, in this the 150th anniversary year of the Battle of Trafalgar, for funds to restore English or 'Nelson's' Harbour in Antigua.

"I was asked by Lady Churchill, who has a deep interest in the matter, to form an Appeal Committee, and we feel greatly honoured by having Princess Margaret, who visited the Harbour during her recent tour in the Caribbean, as Patron-in-Chief.

"Knowing of the association which the Canadian Navy has with the West Indies and in view of the great historical interest of the Harbour, I hope that you may consider it appropriate to draw the attention of those who might be interested in the project, with a view to their making contributions to the fund. I can assure you that any contribution will be most gratefully received."

18th Century and up to the time of Trafalgar.

The dockyard continued to serve the Royal Navy until the 1890s, although the last of the military garrison was withdrawn in 1854. It was abandoned by the Royal Navy in 1899 and the installation and lands were taken over in 1906 by the government of Antigua. The winding and narrow entrance which sheltered ships of the past from danger could not easily be negotiated by the large ships of modern times.

The harbour still exists today as a monument to those hazardous and exciting days when Britain was fighting for mastery of the Caribbean seas, but the buildings have suffered from neglect and from the ravages of time.

With the appointment of Sir Kenneth Blackburne as governor in 1950 the task began of restoring English Harbour to a condition worthy of its great traditions. The English Harbour Repair Fund was created and as money came to hand (in all too small quantities) it was applied with loving care to stopping the wastage of the years.

In the United Kingdom a committee under the chairmanship of J. M. Campbell undertook to raise a fund of sufficient size to complete in a workmanlike and lasting way the repairs already begun. Her Royal Highness Princess Margaret, who had visited English Harbour during her West Indies visit, granted her patronage to the fund and Lady Churchill, an enthusiastic sup-

porter and patron, enlisted the support of Sir Bruce White, KBE.

Sir Bruce, senior partner of a firm of civil and consulting engineers in London and Director of Ports and Inland Waterways for the War Office throughout the Second World War, called on friends well-qualified to help. Substantial support was offered by some of the great engineering contractors of today.

The result of the efforts of this new circle of friends was that building materials, including timber, roof tiles and many other requisites were assembled for shipment to Antigua. Of the £50,000 objective, about £30,000 had been donated by early summer of this year. The committee confidently anticipates that it will receive the balance of the money necessary for building, labour, etc., and to provide a maintenance fund.

Contributions, large or small, will be welcomed by the Hon. Treasurer, English Harbour Repair Fund, 44 Lowndes Street, London, S.W.1, England.

NOTE: The foregoing has been compiled from a variety of sources, but largely from an article written by Hugo N. Bolton, secretary of the Fund. Although ungraced by inverted commas, several paragraphs are direct quotations from Mr. Bolton's "Nelson and His Famous West Indies Harbour".—Ed.



A model of English Harbour, Antigua, prepared in connection with the restoration program for the historic West Indies port, was displayed at the Bath Festival in Bath, England. A distinguished visitor to the exhibit was Admiral Lord Louis Mountbatten, First Sea Lord. Another view of the model, which was executed by John B. Thorp, of London, appears at the head of the accompanying article.

Where Sailors, Civvies Meet

When he officially opened the Armed Forces Centre in Victoria on June 21, Premier W. A. C. Bennett of British Columbia underlined the importance of a place for civilians and armed forces personnel to meet and share their social life in peacetime.

The centre, on Government Street, is open every day from 9.30 a.m. until midnight. It had previously operated from temporary quarters at *Naden*.

Logan Mayhew, chairman of the 20-man civilian group which sponsored the establishment of the enterprise, expressed the hope that civilians would support the centre and help entertain the troops.

"The morale and spirit of the armed services can only be kept up if the public is behind them," he said.

Rear-Admiral J. C. Hibbard, then Flag Officer Pacific Coast, was among the many dignitaries who inspected the centre following its opening.

After cutting the ribbon to open the building, Premier Bennett was escorted through a tri-service armed guard of honour. The band from HMCS *Naden* staged a short parade to the centre before the opening ceremony.

The centre is the first of its kind in Western Canada.

In addition to the financial donations which made the six-month renovation of the building possible, servicemen donated a great deal of time and labour to its redecoration.

The centre provides a meeting place for men and women of the forces and their friends.

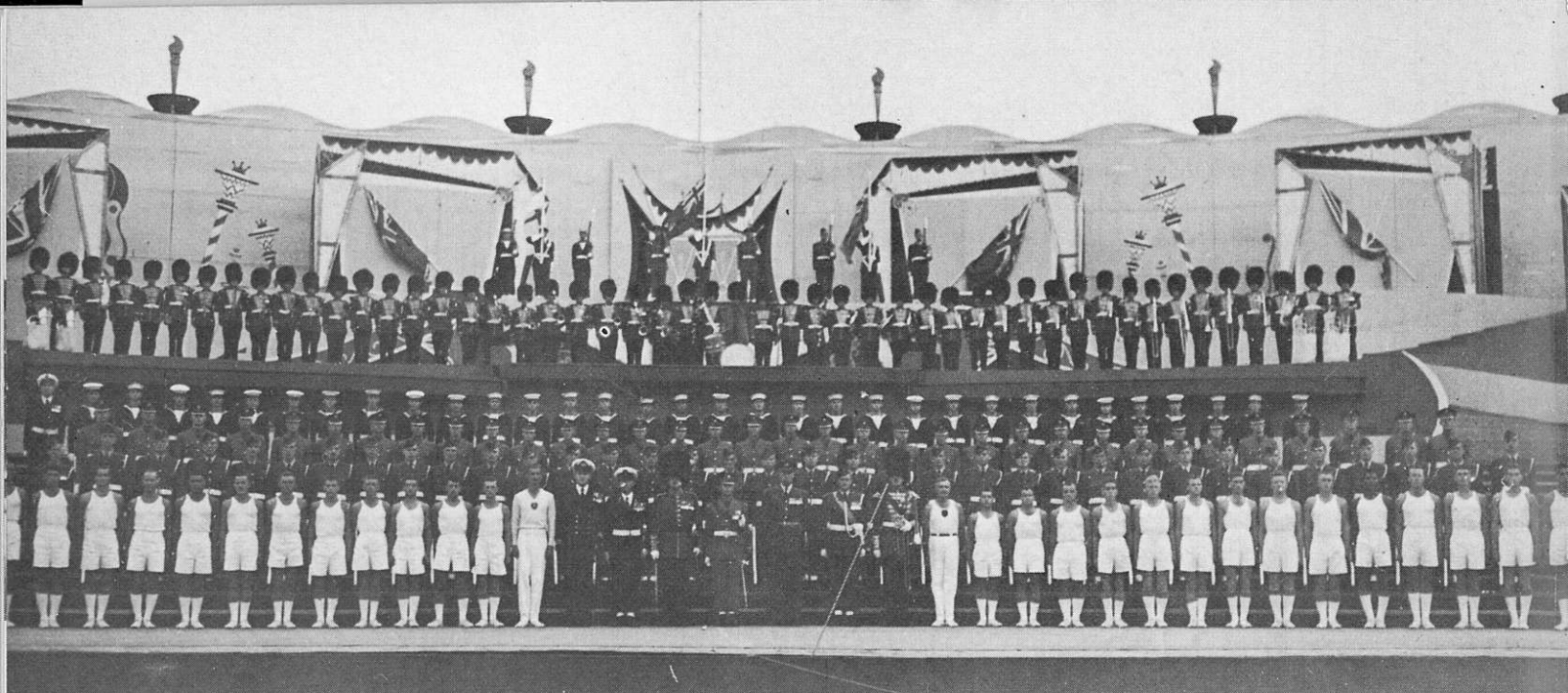
There are special lockers for sailors serving in ships to keep their civilian clothes; showers, card and writing room, a lounge and dry canteen.

