

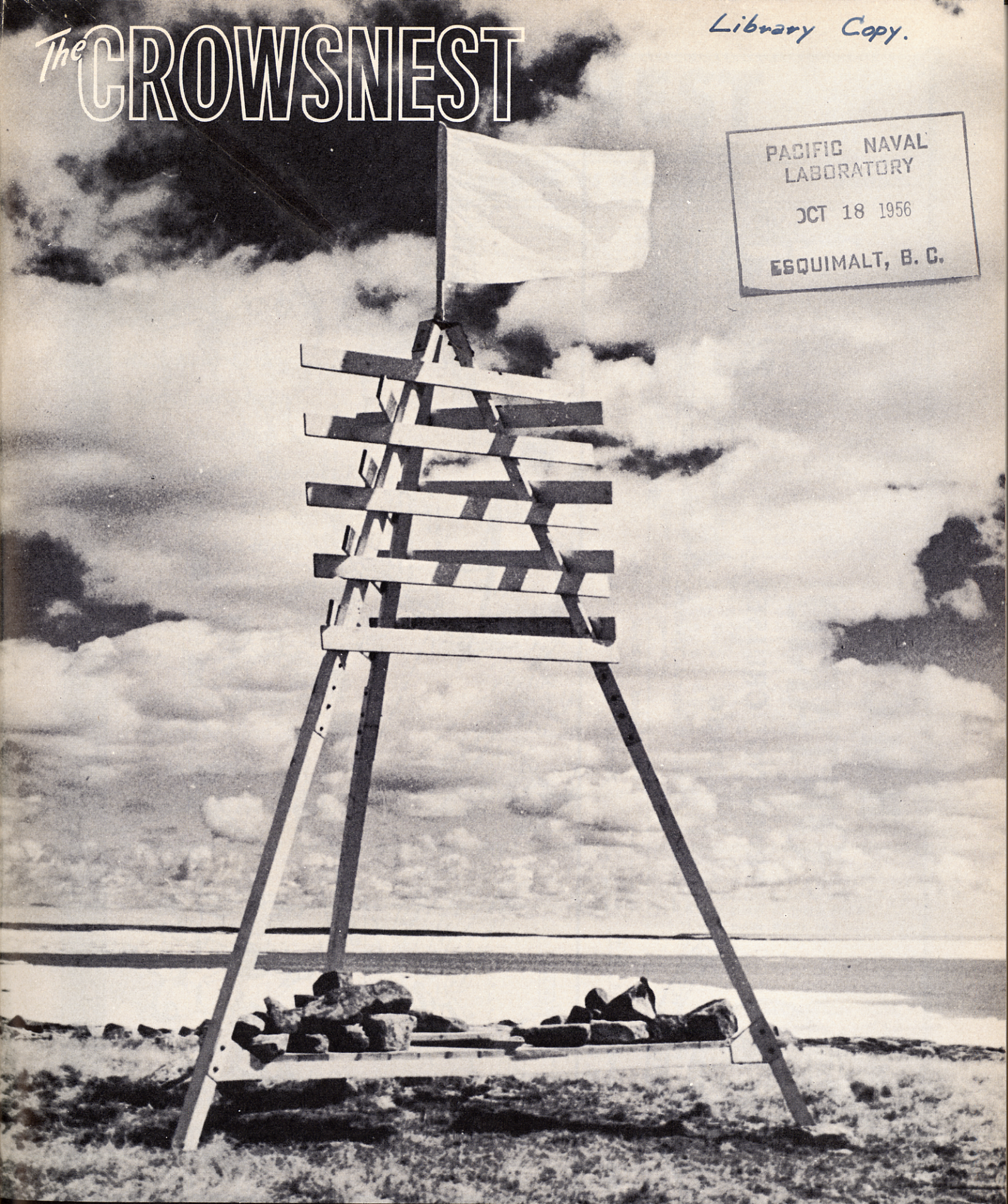
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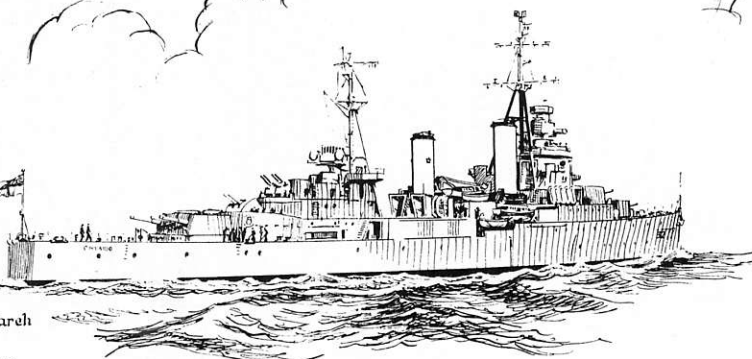




H.M.C.S. ONTARIO

TRAINING CRUISES

1956

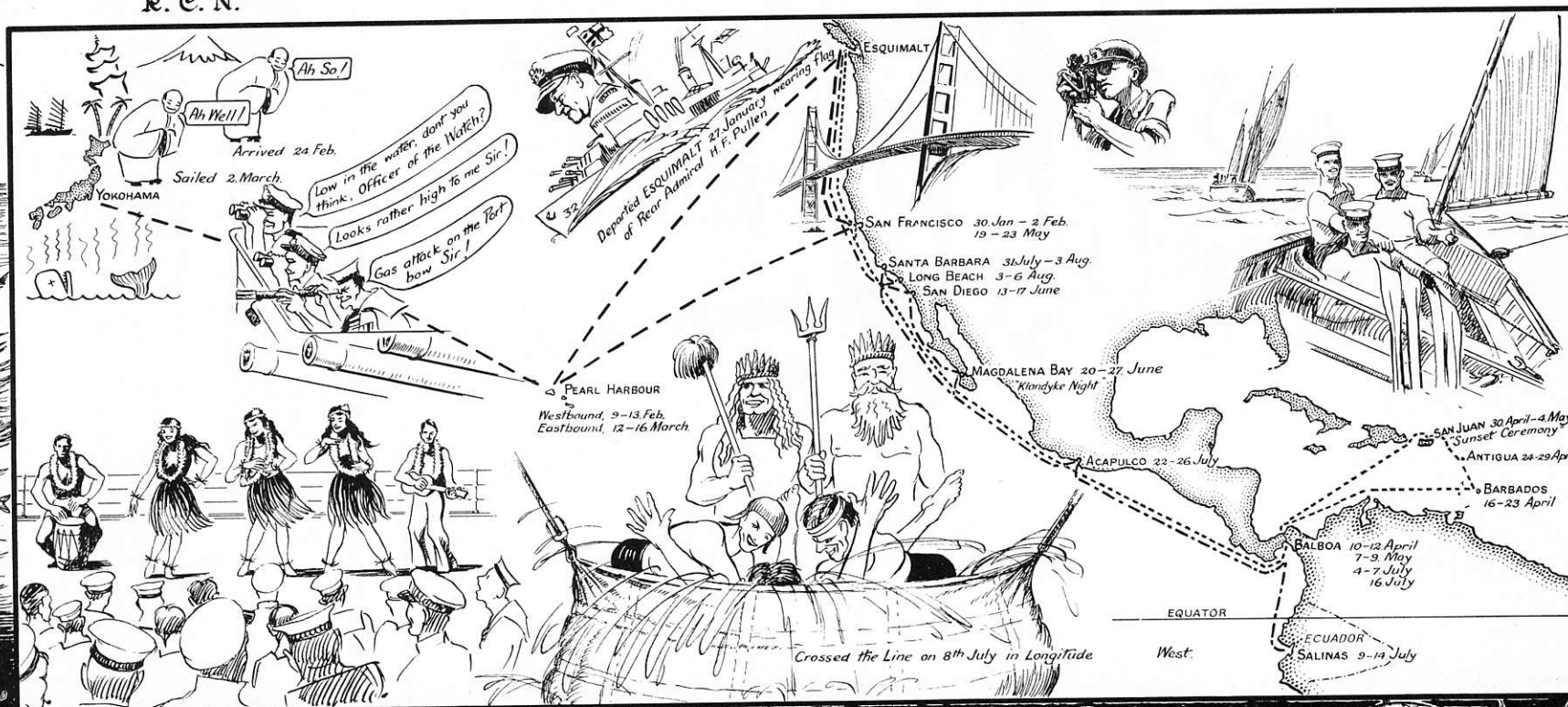


Captain D. W. Groos, D.S.C., C.D.,
R. C. N.

Pearl Harbour and Yokohama
27 January - 23 March

West Indies 30 March - 25 May

Ecuador 9 June - 10 August



H.W. SOULSBY

The CROWSNEST

Vol. 8 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1956

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Naval Lore Corner No. 34	Inside Back Cover

The Cover—Across the wastes of Canada's Arctic the landmarks are few, so man has to make his own. This is a beacon set up by a party from the *Labrador* as a point of reference in a lonely land. Elsewhere will be found a story that tells the peculiar difficulties of charting Canada's northerly regions.

THREE NOTABLE CRUISES

The *Ontario's* training cruises followed in such quick succession this year that the ship decided to issue a single certificate to cover all three, and this was duly executed by Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria, whose vocation is woodcarving but who shows an equal facility with the pen.

Two cruises, for *Venture* cadets, were to Japan, in the first instance, and to the West Indies, in the second. The Caribbean cruise involved participation in the largest RCN exercise ever conducted in that area.

