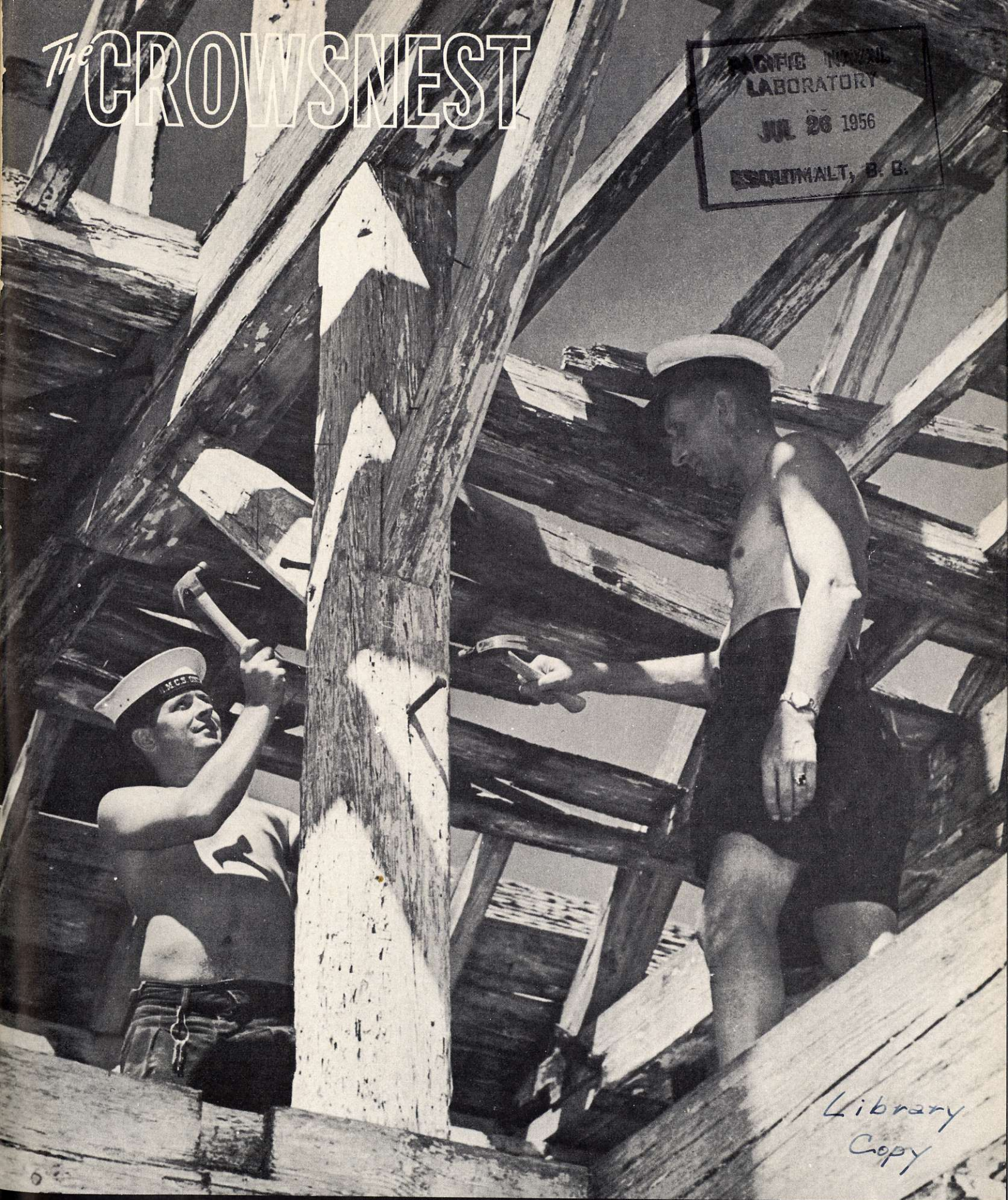


# *The* CROWSNEST

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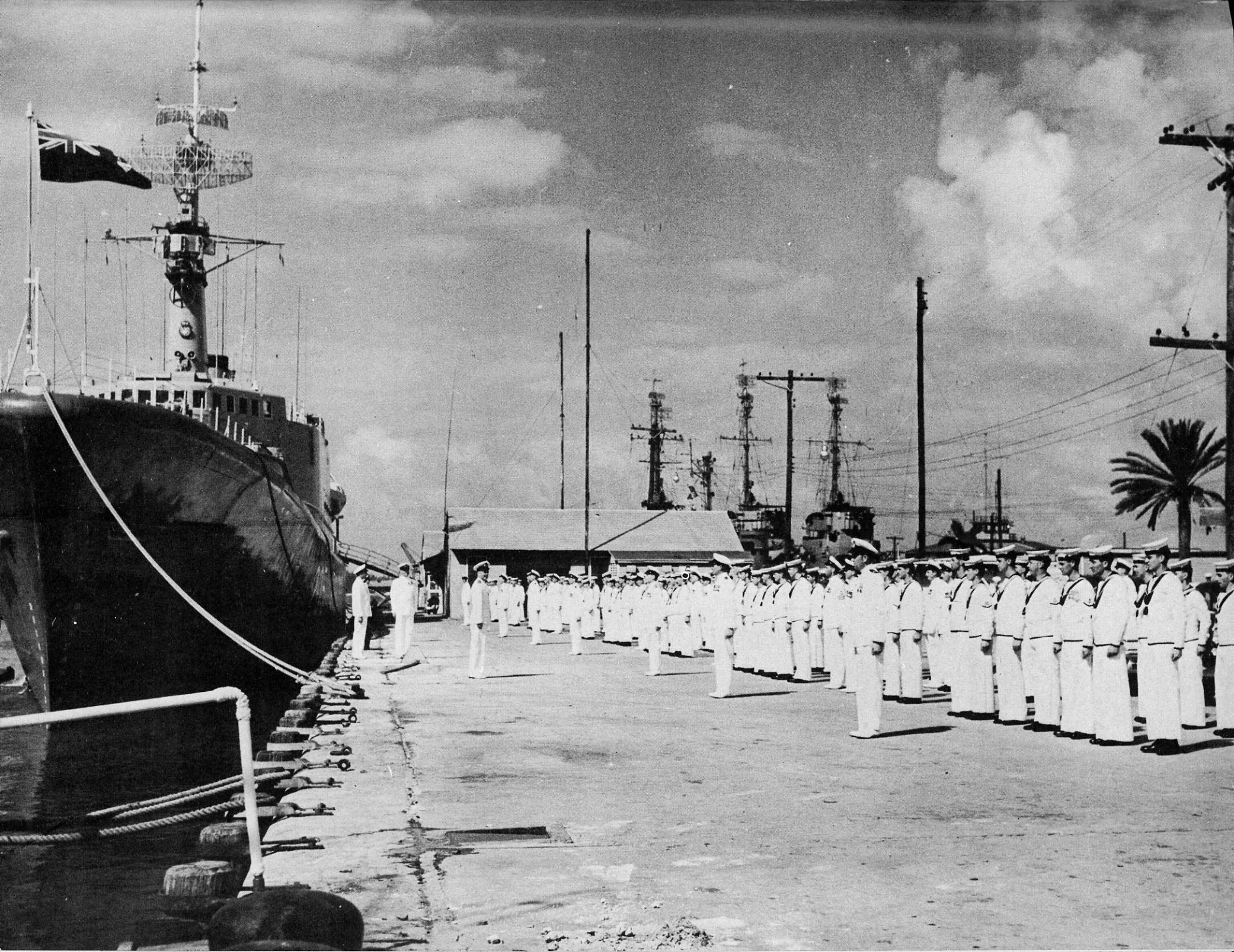
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# The CROWSNEST

Vol. 8 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1956

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*The Cover*—In last October's issue of *The Crowsnest* there appeared an article on plans for restoring Nelson's dockyard in English Harbour, Antigua. A practical contribution to the effort was made when the *Ontario*, during her Caribbean cruise, landed a work party which lent a hand to repairing and tidying up the ancient buildings and grounds. PO James Reid and PO Wilfred Vessey are the two at work here among the beams and rafters of the old copper and lumber store. (OT-2801)

### LADY OF THE MONTH

It was only last November that Canada's new destroyer escort, the *St. Laurent*, was recognized in this space, but a number of events have occurred since then which have again turned the spotlight on her.

For instance, there were the successful evaluation tests at Key West, Florida, early this year. There was her cruise up the Potomac to Washington, D.C., where many of her features, and in particular her habitability, won the admiration of officials of the U.S. Navy department.

The greatest honour of all came, however, with her choice as an escort for HM Yacht *Britannia* on the occasion of the state visit of Her Majesty the Queen and HRH the Duke of Edinburgh to Sweden in early June. Two ships of the Royal Navy, the new Daring class vessels *Delight* and *Defender*, sailed on escort duty with the *St. Laurent* from Middlesbrough, England, to Stockholm and return.

Following her duties as escort to the Royal yacht, the *St. Laurent* was to visit London from June 19 to 26, returning to Halifax on July 5. Before going to Sweden, she had visited Londonderry for exercises with units of the Royal Navy.

The picture on the opposite page shows her ship's company at Sunday divisions on the jetty at Key West. (SL-0045).

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## RCN NEWS REVIEW

RCN warships from two oceans, plus a helicopter from the "Maggie", during this spring's exercises in the Caribbean. (QB-2952)

### Naval Divisions Tied for Trophy

Two naval divisions, *York* in Toronto and *Chippawa* in Winnipeg shared top honours based on the results of the annual inspection of naval divisions across Canada. It has been decided that each will hold the "best division" trophy for six months.

In announcing that *York* and *Chippawa* had tied for first place, Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, said:

"The general standard of administration and operation of the naval divisions has improved most noticeably over the last year and all divisions are to be commended for their effort and training results. As a result, the competition for first place has been much closer than heretofore and it would be both unfair and most difficult to establish a relative list of standing.

"All divisions are deserving of my congratulations and appreciation on their efforts over the past year.

"I know all divisions will join with me in extending our congratulations to those adjudged winners for 1956."

The Inter-Divisional Efficiency Trophy is a mounted sterling silver model of HMCS *St. Laurent*, the first of Canada's new destroyer escorts. It was awarded by Vice-Admiral H. T. W. Grant, former Chief of Naval Staff, who now heads the Royal Canadian Naval Benevolent Fund. The first winner for 1953-54 was *Prevost*, the London, Ontario, naval division, and last year's winner was *Discovery* in Vancouver.

This year's inspection was conducted by Rear-Admiral Adams, who inspected the eastern and maritime divisions, and Captain F. B. Caldwell, Chief of Staff, who inspected divisions in western Canada and Newfoundland. Both were accompanied by staff officers.

Twenty-two naval divisions, from *Cabot*, in St. John's Newfoundland, to *Chatham*, in Prince Rupert, B.C., vie annually for the award.

### Forces Parade Queen's Colours

More than 6,500 Haligonians jammed the city's Wanderer's Grounds on the Queen's birthday to watch the Queen's Colours paraded.

The Royal Canadian Navy paraded the Queen's naval colour, the RCAF the Queen's Air Force colour and RCAF colour and the army was represented by a company.

Participating in the event were personnel from HMCS *Stadacona*, technicians from RCAF Station Greenwood and "D" Company, Black Watch, Royal Highland Regiment of Canada. The *Stadacona*, Greenwood and Black Watch bands also participated.

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### CORRESPONDENTS

The next list of Crowsnest correspondents will appear in the August issue of the magazine. It is requested that additions and deletions be forwarded to reach the editor before July 15.

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The Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia reviewed the parade, which was under the command of Cdr. John Husher, Commander (G) at *Stadacona*.

Thirty-four aircraft, 24 of them from *Shearwater*, held a flypast over the Wanderer's Grounds to conclude the ceremony.

### Two Ships Visit Pool of London

Two frigates of the Third Canadian Escort Squadron recently became the first Royal Canadian Navy warships to drop anchor in the Pool of London. They were the *Lanark* and *Fort Erie* which, with the *Lauzon*, third member of the squadron, visited the British capital during the first of three trans-Atlantic summer training cruises for 450 cadets from University Naval Training Divisions across Canada.

The three ships, which sailed from Halifax May 15 with 150 of the cadets, spent two weeks' intensive training near Lamlash, a port on the Firth of Clyde, before sailing to London.

When the *Lanark* and *Fort Erie* sailed under Tower bridge at dawn, they became the first Canadian naval vessels to drop anchor in the Pool. The *Lauzon* anchored about seven miles downstream near Greenwich, the furthest point upstream that RCN warships had anchored previously.

Cdr. W. M. Kidd, commanding officer of the *Lanark* and senior officer of the squadron, paid courtesy calls on the chairman of the Port of London Authority and the governor of the Tower



of London, then was guest of honour at a luncheon given by the Lord Mayor of London, Sir Cuthbert Ackroyd.

All three ships were open to the public for two days during the visit. The *Fort Erie* is commanded by Lt.-Cdr. W. W. Maccoll and the *Lauzon* is commanded by Lt.-Cdr. J. C. Carter.

### **Ontario, Sioux Return Home**

The cruiser *Ontario* and destroyer escort *Sioux* arrived at their home port of Esquimalt on May 25 following a two-month training cruise to the Caribbean.

The *Ontario* and *Sioux* left Esquimalt March 30 on a training cruise for naval cadets from HMCS *Venture*, the RCN junior officer training establishment.

The voyage took them to Balboa in the Canal Zone, to Bridgetown, Barbados; St. John, Antigua, and San Juan, Puerto Rico, thence back through the Panama Canal and up the coast to San Francisco from where they sailed on the final leg of the voyage home.

During the cruise, the junior cadets received familiarization training in the cruiser, while the senior executive cadets stood watches in the ship. The senior executive air and supply cadets carried out transfers between the two ships to gain practical experience in each of the functions of their branches.

### **Assiniboine To Be Ready in August**

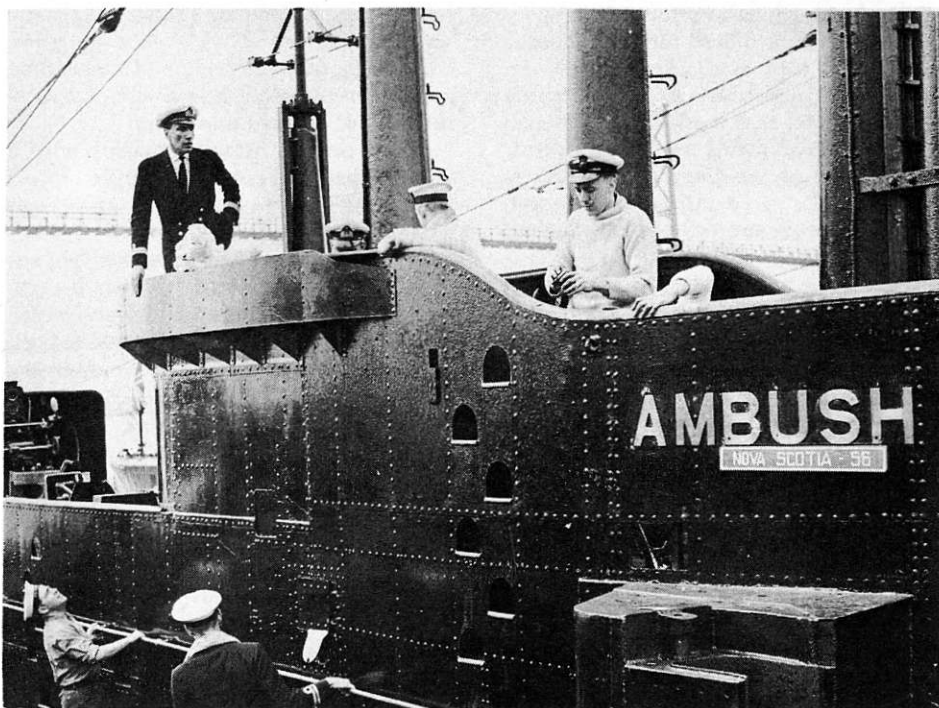
A second Canadian-designed and built destroyer escort, to be known as Her Majesty's Canadian Ship *Assiniboine*, will be commissioned on Thursday, August 16, at Marine Industries Ltd., Sorel, P.Q.

Immediately before the commissioning, the ship will be formally christened, with Mrs. Lionel Chevrier, wife of Hon. Lionel Chevrier, president of the St. Lawrence Seaway Authority and former Minister of Transport, acting as sponsor. The ship was constructed on a marine railway and christening at the time of launching was not practicable.

The *Assiniboine* will follow into service the first ship of the class, the *St. Laurent*, which was commissioned at Canadian Vickers Ltd., Montreal, last October 29.

Twelve more of the anti-submarine destroyer escorts are in various stages of construction. Two of these are to be commissioned late this year. Five more are scheduled to be completed in 1957, and five in 1958.

The *Assiniboine* sets a precedent for her class in being the first in the program to be fully fitted out with Canadian-built equipment. Although the class is of all-Canadian design, the *St.*



The submarine *Ambush*, one of three Royal Navy submarines based at Halifax, was en route to the United Kingdom in early June after spending more than a year off the Nova Scotia coast. The *Ambush* is shown slipping from her berth, and below her nameplate is a reminder of her service in the Atlantic Command. (HS-42424)

*Laurent* contained some equipment manufactured outside of this country. However, Canadian industry is now geared to produce all equipment for the ships and the *Assiniboine* represents the first result.

Two days after her commissioning, the *Assiniboine* will sail from Sorel for Halifax. Following work-ups and trials in the Halifax area, she is scheduled to join company with her sister-ship, the *St. Laurent*, in the Third Canadian Escort Squadron.

The *Assiniboine* will become the second ship of the Royal Canadian Navy to be so named.