Mrs. Lynda Murphy is the full time managing secretary. She will do everything from organizing fishing trips with civilian boat owners to helping a serviceman buy a corsage for his best girl.

She will make travel reservations for servicemen, or arrange for them to be entertained in civilian homes.

The directors estimate that operating expenses for a year will amount to about \$6,500.

The highly successful June Ball in the *Naden* gymnasium served the double purpose of honouring Rear-Admiral Hibbard on the occasion of his retirement and of raising funds for the operation of the Centre in downtown Victoria. The ball realized more than \$6,000.



PROGRESS KEYNOTE OF NAVAL DISPLAYS

The Fleet Holds Open House at Navy Days, Exhibitions

PROGRESS was the theme of the Armed Forces Exhibit at the 1955 Canadian National Exhibition in Toronto.

The Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force, working together, came up with an all-new, interesting and educational display which featured the latest in

Vice-Admiral E. R. Mainguy, Chief the Naval Staff, took the salute during the march past on Warrior's Day at the Canadian National Exhibition. He also met and shook hands with some of the veterans from Sunnybrook Hospital. (COND-1893)

fighting equipment and techniques on sea and land and in the air.

The Navy concentrated primarily on a graphic presentation of its role in anti-submarine warfare. A fully-operational squid mounting, with its electronic control equipment, drew large crowds eager to see how this lethal weapon attained its uncanny accuracy and destructive power.

The latest devices for the detection of submerged submarines were displayed in model form on lighted panels. The new dunking sonar, the detection equipment lowered into the sea from a hovering helicopter; sonobuoys and magnetic airborne detection gear were shown. A sonar set and a radar set in operation attracted thousands of interested spectators. One of the newest weapons in the navy's arsenal, the homing torpedo, was prominently displayed in simulated form and its operation from a ship at sea was depicted on a lighted panel.

The advances made from 1938 to the present day in the number of personnel and ships in the RCN was the subject of a revolving panel featuring models of each class of ship in the pre-war and post-war navy.

Another popular feature of the navy's display was the Mobile Anti-Submarine Training Unit. This ingenious "school on wheels" is housed in two large trailers, and duplicates all the essential positions in a ship concerned with the detection and destruction of a submerged submarine. The public was in-

vited to watch the crew carry out a typical "action" against a submarine from the moment its presence is discovered by the sonar equipment until its destruction by the "ship's" depth bombs. The action could be followed on a plotting table whose surface showed small points of light representing the ship and submarine. Hunter and hunted could be watched as the former closed in and

The mysteries of sonar are explained to John Maycock, English visitor to the CNE by PO James A. Russell in the wheelhouse of the Mobile Anti-Submarine Training Unit, which was on display. (COND-1916)



the latter tried desperately to evade the searching beams of the sonar.

The Army display showed the career opportunities for young men in the Army's apprentice training scheme. The evolution of a battalion's small arms over the past 20 years was illustrated in a display by the Royal Canadian Infantry Corps. Parachute training and the air supply of ground troops was another of the Army's exhibits, as was a unique display of the medical corps' Airborne Medical Unit.

A cut-away Orenda jet engine was a feature attraction of the Air Force exhibit. Other engines shown included that of the Silver Dart, the first aircraft to be flown in Canada, which went aloft from Baddeck, N.S., in 1909. Progress in the development of military and civil aircraft was shown by a score of scale models. The earliest "flying machines" and the latest jet fighters were displayed. Another interesting RCAF exhibit demonstrated the importance of aerial photography in mapping Canada's vast area. The relatively little-known process of producing colour photographs was part of this display.

In the centre of the exhibit area the Navy had placed a 35-foot scale model of the Arctic patrol ship *Labrador*, which, in 1954, became the world's first warship to navigate the Northwest Passage. The Army's centre display consisted of two 90mm anti-aircraft guns which were operated by radar and capable of electronically distinguishing

between friend and foe. An F-86 Sabre jet fighter, with which the RCAF squadrons overseas are equipped, drew crowds in the Air Force centre area.

Always popular, the Armed Forces theatre played to capacity audiences throughout each day. Action and training films of the three services were shown.

The Armed Forces Chapel, manned by Protestant and Roman Catholic chaplains, demonstrated the importance placed by the three services on the spiritual guidance of their personnel.

The women's branches of the armed forces again added charm and efficiency to the operation of the display, acting as official "greeters" at the main entrances and as ushers in the theatre. Nursing officers of the three services kept a watchful eye on the health of the service personnel participating in the exhibition.

The Army Provost Corps' demonstration of unarmed combat and the RCAF's aviation medicine display were other interesting features of the forces' exhibit. Although cancelled due to adverse weather on the final day, the RCAF's aerial display over the waterfront thrilled large crowds on two days of rehearsal and one actual show.