The third cruise, to Mexico, the Canal Zone and Ecuador, was notable for the fact that it was the first training cruise arranged specifically for naval cadets training under the Regular Officers' Training Plan. In other years the cadets, drawn from Canadian Services Colleges and universities, had been assigned to the general summer training cruises conducted by the RCN.

For the ship's company of the *Ontario*, the training program stacked up to almost eight months of almost continuous cruising—a lot of miles, a lot of water and a lot of hard work, leavened by shipboard fun and shore leave in faraway places.

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RCN NEWS REVIEW

Six RCN helicopters wing their way past the "Maggie" during Caribbean exercises. (Mag-7299)

Summer Training Keeps Ships Busy

Summer training of regular and reserve force officer cadets and reservists accounted for most of the navy's sea-going activity during the month of July.

To carry out these duties ships sailed on the Atlantic and Pacific Oceans and on the Great Lakes.

The West Coast accounted for the greatest number of ships at sea in this activity. Eight ships, including the cruiser *Ontario*, were at sea with the largest number of RCN cadets from the three Canadian Services Colleges ever to undergo summer training on the West Coast.

The ships, which carried 132 cadets, sailed from Esquimalt June 9 and were

scheduled to return home August 10. In addition to the *Ontario*, they included the ships of the Second Canadian Escort Squadron—the destroyer escorts *Cayuga*, *Athabaskan* and *Sioux*, and the frigates *Ste. Therese*, *Stettler* and *Sussexvale*.

While the *Ontario* visited ports along the west American coast as far south as Ecuador, the squadron was in Hawaiian waters, rejoining the *Ontario* in California early in August.

On the East Coast, the Third Canadian Escort Squadron, comprising HMC Ships *Lanark*, *Fort Erie* and *Lauzon*, carried nearly 150 cadets from University Naval Training Divisions to the United Kingdom and Belgium, returning to Halifax toward the end of July.

Inland on the Great Lakes, a full-scale reserve summer training program was carried out during July with both Canadian and U.S. ports receiving frequent calls during the month. The ships include the Algerine class coastal escorts *Portage*, *Wallaceburg* and *Sault Ste. Marie* and four Fairmile class patrol craft, *Cougar*, *Beaver*, *Wolf* and *Raccoon*.

Defence Students Tour Canada

A group of students and directing staff, totalling 17, of Britain's Imperial Defence College, arrived in Ottawa on Thursday, August 2, to begin a month-long tour of Canada and the United States.



Canadian Ambassador Chester Ronning is seen inspecting the guard drawn up in his honour on the quarterdeck of KNM *Troll* at Oslo, Norway, in mid-May following the arrival of the former RCN frigate *Prestonian* there from Halifax. The ambassador is accompanied by Vice-Admiral J. E. Jacobsen, Commander-in-Chief of the Royal Norwegian Navy, and in the left background is Cdr. G. A. C. Scarth, Canadian naval attaché. (Photo by Aftenposten, Oslo, from External Affairs.)

Leading the party was Major-General G. S. Thompson, British Army, together with Cdr. W. F. Skelton, Royal Navy, members of the College directing staff.

Cdr. D. C. Rutherford, of Naval Headquarters, Ottawa, was the conducting officer and accompanied the group during its Canadian tour.

Rescue Attempt Brings Award

A rescue attempt last summer by an Ottawa sailor has brought to him the bronze medal of the Royal Canadian Humane Association.

Ord. Sea. W. O. E. (Darby) Matthews, a diver serving in Halifax, tried unsuccessfully to save a 15-year-old girl when she was sucked into an underground tunnel taking water from a sluice to the Long Island lock of the Rideau Canal.

Matthews and a companion, who almost lost his own life in the rescue attempt, were both recognized by award of the Association's bronze medal.

Three New Patrol Craft in Service

July commissionings of three Bird Class inner patrol craft in western Ontario brought completion of the Navy's building program for four of the vessels.

The three were HMC Ships *Cormorant*, *Mallard* and *Blue Heron*. Both the *Cormorant* and *Mallard* have been

Labrador's Dash Draws Publicity

The northward dash of the *Labrador* in April to the rescue of the Norwegian sealing fleet off Greenland may have come to naught as a rescue operation, but it did result in a lot of favourable publicity in Norwegian newspapers, according to a report received in Ottawa.

Plans for a training cruise to the West Indies and beyond for the *Labrador* had to be abandoned when the sealing vessels were trapped in ice fields and sent out a call for help. The *Labrador* was well on the way north when the ice shifted and the vessels freed themselves.

However, in the meantime, Oslo newspapers were playing up the story and were running pictures and descriptions of the *Labrador* and her equipment, including the helicopters. The Norwegian radio also carried many references to the *Labrador* in its news commentaries.

Another event that made the headlines in all the Norwegian dailies was the arrival in Oslo on May 14 of KNM *Troll* (ex-HMCS *Prestonian*), one of the three modernized frigates loaned by Canada to Norway.



On the occasion of his first official visit as Chief of the Naval Staff to Shearwater on June 18, Vice-Admiral H. G. DeWolf inspected VF 870, the RCN's new Banshee all-weather jet fighter squadron. In the inspection party, from the left, are Lt.-Cdr. R. H. Falls, squadron CO; Vice-Admiral DeWolf; Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Captain D. G. King, commanding officer of Shearwater, and Cdr. (L) H. W. Isaac. Fighter pilots in the background with their aircraft are Lieut. K. F. Herrington, USN exchange pilot, Lieut. F. C. Willis and Lt.-Cdr. B. W. Mead. (DNS-15975)

allocated to Flag Officer Naval Divisions and the *Blue Heron* is going on loan to the Royal Canadian Mounted Police Marine Division at Halifax.

The *Cormorant* was commissioned at the Midland Boat Works, Midland, on July 16 under command of Lt.-Cdr. C. R. Manifold, while the *Mallard* was commissioned the same day at Grew Boats Ltd., Penetang, under command of Lt.-Cdr. P. M. Cornell, RCN(R). The *Blue Heron* was commissioned at Hunter Boats Ltd., Orillia, on July 30 under command of Lieut. J. W. Lane, who was to sail her to Halifax, where she will be lent to the RCMP.

First of the four vessels to be commissioned was HMCS *Loon*, now at Halifax, N.S. She was commissioned at Taylor Boat Works, Toronto, on November 30, 1955, under command of Lieut. A. J. Norman who sailed her to Halifax during December in an adventurous voyage which overcame hazardous winter and ice conditions.

The four ships, all of which have been named after birds common to Canada, have a displacement of 65 tons and are 92 feet in length with a beam of 17 feet. They are propelled by two 600 h.p. diesel engines capable of giving the vessels a top speed of 14 knots. Primarily of wood and aluminum construction, they are intended to carry a complement of two officers and 19 men.

Outremont on Newfoundland Tour

HMCS *Outremont* sailed from St. John's Nfld., in mid-July with the Hon. Sir Leonard Outerbridge, Lieutenant-Governor of Newfoundland, embarked for his annual visit to outports of the province.

During the three-week tour, the frigate was scheduled to take the Lieutenant-Governor to a dozen communities along Newfoundland's coast. These included La Scie, St. Anthony, Battle Harbour, Cartwright, Makkovik, Hopedale, Nairn, Hebron, North West River, Goose Bay, L'Anse au Loup and Stephenville.

The *Outremont* is under the command of Lt.-Cdr. Peter G. Chance, of Ottawa.

Queen Presents Colour to Air Arm

Her Majesty the Queen, accompanied by the Duke of Edinburgh, visited Lee-on-Solent, England, on July 30 to present her Colour for the first time to the Royal Naval Barracks there "in recognition of the size and status of the Fleet Air Arm".

Naval air stations in all parts of Britain were represented at the ceremony, following which more than a hundred naval aircraft flew past.

MAN of the MONTH

A 26-year-old pay writer, Ldg. Sea. John Edmund Richardson, is the Man of the Month in the eyes of some 700 reserve sailors and Wrens in HMCS York, the Toronto naval division. The tribute is well-deserved for, only recently, a majority vote of officers who head the 17-odd departments in the division chose Ldg. Sea. Richardson as the Man of the Year.

On the recommendation of the ship, the Toronto Women's Auxiliary of the Naval Reserve awarded him, in May, a silver tray and mahogany-bronze plaque. The trophy, presented annually to perpetuate the memory of the sailors and Wrens who died on active service during the Second World War, couldn't have gone to a more important man, in the opinion of Yorkists.

Ldg. Sea. Richardson devotes practically every Wednesday night and every Saturday morning to the ship. He helps to keep the pay and allowances of the ship's company in order. The Supply Officer, Commander (S) J. Goodchild, RCN(R), has long recognized his skill and efficiency as a pay

EARLY BANK TRAINING ASSET TO PAY WRITER

writer and attributes much of this to his early civilian training as a bank clerk. Cdr. Goodchild admits, too, that Richardson, as a member of the York team, helped the division win this year's Inter Divisional Efficiency award. York shared top position with Chippawa in the annual competition.

But pay-writing is not the only reason for recognizing the leading seaman. Over the past few years, he has chalked up a number of other achievements as a reservist. During the visit to Toronto in 1951 of the reigning monarch, then Princess Elizabeth, and the Duke of Edinburgh, he was in York's Royal Guard. He was also active in the gun run, when the team performed at the Canadian National Exhibition, for two successive years.

At present, he is a member of York's special precision guard which tours the province at military and naval conventions and which more recently took part in the Reserve Forces Week proclamation in Toronto.