The first *Assiniboine*, affectionately known as "The Bones", or "Old Bones", served with distinction in the Second World War. Commissioned originally as HMS *Kempfenfelt*, a destroyer of 1,400 tons, she was purchased from the Royal Navy by Canada in 1939 and commissioned as HMCS *Assiniboine*. A River Class destroyer, she received her name from the prairie river that rises in Saskatchewan and flows eastward to join the Red River at the city of Winnipeg.

### **Squadron Begins Great Lakes Duty**

Arrival of the Eleventh Canadian Escort Squadron at Hamilton on May 22 marked the beginning of the sea-training phase of the Royal Canadian Navy (Reserve) Great Lakes training program.

An "air salute" by Avenger aircraft of 920 Squadron from HMCS *York* in Toronto greeted the squadron.

Units of the squadron which will operate on the Great Lakes through the summer months are the Algerine coastal escorts *Portage* (senior ship), *Sault Ste. Marie* and *Wallaceburg*.

The three ships are carrying out a full program through to mid-September. It is expected that over 1,200 officers and men of the naval reserve will take their summer training in them.

While the greater portion of the squadron's time will be spent carrying out exercises on the lakes, visits will be made to Windsor, Port Arthur, Owen Sound, Toronto and other Canadian Great Lakes ports, as well as visits to ports in the United States.

### **880 Squadron Moves from P.E.I.**

Monday, May 14, marked the official departure of 880 Squadron from Royal Canadian Air Force Station, Summerside, P.E.I. Many happy memories could be recalled of the two and one-half years the squadron called Summerside (the "Gem of the Gulf") its home.

With increasing hangar facilities at *Shearwater*, it was possible for the squadron to rejoin the fleet and commence flying operations from the RCN Air Station.



The squadron had in fact been operating from *Shearwater* for two months previous to this date, carrying out an intensive flying and ground training program. The last week of March had been allotted to a full period of aircraft rocket firing at the Chezzetcook Range. As the results were tallied up it could be seen the squadron pilots had not lost any of their old skills.

In April, extensive activity was continued. During the first week the squadron aircraft co-operated with the submarine *Ambush* on exercises in local exercise areas.

The highlight of ground training in this month was a two-week Joint Tactical Course (Junior) taken by squadron officers at the Joint Maritime Warfare School, *Stadacona*.

### **Ambush Returns To United Kingdom**

HMS *Ambush*, one of the original three members of the Royal Navy's Sixth Submarine Squadron based at Halifax under Canadian operation control, has returned to the United Kingdom. She sailed for home May 28 under command of Lt.-Cdr. A. J. Boyall, DSC, RN.

The Sixth Submarine Squadron was formed at Halifax March 15, 1955, and the *Ambush* joined it late in May. She and other boats of the squadron have been employed in anti-submarine training exercises with units of the Royal Canadian Navy and aircraft of the Royal Canadian Air Force in Canadian, Bermudian and Caribbean waters. The submarines also have taken part in

NATO exercises in North Atlantic waters.

As with the others, the *Ambush* had a number of Canadians in her complement of 60 officers and men.

She is an "A" class submarine with a displacement of about 1,120 tons and is equipped with a "snort". She was completed in July, 1947.

The *Ambush* was manned on her return voyage to England by a crew composed entirely of Royal Navy personnel. Canadian submariners who had been serving in her were drafted before she sailed from Halifax.

### **Labrador to Sail On DEW Line Duty**

Sailing from Halifax early in July, the Royal Canadian Navy's Arctic patrol ship, HMCS *Labrador*, will take part, for the second successive year, in the seaborne supply of Distant Early Warning Line sites in the eastern Arctic area of northern Canada.

It is expected the *Labrador's* 1956 activities will be similar to those of last year. These include the exploration and charting of navigable routes to DEW Line sites, survey and selection of landing beaches and the escort of supply convoys to their destinations.

In addition, the *Labrador* will continue to carry out extensive scientific surveys and studies in the eastern Arctic. For this purpose, she will carry, as part of her ship's company, a group of scientists who will assemble data on sea, ice, weather and other physical phenomena.

The *Labrador* will conduct scientific surveys in Hudson Strait, while en route

to her operational area. About the middle of August, she is scheduled to rendezvous with a task force of U.S. Navy icebreakers and other craft and commence supply operations in the Foxe Basin area.

The *Labrador* is expected to be in the Arctic for approximately three months, returning to Halifax early in October.

The ship will be equipped with three helicopters—two Bell HTL4's and a Piasecki HUP. The Bells will be used mostly for ice reconnaissance and ship-to-ship and ship-to-shore communications, while the larger HUP will be used mainly for transport of personnel and equipment.

Last year she was senior ship of a task group which successfully carried thousands of tons of supplies, by sea, to DEW Line sites in the eastern Arctic.

Commanding officer of the *Labrador* is Captain Thomas C. Pullen of Oakville, Ont., and Halifax. He succeeded Captain Owen C. S. Robertson of Montreal and Halifax, who early this year left the *Labrador* after commanding her since her commissioning, to take up the appointment of Deputy to the Commander, Military Sea Transport Service, Atlantic Area, New York.

### **Ships Cruise on St. Lawrence**

HMC Ships *Haida*, *Algonquin* and *Iroquois* (destroyer escorts) sailed from Halifax on May 22, on a month-long training cruise to ports on the St. Lawrence River and in the Atlantic provinces.

Commodore E. P. Tisdall, of Halifax, Senior Canadian Officer Afloat, flew his broad pennant in the *Haida* and was in operational command of the ships during the cruise.

Included in the ports-of-call for the three ships were Quebec City from May 25 to 29 and Montreal from May 29 to June 4. Thence the ships proceeded independently to visit other ports.

The *Algonquin*, Commanded by Captain D. W. Piers of Halifax, went from Montreal to Sorel, then visited Baie Comeau, June 8-11, Dalhousie, N.B., June 12-14 and Summerside, P.E.I., June 15-19.

The *Haida*, commanded by Commander Victor Browne of Ottawa and Halifax, stopped at Sorel, June 4-7; Port Alfred, June 8-11; Gaspé, June 12-14, and Charlottetown, June 15-19.

The *Iroquois*, commanded by Commander D. L. Hanington of Saint John, N.B. and Halifax, called at Trois Rivières, June 4-7, Sept Isles, June 8-11, Cornerbrook, Nfld., June 12-14 and Pictou, N.S., June 15-19.

The colour party and guard from the *Magnificent* are pictured on the square in Central Park, Havana, where Commodore E. P. Tisdall placed a wreath at the monument of José Martí. The dome of the Cuban Capitol can be seen in the left background. (MAG-7201)





# JUTLAND - - LAST BATTLE OF THE GIANTS

## *Lack of Action Information Meant Victory Less than Final*

**J**UST FORTY years ago on May 31, 1916, the Battle of Jutland was fought. Never before had such a large force of armoured ships engaged in action nor is such an engagement ever likely to occur again.

On the British side were 37 capital ships, battle ships and battle cruisers armed with guns of between 12" and 15" calibre, eight armoured cruisers armed with 9.2" and 6" guns, 26 light cruisers carrying 6" guns, and 80 destroyers, under the command of Admiral Sir John Jellicoe.

On the German side were 27 capital ships, 11 light cruisers and 63 destroyers, commanded by Admiral Reinhard Scheer.

In terms of casualties the Germans had the better of the encounter. Strategically, it was a victory for the British Grand Fleet which was never again challenged by the German High Seas Fleet. Nevertheless, the fact that the British were unable to take this, their one opportunity to destroy the High Seas Fleet, meant that for the rest of the war, while it remained a fleet in being, a very considerable expenditure of men and material was necessary to maintain the Grand Fleet as an effective counter.

This memoir is intended merely to recall an interesting piece of naval history and not to describe the battle. Many books are available and a very excellent and concise account may be found in the *Encyclopædia Britannica*. If what follows encourages any reader to look further into the story, it will not have been written in vain.

There is no doubt but that Sir John Jellicoe's deployment of the battle fleet and his subsequent tactics, in view of the limited knowledge of the situation on which his decisions had to be made, was the culminating point in the art of handling big surface fleets which had come down through the centuries of naval warfare.

Conditions had changed since the days of sail; indeed they had changed since the only other ironclad steamship action of any consequence—Tsushima in 1905, in which less than 20 heavy ships were engaged at comparatively close range and slow speed. By 1916 gunfire could be opened at ranges of 20-25,000 yards, though the practical implications of such ranges had not been fully studied; and ships were capable of steaming at speeds of 20-30 knots.

Only one seaplane took part in the battle and it was quite ineffective. The British ships were still navigated with compasses which, surrounded by armour, lacked directive force and were seriously affected by the vibration of gunfire. No means were available to synchronize or check their individual reckonings. Radar, of course, was utterly undreamed of. Night action between heavy ships was regarded as far too chancy to be indulged in. Consequently material requirements for it had not been as fully developed as they

then, the war might indeed have been lost in one evening.

The failure to achieve the victory that might have been can, in the writer's humble opinion, primarily be laid upon two accounts—lack of information, and failure to give new material the fullest testing under the most realistic conditions possible to imagine.

In these days of highly developed action informations centres it may be difficult to realize that there was no such thing at Jutland. Enemy reports received were plotted upon flagship charts by staff officers, but private ship captains knew little or nothing of what was going on. They had, on the other hand, a blind faith in their flag officer's knowledge and powers of observation and, therefore, felt no obligation to report anything they themselves saw, nor had they any guide to its importance.

Even had they tried to make reports, it is doubtful whether the communications system of the day could have handled them effectively. The *War-spire*, for example, having lost her place in the line owing to her jammed helm, saw the High Seas Fleet execute its difficult and therefore unexpected "battle turn away" manoeuvre behind the smoke screen, but never reported what was going on. During the night, the *Valiant* and *Malaya*, astern of the battle fleet, saw by the light of gun flashes heavy ships passing eastward across the wake of the Fleet, but made no attempt to report it. This, as it turned out, was a particularly vital omission. The need of means to appreciate what was going on was one of the greatest of many lessons learned in the battle, and led directly to the steady development over the years of the action information system of today.

On the material side, the British armour-piercing shells proved to be inefficient and did not do the damage they were expected to. The danger of flash passing down through the chain of exposed ammunition on its way to the guns and the inadequacy of the protection given magazines had not been foreseen. This caused the blowing up of the *Indefatigable*, *Queen Mary*, *Invincible* and *Defence*.

It is easy to criticize after the event and much ink was spilled in the years that followed, but there are still fundamental lessons to be drawn from a dispassionate and detailed study of the

### **Author Present At Famous Battle**

*The "last battle of the giants", as Jutland has come to be known, was witnessed from the main gun control tower of the battleship Valiant by the writer of the accompanying article. He was then a young sub-lieutenant, RN.*

*Forty years after the events of which he writes, Captain Eric S. Brand, who served during the First World War and in following years in the Royal Navy and throughout the Second World War in the Royal Canadian Navy, now is executive director of the Canadian Maritime Commission.*

might have been, and the only orthodox weapon of night attack was the destroyer's torpedo.

How was it that the Grand Fleet, though placed in positions of tactical advantage by the skill of its Commander-in-Chief and having numerical superiority over the High Seas Fleet, failed to inflict more damage upon its opponent and missed the opportunity of a great conclusive victory?

Winston Churchill in his book "The World Crisis" remarked that Admiral Jellicoe was the only man who had it in his power to lose the war in one afternoon. While no doubt Admiral Jellicoe realized this, there was nothing timid in his tactics. The short "turns away" which he made to avoid torpedoes were a recognized countermeasure and proved effective. A decision to seek night action with a fleet almost untrained and ill-equipped for it would have been reckless. Nothing succeeds like success, but, if it hadn't come off



action. The need for officers to know their senior officer's intentions and to appreciate his needs and his difficulties; the need for giving full reign to imagination in trying to visualize what might happen in some unprecedented circumstance, and the essentiality of giving new material the most realistic

testing that it can possibly be given are three of the principles which Jutland emphasized.

Forty years later we salute the memory of 6,079 officers and men of the Royal Navy who gave up their lives during the afternoon, evening and night of the 31st May, 1916.—E.S.B.

## THE OBSERVER'S MATE

### *A Vital Member of the A/S Team*

THE OBSERVER'S MATE Branch has been in existence in the RCN for over five years. During this time the Observer's Mate has proven to be a great asset in the air anti-submarine team and he represents a good reason why Canadian naval anti-submarine squadrons have met with encouraging success in competition with their counterparts in the United States Navy and the Royal Navy.

It may be that there are people in other branches of the service who have but a general idea of what the initials "OM" stand for and know little of the function of that important member of the Air Branch. This is an attempt to rectify this situation.

To understand how and why the Observer's Mate Branch came about, it is necessary to glance back to 1923, when the Royal Navy first started to acquire aircraft. Before then, although the Fleet Air Arm was in existence, it was part and parcel of the Royal Air Force, the aircraft all belonged to the RAF, and all but ten per cent of the pilots were air force officers. At this time, the proportions of RAF pilots to naval pilots was reversed, while all the observers were naval officers.

It was realized then that a requirement existed for a third man, whose job would be wireless communications, rear-gunnery and bomb aiming. It was considered that it would be easier to train a man to fire than it would be to bring a gunner up to a reasonable standard of Morse transmission and reception. Consequently volunteers were called for from the Telegraphist Branch.

Incidentally, these were also responsible for the maintenance of their own wireless equipment and much of the aircraft's electrical equipment; there were no RN radio mechanics in those days and the RAF ground crews would only service the gear if it were removed from the aircraft.

The new rating, also known as the Telegraphist-Air Gunner or TAG, was the forerunner of the present day OM. They flew with the Fleet Air Arm up to

and throughout the Second World War, serving with great distinction in all operations that employed naval aviation.

At the end of the war, the Fairey Swordfish was still in service, though not operationally, and was replaced by the Barracuda and the Firefly. This last-named aircraft seemed to sound the knell of doom for the TAG. It had but two seats and the crew structure was to be pilot and observer. As it happened, however, it was only a temporary retirement, for the shortcomings of this crew system were soon to be apparent.

It was with the Firefly that the Royal Canadian Navy's air branch came into existence in 1946. As it was designed for the reconnaissance-bomber role, the aircraft was not a success in anti-submarine work. The endurance of about two and a half hours did not suit it for long patrols, and the field of view of the observer was not good. The Firefly MK7 was a modification that provided a third seat, (the RCN did not receive this mark) and the later replacement, the Gannet, also has three seats, thus bringing back to the RN the Telegraphist (Flying), as he is now known.

Obviously it was necessary to replace the Firefly. In the search for a better aircraft for anti-submarine work, it was learned that the USN had quantities of old Avengers which could be made available. This aircraft had first appeared in 1942, and had been used in most roles: reconnaissance, bombing, torpedo attack, inter-carrier transport

and AEW. In the transport role it had been modified to carry up to ten passengers, while for ferrying purposes, it could remain airborne for about 17 hours. It had a great load-carrying capacity, excellent field of view from the rear cock-pit and would almost land itself, while its endurance was all that could be desired.

The modification possibilities of this aircraft were realized and it was decided to place an order. When RCN ideas had been incorporated in the machine, it emerged in early 1950 as the finest vehicle for anti-submarine work in the air at that time.

The RCN now had a three-seater aircraft; the question thus arose as to who would fill the extra space. It was decided that it required more than just a communicator, though communications would be one of the main functions of the new man.

The third man would operate the radar while the observer was engaged in navigation, assist in monitoring the sonobuoys when in contact with a submarine, use the drift sight and assist in navigation. He would have to be capable of being trained in the operation of intricate equipment, maintaining a high degree of efficiency under trying conditions often for long periods of time. For these reasons, the standards of entry into the Observer's Mate Branch are necessarily high; the best man is the only man that can meet the requirements.

It has been shown why and how the Observer's Mate came into being, but just what is the function of this man today?

In common with other aircrew, he is responsible for his own personal safety and survival equipment, making certain of the correctness and serviceability of Mae West, dinghy, parachute and harness. He must attend briefings before all flights, obtaining all the necessary information required to safely carry out the exercise in conjunction with the pilot and observer.

Before take-off he must make sure that his radio equipment and radar are serviceable. This is particularly important at sea, for generally a single aircraft will not be allowed to land-on before the exercise has been completed and all aircraft are ready to land-on. Once airborne, the Observer's Mate is responsible for the transmission and reception of all CW messages, sending and receiving Morse at 18 words per minute. When not sending or receiving messages, he monitors the radar, reporting all contacts to the pilot and observer.

From time to time the observer will ask him to obtain the drift by use of the

#### Observer's Mate Course for July

A qualifying course for observer's mates was to begin at *Shearwater* on July 2, according to a general message to ships and establishments in the Atlantic Command.

A representative of the air branch visited ships and establishments to explain to interested personnel the duties and career prospects of observer's mates and the requirements for entry.



drift sight, or to drop a smoke or flame float in order to find the wind strength and direction. He will also assist in monitoring the sonobuoys when a pattern has been dropped around a submerged submarine, and keep a visual lookout whenever possible.

When not airborne, both ashore and afloat, he is still the observer's right-hand man, and assists in such tasks as compass adjustment and drift sight alignment, the maintenance of flying records and correction of maps and charts. There are also emergency drills such as bailing out and ditching drills to be maintained at a constant pitch of

efficiency, as well as keeping abreast of the latest procedures in survival training. Needless to say, the Observer's Mate has a cleaning station whether ashore or afloat.

\* \* \*

What of the future? There can only be a great increase in the importance and responsibilities of this branch. The RCN is soon to get a new aircraft, the CS2F. One of the first aircraft to be designed primarily for the A/S role, this machine will carry most of the latest equipment for the job and will require two observer's mates. The observer is to be replaced by another pilot, trained in

observer skills; this will also add to the responsibilities of the aircrewman. (A change of title will have to be made, and this title has been suggested.) To operate the more modern intricate gear, training will have to increase and new procedures be adopted. This, too, will mean that there will be increased opportunities in the Observer's Mate Branch.