Combining military precision and showmanship to a degree never before attempted, the Navy, Army and Air Force tri-service drill squad, under Lt.-Cdr. Gordon J. Brighton, almost "stole the show" in the giant grand-



Ldg. Wren Shirley M. Stretton, of Aldershot, Ont., has a pat for "Lassie", during a visit paid by the wonder dog and TV partner Tommy Redding to the Armed Forces display area at the CNE. (COND-1921)

stand performance held nightly at the CNE.

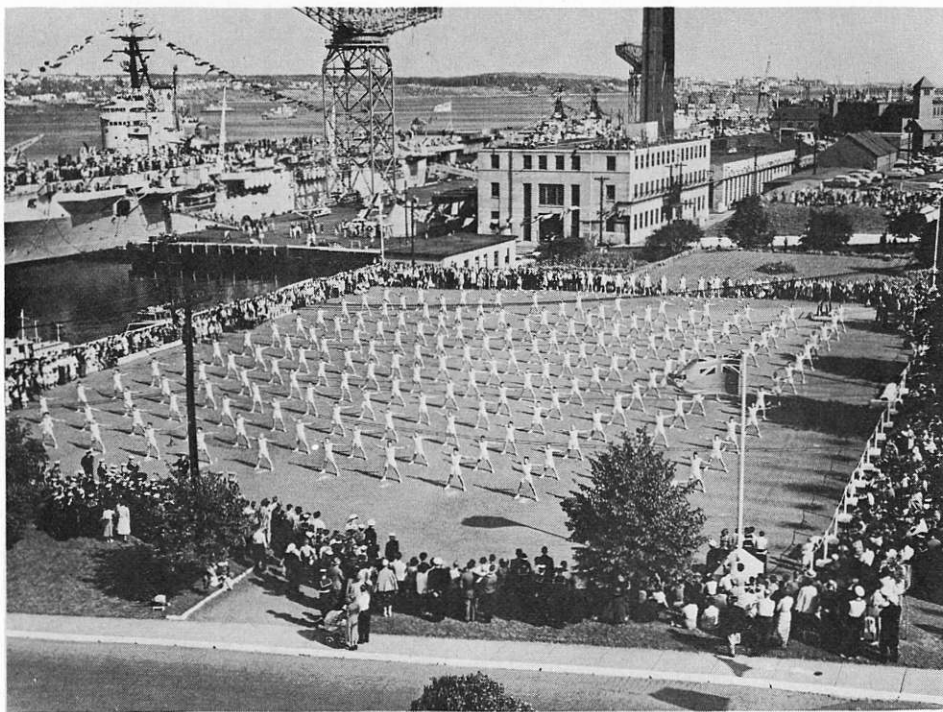
Planning and direction of the Armed Forces Display was carried out by a sub-committee of the Inter-Service Recruiting and Publicity Committee, under the chairmanship of Captain (SB) William Strange, Director of Naval Information. Major W. Milne and Flt. Lt. J. H. McLeod represented the Canadian Army and the Royal Canadian Air Force.

ON THE GREAT LAKES

THE NAVY was on display in Hamilton during the week-end of July 31 to August 2. The four-day program started with an Open House on the Saturday, and included a regatta, dance, fireworks display, and sunset ceremony. The occasion marked the 200th anniversary of the naval ensign on the Great Lakes.

More than 11,000 people accepted the invitation of the Great Lakes training fleet to "come aboard" to inspect the ships and meet the officers and men.

Eleven ships were in harbour on show to the public during the afternoon. The visitors roamed at will through the base and ships, and sailors were kept busy answering questions and pointing out objects of interest. There were continuous showings of 20-minute naval films in the gunroom of HMCS *Star*, the Hamilton naval division, and the 28-piece band of RCSCC *Terra Nova* of St. John's, Nfld., staged a band concert on the grass in front of *Star*.



The physical training display put on by 200 ordinary seamen from Cornwallis on Navy Day in Halifax was more than an exhibition of precision. It was a demonstration of the high degree of teamwork developed at the Annapolis Basin training establishment in a brief two to three months.

The Algerine coastal escort *Wallaceburg* won the "Cock of the Walk" trophy in competition with the other ships of the fleet in a series of whaler pulling races, sailing dinghy races, and war canoe races. A wooden rooster—the symbol of victory—was hoisted to the ship's masthead.

In the evening the gates were again thrown open to the public, and a large crowd witnessed a guard from the Great Lakes Training Centre and the band of RCSCC *Terra Nova* stage the colourful ceremony of beating retreat. After the ensign was lowered, Rear-Admiral Kenneth F. Adams took the salute.

The following Tuesday evening, the 11 ships were anchored in Hamilton Bay and provided a spectacular fireworks display in conjunction with the Lakes Yacht Racing Association regatta. Thousands of Hamiltonians lined the waterfront to see the demonstration.

WEST COAST NAVY DAY

OVER 10,000 people, including many Americans, visited HMC Dockyard and HMCS *Naden*, Esquimalt, B.C., on Wednesday, August 17, when the Pacific Command observed Navy Day.

Beautiful weather and an all-out effort on the part of those serving on the West Coast made it a gala occasion for the Navy's guests who were given ample opportunity to get a close look at the RCN.



Looking out over the Arctic wastes of the CNE are the Hay brothers, Robert 8, and David 5, of Kitchener, Ont., two of the many thousands of persons who visited the model of the Labrador on display at the exhibition. AB John Haynes is the sailor on the ice floes. (COND-1928)

Several days before Navy Day, the cruiser HMS *Superb*, wearing the flag of Vice-Admiral Sir John F. Stevens, KBE, CB, RN, Commander-in-Chief, America and West Indies Station, arrived at Esquimalt during her sum-

mer cruise. Captain of the visiting cruiser is Commodore D. H. Connell-Fuller, RN.

The *Superb* drew thousands of visitors on Navy Day, as did the ships of the Pacific Command—all of which were "home" with the exception of the destroyer *Sioux* and the frigate *New Glasgow*, in the Far East and at Pearl Harbour, respectively at that time.

Navy Day opened in the morning with a sail-past, in the Strait of Juan De Fuca, of the West Coast fleet, led by the cruiser *Ontario*, which had just returned from Europe after her second training cruise for Venture cadets.