Keeping up with the varied sporting and social events in the division, as well, makes Ldg. Sea. Richardson one

of the most active members of York since he joined the naval reserve on July 4, 1951. And one of the reasons he is so busy he claims, is because he enjoys every minute of the Navy life. And to prove it, he enrolled in the reserve for his second five years on July 3.

Born in Penetanguishene, Simcoe County, Ontario, on June 4, 1930, Ldg. Sea. Richardson attended schools there and, on leaving high school, turned his attention to Toronto. After working as a clerk in several small firms, he joined the Toronto-Dominion Bank, where he has been employed for the past nine years.

On joining the reserve in Toronto, he could hardly wait to get to sea, for his uncle, a merchant mariner, had told him of the interesting life aboard ship. In 1952, he took a cruise on board the *Quebec*, sailing from Esquimalt, down the West Coast, putting in at Long Beach, California, and Magdalena Bay, Mexico, then on through the Panama Canal to Halifax.

"Now that I have seven weeks at sea under my belt, I swap yarns with my uncle," he says.

In 1953 and 1955 he went to *Naden* for pay writer courses and passed Trade Group I and Part (B) of Trade Group II. Part (A) of Trade Group II, he explains, was passed in the division. He plans to take the Trade Group III course in 1957 and eventually another cruise.—A.C.T.

Radio Stations Become 'HMCS'

Since July 1, three of the RCN's larger radio stations have borne the designation "Her Majesty's Canadian Ship" in place of the former "HMC Naval Radio Station".

The three stations are, accordingly, now known as HMCS *Aldergrove*, HMCS *Coverdale* and HMCS *Churchill*. These are the names which will appear on the cap tallies of men serving at the stations and which will be used in addressing mail. No administrative changes are involved.

Two other shore establishments were commissioned as "HMC Ships" during the summer. These were HMCS *Acadia* and HMCS *Quadra*, the Sea Cadet training camps located respectively on Cape Breton Island and Vancouver Island.



Ldg. Seaman John Richardson receives the Toronto naval division's "Man of the Year" trophy from Mrs. Davies, wife of HMCS York's Staff Officer, Lt.-Cdr. Lloyd Davies. (Photo courtesy Star Newspaper Service, Toronto.)

SEA NAVIGATION IN THE CANADIAN ARCTIC

HMCS Labrador's First CO Describes Special Problems

IN THE CANADIAN Arctic, there are many factors, not found in low latitudes, which make the problems of navigation (determination of position and desired course and speed, etc.) somewhat complicated.

The majority of these problems stem from a lack of reliable hydrographic information: erroneous and inadequate charts; little or no tidal data and little or no information on currents and tidal streams; sparse or non-existent soundings; unreliable offshore soundings, obtained with little or no control; sketchy, and in some cases inaccurate, sailing directions; and a complete absence of navigational aids (buoys, lights, sound signals, radio devices).

Coupled with the inadequate charts, there is a lack of the supplementary data usually taken for granted, such as tidal stream and current data; while written, sketched, or photographed descriptions of the land masses and areas covered, as well as written directions

Editor's Note

By special arrangement, the accompanying article by Captain O. C. S. Robertson, former commanding officer of the RCN's Arctic patrol ship, appears also in the August issue of the United States Naval Institute Proceedings.

as to the safest routes through and into the different locations, are also lacking.

The best charts available are those preliminary editions issued by the Canadian Hydrographic Service. These are based on air photography without adequate geodetic control, triangulation, topography, or soundings. In normal latitudes, such charts would not even be considered for issue to ships. But, in the Canadian north, such charts are used continuously, as they are the best available.

All available soundings have been placed on these charts and, in a few regions, they have a misleadingly reliable appearance. Large-scale harbour charts are almost non-existent.

The charts are drawn on the Lambert Conformal Projection, and, while this may appear at first sight an unconventional projection to use, in actual fact it presents a much better picture of the high-latitude land masses than does the more conventional Mercator Projection.

In the use of the charts, the errors due to the small convergency of the meridians is to all practical purposes overcome by the use of an adjustable plotting arm, which is lined up with the closest meridian prior to laying off bearings or courses.

The difficulties are not insurmountable if the navigator will accept the fact that unconventional methods are required to meet unconventional situations, and that while geographic fixing of the ship's position may be impossible, fixing relative to a land mass is, in most instances, possible; the fact that the land mass itself is inaccurately fixed is immaterial.

The problems of navigation are also complicated by various climatic factors. These include ice; the prevalence of fog when the water is partially clear of ice; low cloud ceiling during the months when ice conditions permit navigation; and, in the spring and fall of the year, wet cold.

Because of the poor visibility, celestial observations cannot be counted on. Continuous daylight during the summer precludes the use of stars. Even if accurate celestial observations were obtained, the information would be of little use, as the navigator would be faced with the problem of plotting a celestial fix on an inaccurate chart.

Good celestial fixes have been experienced by the writer and these have been checked by radar from a known landmark (whose position has been established by geodetic fix), which put the ship at 2,000-foot altitude on top of a glacier. As the sounding machine showed 30 fathoms, course and speed were maintained.

STANDARD refraction tables are not accurate in high latitudes, and ice horizons and abnormal mirage during periods of good visibility complicate the



problem of obtaining an accurate altitude of the sun. Also, at the moment, HO 214 tables do not allow for solution of the celestial problem for altitudes of the sun below five degrees, a common condition in the early and late summer periods.

Conventional dead reckoning in ice-filled waters, where a log cannot be used, is also out. However, a form of DR that meets the navigator's need can be practised. Radar ranging on icebergs, or on some easily-distinguishable landmarks, is used. As no information is available on the rate of drift of such icebergs, some allowance must be made for drift unless it can be established that an iceberg is grounded.

The use of icebergs is denied the navigator in the central and western Canadian Archipelago, as there is none in those areas. Nor, unfortunately, are there many prominent headlands or cliffs to give a good radar return.

The rough-and-ready method of keeping track of the ship's position works something along these lines:

Radar ranges of identifiable points of land are used as arcs of circles from those points, and the intersection is said to be the ship's position; or, a radar range with a visual or radar bearing is used; or, if visibility permits, visual bearings, checked with a radar range, are used. As the ship moves along her track, other identifiable or recognizable landmarks or objects with good radar return are picked up either visually or on radar, and plotted on the chart in relation to the latest datum fix. They are then used in following fixes and further points are acquired as the ship advances. In this way the progress of the ship can be plotted, the stops and starts, the zigs and the zags due to the ice being ignored. When the navigator loses visual or radar contact, then a mean course and mean speed of advance is estimated until a new radar target presents itself. This estimated mean course and SOA is based on the mean course and SOA experienced before losing contact, as long as ice conditions remain constant. When ice conditions change, the only guide during the period of lost contact is experience.

COMBINED with the difficulties inherent in trying to keep up a ship's track in heavy ice, there is the added requirement to fix the ship's position during periods of heavy fog, common during the summer months. In this situation, radar is the only possible method of determining the ship's position.



A good set, well-maintained, will bring one up the Greenland coast in fog and through the icebergs without too much difficulty. In static ice it will show leads, if they are about a quarter of a mile wide and clear of brash. It will pick up large floes in the midst of brash, allowing course to be adjusted to by-pass them. Pressure ridges show up well. However, shadow areas in the lee of pressure ridges may be mistaken for leads; and the large area of small return typical of a large flat floe can be mistaken for a polynia*.

Interpretation of the radar picture requires a good knowledge of the capabilities and limitations of the set in use, plus concentrated observations. While mistakes can be made in interpreting the radar picture, it does show open water or non-ridged ice, both of which are easier to pass through than pack or ridged ice.

More use could be made of radar when the charts show the topography behind the coastline. This is particularly true of the western Arctic, where the shoreline is flat with none of the bold steep-to-cliffs found in the eastern Arctic.

Visual fixes are always preferred to radar fixes and, when visibility conditions permit, they are used to project the ship's track relative to the land as described earlier.

Because of the proximity of the north magnetic pole, and the resulting low horizontal directivity through most of the Canadian Arctic, the standard magnetic compass is of very little help to

the navigator. The Canadian Arctic has many areas of abnormal magnetic attraction. In those areas in the vicinity of the north magnetic pole, daily changes of variation average as much as eight or ten degrees. On days of magnetic disturbances, as much as a 40-degree change has been observed. While these changes decrease as the distance away from the pole increases, their values in any particular place or for any particular time do not remain constant.

In view of the above, greater emphasis is placed on the reliability of the gyro compass than might otherwise be the case. With modifications for operation between 70 and 82 degrees of latitude (about the most northerly latitude navigated by shipping), the resulting errors due to high latitude are sufficiently small to be ignored.

The problem is relative. The small error involved in visual and radar bearings and in courses is of little consequence, when it is realized that the land in the Archipelago has not yet been accurately charted.

THE ECHO-SOUNDING machine is required at all times, and must be manned continuously. In the eastern Arctic, soundings have been known to jump from 260 fathoms to 14 fathoms or fewer in less than a cable. Thus the navigator must not trust to the echo-sounding machine to give warning of shoal water under all conditions. Even on the best available charts, soundings are so scarce as to prohibit an estimate of the ship's possible position from the depth indicated on the echo sounder.

* An open water area surrounded by Arctic ice.

If visibility is good, a knowledge of geomorphology will indicate to the navigator where he may expect to find submarine peaks, shoals and shallows. For instance, it is generally found that navigable depth may be obtained close inshore when a shoreline is steep at the water's edge; that extreme caution is necessary when close aboard spits, capes headlands, and many islands; and that the possible position of underwater peaks and shallows may actually be estimated from an examination of the apparent direction of glaciation, where such has occurred.