In general, then, it can be said that the life of the Observer's Mate is certainly not a drab and dull existence, and provides anyone with the necessary qualifications scope for advancement in an interesting and rewarding career.—F.W.S.

## WHY I SERVE IN THE ARMED FORCES

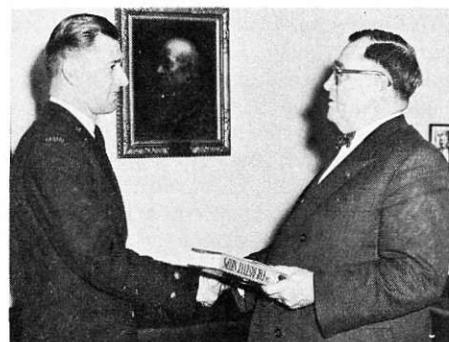
**I**N THE WORLD today there is a culture force which esteems not man, assigns him no spiritual worth, recognizes in him no innate talent, admits in him no feeling for service, and allows him no choice of paths. Under the influence of this force, the life of the people is regulated and regimented from birth to death and service, in any form whatsoever, is compulsory; against this force is ranged, in thought, word and deed, a grand alliance, of which Canada is a front-rank member.

In our land we have a free choice of way of life, and I have chosen to serve in the Armed Forces because I feel that this is the work I am best fitted to do, by inclination, training and tradition. Besides providing comfortable living for myself and my family, I know also that in

this way I am satisfying the deep-seated desire to serve and give which is inherent in every free man. There is no compulsory service in Canada, and every member of our Armed Forces is a volunteer, a volunteer to serve our country in the defence of our democratic way of life, which service is in itself a satisfying means to a definite and worthy end. Every man or woman serving in Canada's Armed Forces who is dedicated to that end will inevitably do a good job, for a career in the Armed Forces is unique in that it provides endless opportunity for rendering just as much service as each is able to give, and of absorbing all the many and varied contributions into an effective whole, without in any way detracting from the individual effort.

Here, too, we have a true comradeship, a voluntary fellowship in arms with our neighbours. Because of Canada's vast geographical spaces there are large cultural variations, and in the crucible of life in the Armed Forces the many ideas and ideals are fused and mixed, the catalyst of the common weal working continuously to produce the final, worthwhile result.

Canada's Armed Forces are a vital part of the great potential which is Canada, which is becoming more and more to be recognized in the councils of the world, and here is provided the opportunity to meet, in



CPO G. A. Dawes, who placed second in the Bureau of Current Affairs essay contest, is congratulated by Hon. Ralph Campney, Minister of National Defence. (O-8676)

proud and equal friendship, the peoples of the world, and to convey to them the spirit and the entity that is Canada's proud heritage, pulsing present, and potent future. Upon the impression conveyed abroad by Canada's ambassadors depends the opinion of the world and the estimation of Canada's worth; it is meant that we in the Armed Forces recognize that we are Canada's ambassadors. The Canadian is friendly by nature, and the chance to extend the bounds of friendship is given to us with the chance to serve Canada; believing as we do that Canada's way is the right way, we serve all men by spreading and consolidating the Canadian spirit.

### Essay Winner At "Prep" School

The top RCN contestant in the Bureau of Current Affairs' essay contest on the subject "Why I Serve in The Canadian Armed Forces" was CPO Gerald Alexander Dawes, who is currently enrolled at the "Prep" School in Naden. CPO Dawes, in competition with essayists from the three armed services, was awarded the second prize of \$50.

CPO Dawes, with 16 years' previous service in the Royal Navy, joined the RCN three years ago and served on board the *Labrador* during her first year of operations when she made her historic voyage through the Northwest Passage and around the North American Continent.

Before throwing in his lot with the RCN, CPO Dawes had served both in the Second World War and in Korea.

## The Second-Prize Essay in the Bureau of Current Affairs Contest

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### Helicopter Squadron 21

The utility helicopter squadron at *Shearwater* has again gone through a month of epic activity. Actually the events which have aroused considerable public interest have been nothing more than routine to the officers and men of HU21.

Aside from an extensive pilot training program the squadron found time to perform such rescues as that in March when Lt.-Cdr. E. A. Fallen, Lieut. F. A. Harley, RCN(R), and AB R. J. Gallant flew through a blinding snow storm to the U.S. Coast Guard Cutter *Castle Rock* to pick up a seaman stricken with acute appendicitis. The hazardous hoisting operation was hampered by poor visibility and heavy seas. Despite these treacherous conditions and the 30-mile return flight to Halifax the man arrived safely at the RCN Hospital, *Stadacona*.

Another rescue took place a week later when a Navy Harvard crashed in the Saint John, N.B., area. The seriously injured pilot and his passenger, after weathering a night of bitter cold, were hauled from the bush by Lt.-Cdr. G. J. Laurie, Lieut. R. J. McClymont, PO William Sopko and AB R. W. Shand.

Prince Edward Island was the scene of a mercy flight on the night of April 17. Lt.-Cdr. E. A. Fallen, Lieut. R. J. McClymont and AB Murray Girardin flew in the pitch black to RCAF Station Summerside and from there to a small isolated spot some ten miles north. A few of the local residents provided a lighted landing spot with car headlights. The helicopter sat down, picked up a seriously ailing civilian and flew him to the Summerside hospital.

The daily schedule of the squadron includes a never-ending succession of training flights, photo trips and the inevitable commitment of ferrying VIPs. Among dignitaries to fly in HU21 aircraft in the past month was Major General J. M. Rockingham, who was flown at Camp Gagetown by Lt.-Cdr. Laurie and Sub-Lt. D. J. Neilly, RCN(R). Lieut. J. A. MacNeil had the pleasure of flying Rear-Admiral R. K. Andresen of the Royal Norwegian Navy to *Cornwallis* and return.

The squadron got a rare opportunity to play detective on April 21. The RCMP asked for a helicopter to assist



As a nature-lover, Rube Hornstein, the nationally-known Halifax weatherman, particularly fancies the winged variegated cravat. Two of the "met" staff of HMCS *Magnificent*, PO Murray Olan (left) and PO Derald Richardson, picked up some rare Caribbean specimens (*luridum tropicalis*) in Haiti during the "Maggie's" West Indies cruise and presented them to Rube on their return. (HS-41880)

in locating a man wanted for questioning in connection with a murder at Italy Cross, N.S. Lt.-Cdr. W. H. Frayne, and Lieut. J. D. Hewer, with PO G. A. Troughton and Ldg. Sea. J. L. Mountenay as crewmen, were despatched to fly several hours of aerial snooper. Though unsuccessful in their bid to locate the man, the helicopter and its crew provided the mounties with a convenient and relatively speedy vehicle with which to organize a search.

This series of events covering the brief span of one month is no more or less sensational than HU21's activities since the squadron formed. The most unique facet of the squadron's role is the infinite variety in its undertakings. No two jobs are the same and, by this token, there's never a dull moment.—G.C.F.

### Communications Training Centre (Stadacona)

The Communications Training Centre is ready to face a busy summer. During the months to come, the CTC will handle 13 classes of UNTD cadets, the

first of which commenced the two-week course in communications on May 7.

The second class of seaward defence Wrens in 1956 is at present completing its course in communications, while the next CR and CV classes qualifying for trade group two will commence on May 22. There will be approximately 12 CRs and 11 CVs.

*Stadacona* message centre is busy as always. It is interesting to note that, on an average, 320 messages pass through the message centre every 24 hours, while it is not uncommon to see over 500 messages in a single day.

### HMCS *Iroquois*

The *Iroquois*, in company with ships of the Atlantic and Pacific fleets, was employed on spring exercises in the Caribbean from late February until mid-May.

During the exercises, the *Iroquois* took time out to visit various ports. First on the list was Port-of-Spain, Trinidad, where the Canadians were greeted cordially by the local inhabitants.



After an extremely enjoyable visit the Canadian fleet put to sea for exercises with emphasis on anti-submarine work.

With Trinidad still fresh in their minds, several ships of the Canadian squadron, which included *Iroquois*, visited Bridgetown, Barbados, while the others went to St. Vincent. Then it was off to sea again, this time for a longer period, with nightly anchorings in South West Roads in the Virgin Islands. Here the east and west units met and worked together for over two weeks.

Easter Sunday saw *Iroquois*, *Magnificent*, *St. Therese* and *New Glasgow* at Charlotte Amalie, V.I., while other units visited San Juan, Puerto Rico.

All types of manoeuvres were exercised and on their completion the West Coast squadron, led by *Crescent*, returned to Esquimalt via Panama. The East Coast units split up and *Iroquois* with *Algonquin* visited San Juan.

On leaving San Juan, the two Canadian ships joined *Magnificent* and three other destroyers and headed north only to split again, *Iroquois* and *Algonquin* going to Miami, Fla., and the remainder to Havana, Cuba. Miami proved to be just as glamorous as all had heard and the hospitality shown by the populace was second to none.

The *Magnificent* and her five escort destroyers headed for Norfolk, Va., where the Canadians gave a good ac-

count of themselves in a simulated war game termed New Broom V. The convoy exercise was a climax to a training cruise and the hard work and long hours of exercising bore fruit.

This year's spring training cruise was a complete success from *Iroquois'* point of view. On sailing, the ship came right out of refit with a majority of the crew new to the ship and many new to the sea. She returned with a confidence that her efforts were well rewarded.

The morale of the crew throughout the entire cruise was high and this was largely due to the excellent co-operation of our postal services. The mail runs were of an exceptionally high standard and a big bouquet is due to those making it possible.

#### Mechanical Training Establishment (Stadacona)

The H-3 trade group three course was completed on May 11, with PO William Doncaster topping the class with a 76.9 per cent average. Members of the H-7 PETC completed their course the same day with PO Robert Foster taking an average of 74.3 per cent.

The H-10 trade conversion course, trade group four, ended June 1, after a hard grind of five months' training in shops, ships and classroom.

The H-3 trade group three petty officers held a passing out party in the

Chief and Petty Officers' Mess on May 10.

Members of the H-10 trade conversion course, trade group four, held a passing out party on May 11 with the invited guests including Cdr. (E) K. E. Lewis, Lieut. (E) Keith Fiddy and regulating CPO H. H. Popp.

Instructors recently completing an instructional technique course in *Stadacona* from Mechanical Training Establishment included Chief Petty Officers Ernest Cook, Andy Holwerda, Clavin Sliter, Jack Howell, James Norton, Henry Blair and Gordon Ivey.

Recent departures from the instructional staff of the Mechanical Training Establishment were CPO Andy Holwerda to the *Wallaceburg*; CPO Saul Cohen to the *Haida*; CPO Gordon Ivey to Montreal for the *Assiniboine*; CPO Douglas Randle to the *Sault St. Marie*.

Lieut. (E) James Millen has departed for the West Coast to take up his appointment as engineer officer at Royal Roads.

Recent additions to the instructional staff include Chief Petty Officers William Kaiser, Carlos Ripley, Edward Kimber, Leslie Tonge and E. F. Manuel.

Lieut. (E) T. W. Orr and Lieut. (E) H. A. Bell have recently taken up appointments in the Mechanical Training Establishment.

#### HMCS Cape Breton

Ord. Sea. Sidney Pippet won top prize in the spring hobby show held on board the *Cape Breton*. His wooden model of a Royal Canadian Navy frigate caught the eye of the judges.

Entries were made in the following classes: leathercraft, copper work, painting, woodworking and miscellaneous. Others among the prizewinners were: AB James R. Burrell (leathercraft); AB Ronald W. Quick (copperwork); Ord. Sea. Donald Thorburn (plastic models), and Ldg. Sea. LeRoy MacLean (painting).

The judges were Lt.-Cdr. (E) J. W. Batson, CPO Raymond Weaver and J. J. Ahern, of the Maritime Model Distributors, Halifax.

#### Ordnance Training Centre (Stadacona)

CPO Murray Demone arrived back in good health from a two-and-a-half-month 3"-70 gunnery course in the United Kingdom.

The third class of armourer's mates to start the Armourer's Qualifying Course were preparing to leave for *Naden*. They are Leading Seamen Gordon Woods, Norman Steeves, Philippe LaFortune, William McLeod, Alexander Doucette, Kenneth Doucette, and Philip Hollywood, and Able Seamen Harry



During the visit this spring of the *Magnificent* to Havana, Rear-Admiral José E. R. Calderone, Chief of Staff of the Cuban Navy, inspected the carrier's guard on the flight deck. Officer of the guard was Lieut. H. C. Mecredy. (MAG-7209)

Park, Alexander Hammond, Kenneth Davis, Eric Jensen, David Millar and Raymond Lees.

Some of the latest drafts to sea are CPO George Kilgour to the *Fort Erie*, CPO John Buckland to the *Lanark*, CPO Donald Jackson to the *Outremont*, CPO Maurice Carrol to the *Buckingham* and CPO William Green to the group composed of the *Wallaceburg*, *Sault Ste. Marie* and *Portage*.

Ordnance Lieut. Gordon Clarke, Equipment and Trials Officer (Ordnance) had a bad fall recently and has been hospitalized in RCNH. Cd. Ordnance Officer Cyril McNeil was appointed as his relief.

Cd. Ordnance Officer John Pitts took up his new appointment in the *Nootka* the latter part of May. His many duties in the Ordnance Training Centre were to be taken over by Cd. Ordnance Officer Kenneth Province, who was expected to arrive from the *Quebec* in June.

CPO Paul Wentzell is expected to leave shortly to join PNO staff in the Montreal area for the final hitch of his service.

PO Edward Legault has been drafted to *Cornwallis* to take over small arms maintenance duties for the establishment temporarily.

CPO Alvin Guise has had his staff at Osborne Head reinforced by PO Joseph Slusarenko and PO Russell White.

Class No. 2 of armourer apprentices consisting of AB Andrew Black, AB Bruce Squire and AB Dennis Gordon has completed technical training in Ordnance Training Centre and the three men have been drafted to the *St. Laurent*.

#### Naval Distributing Authority (Stadacona)

Misses Evelyn Barnes, Madeline LeRue, and Lorraine Wilson, on the staff of Naval Distributing Authority, left for the United Kingdom on May 26.

They are visiting Liverpool, Dublin, Cork, Killarney, Belfast, Edinburgh, York, London, Southampton, Chester, travelling by bus, car, plane, ship and train. They are due back July 3.

### PACIFIC COMMAND

#### HMCS Cayuga

On March 8, 1956, the *Cayuga* left Esquimalt to take part in Exercise Springtide '56. The ship made a solitary journey down to Colon, having had to remain behind five days after the other ships of the Second Canadian Escort Squadron while essential engine repairs were carried out.



Originally acquired as a training vessel for HMCS Discovery, the Vancouver naval division, the little minesweeper Cordova is now part of the 12th Canadian Escort Squadron which is in the midst of the summer reserve training program. This is a recent "family portrait" of the ship's company. (E-35194)

The journey was made at an average speed of 20 knots with the minimum of stops, with only four hours in San Diego while the ship was refuelled and an overnight stop in Manzanillo, Mexico, for the same purpose. Rendezvous was finally made with the other ships in Colon on March 18.

It was a quiet and pleasant journey, enlivened at one point by an encounter with a British merchant ship off the Mexican Coast; the *Devon City* hailing from Bideford, Devon. A most obliging Captain allowed us to use his ship as a target for a combined gunnery and torpedo attack, as she steamed towards Balboa. The *Cayuga* closed the *Devon City* from about 10,000 yards firing eight broadsides in a throw-off shoot, then firing a full salvo of torpedoes. Subsequent analysis indicated that two torpedo hits were scored.

After joining up with other ships of the squadron and the *Quebec* in Colon, we sailed for St. Thomas in the Virgin Islands for a comprehensive program of exercises with other units of the Royal Canadian Navy from the East Coast.

This exercise proved most useful to all concerned as well as permitting the renewal of old friendships and the forming of new ones between East and West Coasts.

A stay of four days by the *Cayuga* and *Crescent* in the port of Oranjestad, Aruba, proved to be most enjoyable for all concerned. The people demon-

strated by their almost overwhelming hospitality how welcome the Canadians were.

The whole time was taken up with organized activities of one kind and another, swimming parties, sports events, tours and so on.

The small community of Canadian residents on the island did their part in entertaining privately members of the ships' companies. By way of a small return to all this hospitality, the opportunity was taken to have two very small members of this community christened on board HMCS *Cayuga* in true naval fashion.

On Sunday, April 15, Robert David Collie, born on March 27, 1956, son of Mr. and Mrs. Rae Collie, formerly of Toronto, and Marguerite Jane Oliver, born on July 16, 1955, daughter of Mr. and Mrs. Ken Oliver also of Toronto, were christened on board the *Cayuga*, by Rev. D. R. Evans, of Oranjestad.

Following this delightful stay, the two ships sailed for Colon and the Panama Canal, joining up with three West Coast frigates to make the journey north to Esquimalt and home.—J.C.W.H.

#### HMCS Venture

While half the *Venture* cadets sailed reluctantly back from the blue waters and white sands of the Caribbean, those ashore at Esquimalt took their mid-term examinations. Once again the results were most satisfactory, 36 seniors



and six junior cadets obtaining first class honours.

On Monday, May 28, with all hands back ashore, the second and final half-term started. Ten more weeks will see the final examinations (August 1-6) and for 102 seniors, the class of 1954, graduation.

A new and interesting feature of this final phase is a progressive step to bring methods and conditions of study yet further into line with those of our Canadian universities and of the United States Services Colleges. Study periods have been insinuated into the normal working-day time table, and at such times cadets either in their cabins or classrooms, may study privately.