In the afternoon, the gates at Dockyard and *Naden* were thrown open to the large crowds. Many of the training establishment and workshops in the Command were open and excellent static displays were arranged by various branches. The P & RT Centre at *Naden* was jammed for an athletic display and also for a water polo match. Popular with many visitors was a large tank where divers demonstrated how repairs and metal cuttings are carried out under water. One of the highlights of the day was the blowing up, by frogmen from the Diving and Explosive Disposal Training Centre at *Naden*, of a whaler, re-modelled to resemble an aircraft-carrier.

Entertainment for long lines of visitors which formed to take tours of the harbour in various naval craft was pro-



Fierce warriors of the Great Lakes Training Centre tribe are towed in the "war canoes" to the starting line for a hotly contested race during Navy Day celebrations at Hamilton July 31.

vided by a 40-piece band, formed of Winnipeg Sea Cadets, who were taking a course at the Royal Canadian Sea Cadet Training Establishment at Comox, B.C.

Fittingly, the day came to an end with the Sunset Ceremony carried out on the lawn of the Parliament Buildings by the Guard and Band from HMCS Naden.

An editorial printed in the *Victoria Colonist* on Navy Day stated in part: "Navy Day serves to emphasize the role that the RCN has to play in the defence of this country. All in all the Pacific Command makes up a tidy and formidable force, ready at a moment's notice to put to sea on serious intent. The whole Esquimalt establishment is therefore well worth seeing, and the RCN is always the perfect host".

HALIFAX NAVY DAY

THE GREAT resources of the Atlantic Command were freely drawn on to assure that Navy Day—1955, held on Wednesday, August 31, should be the most elaborate, entertaining and informative yet held in Halifax.

The events of the day and the contributions made by the various ships and establishments in the command were summed up in a message sent by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast:

"Thanks to your united efforts Navy Day was a great success.

"The flypast, the minesweeping demonstration, the physical training display, the helicopter operations with whaler rescue, the helicopter comedy, the Dockyard fire department rescue, the various excellent static displays, the appearance and efforts of the Dockyard and individual ships, the band music and, last but not least, the fine performance of the *Cornwallis* guard and band at the Sunset Ceremony, reflect great credit on all concerned.

"I wish to extend my hearty congratulations to one and all for the first-class team work, which, coupled with ideal weather made the day what it was. Well done!"

The events of the day opened with a parade through the streets of Halifax on Wednesday morning. At 2 p.m. the Dockyard was opened to the public and was offered a visual display of the growth and accomplishments of the past year.

During the West Coast Navy Day frogmen blew up a miniature aircraft carrier in mid-harbour, hundreds of happy visitors commuted between the dockyard and Naden in a harbour craft and the Dockyard fire department put on a fire-hose display that made the "No Smoking" sign on the jetty superfluous. (E-32670; E-32662; E-32666)

First on the program were helicopter demonstrations that included a rescue and the bombing and "sinking" of HM Submarine *Ambush*. A flour "bomb" was used.

Ships of the First Canadian Minesweeping Squadron put on a minesweeping display, which included the blowing up of a simulated mine in the vicinity of the Angus Macdonald bridge. Two hundred ordinary seamen from *Cornwallis*, in their eighth to twelfth weeks of training, put on a physical training display of remarkable precision and skill. The Dockyard Fire De-

partment staged a rescue. Naval aircraft flew overhead.

While this outdoor activity was going on, ships and establishments were open for conducted tours and static displays that gave the visiting crowds an insight into the background training and skills involved in keeping the ships at sea. HMCS *Cape Breton*, the apprentice training ship, had a special attraction of her own. Her pipe band made two appearances during the afternoon.

Attendance during the afternoon was estimated to be 20,000.



THE NAVY PLAYS

"Stad" Regains Track Trophy

The 1955 Atlantic Command Track and Field Championships September 2, saw *Stadacona* recover the Command Trophy from *Cornwallis* which took it from Halifax in 1954.

The battle for top honours was between *Stadacona* and the *Cape Breton*, with the result in doubt until the 440-yard relay, which was the final event. *Shearwater* edged out the *Cape Breton* entry and *Stadacona* placed third in the event.

The event decided the grand aggregate winner with *Stadacona* amassing 66 points; *Cape Breton* 65; *Shearwater* 51; HMC Ships 29, and *Cornwallis* 29.

Individual scoring honours went to Ldg. Sea. John Moore, *Shearwater*, who won three events. Six new command records were set during the meet, with Moore accounting for two of them. He bettered the hop-step-jump record by 11 inches with a jump of 40 feet 8½ inches, and extended the old broad jump record by one foot 2½ inches with a 21-foot leap.

Ord. Sea. William Fell, *Cape Breton*, set a new mark for the 220-yard dash with a time of 24.2 seconds. Ord. Sea. Kenneth Leneve, *Cape Breton*, broke

the javelin record by six feet 6½ inches with a toss of 162 feet 2½ inches.

AB Hugh Cutler, *Shearwater*, broke the old shot-put record by three feet four inches with a heave of 39 feet six inches. Cadet Theophilus Okonkwo, *Stadacona*, bettered the old high-jump mark by two inches, reaching five feet six inches.

The highlights of the meet were filmed and presented on Pat Connolly's CBHT television show "Sports Parade". Prizes were presented at the conclusion of the meet by Mrs. R. E. S. Bidwell, wife of the Flag Officer Atlantic Coast.

York Topples U.S. Visitors

Members of the 9th Battalion United States Naval Reserve from Rochester visited Toronto in mid-July for the week-end, another of the enjoyable times the two ships' companies have had over the past years in exchange visits.

York came out of the visit with a clean sweep, taking the three trophies emblematic of the sporting activities. Rochester went home with a moral victory, after trouncing the Canadians in a baseball game.

In the boat race, *York's* crew bagged the trophy by spurting across the finish

line half a boat ahead of the Americans. *York* topped the Rochester rifle squad by 83 points, winning back the trophy.

The tug-of-war competition looked like a walk-away for the Americans as they easily won the first pull. *York* came back strongly however and won the last two, for the victory.

The afternoon was climaxed by some fancy stepping by the precision squad from Rochester.

Supply Team Tops Tabloid

During a five-day visit at Argentina, Newfoundland, the cruiser *Quebec* and destroyers *Huron* and *Iroquois* held a group tabloid sports meet on July 11, with 20 teams of ten men each taking part in the various events. The *Quebec's* supply team topped the meet and her engineroom department placed second.