Moraine deposits form shallows at the mouths of many bays and inlets that were at one time the beds of glaciers. The Arctic navigator would do well to re-study those chapters dealing with erosion, glaciation, etc. before proceeding north.

While the methods of ice-breaking have no place in this discussion on northern navigation, the way in which the ship makes her way through the ice has a lot to do with the position in which she finds herself at the end of the watch. Old weathered pressure ridges are tough. They should be attacked at right angles to the ridge. If stuck at an oblique angle, the ship may not break through, but will carom off at anything up to 90 degrees from her course. In an area of confused pressure ridges, this can result in a complete reversal of course in a very short distance. It has been found that if the helmsman is allowed to deviate anything up to four points on either side of the mean course without reference to the officer of the watch, he can pick his angle of attack and can more easily choose the more rotten and less difficult ice.



No church spires, no trees, no pinnacles of rock. The featureless terrain of the Arctic, which adds to the troubles of surveyors, is illustrated in picture taken over Salisbury Island. (Lab-848)

Certain extra equipments are available in the north to help overcome the hydrographic deficiencies of the region. The most important of these are: the helicopter, with its ability to search ahead for likely-looking leads and navigable channels; sound boats, to sound ahead for entry into uncharted, ice-free harbours; and the bubble sextant, for use in conditions of ice horizons, or when low fog over the ice has obscured the horizon completely, even though the sun remains visible.

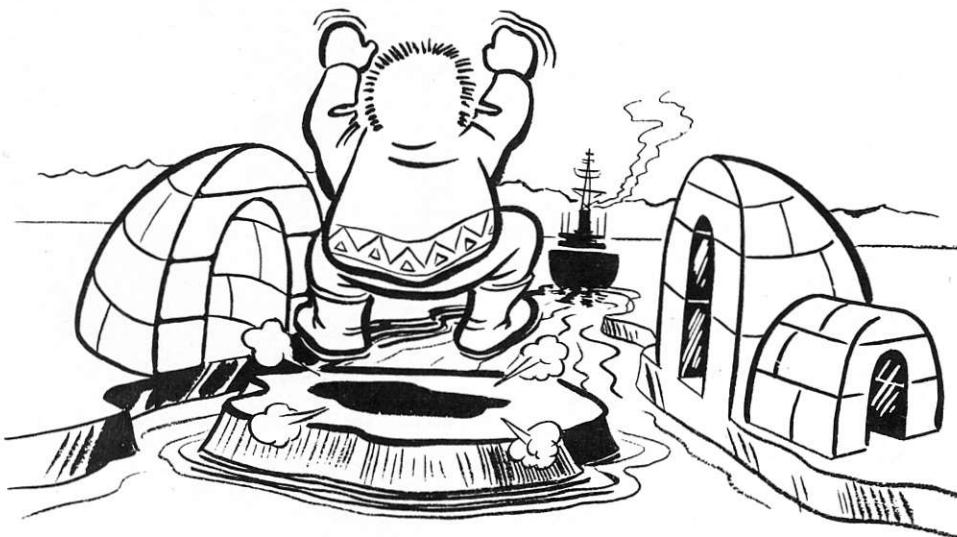
In order to hasten the day when sufficient navigational information will be available in the Canadian North, fixes of the ship are taken as often as circumstances will permit. For this purpose, at least one person is on the bridge at all times, responsible for the ship's

track, its safe navigation, and for the accumulation of information.

The accumulation of information is a most important function of the northern navigator, second only to responsibility for the safety of the ship. This function includes the collection of as much hydrographic and navigation data as it is possible to get: radar photographs from known positions; panoramic photographs of identifiable landmarks; recording of land descriptions; observations with respect to currents, tides, conspicuous landmarks; delineation of routes and channels that have been found safe; shoreline sketches; recording of compass and sounding information; and the notation of chart inaccuracies, etc. As every scrap of data obtained is of value for future operations, the intelligent collection of information assumes great importance.

Despite all that has been said in this paper about the difficulties of navigation in the Canadian Arctic, the Department of Transport, the United States Navy, the U.S. Coast Guard, and the Royal Canadian Navy have operated and continue to operate in these waters.

Probably, standard and more accurate methods of navigation will replace the somewhat unorthodox and conventional methods of today, when more hydrographic information becomes available. Meanwhile, it is safe to say that navigation, as it is presently practised in the area, is made possible through accepting a larger factor of approximation than would normally be allowed in pilotage, and through being alert to possible disaster that might befall a ship, notwithstanding the use of a good radar, a good gyro compass, a good echo-sounder, and a good crew.



'We Challenge the German High Seas Fleet'

Why History Has Kept Dark the Second Battle of Jutland

CAPTAIN Brand's article on the Battle of Jutland, in the June issue of *The Crownsnest*, reminds me of the second battle of Jutland about which he probably hasn't heard and in which revenge was sought for the escape of the German High Seas Fleet upon the first occasion.

Our ship was HMS *Daffodil*, a mine-sweeping sloop of 1,200 tons, about 240 feet long, single screw, coal burning, with a maximum speed of 15 knots. Her armament was two 4" guns and about 40 depth charges on the quarter-deck. Oh, yes, there was also a saluting gun!

It was the middle of June 1918 and we were alone on patrol in the North Sea about half way between Scotland and Norway. The night was dark—no moon, no stars. At midnight, the officer of the watch on being relieved, casually mentioned to his relief that he could faintly discern a line of ships steaming northerly, quite some distance off the starboard bow; but the nature of the ships he just couldn't determine. After some discussion it was decided the captain had better be told.

Arriving on the monkey's island the captain had a good long look through his binoculars but was no more conversant with what he saw than the others. However, he held forth more or less as follows:

"My lads, it's now two years since the German High Seas Fleet has been in seclusion following the battle of Jutland. This war must be drawing to a close; the English Channel is blocked; there's only one route to the open Atlantic and right now we're in the middle of that; surely the Germans will make one last attempt to break out and mess up the Atlantic rather than surrender their fleet."

What to do? Escape would be easy—but it lacked the Nelson touch.

"Signalman," called the captain, "send a message: From *Daffodil* to SNO Scapa Flow (our Grand Fleet was parked there): Strange ships sighted (position given); am proceeding to investigate."

As well as being a very junior medical officer, I was also confidential book officer, mess secretary, wine caterer, and performed the usual chore-boy duties to which an idle MO falls heir; but, also to me was entrusted a very secret document which told us the day-

The Author

Four years ago Surgeon Commodore Archie McCallum, then Medical Director-General of the Royal Canadian Navy, retired and the occasion was duly noted in these columns.

The other day, however, he was reminded that we had overlooked one episode in his career. This was brought home to him when he read Captain E. S. Brand's article in the June *Crownsnest* on "Jutland".

The oversight has been remedied. Here Commodore McCallum tells the story of "The Second Battle of Jutland" or "The Last Battle of the Little Giants" or "Anyway We Tried".

by-day recognition signals. It was with a feeling of no little importance that I responded to the captain's order to produce the current signal, which had just been changed at midnight. That importance was enhanced when I learned it was to be flashed at the "German High Seas Fleet" — consequences be damned!

The signal was on its way to Scapa; the alarm bell had been sounded; the guns crews were closed up; the magazine had been opened and ammunition was spewing forth from abaft the wardroom. We were all set. Silence was thick. A pin dropping on the corticene would have made quite a clatter. In spite of goose pimples our hearts were stout. *Daffodil* was proceeding to the attack!

The captain doffed his duffle coat, dropped it to the deck and proclaimed that if he had to swim he wanted no encumbrance. Then he made his second speech:

"We'll steer for the middle of the line; if, instead of the correct response to our recognition signal, we receive a salvo, we may be able to at least ram one of the blighters before we go down!"

What our two 4" guns would do to the fleet was ignored.

Full speed ahead was ordered — it would take a little time to work up to our 15 knots. Meantime the signalman was ordered to point his Aldis lamp at the "Fleet" and make triple "K"—it's

not apparent why the searchlight wasn't used; perhaps we were just modest.

When no response was made to our signal, the suspense was a little overwhelming. Nothing daunted we tried again; but still no response. We concluded that the "enemy" were being roused from their bunks and guns were being loaded. At least there was no apparent need of hurry and the 20 paces we were taking to the gallows was being extended a bit on our behalf. Upon our third repeat of our signal we got an answer—not a salvo; merely a statement from a British destroyer that she was escorting a convoy to Norway—and whom might we be?

Thus ended the second "Battle of Jutland"; but many of us who were green in the service asked ourselves, "Were those indistinct words in the captain's speeches due to a loose denture, or was his tongue in his cheek?" —A.McC.



All set to strike a resounding blow for the Royal Canadian Navy is seven-year-old Robert Ashton, son of PO Gordon Ashton of HMCS York, the Toronto naval division. Robert was photographed during a break in proceedings during Toronto's reserve forces garrison church parade May 27.

OFFICERS AND MEN

DOT Officer's Actions Praised

The excellent work of a Department of Transport meteorological officer in assuring the survival of an injured RCN pilot is recognized in a letter sent on the recommendation of the Naval Board, to the Department of Transport.

A Harvard aircraft of the Royal Canadian Navy flown by Sub-Lt. (P) F. W. Goodfellow, with Carl R. Smith, meteorological officer, as passenger, crashed in southern New Brunswick on March 31. Snow still lay deep in the woods and the weather was bitterly cold.