In a milieu of young men all seeking to do well, a long academic working day covering a wide range of sciences, humanities, and professional skills, can impose a considerable mental and physical strain. The answer is not to take an over sympathetic view and lower the academic sights, but rather to ease the tension at suitable intervals.

What are conveniently called "study periods" will do just this. The cadet will benefit from the changed tempo and can then take up his formal instruction again with renewed vigour. —D.J.W.

## NAVAL DIVISIONS

### HMCS Queen Charlotte

The forthcoming departure of a popular member of the Chief and Petty Officers' Mess of *Queen Charlotte*, the Charlottetown naval division, was the occasion for a presentation and social evening in late May.

Honoured on the occasion was PO Reg MacMillan, who recently transferred from the RCN(R) to the RCN and was soon to depart for *Stadacona*. He was presented with a travelling case on behalf of the mess by CPO Lock Llewellyn.

Guests for the evening included Cdr. J. N. Kenny, commanding officer of *Queen Charlotte*; Lieut. W. N. Black, executive officer, and Captain J. J. Connolly RCN(R), (Ret'd).

### HMCS Tecumseh

The ship's company of *Tecumseh*, the Calgary naval division, took advantage of the recent showing of "The Cruel Sea" at a Calgary theatre to publicize the work of the division and the Royal Canadian Navy of today.

Personnel from the division were on duty at a display of naval gear, posters and photographs in the theatre lobby each night of the week to answer questions and distribute literature.

A mess dinner was held recently to honour Cdr. W. F. Moreland, who was

retiring after four years as commanding officer of *Tecumseh*. Members of the wardroom mess presented him with a sword.

The new commanding officer, Cdr. G. K. Whynot, was present at the dinner as was Cdr. Moreland's predecessor, Captain Reginald Jackson, RCN(R) (Ret'd).

### HMCS Discovery

An ex-Wren from HMCS *Discovery*, Miss Aiko Hori, a University of British Columbia graduate, has been awarded a Japanese Government foreign scholarship and is now in Japan for a year doing cancer research.

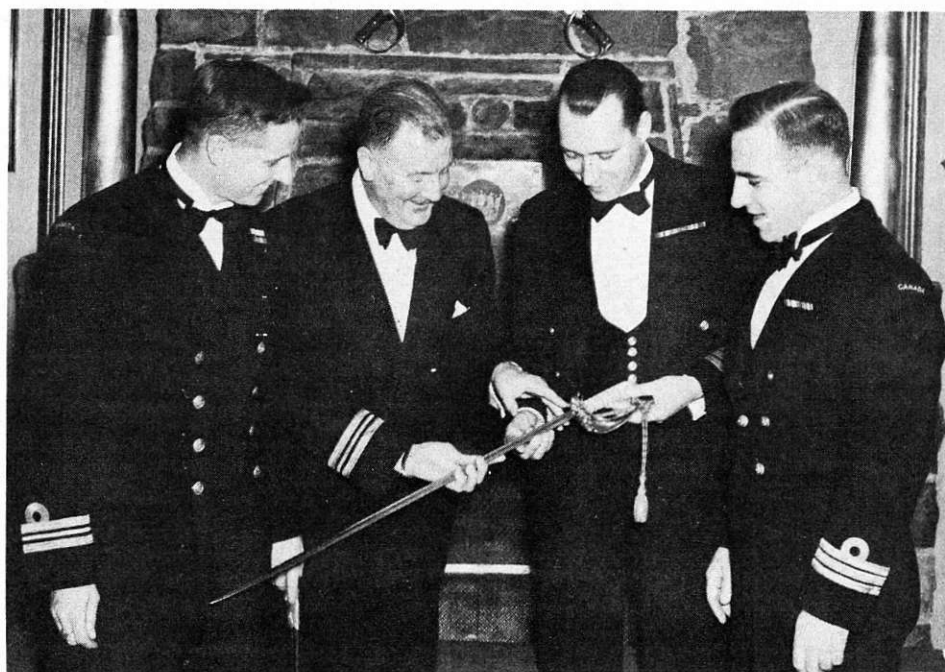
Miss Hori was born in Vancouver. A scholarship student at the UBC, she was graduated with first class marks in 1954

with a Bachelor of Science in Agriculture degree and was a research assistant for the National Cancer Institute of Canada for two years in UBC's biochemistry department.

The terms of the scholarship in Japan provide for a year of study or research and Miss Hori chose to continue research in biochemistry, preferably dealing with some aspects of cancer. She expects to continue her work at UBC when she returns to Canada.

Formerly an Ordinary Wren, she joined at *Discovery* in September, 1955. She took her discharge before leaving for Japan last April on the 20,000 yen scholarship.

Her biggest problem, said Miss Hori, will be learning to speak Japanese fluently.



After four years as commanding officer of *Tecumseh*, the Calgary naval division, Cdr. W. F. Moreland has been succeeded by Cdr. G. K. Whynot. Members of the wardroom mess presented Cdr. Moreland with a sword at a mess dinner in his honour. Shown, left to right, are Lt.-Cdr. R. F. Mathews, executive officer of the division; Captain Reginald Jackson, RCN(R) (Ret'd), from whom Cdr. Moreland took over; Cdr. Moreland, and Cdr. Whynot.

## LARGEST WARSHIP NOW IN SERVICE

Some interesting details of USS *Saratoga*, the U.S. Navy's newest aircraft carrier and the largest warship afloat, are contained in the ship's commissioning booklet, sent to *The Crowsnest* by Lt.-Cdr. A. W. Murray, RCN(R) (Ret'd).

The *Saratoga* was commissioned at the New York Naval Shipyard on April 14, and Lt.-Cdr. Murray had the privilege of attending the commissioning ceremonies. He is at present employed by a New York publishing firm.

The *Saratoga*, the commissioning booklet says, is 1,039 feet long and her

flight deck covers an area of more than four acres. She has four deck-edge elevators and four steam catapults to handle the jet aircraft which will flight from her angled flight deck.

She is manned by about 3,500 officers and men and her engines will drive her through the water at "over 30 knots".

Because of her immense size, the *Saratoga* was not launched in the usual manner. Instead, she was built in drydock, and, when she was christened last October 8, sufficient water was allowed to enter the drydock to wet her keel.

# THE FIRST NAVAL PHOTOGRAPHIC SALON

## *Artistic Work of Sailor Cameramen to Tour Country*

TOWARDS the latter part of June, 85 examples of the technical and artistic skill of official RCN photographers will start a cross-country tour from the West Coast, visiting every major city along the way to Halifax.

This is the first salon ever held by the Photographic Branch of the RCN and its contents underline the roving eye and mobility of the sailor as a cameraman.

A total of 165 entries were received from official photographers in ships and establishments across Canada. From these the 85 were chosen and were hung first at Ottawa's Little Gallery from April 3 to 7.

The selection runs the gamut from a battleship to a bull fight, with a crop of really pleasing baby shots and striking scenes and panoramics throughout the world. In addition to material taken for naval purposes at sea, ashore and in the air, there are others of the "bus-man's holiday" variety taken with personal equipment during off-duty time. The salon shows that to the Navy's cameramen, photography is both a vocation and an avocation.

The entries were judged by Malak, of Ottawa, a noted industrial photographer who produces dramatic scenics with equal artistry; Jack Van Dusen, Ottawa Bureau picture editor of The Canadian Press, and H. W. (Bert) Holmes, Director of Photography for the Department of National Defence. Their choices appear in this issue and will be used periodically as illustrations in *Crowns-nests* to come.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, officially opened the display in Ottawa to the whir of TV cameras and the pop of flash bulbs from press cameras covering the event. A steady parade of viewers from the streets of the national capital and from National Defence Headquarters followed throughout the run at the Little Gallery.

The salon, which it is hoped will become a regular event, has two purposes: to show the public the quality of naval photography and also to advertise this fact throughout the Navy which, after all, is the user of the talent and facilities of this small but valuable Branch. It also provides an incentive to the photographer to increase his technical ability.

In the photo selection about to go on the road, five entries were given first



The composition and atmosphere of this photograph of sand blasting in the government graving dock at Esquimalt won high praise from the judges of the first Naval Photographic Salon. The photograph was taken by Ldg. Sea. Arthur C. Estensen, of the Photographic Section, now at Hamilton. (E-18831)

class honours, five received awards of merit and eight were honourably mentioned.

Those obtaining first class honours were:

"Sand Blasting"—an industrial-type photo of preparations for repainting a ship's hull in Victoria's Government Drydock, by Ldg. Sea. Arthur C. Estensen, now serving at Hamilton;

"Herbert L. Rawding", a study of the near-extinct four-master schooner, by

Lieut. (SB) John M. Turner, photo officer at *Shearwater*;

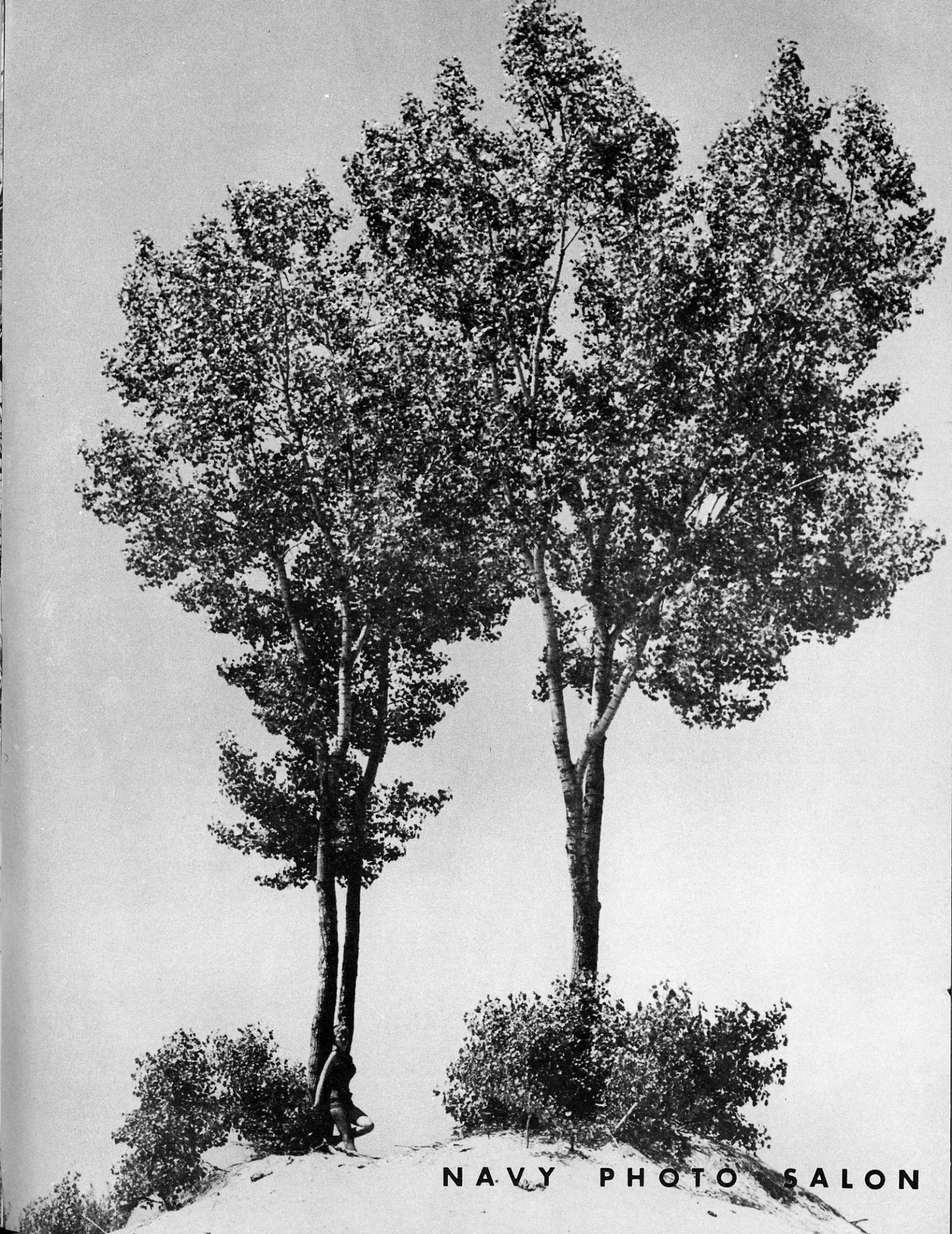
"Power Station"—a combination pattern and perspective view of such an installation, by PO Kenneth H. White, serving in the Montreal area;

"Final Tack"—a yacht doing just that, by AB William Ball, also at Naval Headquarters, and,

"Journey's End"—a dramatic sea-sky-lighthouse vista on the West Coast taken by PO Kenneth Martin, at *Naden*.

(Continued on page seventeen)

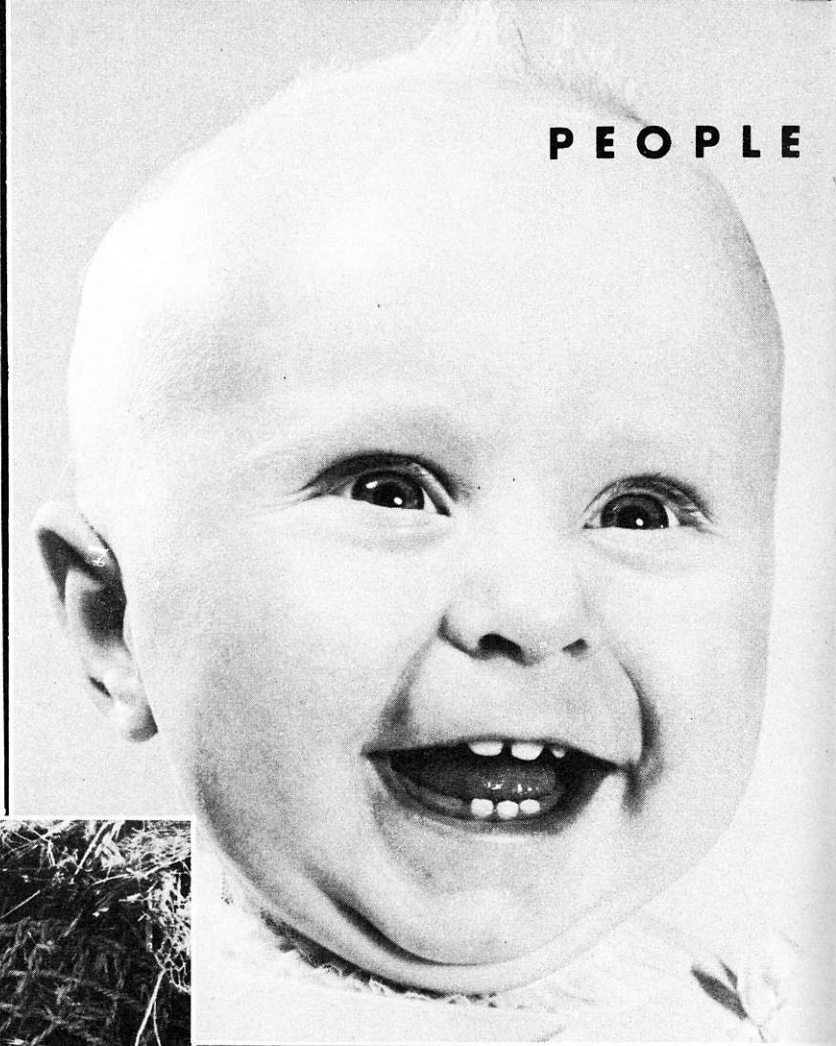
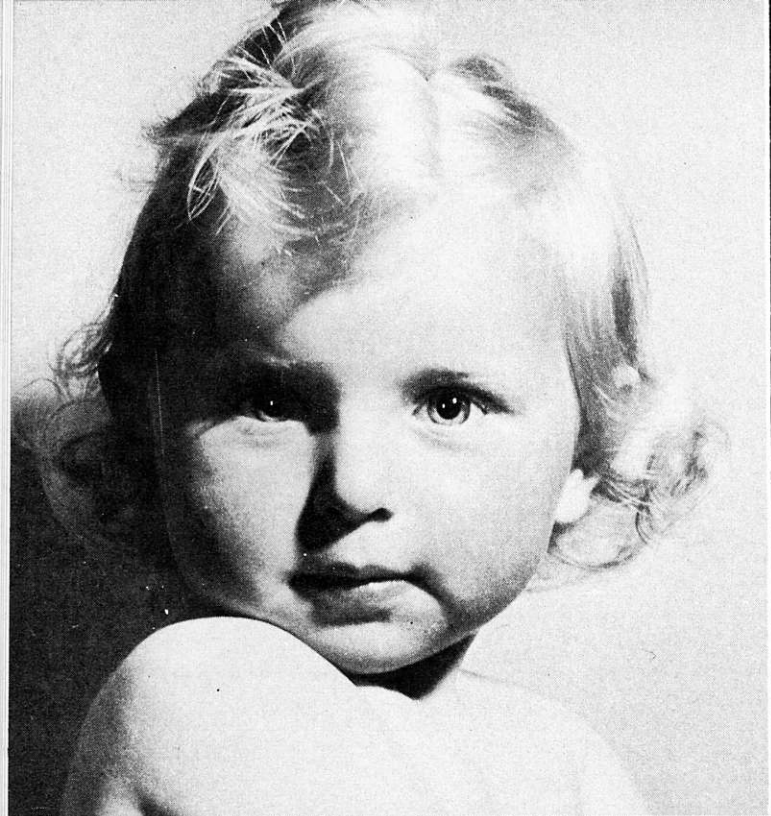