Thanks to the co-operation of the U.S. military authorities there, base sports facilities were well exploited by the Canadian sailors. A group baseball team played two games against the base team and several interpart softball and basketball games were run off.

Air Electricals Shine at Meet

Air Electricals took top honours in the *Shearwater* sports tabloid held late in July, with Ldg. Sea. John Moore leading the winners in a fine display of effort all round.

The Air Electricals made 101 out of a possible 132 points, followed by Naval Aircraft Maintenance School with 94 and Utility Squadron 32 with 92 points.

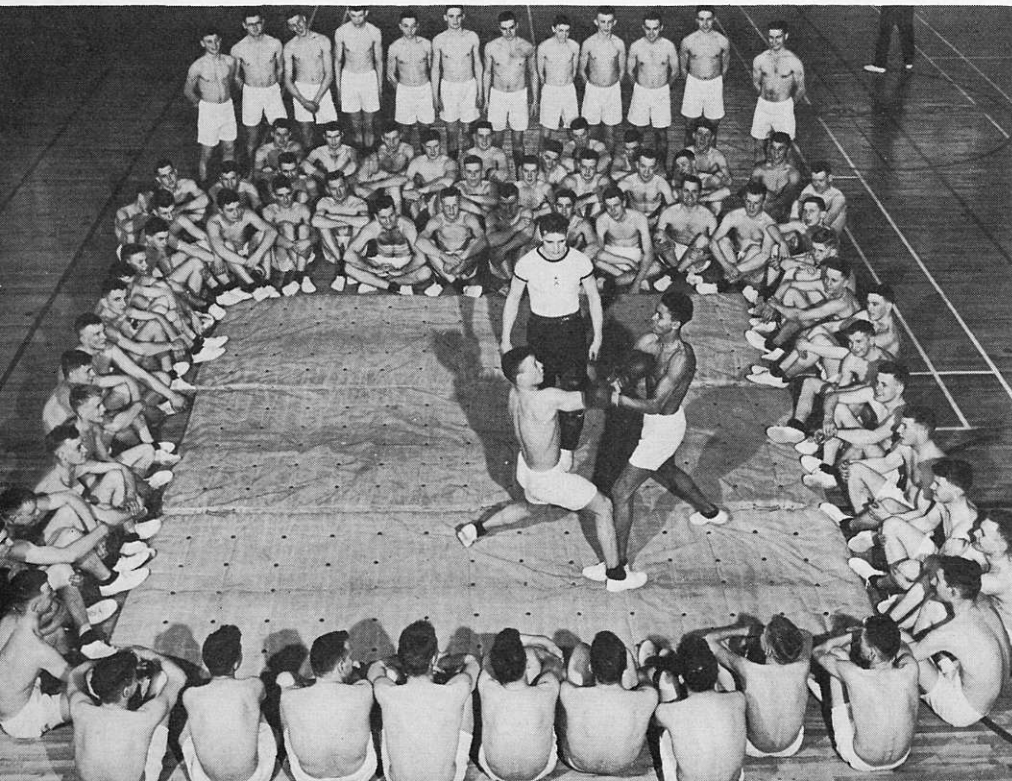
The victory team included PO Fred Henderson (captain), Ldg. Sea. Moore, AB Ellsworth Atkinson, CPO Don Purchase, PO J. K. Fyfe, PO Real Langlois, Ldg. Sea. James Scrimgeour, POs Wilf Welch, William Bobey and Charles Purkis, Ldg. Sea. Adrian Decigneul, POs Keith Swyer and Don Hunter.

Fifty Craft in Sailing Regatta

The Pacific Command Royal Canadian Navy Sailing Association's Sixth Annual Invitation Regatta this summer had close to 50 craft entered in the different classes.

In the series races, "C" Class, third place went to Lt.-Cdr. (E) Roy Smith,

Unarmed combat forms part of the training of new entries at Cornwallis. Regardless of the feelings of the combatants, the spectacle provides endless amusement to the spectators—unless they happen to remember that their turn is coming. (O-8140)



RCNSA Commodore, sailing in *Silver Heron*. Lion's share of placings went to the Royal Victoria Yacht Club. *Naden* placed first in the whaler events with *Venture* second. In the dinghy class, *Venture* No. 3 defeated the *Venture* No. 2 entry.

Officials of the RCNSA are: Commodore, Lieut.-Cdr. (E) Roy Smith; vice-commodore, Lieut. (G) K. D. Lewis; fleet captain, Frank Piddington; secretary, Lieut.-Cdr. R. N. McDiarmid and, treasurer, Lieut.-Cdr. J. H. Marshall.

Army, with Help, Downs Navy Team

In the annual Tri-Service Track and Field Championships at Victoria, the Army, bolstered by the timely arrival at Gordon Head Military Camp of the 2nd Battalion, Queen's Own Rifles, upset the appellation by downing Navy. Final points total were: Army 60½; Navy, 54½; RCAF 29.

AB George Kelly showed great form for Navy in winning the 880-yard run and acted also as anchor man in the mile medley relay, which was won by the Navy team.

Ord. Sea. Paul Seymour, School of Music, *Naden*, set a new pole vault

record, clearing 9 feet 10 inches without any further attempts. The pole vaulting pit was not suitable for any greater heights.

Veterans' race of 50 yards for those 40 years of age was won by an Army sergeant who narrowly defeated Lieut. W. "Scoop" Hibbert, of Navy.

Cadet track events were held at the same time, with those from *Venture* out-pointing the UNTDs from Royal Roads by a wide margin.

Naden Golfers Retain Trophy

Naden golfers retained the Sport Shop Trophy in the RCN Golf Association intership tournament at Victoria's Gorge Vale Links late in August. Their gross score was 726. Instructor Cdr. C. H. Little won the individual low gross with 80 points, and Chaplain J. E. Williams the low net with 67. Both are from *Naden*.

Earlier, in the RCN Open Golf annual, Lieut. (E) M. E. Woodward, of *Naden*, won the Davis Trophy for the second time.

He came out on top of the 10th open tourney and PO Jack Ross was runner-up.

QUEEN'S DIRK AWARDED

The Queen's Canadian Dirk for the best all-round RCN cadet to complete his final academic courses in a Canadian Services College or University was won this year by Cadet (E) J. D. O'Neil, RCN, from HMCS *Scotian*, the Halifax naval division. His home town is Dartmouth, N.S.