The pair were rescued the day after the crash by an RCN helicopter, piloted by Lt.-Cdr. (P) G. J. Laurie, who was assisted in finding the scene of the crash by an RCAF Otter aircraft.

The meteorologist had come through the crash practically unhurt, but the pilot had suffered facial injuries and a broken arm. Mr. Smith improvised a shelter from a parachute, laid a fire,

which he started with a Verrey pistol, and cared for Sub-Lt. Goodfellow through the long, cold night.

In his letter to the Department of Transport, Deputy Defence Minister F. R. Miller quoted from a letter written by Captain D. G. King, commanding officer of Shearwater:

"There is little doubt that Sub-Lt. Goodfellow would have succumbed to his injuries and exposure without his aid."

First Apprentices Leave Cape Breton

The Apprentice Training School in HMCS *Cape Breton*, established in January 1953 to provide skilled tradesmen for the technical branches of the navy, graduated its first class this spring.

At a ceremony held at Halifax on April 18, 44 young men with the finest technical training received their certificates from Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Ser-

vices. In addition, the graduates received promotion to petty officer second class in the branches for which they had received specialized training in the past 18 months.

The graduates, with the second and third year apprentices, marched to the ceremonies held in HMCS *Scotian* drill hall, led by the *Cape Breton's* bagpipe band. After an inspection by Rear-Admiral Porteous, the apprentices received their certificates and then were rated petty officers second class by the *Cape Breton's* commanding officer, Capt. (E) J. S. Ross.

Four prizes were awarded to the apprentices judged the best in their branches. They were:

Shipwright—PO Paul Walker, Toronto.

Electrical Technician (Fitter) — PO Grant Dunbar, Ellerhouse, N.S.

Air Artificer—PO Marvin May, Toronto.

Engineering—PO Kenneth Harrison, Victoria.

The men joined the Navy in 1952 as ordinary seamen, and were between 16 and 19 years of age. After taking basic training at *Cornwallis*, they joined the 10,000-ton former maintenance ship,

WEDDINGS

Leading Seaman C. J. Dalsin, *Cayuga*, to Miss Daphne G. Luchinsky, Victoria.

Leading Seaman W. J. Furzecott, *Stadacona*, to Miss Trudy King, Sydney Mines, N.S.

Leading Seaman J. R. Knox, *Stadacona*, to Miss Carol Harrison, Springhill, N.S.

Lieutenant (now Lieutenant-Commander) M. K. Kelly, *Labrador*, to Miss Agnes M. O'Donnell, Beaver Bank, N.S.

Petty Officer M. M. Longmuir, *Naden*, to Miss Ruth Fenn, Regina.

Leading Seaman Gerald E. MacNutt, *Coverdale*, to Miss Florence Coates, Lewisville, N.B.

Lieutenant-Commander (SB) C. C. T. McNair, *Patriot*, to Miss Isabelle M. Archer, Toronto.

Able Seaman C. N. Thompson, *Cayuga*, to Miss Bernice J. Leland, Victoria.

BIRTHS

To Petty Officer F. W. Davis, *Cayuga*, and Mrs. Davis, a daughter.

To Leading Seaman L. V. Graham, *Stadacona*, and Mrs. Graham, a daughter.

To Commander D. L. Harrington, *Iroquois*, and Mrs. Harrington, a daughter.

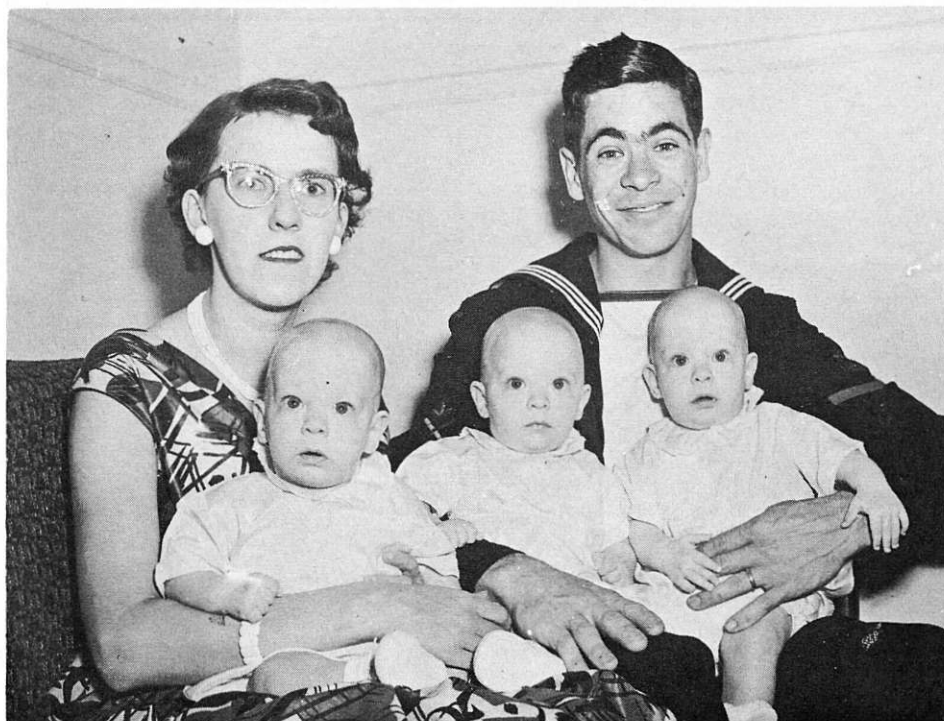
To Chief Petty Officer H. R. Lockhart, *Cayuga*, and Mrs. Lockhart, a son.

To Leading Seaman B. L. Testori, *Stadacona*, and Mrs. Testori, a daughter.

To Petty Officer J. H. Turner, *Cayuga*, and Mrs. Turner, a daughter.

To Sub-Lieutenant William L. Verrier, HMS *Excellent*, and Mrs. Verrier, a son.

To Chief Petty Officer J. A. Wilson, *Stadacona*, and Mrs. Wilson, a son.



Proud parents and wide-eyed triplet boys pose for the camera in their Halifax home. The beaming father and mother are Ldg. Sea. David J. Millar and Mrs. Eileen Millar. The boys are David George, Donald Bernard, and Dale Edward, from left to right, and Mrs. Millar assures The Crowsnest that the identification is correct. The boys weighed in at slightly more than five pounds each on arrival in February and in early July when this photo was taken they were 16 pounds 9 ounces each. The entire family left in July for the West Coast where the father, a gunnery rate, joined HMCS *Naden*. (HS-43422)

HALF-YEARLY PROMOTIONS LIST

The names of 26 officers are contained in the half-yearly promotions lists of the RCN. The regular force is represented by 15 members and the RCN(R) by 11. The list of these promoted follows:—

ROYAL CANADIAN NAVY

To Captain (2)

Cdr. Gordon Cheeseman Edwards, Director of Naval Aviation, Naval Headquarters.

Cdr. Edward T. G. Madgwick, commanding officer, *Micmac*.

To Commander (6)

Lt.-Cdr. F. H. (Eric) Pinfold, commanding officer, *Patriot*, Hamilton, and Deputy Command Personnel Officer on the staff of the Flag Officer Naval Divisions.

Lt.-Cdr. Thomas Henry Crone, on Joint Services Staff Course, United Kingdom.

Lt.-Cdr. Harry Romeyn Beck, commanding officer, *Haida*.

Lt.-Cdr. William Wyness Maccoll, commanding officer, *Fort Erie*.

Lt.-Cdr. John Douglas Lowe, Staff Officer (Helicopters), Naval Headquarters.

Lt.-Cdr. John Harris MacLean, *Labrador*.

To Commander (E) (2)

Lt.-Cdr. (E) (A/E) Edward Stanley Smith, officer-in-charge, Naval Aircraft Maintenance School.

Lt.-Cdr. (E) (A/E) Michael Wilmoughby Anketell-Jones, on staff of Engineer-in-Chief, Naval Headquarters.

To Commander (L) (1)

Lt.-Cdr. (L) James Malcolm Davison, Assistant Electrical Engineer-in-Chief (Development), Naval Headquarters.

To Surgeon Commander (1)

Surgeon Lt.-Cdr. John William Green, RCN Hospital, Esquimalt.

To Captain (S) (1)

Cdr. (S) Jack Ross Anderson, Assistant Supply Officer-in-Chief (Stores), Naval Headquarters.

To Acting Commander (S) (1)

Lt.-Cdr. (S) Alfred Ernest Taylor, Director of General Stores, Naval Headquarters.

To Constructor Commander (1)

Constructor Lt.-Cdr. Clifford Earl Booth, Principal Naval Overseer, Quebec Area.

ROYAL CANADIAN NAVY (RESERVE)

To Captain (1)

Cdr. John Allister MacKinnon, commanding officer, *Brunswicker*, Saint John, N.B.

To Commander (1)

Lt.-Cdr. John Nantes Kenny, commanding officer, *Queen Charlotte*, Charlottetown, P.E.I.

To Acting Commander (2)

Lt.-Cdr. Edgar William Barrie, *Nonsuch*, Edmonton.

Lt.-Cdr. Robert Graham Bell, executive officer, *Donnacona*, Montreal.

To Commander (E) (1)

Lt.-Cdr. (E) John Alfred Savory, York, Toronto.

To Chaplain Class IV (RC) (1)

Chaplain Class III (RC) George Leo Green, *Nonsuch*, Edmonton.

To Surgeon Captain (1)

Surgeon Cdr. Anthony Loudon Peers, *Nonsuch*, Edmonton.