NAVY PHOTO SALON



PEOPLE

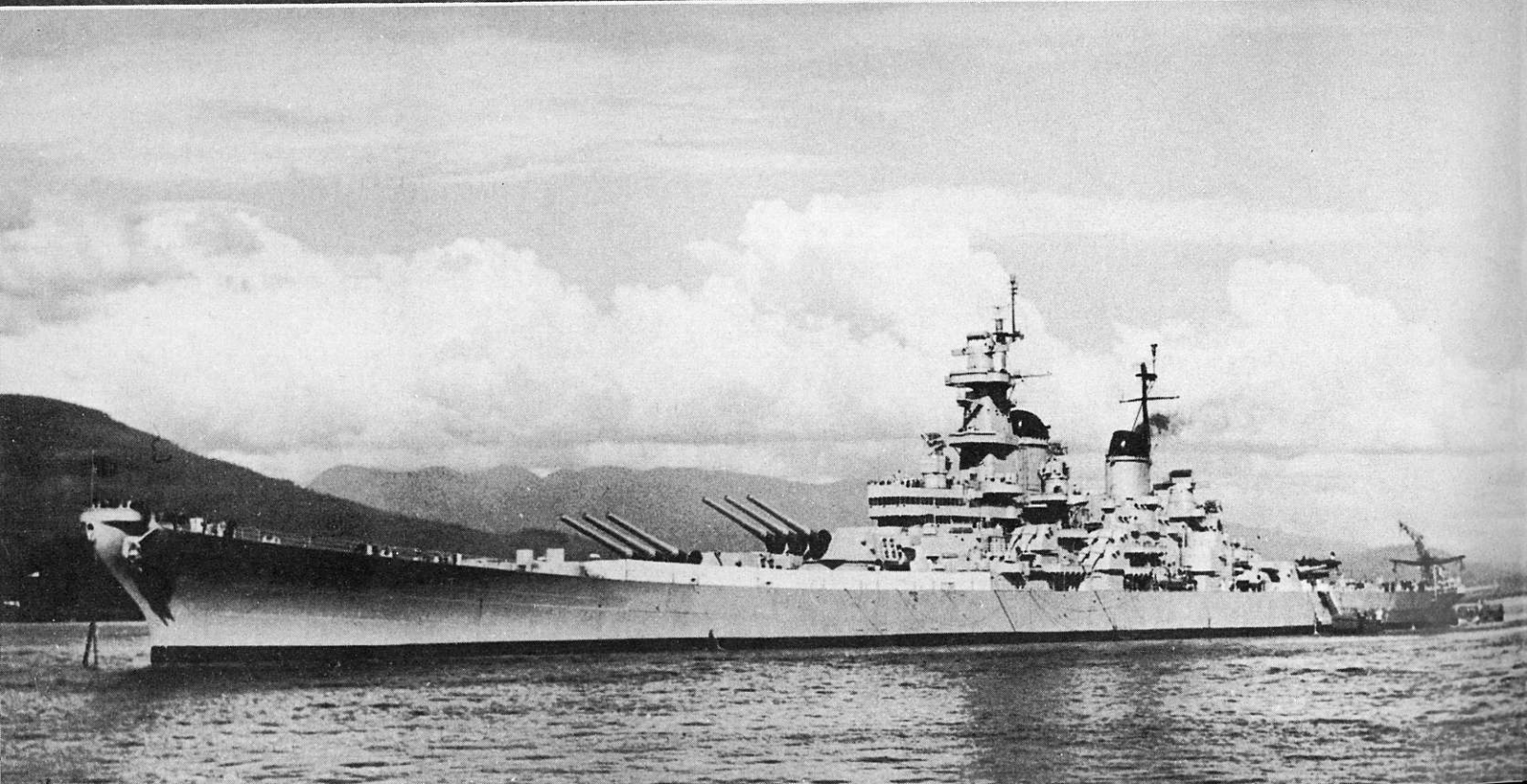




# & PLACES









(Continued from page twelve)

The photographs which are reproduced on the middle pages have not been chosen in any particular order of merit, the decision as to whether one picture or another would be used depending in some instances simply on the space available.

The holiday mood of some of them and the fantasy of others is in contrast to the realities of the naval photographer's job—the long hours spent photographing the corrosion of fittings or fractured or worn mechanical parts, desperate efforts to portray events of historical importance in impossible

lighting and weather conditions and the tedium of the darkroom. The sailor-photographer can't drop his film off at the corner drug store. He has to learn the whole photographic process from beginning to end.

Often the work of the naval photographer, by reason of his assignment, cannot be anything but humdrum and the Photographic Salon has the merit of revealing artistic capabilities which may have gone unnoticed.

Here then the titles of the pictures in the special section and the names of the photographers who are responsible for them:

1. "Twin Poplars" by PO Kenneth Martin.
2. "Diane" by Lieut. (SB) Eric Haywood.
3. "Thomas" by PO Charles Gordon.
4. "Papa San" by PO Donald Stitt.
5. "Last Dog" by AB Robert J. Downing.
6. "Hong Kong Scene" by AB Edward M. Kochanuk.
7. "Ole!" by PO William S. Giles.
8. "Snow Magic" by Lieut. (SB) Jack Kempster.
9. "Kelp" by CPO E. William John.
10. "Friendly Visitor — Fortunately" by Lieut. (SB) Bert Norbury.

## PUBLIC SERVICE SUGGESTION AWARDS

### *Ideas that Save Time and Money to be Recognized*

ALL SORTS of highly edifying proverbs suggest themselves in connection with the "Public Service Suggestion Award Plan" announced by the Department of National Defence and if beneficial ideas crop up at half the rate of wise saws the gain will be substantial indeed:

For instance there's "A penny saved is a penny gained", "Waste not, want not", "A stitch in time saves nine" or "Take care of the pennies and the pounds will take care of themselves". The virtue of these sayings is recognized by almost everyone, in theory if not in practice, but when someone is willing to supplement the cogent proverb "Virtue is its own reward" with additional benefits a second look is required.

Money-saving ideas, procedures that will promote efficiency, ways of improving working conditions and so on will be recognized by the new plan. The awards for such suggestions may be a pen and pencil set, a cigarette lighter, a billfold or cash (subject to income tax). These are "idea" awards, apart from the previous recognition of inventions of a mechanical nature.

After June 24, 1956, members of the regular forces, employees of the Defence Research Board or civilian employees of the Department of National Defence will be eligible for awards for suggestions designed to promote economy or efficiency.

Ideas should be discussed with superior officers or supervisors before they are submitted, with a view to clarifying them and weighing their practicability, and then should be addressed to the Deputy Minister of National Defence, National Defence Headquarters, Ottawa.

Some of the ground which the suggestions might cover is suggested in the following list:

Improvement of office methods, procedures and systems;

Elimination of accident, fire and work hazards;

Reduction of administration costs;

Standardization of procedures;

Reduction in number of forms;

Elimination of unnecessary operations;

Elimination of waste of material or time;

Improvement of safety, health and sanitation and other working conditions;

Improvement in design or modifications to clothing, materials, supplies or equipment.

Suggestions submitted to the Deputy Minister should be typed in duplicate,

if possible, and sketches should also be in duplicate.

In the Navy, of course, the Commanding Officer should be informed of the suggestion and the originator may then submit it to the Deputy Minister. If the subject is classified, advice on the correct handling should be sought from the Commanding Officer.

Another thing which should be remembered is that the suggestions should have general application and should not deal with local problems which can be remedied locally.

The suggestions reaching the Deputy Minister will be considered by the Department of National Defence Suggestion Award Committee and adopted suggestions will become the property of the Crown.

If the idea submitted is considered to be an invention, the originator will be advised of this and told what action he should take.

"Inventions", under the Public Servants Inventions Act and its regulations are defined as "any new and useful art, process, machine manufacture or composition of matter, or any new and useful improvement in any art, process, machine, manufacture or composition of matter" and the term "public servant" is wide enough to cover anyone in the Navy.

Anyone who has developed an idea that falls under the heading of "invention" should consult General Orders Article 71.1901/1. A number of naval personnel have already derived financial benefit under the provisions of the act, but it is also worth knowing that substantial penalties can be imposed on those who try to benefit from their inventions without going through proper channels.



The new commanding officer of HMCS Donnacona, the Montreal naval division, is Cdr. A. Ross Webster (seated), shown here with his predecessor, Cdr. G. St. A. Mongenais. (ML-4240)

# OFFICERS AND MEN

## Chaplain Dies in Plane Disaster

An RCAF CF-100 plummeted earthwards from 30,000 feet May 15 and crashed into a rest home for Grey Nuns of the Cross, outside Ottawa, just after they had retired for the night. Among the 15 victims was Chaplain (RC) Richard Martin Ward, 42, of Toronto and Ottawa, Assistant Chaplain of the Fleet (RC) since the fall of 1954.

The aircraft was exercising at high altitude before returning to Ottawa's Uplands airport after intercepting an unidentified plane in the skies over the Ottawa Valley. Suddenly it spun earthwards to demolish the Villa St. Louis convalescent home at Orleans, a town just east of the national capital.

Father Ward, who acted as chaplain to the nuns, had just returned to the Villa and was about to retire for the night when the crash occurred. The resulting explosion claimed the lives of 11 nuns and flung Father Ward about 20 yards out on the lawn. He died on the way to hospital in Ottawa. The two aircrew of the CF-100 were killed in the disaster. A cook also perished.

Solemn pontifical high mass was celebrated for Father Ward by Archbishop Maurice Roy of Quebec, Primate of Canada and Bishop Ordinary of the Armed Forces, in Ottawa's century-old St. Patrick's Church on the 18th. He was assisted by members of the church hierarchy in Ottawa and senior chaplains of the Armed Forces. Very Rev. Michael P. MacIsaac, Chaplain of the Fleet (RC), was archpriest.

Rev. Allen MacInnes, OMI, Superior of Holy Rosary Scholasticate, whom Father Ward had been visiting before returning to the Villa, delivered the eulogy, in which he described the popular chaplain as a "kindly, humble and sympathetic priest . . . whose zealous spirit was entirely committed to the souls he served".

Nearly a thousand nuns of every congregation in Ottawa attended, their sombre garb contrasting with the uniforms of naval personnel there. Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, was in attendance to pay his respects.

Requiem mass was celebrated by James Cardinal McGuigan in Toronto on the 21st, with 2,000 in attendance, at



CHAPLAIN RICHARD WARD

St. Michael's Cathedral. Present were Archbishop Roy and Bishops Francis V. Allen and Francis A. Morrocco, the auxiliary bishops of Toronto. Burial was in St. Augustine's Cemetery there, with full naval honours.

Father Ward was born in Toronto on July 29, 1913. He studied for the priesthood at St. Michael's College and was ordained on June 3, 1939. He was a parish priest for five years in Toronto, joining the Navy in July, 1944.

Father Ward served in various ships and establishments on both the east and west coasts. Following the war, he served in HMCS *Warrior* throughout her commission in the RCN, then spent more than two years in the *Magnificent*.

Shortly after the first three Canadian destroyers were despatched to the Far East in the summer of 1950 to serve with the United Nations fleet, Father Ward was appointed as Roman Catholic chaplain of the flotilla. He served continuously for 13 months in the Korean theatre, providing spiritual guidance and conducting services for Roman Catholics in the Canadian destroyers.

On numerous occasions when he was the only Roman Catholic priest present, he said mass on board other Commonwealth warships or in chapels ashore in United Nations naval bases. Most of his time, however, was spent at sea and when the ships were operating together he made a practice of transferring from

one to another during the course of a patrol. He had the record for longest continuous service with the Canadian forces in the Korean war theatre.

From January, 1953, to August, 1954 he was Command Chaplain (RC) on the West Coast. He then came to headquarters as Assistant Chaplain of the Fleet (RC).

The next of kin is his mother, Mrs. Mary C. Ward, 116 Amelia Street, Toronto. Three brothers survive.

## Cadets Train with U.S. Midshipmen

Fifty cadets of the RCN and RCN(R) from Canadian Services Colleges and universities across the country took part in amphibious assault exercises in Virginia with 930 midshipmen of the United States Naval Academy, Annapolis, Md., early in June.

The exercises began June 4, at a USN amphibious training base in Little Creek, Va. Titled "Exercise Tramid '56" (Training Midshipmen), it is an annual portion of summer training of the Annapolis students. This is the fourth year that Canadians have been invited to participate.

Training of the Canadian cadets was integrated as usual with that of the U.S. midshipmen. A total of 5,000 men, 19 ships and 85 aircraft were involved.

A week was spent in shore training, followed by drills and preparations for the exercises afloat. On the 15th there was a practice amphibious assault landing, followed on the 16th by the full-scale operation, which also included 1,600 marines and U.S. Army paratroopers of the 82nd Airborne Division. Frogmen cleared the beaches before the "attack".

Rear-Admiral D. C. Varian, USN, was commander of the TRAMID course and the entire amphibious operation came under Vice-Admiral Lorenzo S. Sabin, Commander Amphibious Forces, U.S. Atlantic Fleet.

In charge of the Canadian component was Lt.-Cdr. John M. Riley of the Reserve Training Staff, Halifax. Lt.-Cdr. John R. H. Ley observed the exercises in his capacity as Staff Officer (Cadets) to the Flag Officer Naval Divisions. Sub-Lt. J. P. E. Coulombe, RCN(R), of *Montcalm*, Quebec City naval division,



joined the cadets and midshipmen in the exercises.

The Canadians, all third-year cadets, include eight members of the regular force. The group left Halifax by rail May 31 for Annapolis, where it embarked on the afternoon of June 2 for Norfolk, Va., in an attack transport, arriving Sunday, June 3. On completion of the operation, the cadets returned to Halifax to continue summer training.

### 'Copter Deck For Frigate

An experiment to test the feasibility of operating helicopters from escort vessels will be carried out by the Royal Canadian Navy this year.

Approval was given for the installation of a helicopter platform on the frigate *Buckingham*, new entry training ship at Cornwallis. Work on the installation is expected to begin in August and trials with helicopter landings and take-offs will begin on completion. The trials will be conducted in various weather and sea conditions.

### Supply Conference Held in Montreal

Senior officers of the supply branch of the Royal Canadian Navy held their biennial conference in the Naval Supply Centre, Montreal, May 2 to 4. The three-day conference was attended by officers from Naval Headquarters, the naval commands and other naval establishments.

The meetings were held in Montreal because of the excellent facilities afforded by the new, 96-acre installation embodying a naval supply depot, aviation supply depot and naval supply school. It enabled many of the officers to see for the first time this latest and largest supply activity of the RCN.

Distinguished guests included Rear-Admiral J. W. Crumpacker, SC, USN, Commanding Officer, General Stores Supply Office, Philadelphia; Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, and Commodore D. L. Raymond, Assistant Chief of Naval Staff (Plans), from Naval Headquarters.

The Naval Supply School, which recently moved to the Montreal centre, paraded at ceremonial divisions on the concluding day of the conference, May 4, with the band of *Stadacona*. Rear-Admiral Crumpacker took the salute during the march past.

Among the officers attending the conference were:

From Naval Headquarters — Commodore (S) C. J. Dillon, Supply Officers-in-Chief of the RCN; Captain (S) Donald McClure, his deputy; Captain (S)



Delegates at the senior supply officers' conference May 2 to 4 in Hochelaga mull over points raised from Headquarters' correspondence read by Commodore (S) Charles J. Dillon, Supply Officer-in-Chief. (ML-4428)

C. V. Laws, Naval Secretary, and Captain (S) J. R. Anderson, Assistant Supply Officer-in-Chief (Stores).

From the East Coast—Captain (S) T. F. T. Morland, Atlantic Command Supply Officer.

From the West Coast—Captain (S) H. A. McCandless, Pacific Command Supply Officer.

From Hamilton—Commander (S) L. J. Nairn, Command Supply Officer to the Flag Officer Naval Divisions.

From Washington, D.C.—Cdr. (S) S. R. Hanright, Staff Officer Supply Liaison, Canadian Joint Staff.

From the Naval Supply Centre, Montreal—Captain (S) M. A. Davidson, commanding officer of the centre.

### Battle of Atlantic Sunday Observed

Thousands of present and former naval personnel and Sea Cadets paid solemn tribute to the longest unbroken sea struggle in history on May 20, as Battle of Atlantic Sunday was observed in Canada and elsewhere.

Halifax was the scene of the largest ceremony. Open air services on the Grand Parade and at Sacred Heart Convent involved 2,000 personnel. Ten

ships landed detachments for the parade which included personnel from *Stadacona*, reserves from *Scotian*, representatives of the Naval Officers' Association and veterans organizations. Hon. Alistair Fraser, Lieutenant-Governor of the province, took the salute following services.

Other ships alongside held services on board to commemorate this sixth annual observance and, across the harbour in Dartmouth, Mayor I. W. Akerley took the salute from *Shearwater* personnel and veterans parading to town churches.

Throughout Canada, the same pattern was followed in major cities with little exception. Wreaths were laid on memorials, and prayers offered at churches for the 1,797 naval personnel killed during the Second World War, most of whom were victims of the Battle of the Atlantic.

The *Ontario* and *Sioux* held their services on board the cruiser in San Francisco, final stop before return to Esquimalt from a two-month Caribbean cruise.

At *Nonsuch*, Edmonton naval division, reserves followed their afternoon services with gun and boat drills and seamanship evolutions at an "open house" shared with the local Sea Cadets.

In Windsor, where HMCS *Hunter* is located, a red, white and blue garlanded wreath was thrown on the Detroit River to commemorate those who lost their lives at sea.

In districts where naval bands do not exist, Sea Cadets provided theirs for the marching formations.

Montreal, fast-growing naval centre, had representation from *Hochelaga*, *Donnacona*, ex-Wrens and cadets from CMR on parade. Naval veterans of the Canadian Legion there held their service on Victoria pier, casting a wreath into St. Mary's current.