The son of Mr. and Mrs. Thomas Maunsell O'Neill, he was educated at St. Michael's High School, Toronto, and Loyola College High School, Montreal. He entered the Royal Canadian Navy in August, 1946 as an Air Mechanic (E). At Saint Mary's University, Halifax, he received his diploma of engineering with great distinction, and was the valedictorian of the graduating class of '54. He took an honour course in aerodynamics at the Nova Scotia Technical College.

Presentation of this and other awards took place at the final ceremonial parade held at Royal Roads on Saturday, August 6. The inspecting officer was Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, who also presented the awards.

The parade was formed by naval cadets undertaking summer training who are either university students or are from a Canadian Services College. The cadets represented every province

of Canada, every one of the three Services Colleges, and practically every university in Canada.

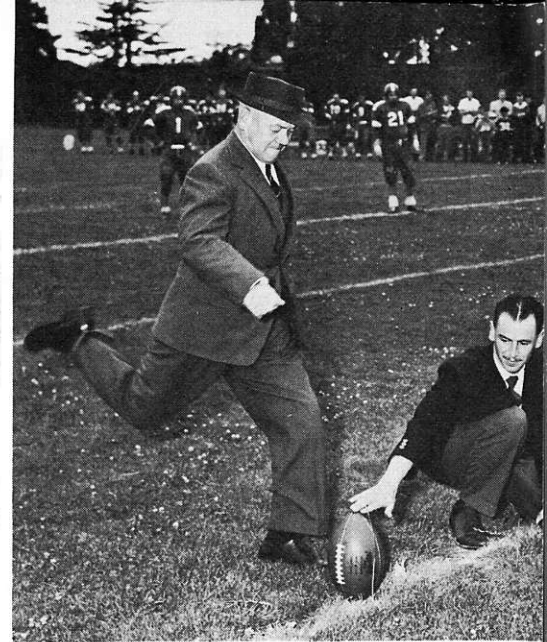
Presentation was also made of the following RCN Awards:

The Nixon Sword, to Cadet (E) C. P. Lawes, RCN(R), from Canadian Services College, Royal Roads, whose home town is Montreal, Que. This award is given to an RCN or RCN(R) cadet from a Canadian Services College on completion of his professional training. The award is for the cadet acquiring the highest officer-like qualities.

The Department of National Defence Telescope, to Cadet (E) R. G. Capern, RCN, from Royal Military College, Kingston, whose home town is St. Thomas, Ontario. This award is given to the RCN cadet who attains the highest standing among those cadets entering the RCN.

The Stubbs Memorial Shield, to Cadet K. J. Spencer, RCN(R), from HMCS *Donnacona*, whose home town is Windward Road, Jamaica. This award is for the RCN cadet who, on completion of his professional training period, has been an outstanding cadet for athletic ability and sportsmanship displayed during Naval training.

UNTD awards: The Department of National Defence Sword, to Cadet W. E.



Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, kicks off in the Navy's opening game against the Victoria Vampires in the Victoria Intermediate Canadian Football Union. Held at Victoria's MacDonald Park, on September 10, the game saw Vampires edge the spirited but lightweight Navy squad 7-6 (E-32918)

Patterson, RCN(R), from HMCS *York*, whose home town is Toronto, Ont. The sword is presented to the best all-round cadet of the RCN(R) who has successfully completed his first and second year training.

The Department of National Defence Telescope, to Cadet S. G. Thomas, RCN(R), from HMCS *Unicorn*, whose home town is Saskatoon, Sask. This award is presented to the second best all-round cadet of the RCN(R) who has successfully completed his 1st and 2nd year training.

The Admiral J. C. Hibbard Essay Prize, to Cadet G. W. Connaughty, RCN(R), from HMCS *Unicorn*, whose home town is Assiniboia, Sask.

At the conclusion of the ceremonies at Royal Roads on Saturday, a cadet command ball was held on the quarter-deck of the college for the cadets and their guests.

On Sunday, August 7, the cadets marched through Victoria on a church parade, led by the HMCS *Naden* band.

Why West Coasters Brag About Fishing

Small wonder West Coasters are enthusiastic anglers.

CPO Harold McIntyre of the *Ontario* was fishing with a friend at Parksville, B.C., when his rod was bent to a satisfying bow as he hooked an eight-pound spring salmon.

As he was bringing his catch in there was a much larger swirl and Wham! a 30-pound ling cod struck and held. With alacrity, the two men got both fish into the boat by gaffing the big cod as it surfaced.

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.