To Surgeon Commander (1)

Surgeon Lt.-Cdr. Robert Walker MacNeil, Chippawa, Winnipeg.

To Commander (S) (2)

Lt.-Cdr. (S) Garfield Charles Dixon, Malahat, Victoria.

Lt.-Cdr. (S) Leslie Edward Avery, Chippawa, Winnipeg.

To Commander (SB) (1)

Lt.-Cdr. (SB) Arthur Charles Theobalds, York, Toronto.

berthed at Halifax, in January 1953 to begin the three-year course.

There are 152 men undergoing the various phases of the technical apprentice training plan.

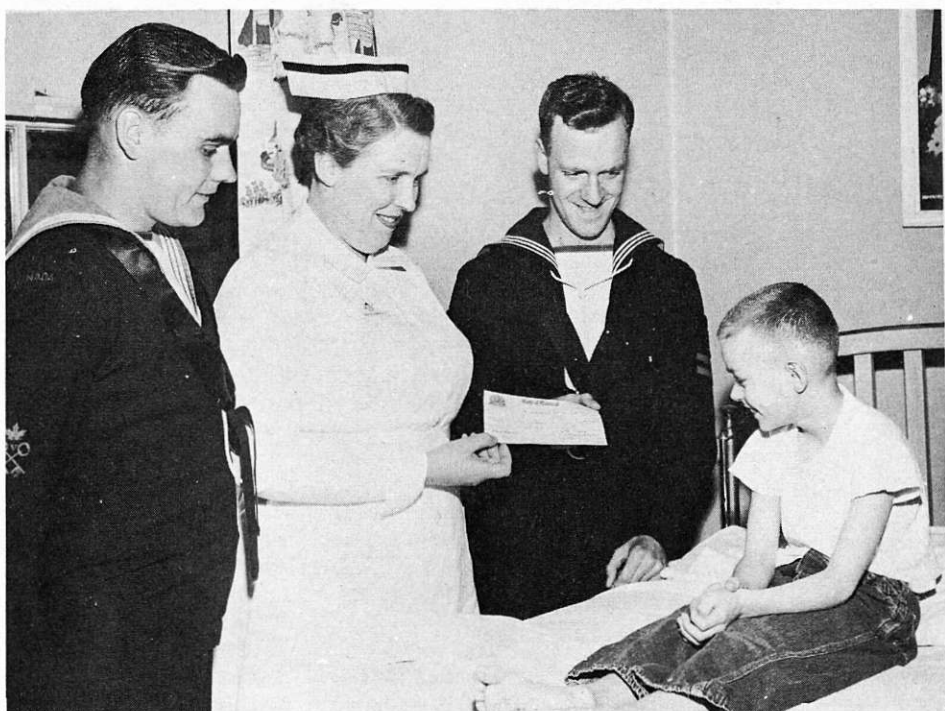
Wings Awarded To York Pilot

VC 920, Toronto's naval air squadron attached to HMCS York, passed a significant milestone recently by producing its first reservist to receive wings at the Toronto naval division.

Sub-Lt. George Ewanchew, 25-year-old television technician, was presented with his wings at York by Air Commodore C. F. Johns, RCAF, Assistant Deputy Minister of National Defence (Construction Engineering and Properties Division).

The flying training, shorn of nearly all instruction not directly associated with actual flying, took him eight months and, in essence, was identical with that afforded regular force officers.

Sub-Lt. Ewanchew took the eight months off his civilian job to complete the training. He planned to go to the East Coast with VC 920 in August to qualify in carrier flying from HMCS *Magnificent*.



A thousand smackers! Gee! William John Taylor, young Haligonian, is understandably impressed with the \$1,000 cheque presented to the Halifax Children's Hospital by the ship's company of the cruiser Quebec. The presentation was made by Petty Officers John Shelton (left) and Derek Bush to Miss Margaret Dunbar. The gift was part of the \$9,000 sum donated to welfare organizations from the ship's fund of the Quebec when the cruiser paid off. (HS-43001)

Four other potential pilots are now training with VC 920, Canada's first naval reserve air squadron, and expect to receive their wings this fall.

There are four other reserve composite squadrons attached to naval divisions in Canada, namely, VC 921 at *Cataraqui* in Kingston, VC 922 at *Malahat* in Victoria, VC 923 at *Montcalm* in Quebec and VC 924 at *Tecumseh* in Calgary.

All have qualified a number of aviators except *York*, which started off with a heavy proportion of former RAF, RCAF, RN and RCN aviators on her lists.

Sailors Go on Inland Cruise

When HMS *Bulwark* (27,000-ton *Hermes* class carrier) visited Copenhagen last July 1 she lowered a 36-

Not What You Say, But How You Say It

A couple of years back, the five-year-old daughter of a shore-going naval officer clambered on her father's knee for an after-supper confidential chat.

"Daddy," she asked, "are you left-handed?"

"Why, no," he said. "I'm right-handed."

"Well, then," she insisted, "why do the boys at the office call you left-handed commander?"

This sort of threw the officer and he failed to answer as he could have done with the full backing of the Royal Navy and *The Concise Oxford Dictionary*: "Just because they're plain ignorant, honeybunch."

In the *Oxford Dictionary* two pronunciations of "lieutenant" are given. The one intended for ordinary, run-of-the-mill folk, Army blokes and the like, is "leftenant". On the other hand—and mark this well—*Oxford* says that in the navy the pronunciation is "letenant". This, of course, is quite logical and as it should be. There is no more an "f" in lieutenant than there is in hiccups.

No survey has been made, but it would appear to be pretty safe to say that the "leftenant" form is the one most generally used in the Royal Canadian Navy, and this despite efforts such as that made in the *Scotian Newsletter*, bulletin of the Halifax naval division, which draws attention to the "correct" pronunciation.

The *Oxford Dictionary* also recognizes that the navy pronounces the word "tackle" in a most unusual way—namely "takel"—and this is generally known in nautical circles, who would agree that the word could not possibly rhyme with "shackle". These are matters of tradition. There is no regulation covering them. If a seafarer slips and makes "tackle" rhyme with "shackle" or even "mackerel" there's not much can be said but:

"Thass okay, lootenant."



FROM THE NAVAL PHOTO SALON: The sharp lines of a multiplicity of rectangles in a steel grating weave an interesting pattern in this picture, "Power House", by PO Kenneth White, serving in the Montreal area where such industrial scenes abound.

foot pinnacle, manned it with a crew of four officers and 11 men and sent them on a trip planned as an exercise in resourcefulness and initiative.

The trip took them through canals in Germany, Holland, Belgium, France, across the North Sea and down the English Channel to Portsmouth to re-join the *Bulwark* 960 miles later.

Royal Navy Drops Class III Uniform

The Royal Canadian Navy again appears in the role of pace-setter in the matter of naval uniforms.

An Admiralty announcement on July 6 said that "junior ratings", that is, men below the rank of petty officer, of the Supply and Secretariat, Sick Berth

and Coder branches of the Royal Navy are to adopt Class II or "square rig" in place of the present Class III or "fore and aft rig".

For those not acquainted with the terms, it should be explained that Class II rig is the traditional uniform worn by men "dressed as seamen" and its outstanding features are the bell-bottomed trousers, jumper with wide collar and the round flat cap.

Class III rig was discontinued in the Royal Canadian Navy on January 1, 1949, at which time writers, cooks, stewards, supply assistants, sick berth attendants and others began the change-over to seamen's rig. Their uniform previously consisted of single-breasted jacket with black buttons, trousers

creased "fore and aft" and a peaked cap with red badge.

The *Admiralty News Summary* says that the change instituted originally by the RCN has in general been favourably received by the other Commonwealth navies.

The change in uniform in the Royal Navy, however, will hardly be instantaneous. Those in possession of Class III uniforms will be allowed up to four and a half years to provide themselves with the uniform out of their kit upkeep allowance.

Reserve Officer Wins High Degree

More high educational honours have been awarded Lt.-Cdr. Peter McCaul Cornell, recently in command of HMCS *Cougar*, based at Hamilton, Ontario.

Lt.-Cdr. Cornell, who is a member of the Royal Canadian Navy (Reserve), has attained numerous goals in educational fields. His most recent one came when he was awarded his Doctor of Philosophy degree in Economics at Harvard University.

During the early summer he carried on in his naval capacity; on August 1, he joined the Bank of Canada, Ottawa, as an economist.

His wife is the former Kathryn Griffin of Halifax, a daughter of Mr. and Mrs. Jeremiah Griffin, 92 Queen Street. Lt.-Cdr. and Mrs. Cornell have three children.

Peter Cornell's educational accomplishments are outstanding. His parent's home is in Fort William, Ont., where he attended the Fort William Collegiate Institute.

The young naval officer and economist has received close to \$10,000 in awards—scholarships and fellowships.

Some of his awards were the Navy League of Canada's \$1,000 scholarship; the W. W. Near scholarships at Queen's University, valued at \$400, and a \$750 fellowship in humanities, Queen's; \$700 fellowship at Harvard University; Imperial Oil fellowships, valued at \$3,750, and the \$2,000 Dafoe Fellowship.