In the national capital, 500 naval personnel from the area, along with Sea Cadets and representatives of the NOA held a ceremony at the National War Memorial and paraded to Ottawa churches.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, laid a wreath on the war monument on behalf of serving personnel, and Vice-Admiral H. T. W. Grant, (Ret'd), laid another on behalf of former naval personnel.

Battle of the Atlantic Sunday was observed by ships of the 3rd Canadian Escort Squadron at sea in the North Atlantic in approximate position 43 00 N, 38 30 W. Ship's companies and 132 UNTD cadets from naval divisions across Canada took part in the services aboard HMC Ships *Lanark*, *Fort Erie*, and *Lauson* while they paused briefly in their training cruise.

Chaplain (P) R. G. G. Harrop conducted the services and was transferred between ships by seaboats manned by cadets. During the services appropriate memorials were placed in the waters of the Atlantic while ships' companies observed two minutes' silence.

### **Captain Horam Soon to Retire**

Captain (E) John Show Horam, 56, of Vancouver and Halifax, who has been principal Naval Overseer, East Coast, since July, 1950, will proceed on retirement leave on July 3.

Captain Horam will be succeeded on June 26 as Principal Naval Overseer by Captain (L) John McGregor Doull, 30, of New Glasgow, N.S., and Ottawa, who is at present Deputy Electrical Engineer-in-Chief at Naval Headquarters. Captain Doull will be succeeded in that post by Captain (L) Frederick Thomas Gillespie, 49, of Vancouver and Victoria.

Captain Horam was born in Preston, Lancashire, England, on August 5, 1899. He attended the Harris Technical Institute of Preston, apprenticed in shipyard machine shops in 1914 and 1915, and, after further experience in marine engines and engineering, sailed with the

merchant marine for 21 years. He came to Canada in August, 1930, making his home in Vancouver.

He entered the Royal Canadian Naval Reserve in March, 1941, and served during the Second World War at Halifax, in HMCS *Skeena* (destroyer) on the North Atlantic, and at Headquarters.

Captain Horam transferred to the regular force in October, 1945, and the following year became senior engineer in HMCS *Warrior*, Canada's first aircraft carrier. From January, 1948, until July, 1950, he held the dual appointment of officer-in-charge of the Mechanical Training Establishment and of Engineer Officer at *Stadacona*.

### **Officer Named to RN Staff College**

Cdr. Reginald John Pickford, has been appointed RCN Member of the Directing Staff, Royal Naval College, Greenwich, England. He will take up his new appointment on August 20.

Cdr. Pickford succeeds Cdr. John P. T. Dawson, 36, of Westmount, P.Q., and Ottawa, who will return to Canada to a new appointment later this year.

### **Mess To Name Life Members**

The second annual Life Membership Dinner will be held in the Chief and

Petty Officers' Mess, *Stadacona*, on September 14.

Life Membership is granted to all ex-RCN chief and petty officers with a service pension of 20 years or more. The first dinner and presentation was held last year, and 22 ex-mess members received their life membership pins.

All former RCN chief and petty officers on pension wishing to attend should notify the Secretary, Chief and Petty Officers Mess, *Stadacona*, not later than August 15.

### **Captain of Micmac Going to Ottawa**

Cdr. E. T. G. Madgwick, commanding officer of the *Micmac*, has been appointed to Naval Headquarters, Ottawa, on the staff of the Chief of Naval Personnel as Director of Personnel (Men). His appointment is effective on July 23.

Cdr. Madgwick will succeed Cdr. John Ronald Doull, who has been appointed to the staff of the Flag Officer Pacific Coast as officer-in-charge of the RCN Depot, Esquimalt, and as Manning Commander West Coast.

Appointed successor to Cdr. Madgwick as commanding officer of the *Micmac* was Cdr. Latham Brereton Jenson, effective July 9.



The cadet with the highest academic standing graduating this year from Collège Militaire Royal de Saint-Jean, Cadet Leo G. Temple, of Victoria, was awarded an officer's sword by the Navy League of Canada. The sword was presented by Cdr. J. F. Stairs, president of the Quebec division of the Navy League, at the graduation exercises on May 12. At the left is Hon. Hugues Lapointe, Minister of Veterans' Affairs and Postmaster-General, and Lt.-Col. C. A. Chabot (in robes), director of studies at the college. Cadet Temple is a former Sea Cadet of RSCC Rainbow, Victoria, and attended the Empire Camp in England in 1952. (Photo from Navy League of Canada.)



# A NATIONAL BODY FOR NAVAL VETERANS

## *Plans Germinate at this Spring's Reunion in Oshawa*

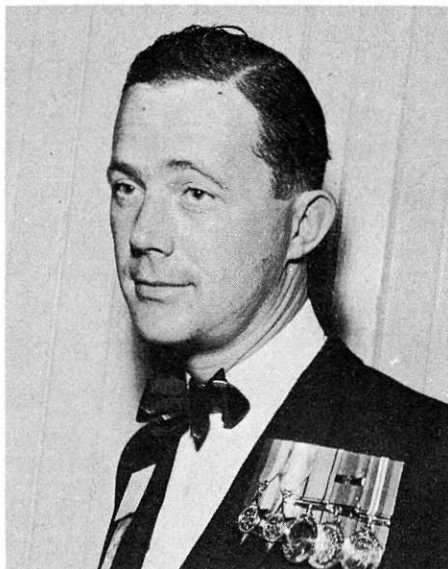
NAVAL VETERANS staged another thousand-strong "invasion" this year. This time their target was Oshawa, Ontario.

From cities and communities scattered across Canada, old and not-so-old salts of yesteryear converged on the friendly little Ontario city. They renewed friendships born in times of trouble on the seas. They cemented new friendships, and swapped yarns. They paid solemn tribute to seafaring comrades who did not return from sea battles of two world conflicts.

The reunion weekend of May 12-13 was a memorable one for Oshawa, and particularly for members of the Oshawa Naval Veterans' Association, whose plans and efforts made the second Naval Veterans' Reunion as great a success as the first—held last year in Peterborough.

It marked the first time the city had been visited at one time by two serving admirals of the Royal Canadian Navy. Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, accompanied by Rear-Admiral Kenneth F. Adams, Flag Officer Naval Divisions, headed a large contingent of naval personnel which participated in the reunion ceremonies. Personnel of HMCS York, Toronto, and HMCS Carleton, Ottawa, made up the bands and guards which

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, signs the visitors' book in Oshawa's new Civic Centre immediately following ceremonies at which the Naval Veterans' Reunion was officially opened by him. (O-8796)



William Owen Barr who was named president of the newly formed national organization to be known as the Naval Veterans' Association of Canada. Mr. Barr has been with the Naval Veterans' Association of Toronto since 1946, and for the past two years has served as secretary of that group. (O-8704)

played a leading role in the activity-packed weekend.

The reunion produced an event of interest to former naval personnel across Canada. During a late Saturday afternoon while others were "living it over again" at the spacious Simcoe Street Armouries, a small group of naval veterans gathered in a small room to complete plans for a long-sought objective: the formation of a national body incorporating all naval veterans of the country.

That evening, before a capacity crowd of approximately 1,000 naval veterans, their wives and friends, Captain (SB) William Strange, Director of Naval Information, made the announcement.

Initial important steps toward the national organization had been settled, he said. To be known as the Naval Veterans' Association of Canada, with headquarters in Toronto, the national group will have as its first president a man well known in naval veterans' circles. That man is William Owen Barr, associated with the Naval Veterans' Association of Toronto since 1946, secretary of the Toronto group for the past two years.

Other executive members of the new veterans' organization: Herbert Maynard, Oshawa, executive vice-president; Cecil McLellan, Peterborough, second

vice-president; William Slater, Belleville, secretary; Gordon O'Neil, Toronto, treasurer.

The first executive meeting will be held in Toronto next fall.

"It is just what we have wanted and needed for a long time," remarked the young president of the new national body. "It will be a big job, and one that will require time. Our early plans call for uniting Ontario, then spreading east and west. It will take time—maybe as long as 10 years."

Rear-Admiral Adams lauded the formation of the national association, and assured any support possible from the naval reserve.

From the commencement of advance registrations in the Genosha Hotel on the evening of May 12, to the conclusion of a two-hour band concert in Oshawa's scenic Memorial Park the following afternoon, the reunion was packed with variety and activity.

There was a novelty twist to the registration. A unique register listed the names of all RCN ships that served during the Second World War, and the sailors of yesterday were once again able to "sign on" in the ship each preferred to call his own. A quick flick

Most of the veterans attending the Oshawa reunion were from Ontario cities and communities. A representative group posed for an informal photo by a display panel in the Simcoe Street Armouries, centre of many of the reunion events. From left: Norman Yorston, Toronto; Larry Worthy, Port Hope; Arthur Stonebridge, Oshawa; John W. Glass, Sarnia; and Gordon Hardie, Peterborough. (O-8712)



down the ships' register brought many wartime buddies together again for a round of reminiscences.

Saturday, May 12, was the big day. Parades, a civic reception, a civic luncheon, a band concert, presentation of Beating Retreat and Sunset Ceremony, and a big get-together banquet followed by a gala dance—they were all woven together to make the day a memorable one.

The festive atmosphere gave way to solemn mood on Sunday as the naval veterans, together with scores of other Oshawa citizens, set aside the day to remember and pay tribute to shipmates who lost their lives in the grim Battle of the Atlantic. Hundreds joined in the church parade of that morning to attend services at Knox Presbyterian Church, and St. Gregory's Roman Catholic Church. Services were conducted by Assistant Chaplain of the Fleet (P) Rev. Ivan Edwards; and Assistant

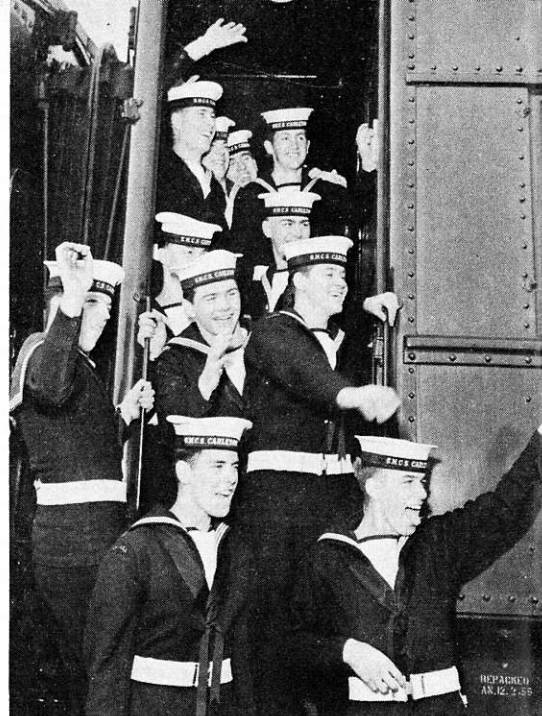
Chaplain of the Fleet (RC) Rev. Father Richard Ward.

For Chaplain Ward it was his last mass for naval personnel. Two days later he was killed in a tragic aircraft accident which saw a total of 15 persons killed when a jet fighter crashed into a Grey Nuns' Home in Orleans, near Ottawa, where he served as chaplain.

Immediately following the church services, the bands of Carleton and York headed a parade of veterans to the city's Memorial Park where wreaths were laid at the Cenotaph in a service of remembrance.

The reunion was officially ended with a Sunday afternoon band concert, presented in the fine bandshell of Memorial Park.

It had been the renewal of a great event. First in Peterborough, then in Oshawa. There will be another Naval Veterans' Reunion next year—probably in Woodstock.



Members of the guard from Carleton, the Ottawa naval division, appear happy on their arrival in Oshawa where they participated in opening ceremonies and parades relating to the reunion. (O-8710)

## RESEARCH DIRECTOR IN NEW POSITION

Peter B. Wilson, 42, of Ottawa, formerly Director of Operational Research, RCN, has been made head of the Environmental Protection Section at Defence Research Headquarters, according to recent DRB release.

The naval appointment has been filled by John Winston Mayne, MSc, 44, of Emerald, P.E.I., who has been a DRB scientist since 1951. Before then he was Assistant Professor of Mathematics at Carleton College. During the Second World War he served overseas in the RC Sigs, as a captain.

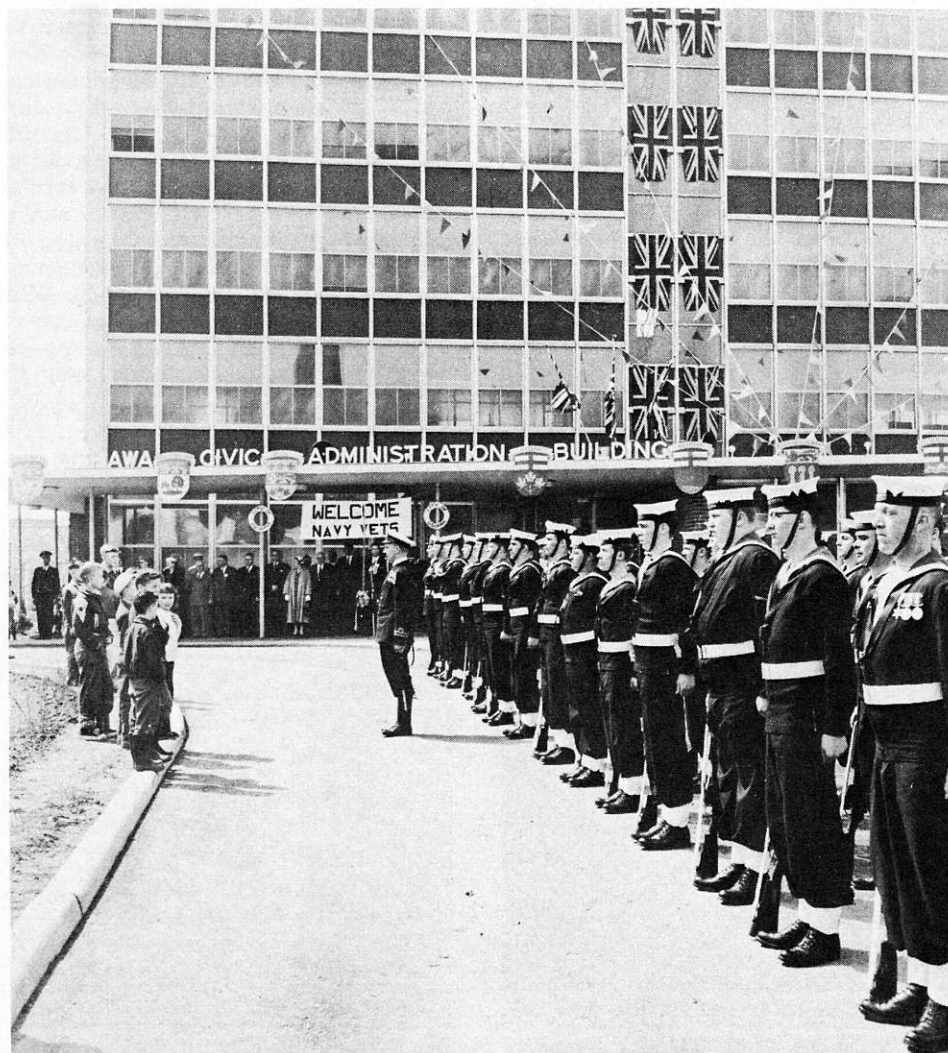
## Tourist Admires Canadian Sailors

The eyes of more than the "natives" are on Canadian sailors ashore in distant places, it can be concluded from a letter received recently at Naval Headquarters.

Mrs. Leland A. Stone, of Springfield, Mass., asked in her letter for information concerning some of the personnel she and her lawyer husband had met when their stay in Bermuda coincided with a visit by the training cruiser *Quebec*.

"It is with great admiration that I wish to express to some of the crew the good will they are promoting toward U.S. citizens," Mrs. Stone wrote.

"Perhaps a personal 'thank you' note may help in promoting more good will, as I am of the opinion that there is more complaining done today than complimenting."



A composite guard representing Carleton and York, the Ottawa and Toronto naval divisions, stands at attention in front of Oshawa's new Civic Centre immediately before a brief ceremony in which Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, officially opened the naval veterans' reunion. (O-8702)



# THE NAVY PLAYS

## Services Join Amateur Union

Amateur sports of the Canadian Armed Services and the Amateur Athletic Union of Canada are now affiliated. The announcement of the "marriage" was made jointly by the Department of National Defence and the AAU of C.

The affiliation coincides with a general stepping up of sports programs in the three armed services and will provide new competitive interest for amateur sports throughout Canada. Under the new arrangement, officials of the Amateur Athletic Union will assist the Armed Services in planning and conducting many of their major athletic competitions.

Among the amateur sports under the watchful eye of the AAU of C are boxing, wrestling, track and field, gymnastics, fencing, weight lifting and hand ball. At the present time the armed services conduct organized programs in boxing, track and field and gymnastics.

## Stadacona Team Bowling Champs

Stadacona "A" won the RCN Atlantic Command bowling championship in April when it took part in a 12-team single round robin held in the Clarence Park alleys.

Stadacona "A" chalked up a total of 38 points while *Shearwater* "A" followed closely with 34 points.

CPO George Black, captain, received the Atlantic Command Trophy and each member of the winning team received individual trophies.

Individual prizes for the meet went to PO Kenneth MacIntosh of Stadacona "A" for high single 349, Ldg. Sea. William Conrad of Cape Breton "A" for high triple of 866 and AB Grant Miller of *Shearwater* "A" for high average of 219.66.

## "Bobby" Pearce Soon to Retire

Lt.-Cdr. (SB) H. R. (Bobby) Pearce, who has been bending an oar for benefit of thousands of sailors and Sea Cadets since 1942, goes on the retired list of *Star*, the Hamilton naval division, this fall. He has been both recruiting and P&RT staff officer to the Flag Officer Naval Divisions since mid-1954.