ALFORD, William G.....	LSQM2	GALLEY, Thomas C.....	P2PH2	MURCHY, Lloyd R.....	LSAP2
ALMEN, Donald W.....	P2RP2	GARRAWAY, Harold G.....	P2QM2	MacGREGOR, James D.....	LSAP2
AMON, Robert D.....	C2QI3	GEDDES, Leslie W.....	P1AA2	MacINTYRE, Gordon.....	LSAM2
ANDERSON, Lloyd J.....	P2RP2	GETTINBY, Ronald A.....	LSTD1	MacKAY, Douglas A.....	LSAM2
ARMS, Robert G.....	LSTD1	GILL, Kenneth W.....	LSRP1	MacKAY, Roy J.....	LSEM1
BAILEY, Harold F.....	P1RP3	GILLESPIE, Douglas R.....	LSAP2	MacLELLAN, Ronald J.....	P2CS3
BANDET, Rene J.....	P2CS3	GILLIES, Gordon D.....	LSAF1	McCORMICK, George T.....	LSRP1
BARKER, William R.....	LSAP2	GOLLING, George H.....	LSRP2	McCORMICK, Roderick E.....	LSTD1
BARATTO, Lino A.....	LSQM1	GOULDIE, Samuel T.....	LSQM2	McDOW, Hubert E.....	LSQM2
BARRETTE, Armand J.....	LSAA2	HALL, William H.....	LSCR1	McGOVERN, John H.....	LSRC1
BARRY, Arthur H.....	LSQM1	HAMILTON, Alexander R.....	LSPW2	McKENDRY, Kenneth W.....	LSAP2
BAYLISS, Edward A.....	LSQM1	HAMMER, Robert A.....	LSAC1	McLELLAN, Robert J.....	C1QI4
BELISLE, Paul J.....	LSQM1	HARDY, Douglas E.....	P2QM2	NEWTON, Thomas F.....	LSRC1
BELL, John A.....	P2QR2	HARRIS, Edward W.....	P1RP3	NICHOL, Howard A.....	LSAP2
BELLEAU, Emile J.....	LSLR1	HARRISON, Kenneth G.....	LSAP2	NORRIS, John A.....	C2GI4
BLACKHURST, Robinson G.....	LSAP2	HARRISON, Walter E.....	LSAA1	NUTTALL, Fred B.....	LSQM1
BLAIR, Donald D.....	LSRC1	HEBERT, Real J.....	LSAM2	O'DONNELL, John.....	P1ER4
BOAM, James W.....	P1CK3	HEROUX, Francois J.....	LSMO2	OSMOND, Arthur L.....	LSAM2
BOLDUC, Ramon.....	LSQM1	HICKEY, Jerome J.....	C2RC3	PADDON, Neil J.....	LSAP2
BOUCHER, Adrien J.....	P1AA2	HILL, Peter E.....	LSAP2	PALMATIER, Gerald J.....	LSAO1
BOURNE, John E.....	LSAP2	HILTZ, Rae M.....	LSCS2	PATTISON, Clive D.....	LSAP2
BOYER, Kenneth P.....	LSTD2	HOOPER, Earl.....	LSAA1	PENCHOFF, Peter.....	P2CK2
BRADFORD, Wayne.....	LSAP2	HOOPER, Frederick R.....	P1RP3	PERRON, Gerard E.....	LSAP2
BRO, Peter F.....	LSTD1	HOVEY, Glendon J.....	LSSW1	PETRONY, Edward C.....	P1QM3
BROWN, Thomas W.....	LSAP2	HOWE, Ronald.....	LSTD2	POTT, Charles H.....	P2CS3
BROWNLESS, George.....	LSAP2	HUFF, Donald C.....	P2TD2	PRENDERGAST, Roy W.....	LSAA1
BUCHANAN, Lawrence K.....	LSAP2	HULL, Berton P.....	P1ER3	RAMSAY, William.....	P1RC2
BURLOCK, Clarence R.....	LSLR1	HUTCHISON, Douglas E.....	LSAP2	RANDALL, Robert A.....	LSAM2
CADWALLADER, William C.....	C2SH4	INGRAM, Robert J.....	LSLR1	REES, Edward J.....	LSAP2
CAMPBELL, Philip P.....	LSRC1	ISRAEL, Henry O.....	LSSW1	RICARD, Andre J.....	LSCS2
CAMPBELL, Stuart F.....	LSRP2	JAMIESON, George E.....	CITI4	RIENDEAU, John L.....	LSSW2
CARROLL, Michael P.....	LSAP2	JARDISON, Robert H.....	LSQM1	ROBERTSON, Roy A.....	P1AA3
CASMEY, Donald F.....	LSRP1	JEWELL, John W.....	P2CR2	ROBINS, Norman.....	P2AA2
CHATER, Austin W.....	P1LR3	JOHN, Evan W.....	C2PH3	SAUCIER, Alcide J.....	LSTD1
CLAYTON, William G.....	P1QR2	JOHNSON, Edward J.....	LSAP2	SCHWAGER, Vernon B.....	LSAP2
COLES, George E.....	C1GI4	JOHNSTON, Michael R.....	P1AA2	SEAGER, Brian D.....	C1MR4
CONRAD, Earl L.....	P1RC2	JONES, Morgan A.....	LSCS2	SHEARS, Albert.....	LSQR1
COOTE, Henry J.....	P2QR2	KAVANAUGH, Donald T.....	LSAF1	SHEPHERD, Gilbert J.....	LSAP2
COPE, Colin C.....	P2CS3	KEDDY, Arthur R.....	P1QM3	SIMPSON, James D.....	P2TD2
CORMIER, Claude V.....	LSTD2	KELLY, Douglas A.....	LSAP2	SINE, Bruce K.....	LSAP2
CRAWSHAW, Robert A.....	P2QR2	KELLY, Michael P.....	LSEM1	SKIBA, Stanley A.....	P1TD3
CUMING, Arthur T.....	P2AA2	KENNEDY, Norman E.....	LSAP2	SMITH, Charles L.....	LSCR1
DALTON, Earl D.....	LSAP2	KILEY, Edward M.....	P2AA2	SOKOLOSKI, William.....	P2CR2
DAVIS, Frederick A.....	LSAP2	KINGSTON, John E.....	LSAM2	SPANIK, Bronte J.....	LSAP2
DEANE, Donald E.....	LSAM2	KNOX, William J.....	P2AR2	SPENCE, David I.....	LSLM1
DELAMONT, Albert W.....	C1BD4	KOSTIUK, Bohdan J.....	P2VS2	SPENCLEY, Murray J.....	LSQM1
De SALABERRY, John C.....	P2RS3	LAKE, Raymond L.....	LSTD1	SQUIRES, Raymond J.....	LSCR1
DEWAR, Robert D.....	P2RP2	LANGLOIS, Lucien E.....	P1ER4	STEEL, John C.....	LSLM1
DONNELLY, Robert E.....	P2AA3	LAROCQUE, Jacques J.....	LSAW2	STEVENS, Vernon L.....	LSAP2
DUNCAN, Cecil A.....	P2PT2	LAROSE, Howard E.....	LSCS2	STILLBORN, Leverne D.....	LSAP2
DUNNING, Harry E.....	P2AA2	LAVALLEE, Roland J.....	P1ER4	STUNDON, Francis C.....	LSAW2
EARLEY, William D.....	LSVS1	LEGER, Wilfred J.....	P1TD3	TANNER, Douglas R.....	LSAP2
ELLIOTT, William J.....	LSAP2	LEGGETT, Robert W.....	LSQM2	THOMAS, Phillip G.....	LSTD1
EWEN, Thomas G.....	P2CS3	LeMASURIER, Philip E.....	C2QR3	THOMPSON, James J.....	P2AA2
FALCONER, William.....	LSQM1	LESLIE, Allan.....	LSTD1	THOMPSON, Peter.....	P1RP3
FARR, Lawrence H.....	C2AA3	LEWIS, Hillard C.....	P1TD3	TRACY, James H.....	LSAM2
FECTEAU, Roger J.....	LSSW1	LITTLE, George W.....	P2SW2	TRAINOR, Clifford A.....	LSTD2
FITZGIBBON, Gerald T.....	LSRP1	LONNEE, Donald R.....	P1AA3	TUCKER, Thomas I.....	C2BD4
FITZGIBBON, Gerald T.....	LSRP1	MARCOTTE, Joseph J.....	LSAA1	WALKER, Paul.....	LSAP2
FLANAGAN, Leonard G.....	P1RC3	MARSDEN, Clarence H.....	LSRP1	WATSON, Ernest E.....	C2GI4
FLIGHT, Ernest M.....	LSAF1	MARTIN, Kenneth E.....	P1PH3	WEBB, Boyd C.....	P2CS3
FORBES, James B.....	P1ER4	MAY, Marvin W.....	LSAP2	WEDSWORTH, Thomas K.....	LSAA1
FORGET, Jean Paul.....	P1TD2	MAYBURY, Kenneth R.....	LSAM2	WELCH, Eugene.....	P2RP2
FRANCIS, David G.....	LSAP2	MELANSON, Paul J.....	P1RC3	WHITE, Alfred E.....	P2AA2
FRASER, Albert C.....	LSQM1	MINKOFF, Christopher.....	P1ER4	WILKES, George A.....	LSTD2
		MOORE, Donald L.....	P2AR2	WILSON, Hugh H.....	P1ER4
		MORRISON, Raymond L.....	LSNS2	WILSON, Ronald S.....	LSAA1
		MORROW, William A.....	LSPW1	WOOD, John V.....	LSAA1
		MUGRIDGE, Robert O.....	P2QM2	WREN, John D.....	LSAP2
		MUNDY, John R.....	P1BD3	WURBAN, Alex.....	LSSW1
		MUNRO, Gordon S.....	LSAP2	YOUNG, Harold J.....	LSAP2