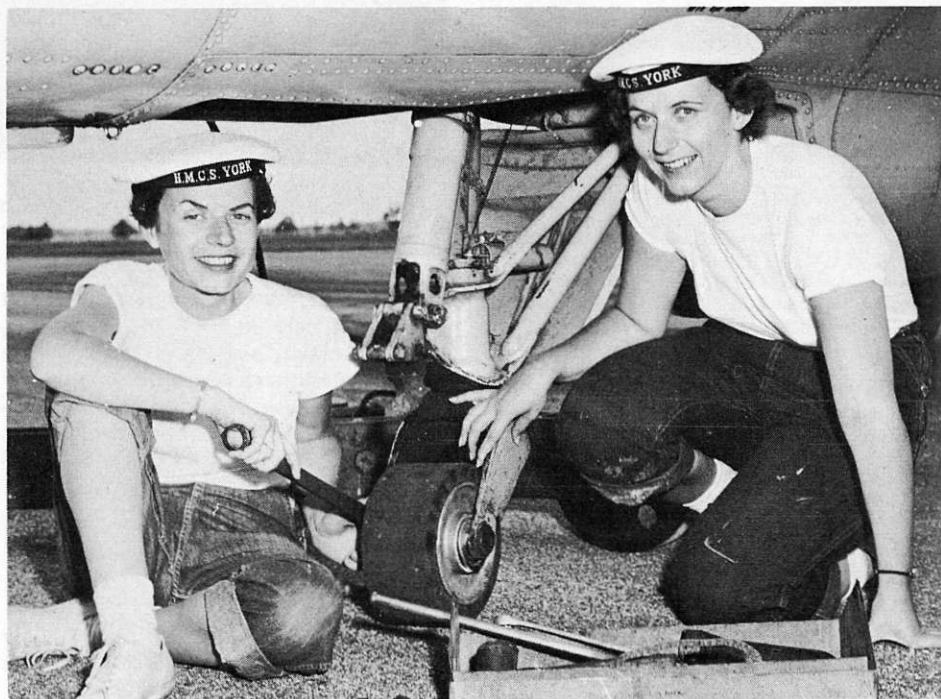
Lt.-Cdr. Cornell had been attending Harvard University, Cambridge, Mass., on a \$1,200 Imperial Oil Fellowship in economics research. He was one of four Canadian students to win the award, offered annually to encourage post-graduate scientific research.

He was at the Canadian Services College, Royal Roads, during the war and later as executive officer of the Kingston Naval Division. He was also commanding officer of the Queen's University Naval Training Division.

Lt.-Cdr. Cornell and Mrs. Cornell were married in Halifax during the Halifax Bi-Centennial year, 1949.



Long familiar with the Canadian Army because of the proximity of Petawawa military camp, the thriving town of Pembroke was updated on the Royal Canadian Navy when Mobile Recruiting Unit No. 5, based at Ottawa, arranged a display at the three-day Ottawa Valley Trade Fair, held at Pembroke in mid-June. The central exhibit was a large model of HMCS St. Laurent, which attracted an estimated 27,000 visitors. The other charming young lady pictured here is Miss Corrine Bohart, who was chosen Miss Pembroke Chamber of Commerce. The exhibit attendant is Ldg. Sea. Donald Burgess, native of Pembroke and a member of the Mobile Recruiting Unit, which is under Lt.-Cdr. Norman J. McDonald, Area Recruiting Officer, North Eastern Ontario. (Photo by Montaigne, Pembroke.)



Two of the young ladies who help to keep flying the aircraft of VC 920, the reserve air squadron attached to York, are pictured at an early stage in the overhaul of the rear wheel of an Avenger. Their hands aren't dirty yet, but will be. They are Ord. Wrens Joan Thornton (left) and Pat Thornton. (COND-2867)

Personnel Set-Up Under Study

A SPECIAL committee of senior officers appointed by the Naval Board to study the personnel organization of the Royal Canadian Navy in relation to the current and future requirements of the Fleet will begin its sittings this fall.

In a world where technical progress is proceeding at an unprecedented pace, the RCN has kept well to the front in the development of its ships and weapons. In many instances technical changes have been accompanied or followed by personnel changes. New branches have been formed, others re-organized. In today's RCN there are many ranks and rates that did not exist 10 years ago.

Nevertheless, any basic changes in the whole arrangement of the RCN's personnel structure, including professional standards and training for both officers and men, have been of necessity conservative in comparison to the rapid advances made in the technical fields. The same situation prevails in other navies.

The reason for this comparative conservatism is the time required to train officers and men. The old adage that it takes two years to build a ship and seven years to make an officer is still figuratively true, except that today both processes take longer.

It has been apparent to the Naval Board that the whole problem should be investigated on the basis of meeting the RCN's particular needs. To this end, the RCN Personnel Structure Committee has been formed to investigate this all-important subject, as it affects both officers and men, to ensure that the interests of the nation are best served.

The Committee's sittings will be followed by recommendations to the Naval Board. No findings are likely to be received for some months. To anticipate the committee's recommendations is obviously unsound. The alternatives range from maintaining the present organization to introducing far-reaching changes, but whatever they may be the recommendations will remain within the bounds of practical reality. The Service would continue to utilize to the fullest practical extent the experience and training of all personnel, and would endeavour to ensure that careers, either of officers or of men, are not prejudiced. The morale factor

is considered to be of highest importance.

The Terms of Reference of the Committee are being published in Naval General Orders. Under these terms of reference any member of the Navy may be called upon concerning problems related to his particular experience. Serving personnel who wish to make proposals to the committee should send their views and suggestions direct to:

The Secretary, RCN Personnel
Structure Committee,
Room 4010, "B" Building,
National Defence Headquarters,
OTTAWA, Ontario.

All correspondence for the committee will be treated as confidential, and need not be submitted through superior authority.

Only specific proposals strictly relevant to the terms of reference will be considered. Criticisms of current conditions of service will be relevant only if they point to the need for change in the existing structure. Suggestions about pay, pensions and allowances are not required.

THE WORLD OF THE DIVER

YOU HAVE BEEN alone in an absolutely dark room, not able to see your hand before your face, but have you ever entered an "Alice Through the Looking Glass" world of enchantment, full of sparkling, strange, yet wonderful things? Add to these sensations the magic phenomena of water and you share the experience of every naval clearance diver, sometimes frightening and lonely, at other times a private paradise. It is this ability of a man to accept such conditions: freezing water, immersion in soft mud, uncomfortable to an n'th degree; or gliding easily through clear warm sea water and seeing the wonders of underwater life, that make a successful clearance diver.

The RCN opened its own Diving Training Section in the TAS School, *Stadacona*, just over a year ago. Since then, from approximately 150 men, about 40 have qualified as clearance divers in various trade groups and as CD (Ships). Our CD (Ships) are men from any branch, stewards, shipwrights, sick bay personnel. They are always an interesting class to train, and when equipment is easier to obtain they will be a tremendous asset to their captains.

Every fully qualified clearance diver in the RCN is capable of using any type of diving equipment yet devised, from the valuable standard dress, weighting 200 pounds and using compressed air pumped down to him, to the more romantic "self contained" types of equipment.

The aqua lung and the naval "frog-men" sets are self-contained units that allow a person to literally fly through underwater space by a mere flip of the flipper, or to stay motionless at any depth without effort. This is comparable to the one-man helicopter device strapped to a future birdman's back; it is not a matter of swimming so much as flying. A miracle took place when experts such as Cousteau, Gagan, Hedges, Hass and Crabbe taught men to swim underwater. In the Navy one can enjoy the miracle and be paid to perform it.

Nevertheless, much hard work and certain natural qualities are needed before a 16-week course produces a new clearance diver. A man with a good sense of responsibility, under the age of 25, must have passed the naval swimming test, and be able to pass a "diving medical" in which particular attention is paid to the heart, chest, ears and sinuses. "Young and healthy" might sum it up, with no "afraid of the dark" tendencies.

The work a diver has to tackle includes salvage work, jetty and other underwater surveys, ship's bottom inspection, the removal and fitting of A/S domes, clearing screws, recovering almost any article. He learns to weld underwater and to become expert at surface and below-the-surface demolitions. Last but not most important he is a clearance expert, trained to find and render safe underwater enemy mines or other infernal machines and also to deal with bomb disposal problems. In peace or war the diver is always busy.

Living underwater is not normal for a human and "divers' ailments" are many. However, the diver is trained to look after himself and his fellows in avoiding dangers and discomforts. The adventure and fun of just being underwater compensates for any risk. In the service, with the diving regulations in force, diving is safer than crossing the street.

There is still much to be learned about living below the surface and every "dip" a diver takes helps research. But development of technique and equipment is on a par with the lightning growth of aviation science, and the RCN diver is becoming an increasingly important member of the service.—(Contrib.)

Thoughts at the End of a Five-Year Hitch

To Stay or To Go Often Knotty Problem to Sailor

THE END of the five-year stint is rapidly approaching — the day that looked as remote as the planet Pluto on the afternoon the sailor-to-be placed his hand on the book and said:

"I, Richard Roe, do swear that I will be faithful and bear true allegiance to Her Majesty, Queen Elizabeth the Second, her heirs and successors according to law. So help me God."

Or the oath or affirmation of loyalty may have been made five or ten years earlier in the name of another Sovereign. The ceremony was solemn, but brief, and it marked one important difference between engaging to serve in the Navy and accepting a civilian job.

Now, as time runs out, the sailor is asking himself a lot of questions, many of which he had asked himself when he first joined: Is the Navy the job for me, or can I serve my country just as well and myself a lot better on "civvy street"? Wouldn't it be better for my family if I could settle down in one place and be home every night for supper? With the international situation what it is and with new weapons coming along, is there any real need for the Navy? Does the Navy offer me as good a life as I would have at a steady job outside? Have I had as good a life as I would have had if I had decided not to serve in the Navy?