Climax of the Atlantic Command bowling championship was the presentation of the Atlantic Command Bowling Trophy to CPO George H. Black, Captain of Stadacona "A", the winning team, by Lieut. D. J. Loney (right). (DNS-15715)

The Australian giant is the only sculler twice an Olympic champion (Amsterdam, 1928, and Los Angeles, 1932). He has been British Empire champion, Canadian-American champion, and took the Diamond skulls in 1930 after being snubbed in 1929 from entry because he was an apprentice carpenter. He settled in Hamilton, Ont., after competing in the British Empire Games in 1930.

Bobby Pearce turned professional in 1933, winning the world title and retaining it, undefeated, until retiring in 1945 at the age of 40. Since he entered the reserve in 1942, Lt.-Cdr. Pearce has been active in Sea Cadet work, PT and boatwork for cadets and sailors, and in recruiting.

A typical sporting gesture almost cost him his first Olympic title. He was well in the lead in the Amsterdam race when a duck and brood proceeded in line ahead on collision course. He slowed, allowed them to swim out of reach of his oars, then went on to a victory which enchanted the Dutch, the contestants and spectators of all nations.

## PCRA Captures Rifle Cup for Navy

A team of naval marksmen captured the Gordon Highlanders Cup at Heal's Range in May when they racked up 11 more points than their nearest rival.

The team, members of the Pacific Coast Rifle Association (RCN), scored a total of 830 points. Canadian Scottish was second with 819 and the 5th

Regiment third with 801, followed by HMCS *Ontario*, 762, and Scottish "B" 751.

The match, fired from 200, 500 and 600 yards with ten rounds to a range, is a coached and timed competition. The cup, Vancouver Islands' premier shooting trophy, has been up for competition since 1914. It was held last year by the Canadian Scottish.

The PCRA (RCN) team with their individual scores were: PO Frank G. Ball, 141; Lieut. George A. Grivel, 140; CPO J. R. Ross, 139; CPO Herbert C. Boten, 138; CPO Walter Burch, 137, and PO R. A. Shore, 135.

## Seaman Makes Speedy Run

In a 2.6 mile cross-country race held by HMC Communication School at Cornwallis, Ord. Sea. David R. Worsfold of Jasper, Alberta, did the circuit in 18 minutes to win the race and take the cash prize.

Class CR 95, with the highest team points, took the cake and the Cooley Trophy. The Cooley Trophy was first presented to HMCS *St. Hyacinthe* War-time Signals School in 1943 by the Cooley Brothers of Montreal.

For the third year in a row a communication team has captured second place in the Cornwallis Inter-Part .22 rifle competition.

## LETTER TO EDITOR

Leadership School,  
HMCS Cornwallis.

Sir,

In your April 1956 issue of *The Crowsnest*, I again read with pride that another Canadian Petty Officer has been awarded the coveted "Llewelyn Prize" when qualifying for Gunnery Instructor at Whale Island.

You do our Gunners an injustice, Sir, further in the same article where it is stated that six other Canadians have been awarded this prize, as I know of two other Canadians who have won it, namely the late Petty Officer Baxter lost in the sinking of HMCS *Fraser* off the coast of France and myself in 1940.

Thanking you,  
(Sgd) J. M. PAUL,  
Lt.-Cdr. (G) RCN,  
Officer-in-Charge.

# WALKING IN THE FOOTSTEPS OF NELSON

## *Pages of Naval History Unroll Before Eyes of Cadets*

THE RECENT training cruise to the West Indies by the *Ontario* and the *Sioux* for naval cadets from HMCS *Venture* was the last training cruise to be undertaken by cadets before *Venture's* first graduation ceremonies, in August. The cruise itinerary was such that the cadets visited a number of places which, from a naval historical point of view, were of outstanding interest.

The two ships sailed from Esquimalt on March 30 on the first leg of the two-month cruise. There were 86 cadets

embarked in the *Ontario* and 12 in the *Sioux*. Training in the destroyer were executive-air and supply cadets and when the two ships reached Bridgetown, Barbados, they transferred to the *Ontario* while a corresponding number of cadets from the cruiser went to the *Sioux* for additional experience in that type of ship. The engineering cadet remained in the *Ontario* for the entire cruise, as did the junior cadets.

Within hours of leaving Esquimalt, the *Sioux* carried out a torpedo attack on the *Ontario*, giving the cadets an early

initiation into just one of the many evolutions which were to be carried out at frequent intervals during the cruise. Later, there were gunnery, towing, refuelling and jackstay transfer exercises, in addition to boat transfers.

En route to Balboa, the *Sioux* detached for San Diego to refuel. By this time the familiarization and training program for the cadets was taking effect.

In the *Ontario* the executive-air cadets spent their days doing practical astro-navigation. For them, the day began before dawn when they were up for their first sights, and lasted until late in the evening when, after their final "shooting", they worked out their calculations. The executive-air cadets in the destroyer spent their time obtaining watch-keeping experience.

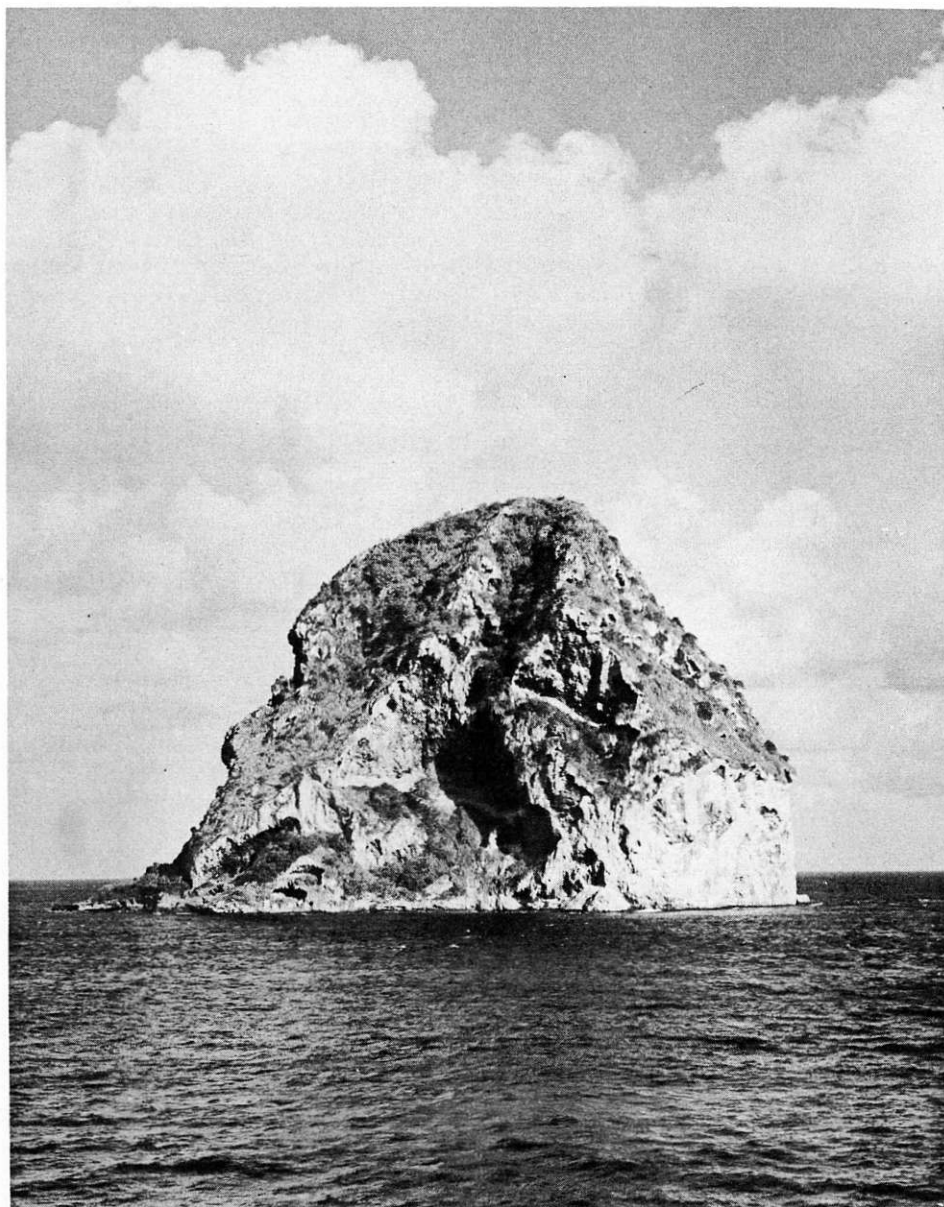
The engineering cadets stood regular watches in the *Ontario* each with specially assigned tasks and frequently with the temperature going up to around the 125-degree mark. The supply cadets spent periods of about 10 days, working in pairs, in the various departments of the ship coming under the supply branch. Their training ranged from assisting in breadmaking and general galley familiarization at one period to calculating pay records the next.

April 10 saw the two ships entering Balboa, where they remained until April 12. During their visit, many of the cadets went on tours of old Panama City.

For the junior cadets making their first cruise, one of the early highlights of the trip was the transit of the Panama Canal. During the *Ontario's* passage through this marvel of engineering ingenuity, officers from *Venture* organized lectures and discussion periods for the cadets about the canal.

Having to anchor for four hours in Gatun Lake during the afternoon before passing through the final stage of the canal, the Gatun Locks, permission was granted to the ship's company to go over the side for a swim in the fresh water. With boats standing by in case of anyone getting into difficulties, hundreds of officers, cadets and men took advantage of a "dip" to find some relief from the oppressive heat which was to last practically the entire time in the tropics.

Normally one of the hottest periods of the year in that part of the world, the temperature when the two ships arrived had gone up to the point where it was even unusually warm for the Canal Zone, according to local residents.



The pinnacle which was long ago commissioned "HMS Diamond Rock"—the "little Gibraltar" of the Caribbean. (OT-2799)



Throughout the voyage, at sea or in harbour, one of the busiest departments in the *Ontario* was the Cadet Training Office.

So closely was the syllabus integrated with the ship's routine in the *Ontario* that at any given time, through a special chart which was evolved by the training office, the immediate location of any cadet and the duties he was performing could immediately be found.

The first stop in the West Indies was Bridgetown, Barbados, which they reached on April 16. There, the emphasis was laid on sailing in whalers for the cadets and this part of the training program began before the two ships had anchored off Bridgetown, in Carlisle Bay. The *Ontario* lowered four of her boats about five miles out and let the cadets sail them in to the bay. The whalers were used daily, providing the cadets with excellent experience. They also assisted the regular boats' crews in operating the pinnaces, cutters and captain's motor boat.

Ashore, the cadets discovered that Bridgetown, like the British capital, had its Trafalgar Square, with a statue of Lord Nelson. This particular monument was one of the earliest erected to the memory of Lord Nelson. A bronze statue representing the Admiral in full uniform, it was erected, March 22, 1813.

Bridgetown clubs and organizations extended a warm welcome to the visiting Canadians, offering their facilities to the officers, cadets and men of the two ships. The magnificent, white sand beaches and crystal-clear, warm water of the Caribbean attracted the visitors and beach parties and individual groups thoroughly enjoyed the superb swimming and sun-bathing conditions.

Sport took up a good portion of off-duty hours and challenges were received and accepted for a full schedule of soccer, basketball, cricket and water polo.

Probably the most notable performance of all was that put up by the combined *Ontario-Sioux* rifle team, which earned them a claim to a four-fleet championship title.

The *Ontario* and *Sioux* sailed from Bridgetown on St. George's Day, April 23. Appropriately, while en route to St. John, Antigua, which they reached the next day, they passed, and paid a naval mark of respect to, what unquestionably was one of the most unusual "ships" ever commissioned in the Royal Navy.

This was the small island called Diamond Rock, commonly referred to as the miniature "Gibraltar of the Caribbean."

From the historical point of view, the visit of the two ships to Antigua was the climax of the cruise. There, the

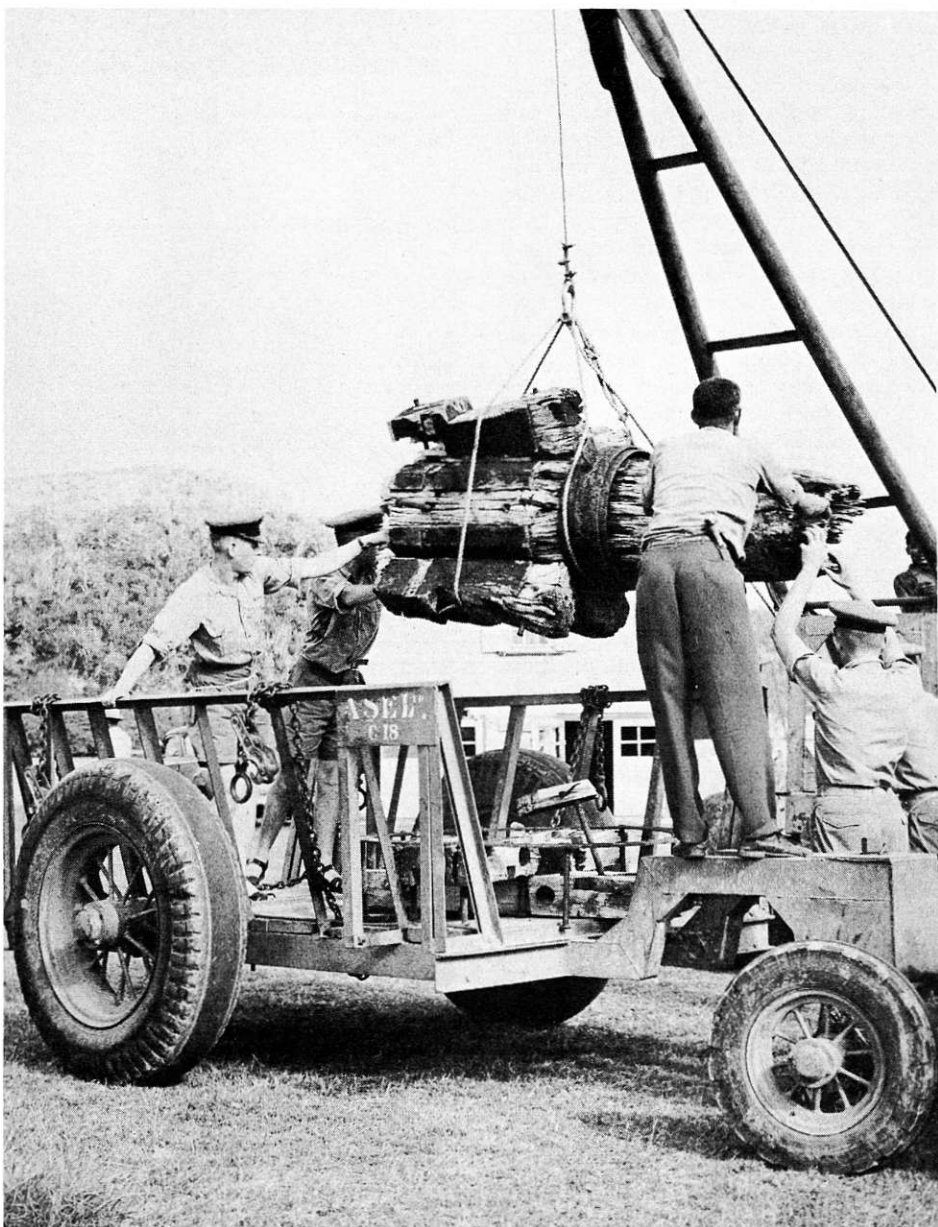
*Venture* cadets, literally, walked in the footsteps of Lord Nelson who was in command of HMS *Boreas* there between 1784 and 1787. At English Harbour, on the more southerly part of the island, there is located the 18th century naval base which is commonly referred to as "Nelson's Dockyard".

These islands in the West Indies contain much of the history of those complicated naval operations in the Caribbean between British, French and Spaniards which ultimately settled, among other things, the political allegiances of the Antilles. A microcosm of this history is the base at English Harbour. Here, neatly arranged on their spit of reclaimed land are the officers' and seamen's quarters, the sail-loft and stores, the workshop, the pay office, the coal

store, the galley and, last but not least, the Senior Naval Officer's House, the latter frequently occupied by Nelson while in command of the *Boreas*.

The cadets made a tangible contribution to the work of reconstruction and preservation which is being carried on by the Society of the Friends of English Harbour. Supervised by officers and personnel from the two ships, they spent three days at the base, re-painting much of the woodwork in the various buildings. They also assisted in removing an old cannon, weighing several tons, to a new location in the fortified area which once guarded the entrance to English Harbour.

"It was hard to believe that I was actually walking around on ground that Lord Nelson had once walked on," said



Bits and pieces of an English Harbour capstan begin the long journey to Esquimalt where the ancient equipment will be restored. (OT-2852)

one cadet, "and that those buildings I visited had played such an important part in the naval operations during Nelson's time."

Before sailing on April 29 from Antigua, a carnival frolic was held on board the *Ontario* to initiate a money-raising drive to set up a charity fund. The Ship's Fund announced that it would match, dollar for dollar, any money raised by the ship's company for the purpose.

The frolic itself was acknowledged as being the biggest "skylark" of its kind in the memory of anyone on board. A weirdly-garbed and extremely un-co-ordinated "ceremonial guard" paraded on the quarterdeck, carrying out rifle drill with broomsticks, lengthy sections of piping and other such impedimenta. The "precision drill" was hardly helped by the riot of sound emanating from a harmony-starved but extremely noisy "orchestra".

Such a frolic, naturally, would not be complete without its beauty contest and Captain D. W. Groos, the commanding officer, resplendent in blue pyjamas under a red silk dressing gown with white polka dots, and a hat inscribed "The Big Boss", had a difficult time making the final selection.