200 YEARS UNDER WHITE ENSIGN

Great Lakes Training Vessels Mark Anniversary

THE GREAT LAKES training fleet celebrated the 200th anniversary of the British naval ensign on the Great Lakes by establishing three "firsts" during a one-day exercise on Lake Ontario on August 16.

It was the first time that a Canadian admiral flew his flag on the Great Lakes; it was the first time 15 Canadian naval vessels had sailed in company in fresh water; and it was the first time that a movie had its North American premiere at sea.

Wearing his flag in the Algerine class coastal escort HMCS *Wallaceburg*, Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, led his squadron in a series of evolutions that lasted all day, and well into the early evening. Other ships taking part were the coastal escort *Portage*, the coastal escort *Minas*, the Bay class wooden minesweepers *Gaspé*, *Trinity*, *Ungava*, and *Resolute*, the three gate vessels *Porte St. Louis*, *Porte St. Jean*, and *Port Dauphine*, and the Fairmile patrol craft *Wolf*, *Cougar*, *Beaver*, *Moose* and *Raccoon*.

The three larger ships embarked press parties, Wrens, and representatives of the Odeon Theatre organization. The *Wallaceburg* and *Portage* picked up large contingents in Toronto, and the *Minas* embarked a similar party in Hamilton before putting to sea. The guests praised the supply staffs upon the excellent quality of the meals that were served, and all agreed that the traditional naval hospitality was unsurpassed.

The two groups made a rendezvous off Oakville, and when the entire fleet of 15 ships had assembled they proceeded to carry out evolutions and exercises. Various steaming formations were executed, and officer-of-the-watch exercises provided the reserve personnel with valuable station-keeping experience. The members of the press assembled on the bridge of the larger ships to witness the passing and executing of bridge orders, and the communicators smartly hoisting a bewildering number of signals.

In the afternoon, the red firing flags were hoisted to the yardarms of all ships except the Fairmiles and a gunnery shoot was conducted. The guests winced and plugged their ears as the 4-inch guns of the Algerines, and the Bofors and Oerlikons shattered the peace of Frenchman's Bay. Great



The White Ensign flies proudly over the waters of Lake Ontario during summer training. Special manoeuvres on August 16 marked the 200th anniversary of the British Naval Ensign on the Great Lakes. HMCS *Portage* executes a turn astern of the *Wallaceburg*.

spouts of water appeared in the calm waters.

Later the two Algerine escorts and the *Minas* detached and carried out anti-submarine tactics. Several depth charges were dropped, as each ship attacked a submarine. The three ships then followed with a hedgehog firing using practice bombs.

In the late afternoon, the First Minesweeping Squadron, led by the *Gaspé*, sailed past the remaining ships in line-ahead formation before starting on the first leg of their trip back to Halifax, their home port. The sturdy little ships made an impressive sight as they steamed past the flagship with bos'n's calls piping the salute, and passing astern, they turned into line ahead and headed for Kingston and Halifax.

The early evening saw jackstay exercises conducted by the two Algerines steaming side by side and after the lines were secured, a transfer was made each way. Foster Hewitt, the well-known hockey broadcasting personality, volunteered to be the first passenger, and was successfully deposited aboard the *Wallaceburg* from the *Portage*—an experience which he seemed to enjoy immensely.

It was 200 years ago, during the summer of 1755, that the naval ensign first

made its appearance on the Great Lakes. In that year the 40-foot sloops HMS *Ontario* and HMS *Oswego* were built and based at Oswego, N.Y., and became the first ships of a small fleet whose main duty was to cut the lines of communication between the French forces on the Mississippi and the St. Lawrence. They were one-masted sailing boats, carrying five guns a side—eight and ten pounders—and they extended the long arm of Britain's naval power into the great inland waterway.

At dusk, after a perfect day, the three major ships, *Wallaceburg*, *Portage*, and *Minas* got under way for an anchorage off Port Credit. When the "hooks" had been dropped screens were rigged on the quarterdecks of the ships for the first North American showing of the new British film "Above Us the Waves" the story of the Royal Navy's human torpedoes and the midget submarines that crippled the Nazi battleship *Tirpitz* in a Norwegian fiord.

On completion of the movie, the three ships weighed and proceeded to Toronto where they arrived alongside at 1 a.m. As the guests trooped ashore they all agreed that they had enjoyed a most informative and interesting day with the navy. In all ways it was a fitting celebration of the historic occasion.