A draw and a bingo followed later and, when all receipts were totalled, the ship's company had raised \$2,000 by their efforts. This, matched by the Ship's Fund, meant that the *Ontario* had set aside, for charity the highly commendable sum of \$4,000.

From St. John, the two ships sailed to San Juan, Puerto Rico, where they arrived April 30. Until they departed on May 4 on the first leg of the return journey to Esquimalt, the cadets and ships' companies spent much of their time sight-seeing around that historic city. Special tours were arranged and dances organized.

A number of cadets were guests at the graduation ceremonies held at the University of Puerto Rico, in San Juan, of the Reserve Officers Training Corps.

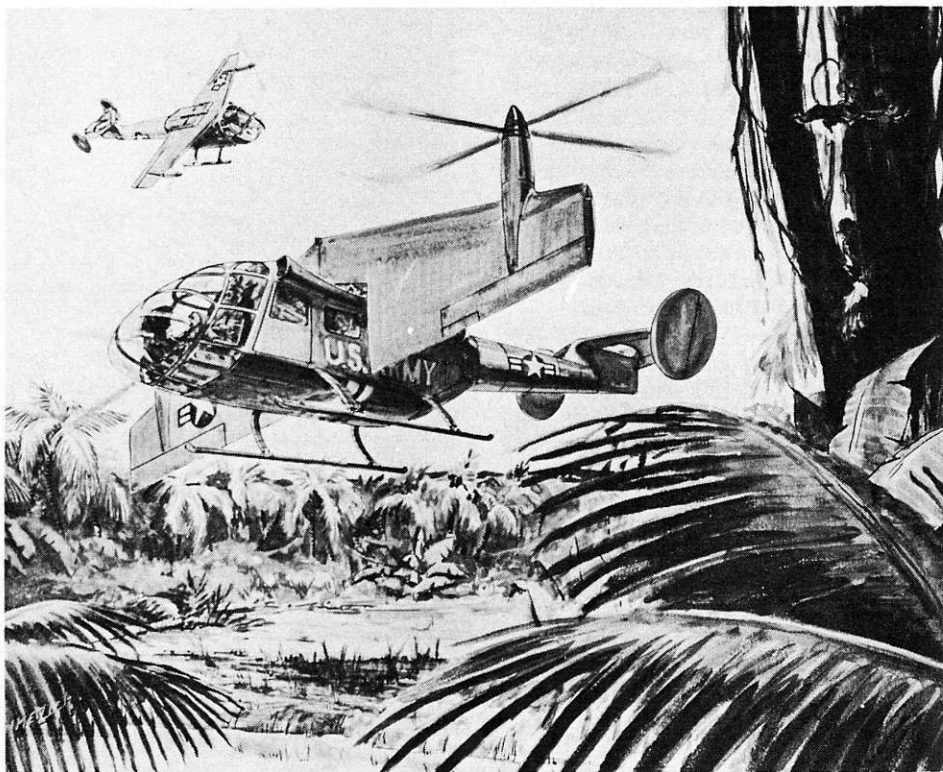
Throughout the cruise, the Canadians were hailed as excellent representatives of their country and the finest type of ambassadors of goodwill.

On the homeward passage, the two ships visited San Francisco, where special services were held on board on Sunday, May 20, to commemorate the Battle of the Atlantic.

The *Ontario* and the *Sioux* sailed from the American port on May 23, arriving back in Esquimalt two days later to complete a valuable and memorable cruise.—A.C.T.



At the edge of the jungle, HMCS Sioux steams slowly along the Gaillard Cut section of the Panama Canal. (OT-2872)



Helicopters have proved their ability to rise vertically, hover and manoeuvre in any direction, but their forward speed leaves much to be desired. Aircraft designers and tacticians have long recognized that a plane which could rise and land vertically and also show a fair burst of speed would be extremely valuable to warships with small deck landing spaces and to ground forces operating in rough terrain. Vertical take-off planes which stand on their tail for the take-off have been tried with some success. A new idea, which is under development by the Vertol Aircraft Corporation (formerly Piasecki Helicopter Corporation) for the U.S. Navy and U.S. Army is the "tilt-wing", turbine-powered vertical take-off and landing (VTOL) research aircraft, of which an artist's conception appears here.



# 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.

AMOS, Edward F.....LSTD2  
ANDERSON, Gerald W.....LSPW1  
ANDERSON, James R.....LSTD1  
ASCROFT, Allan.....P2RD3  
ASSELSTINE, Jack D.....LSRP1  
  
BAKER, James A.....C2ET4  
BECIGNEUL, Adrian P.....P2EA3  
BELLERIVE, Camille J.....LSAM2  
BELYEA, Eugene J.....LSAW1  
BENNETT, Allan G.....P1CV2  
BERNAYS, Max D.....LSAA1  
BERUBE, Auguste.....LSSW1  
BEST, Frank H.....LSED3  
BIGGS, Maurice E.....C1ET4  
BLANCHARD, Joseph G.....LSPW1  
BOON, Richard E.....LSLR2  
BOUCHER, Leopold J.....LSEM1  
BROOKER, Jerome C.....P2EA3  
BROWN, Douglas H.....LSEF3  
BROWN, Robert A.....LSAA1  
BROWN, Robert J.....LSAF1  
BROWNELL, Arnold H.....P2EM2  
BRYAN, Alfred W.....LSCK1  
BUCHANAN, Donald M.....LSVS2  
BURCHILL, Paul A.....LSED3  
BURLOCK, Ernest E.....P1RT4  
BURNS, John R.....LSCS2  
BURTON, Charles Q.....LSAM2  
BUTLER, Harold A.....C1ER4  
BUXTON, Thomas O.....LSPW1  
  
CAISSIE, Edmund J.....P2EM2  
CALL, Cleo A.....P1EA4  
CAMERON, Donald A.....C2CS4  
CAREY, Eugene E.....P1CS3  
CARLSON, Alfred A.....P2EM2  
CARTER, Lorne.....LSCV1  
CHALLONER, Richard P.....P2EG3  
CLAIR, Frederick G.....P2EM2  
COCHRAN, Donald L.....P2RC2  
COLLIER, David S.....LSCS2  
COOK, Stanley.....P2QR2  
COOPER, Gerald F.....LSEA3  
COOPER, Selby B.....LSEM1  
CORBIN, Jules G.....P1CV3  
COWARD, Robert G.....P2EM2  
COXON, James R.....LSED3  
CROWLEY, Michael J.....P1ET4  
CROYDEN, Allan M.....P2CR2  
CROZIER, Robert G.....P2EM2  
CUMMINGS, Robert E.....LSRP2  
CUNNINGHAM, Ronald D.....LSRC2  
  
DAIGLE, Joseph G.....LSEF3  
DEAZLEY, William J.....P2EF3  
DICKINSON, Peter R.....P1RT4  
DICKSON, Jack E.....P1ET4  
DIXON, Frederick J.....LSCS2  
DOBSON, George E.....P1RA4  
DORSEY, Raymond L.....LSCS2  
DUFRESNE, Pierre-Paul.....LSTD2  
DUNBAR, Roydon J.....P2RP2  
DUNCAN, Neil L.....LSAM2  
DUNN, David R.....LSCS2  
DUNN, Kenneth V.....LSCK1  
DUNN, Leonard J.....LSEM1  
  
EDGAR, Eric G.....LSEA3  
EISLER, Lloyd E.....LSEM1  
ELWORTHY, Lloyd A.....LSEM1  
EMBERLINE, Douglas K.....LSCK1  
EMBERLY, William G.....LSCK1  
EMOND, Fernand R.....LSRD3

ETHERINGTON, Jack E.....P2RW3  
EVANS, Gordon D.....P2CR2  
  
FAUTEUX, Cyr Louis J.....P2EA3  
FITZSIMONDS, Patrick T.....P1QR2  
FORD, John E.....P1QR2  
FULLER, Carl Louis.....LSTD1  
  
GAFFNEY, Leonard M.....LSEM1  
GIBSON, Hugh S.....P2AA2  
GILL, Arthur M.....LSRW2  
GIRARD, Joseph.....LSTD1  
GLISTA, Edward J.....LSEM1  
GLOVER, Donald S.....P2EM2  
GRAY, Edward G.....LSRP1  
GREATWICH, John W.....LSVS2  
GREENWOOD, Charles H.....LSEM1  
  
HAMILTON, Robert.....LSEM1  
HARTRICK, Alfred W.....LSEM1  
HAWTIN, Leonard C.....LSEM1  
HAYWARD, Ernest E.....P1CS3  
HEBERT, Raoul J.....P2EM2  
HERTEIS, Claude A.....LSRC1  
HILDEBRAND, Gordon B.....LSCR1  
HOLLYWOOD, Philip A.....LSAM2  
HOOD, Walter A.....LSTD1  
HUDSON, Ronald G.....LSAM2  
  
INGALL, Tyler C.....LSQR1  
IRELAND, Alexander D.....C2CR3  
  
JAMES, Dennis T.....P2ED3  
JAMIESON, Gerald E.....P1QR2  
JAMIESON, Sanford G.....LSNS1  
JENKINSON, William L.....P1AA2  
JENSEN, Vern J.....LSRS3  
JOHNSON, Douglas A.....LSCS2  
JOHNSTON, Donald G.....LSRN3  
JOHNSTON, Eldon E.....LSRS3  
JOHNSTON, George R.....LSQR1  
  
KEIRSTEAD, Charles J.....LSCK1



KING, Robert H.....LSVS1  
KINGSTON, Charles.....LSEG3  
KIRK, Kenneth H.....P2AA2  
KIRK, Paul B.....LSEM1  
KIRKLAND, John A.....P2RN3  
KNAPMAN, Norman W.....P2ED3  
KOHLS, W. Ewald.....P2EM2  
KRILOW, William.....P2CR2  
  
LAFORTUNE, Joseph A.....LSAM2  
LALONDE, Raymond V.....LSAM2  
LaROCQUE, Henry R.....P2RC2  
LEBLANC, Gary L.....LSCS2  
LEE, Giles A.....P2MA3  
LEVASSEUR, Omer E.....P1CS3  
LILLEY, Donald J.....LSRD3  
LOVE, Morley K.....P1CS3  
LYNCH, Cyril T.....C2ET4  
  
MacASKILL, Joseph N.....P2CR2  
MacKAY, Stanley M.....P2RN3  
MACK, Thomas.....LSAW1  
MACKIE, William A.....LSTD1  
MANN, William D.....LSEA3  
MARION, Robert J.....LSCS2  
MASON, John E.....LSAM2  
McEACHEN, Thomas O.....LSQR1  
McGEEIN, Wilfred H.....LSCS2  
McGREGOR, Ronald H.....LSTD1  
McKELLAR, Ian M.....C2CV3  
McKENZIE, Charles J.....LSEM1  
McLEOD, Edward D.....P2PR2  
MELSKI, Raymond M.....LSCR1  
MERRILL, Arthur F.....P2EM2  
MIKITKA, Robert J.....P2QM2  
MILLER, Matthew W.....LSRN3  
MIDLER, Stewart R.....P1RA4  
MILLER, Thomas W.....C2GI4  
MILNER, Raymond C.....LSEM1  
MIMNAGH, James G.....C2RT4  
MONK, Alfred F.....LSEA3  
MORE, Bruce C.....P2EM2  
MORROW, Kenneth D.....P2QM2  
MORTIMER, Hayward A.....P2QM2  
MUISE, Eric A.....P2QM2  
MUNROE, William A.....P2TD3  
  
NADEAU, Magella.....LSSW1  
NEWMAN, Michael E.....LSRC2  
NOWLE, Anthony.....P2RN3  
NOYES, John H.....LSEM1  
  
OAKLEY, Ralph G.....LSEM1  
O'NEIL, Patrick J.....P1CD3  
OSECKI, William R.....P2EM2  
  
PAKENHAM, Norman B.....C2GI4  
PAQUETTE, Raymond F.....LSRN3  
PARTRIDGE, Kenneth M.....LSRP2  
PATTISON, Colin R.....C2SH4  
PELLERIN, Marcel J.....LSCS2  
PENCER, John H.....LSCR1  
PENNEY, Harold J.....P1ET4  
PHAROAH, Robert J.....LSRD3  
PHILLIPS, Norman J.....P2CR2  
PICKERING, William C.....P2AA2  
PILOTE, Marcel J.....LSEF3  
PIONTEK, Stanley.....LSPW2  
PORTER, David B.....P2EF3  
PROULX, Carol J.....LSQR1  
  
READING, Trevor G.....C1RI4  
REEVES, Charles D.....LSEF3  
REID, James W.....P2EM2  
REYNOLDS, Brian J.....P2RW3  
RICHMOND, William A.....LSEM1  
ROSS, Andrew J.....P2RS3  
ROUTHIER, Joseph L.....LSEM1  
ROWAT, Gordon L.....C2RA4  
RUEST, Joseph H.....LSSW1  
RUSSELL, Robert N.....LSSW1

RUTH, Cyril C.....LSRP1  
 RYAN, Jeremiah R.....P2RS3

SAILOR, Frank J.....LSQM1  
 SAWYER, Robert K.....P1EA4  
 SCHESKE, Philip H.....P2EM2  
 SCOTCHBURN, Conrad.....LSRW3  
 SCHULAR, George A.....LSCS2  
 SINCLAIR, Hugh A.....LSCS2  
 SMITH, John L.....P2AA2  
 SMITH, William C.....LSEM1  
 SORRELL, James L.....LSCD2  
 SPERLING, Leonard A.....LSEF3  
 STUCKLESS, Donald R.....LSTD1  
 SULLIVAN, William J.....C2QR3  
 SWANBECK, David R.....LSPW1  
 SWEET, Garfield T.....P2CR2  
 SWIFT, Raymond J.....LSCS2

TAYLOR, John D.....P2EA3  
 TAYLOR, Lewis A.....LSCS2  
 TAYLOR, Murray F.....P2ED3  
 THIBODEAU, Francois J.....LSAM2  
 THOMSON, George B.....C1EA4  
 TISCHART, Thomas J.....LSCS2  
 TRAHAN, George A.....LSEF3  
 TRATT, Ronald J.....P2AA2  
 TRUDEL, Paul K.....P1CS3

VOEGELI, Frank H.....P2QM2

WALKER, Thomas W.....LSCS2  
 WALTON, Jack.....LSQM1  
 WEBER, James E.....LSQM1  
 WEEDEN, Donald L.....LSEM1  
 WELT, Ralph G.....LSEA3  
 WILDMAN, John W.....LSTD1  
 WILKINS, Ronald H.....P1AA2  
 WILTON, Kenneth J.....LSVS2  
 WINTERS, Joseph A.....LSEM1  
 WISKER, Earl L.....P2VS2  
 WOODS, Gordon W.....LSAM2  
 WYATT, Ernest C.....P2TD2

YAWORSKI, Joseph J.....P2RN3  
 YETMAN, James D.....LSRP1  
 YOUNG, Donald A.....P1ER4

ZAHN, Arthur K.....P2RN3



Old and new styles in naval collars are modeled by AB Ted Kemball (left) and Ldg. Sea. Walter C. Clark, both of Bytown. The new button-on collar was developed by Ldg. Sea. Clark and PO John C. DeSalaberry (inset), of Shearwater and both have received letters of commendation and a \$30 cash award for their constructive suggestions.

## A NEW COLLAR THAT BUTTONS ON

The array of flaps and tapes by which a sailor's collar is attached to his jumper will be replaced by buttons.

This glad news emerged shortly before a presentation ceremony at HMCS Bytown during which a letter of commendation from the Deputy Minister of National Defence and a cheque for \$30 were presented to Ldg. Sea. Walter C. Clark, of Bytown, in recognition of his part in the development of a new sailor's collar being adopted in the RCN.

Destined to receive similar awards was PO Charles DeSalaberry, who shared in devising the collar. He is at present serving in Shearwater.

Commodore James Plomer, Deputy Chief of Naval Personnel, made the presentation to Ldg. Sea. Clark at the regular fortnightly divisions of Bytown in the drill hall adjoining National Defence Headquarters in Cartier Square, Ottawa.

In addition to being easier than the old design to attach and remove from the jumper, the new collar is said to look neater and to be more comfortable.

## MATRON-IN-CHIEF ON WESTERN TOUR

Lt.-Cdr. (MN) Mary E. Nesbitt, Matron-in-Chief of the Royal Canadian Navy, was on tour of western naval divisions and recruiting centres in June.

In addition, she was to inspect nursing facilities at the RCN Hospital in Esquimalt, and attend, as RCN delegate, the biennial convention of the Canadian Nurses' Association in Winnipeg, June 25-29.

During her western tour Lt.-Cdr. Nesbitt is making a point of meeting nursing officers of the RCN (Reserve) and interviewing prospective nursing officer applicants for the RCN.



Ord. Sea. James Seager, of Hamilton, was recently enrolled in the Royal Canadian Navy by Lieut. W. R. Whitman, recruiting officer at Star, the Hamilton naval division. The taking of the oath of allegiance was witnessed by the recruit's father PO Len Seager, on Star's recruiting staff and a member of the reserve for the past 22 years. Three uncles of Ord. Sea. Seager served in the Navy during the Second World War.





**A** HERALDIC expression of  
 doubtful age,  
 Is the Rebus, according to a sage.  
 For *NONSUCH* draw a Superman  
 Or a kitten white in snow,  
 And *UNICORN*, along this plan,  
 A jerk on the radio;  
*BYTOWN* a roadmap — repairs up  
 ahead;  
*STAR* a boxer being thumped on  
 the head.  
 It might even be fitting to change  
 once again  
 The crest of our cruiser to some-  
 thing more plain.  
 Break it in pieces—to frighten our  
 foe:  
 Neither province nor cruiser—  
 ON—TAR—I—OWE.