Nobody has an easy answer to any of these questions and, when they are a matter of personal decision, they can mean a lot of brain-wracking, heart-searching and sleepless nights. Any sailor is bound to have civilian friends who have prospered beyond the hopes of anyone on Navy pay. He probably knows others who have gone under. Yet a sailor's confidence must be at pretty low ebb if he doesn't believe he can do as well as or better than the average landlubber in competition with him.

The real crux of the matter is not the money (but never underestimate the importance of a dollar). The whole picture has to be viewed—the satisfactions, the experiences, the friendships and the feeling that one has a recognized role in the scheme of things.

Back on "civvy street", the ex-sailor may find that a lot of unknown factors, which he had not previously taken into consideration, may crop up. He may slip into a well-paid job with good hours, only to find himself up against a housing situation worse than any-

thing he had encountered in the Navy, where perfection has yet to be attained. He may find that what looks like a good salary, once deductions have been made for pension, medical expenses and so on, doesn't go far as his Navy pay. Perhaps the only available job will be one that keeps him away from his family more than the Navy ever did.

Those are some of the things that may build up to a pretty bleak picture in the mind of the man who has to decide whether to get out or stay in.

Or he may be an insufferable optimist who has painted for himself a post-service picture of a rose-covered ranch house with a two-car garage and private swimming pool.

It really doesn't matter much, in making the decision, what kind of picture of civilian life he paints. A man doesn't join the Navy because it's a "soft touch" and he doesn't leave it because the going is tough.

The outbreak of hostilities in Korea brought a surge of recruits, many of



FROM THE NAVAL PHOTO SALON: Naval photographer AB William Ball, who has been serving at Naval Headquarters, calls his picture of the RCN Sailing Association's yacht Grilse creaming along in a fair breeze "Final Tack". (O-8691)

whom now have just completed their five years or who are just approaching the end of their stint. None of them joined because he thought naval life was going to be safe, easy and comfortable. Let a call go out for volunteers during an emergency, such as the Fraser Valley or Red River floods or the aftermath of a hurricane and the response again and again proves that the sailor is not only willing but eager to face up to life's crises.

In the face of so many unknown factors, how is the man to make a decision? He will know of men who have left the service and prospered; of others who have not done so well. He will know of men who have signed on again just because it was too much trouble to make a decision; of others who are continuing in the Navy because it offered a full life, with opportunities for self-betterment, service and rewarding experiences not to be found elsewhere.

Early this year *Canadian Shipping and Marine Engineering News*, which publishes an annual issue devoted to the activities and progress of the Royal Canadian Navy, sponsored an essay contest on the subject, "Why I Believe in the Navy".

In the essays submitted, serving members of the RCN, and some of the RCN(R) put down on paper their personal feelings about the Navy and why they regarded it as a worthwhile institution. Some of the writers approached the subject from a purely personal viewpoint: they had found in the Navy friendships and career opportunities which they could not hope to find elsewhere. Others took a look at the world situation and outlined the cold logic of the continued need for a Navy. Sometimes there was a blend of these two approaches, with the writers finding in the naval service something that met both the needs of the individual, by providing a useful and satisfying career, and of the nation, by providing a bulwark against aggression.

Extracts from some of the essays are given here and more will follow in months to come. It is just possible that those contemplating joining the service or of signing on for another hitch may find in them the answers to some of the problems which are bound to arise on such occasions.

From the essay by Instr.-Lieut. James A. Johnson, HMCS Stadacona:

THE IDEALISTIC individual approaches the Navy either from a love of seafaring or, more often in Canada, the desire to serve his country. These two groups are united in their

interpretation and their realization of the word "service". The one serves the sea, the other his country. In our age and perhaps in all ages, individuals who wish to serve a group, organization or ideal as opposed to their own immediate interests are not very numerous. It is the strength of this group which is the determining factor in establishing the worthiness of our Navy. In this organization they feel privileged to be the servants of their country, their shipmates and their mistress, the sea. This to them seems a sufficient purpose for life.

To the individual the Navy provides many other opportunities. The privilege of travel to other lands, over that unifying element the sea, is perhaps foremost among these. For thousands of years the sea served as a barrier to man until he learned to master her. Now she is his cheapest, safest and



most used means of contact with his fellow creatures. The Navy frees the individual from too great a concern about the future and gives him the pleasure of good companionship with friendships often renewed after long separations. For the spiritually minded a quiet ship at sea is an experience, which often repeated, draws him closer to his Maker.

The practical values include a fair wage and an opportunity for promotion. There are few organizations which devote the effort to selecting and promoting the worthy as does the Royal Canadian Navy. A man may acquire a trade in the naval service or improve his skill brought from civilian life. There is an opportunity to improve one's education or athletic prowess at no cost to the individual. A healthy life with good food and living conditions is assured.

In those areas where the Navy is a major part of the economy, at times it seems that individuals do not appreciate the part the Navy plays in their lives. This is partly due to the fact that seamen cannot take an active and continuing part in the life of a community. The nature of their work is such that much of their time is spent away from home and they are apt to move after a short period of residence.

When the citizens of a Navy community realize this a better appreciation of the role of the Navy in the life of their town or city will result. The Navy man or officer must also identify himself more closely with the life of the community and when speaking of the citizens of his community use the pronoun "we" rather than "they".

Canada, our country, is growing in world stature, and navies have always been among the most powerful influences for spreading an awareness of one's country. They have been ambassadors of both good and ill and we are fortunate to have such a representative group of Canadians in our Navy. This ambassadorial office is not one-sided for Canadian seamen return to their homes with an increased awareness of other countries, which is passed on perhaps diluted, but none the less real, to their families and friends.

There is one other quality which the Navy can assist in adding to the stature of the country. This is better citizens. The type of life in the Navy is uniquely suited to promoting and developing: self-discipline, co-operativeness, self-reliance, cheerfulness and a sense of proportion; all desirable in the good citizen. Next to the security of Canada this may be the greatest contribution the Navy has to offer the country.

From the essay by Lieut. (S) Jesse Cohen, CD, RCN(R) of HMCS Donnacona, the Montreal naval division:

OUR NAVY has given me a chance to travel to Victoria twice, as well as to Halifax. I believe in the Navy because I have seen Saskatchewan from the air on a July afternoon when there just wasn't a cloud about. All that golden magnificence! Food for perhaps half the world. All grown here, cut here and stored here against famine and starvation. But all the grain in the world would be of no use if it were left in one place because the seas were not free to send it where it was most needed. So again I believe in the Navy.

Alberta at dusk with a million twinkling little lights burning the gas off the wells! What would we do with all this oil, all this immense reserve if we couldn't get it to the British, Danes, French or anyone else who wanted to come and get it? This can only be sent where it is most needed if we have the ships, the men, and the money to get it across. Obviously again, I am simply forced to believe in the Navy (as if I didn't really want to).

Take the Ocean Limited out of Montreal and go to Halifax. Some of the most inspiring country can be seen as one gets on through the Gaspé region. This isn't the sort of thing small men produce. It's something that only God could conceive and put together. You look at all this and say to yourself "I'm part of it all".

It's fine to be part of something, but it's essential to be an active part. Molecules or atoms when part of matter don't just sit at rest. They whirl around like mad, and while I hardly expect all my fellow Canadians to emulate a bunch of "whirling dervishes", I do believe that some of us have to do something about being citizens. We can't just "belong". Somewhere along the line there's a membership fee. Isn't it just possible that those who belong to the Navy, those who work for the Navy, those who love the Navy are paying the membership fee in the most practical way possible? They are in fact making it feasible for the rest of Canada to go on being members of what most of us agree to be the best country we know.

From the essay by Lieut. Claude Beaugregard of the staff of Collège Militaire Royal de St. Jean:

SHOULD THE WORLD enjoy a state of lasting peace, sea power would prove itself a strong factor of stability. Bernard Brodie defines sea power as "the sum total of those weapons, installations, and geographical circumstances which enable a nation to control transportation over the seas during wartime".

If we assume that every nation desires peace, I feel that the definition of this well-known strategist is as true for peace as for war, and sea power then can only mean power to conduct economical free trade and other human commerce.

In a modern world where distinct civilizations have been brought together more or less "pell-mell", significant differences in standard of living can be serious causes of conflict. International distribution of goods, either in free competition or in the form of aid to "have not" countries, is a condition for the preservation of peace. Adequate shore facilities, and large modern merchant fleets, all parts of sea power, are likely to remain indefinitely the most economical vehicle of free international trade; as such, they constitute a factor of stability for world peace.

In this eventuality, the fighting Navy becomes a police force whose highly-specialized skill serves other maritime

needs such as hydrography, meteorology, search and rescue, and scientific expeditions; services of this kind are rendered continuously by the navies of the world and by our own Royal Canadian Navy, whose gallantry need not be emphasized. Finally, much in the same way as a nation's international standing can be felt through its diplomatic representation, prestige can be derived from strength at sea, both in fighting ships and in commerce carriers; such prestige is not to be underestimated as a factor for world peace. Since we are assuming that every nation cherishes a sincere desire for peace, sea power whose intervention can be proportioned so accurately can be the ever-present and respected agent of a healthy international management of world affairs.

In the case of cold war, I have no doubt that air power, and principally



a strategic air force, is the supreme deterrent to total war. As a deterrent to limited war, however, I believe that sea power is more effective than air power would be, because of its capacity to be proportioned in its application. Should such limited conflict occur, as witness Korea and Indo-China, sea power can be used in preference to massive air power, which would inevitably lead to total war.

Cold war problems can only be solved through wise statesmanship, with the strength and efficiency of arms, as a guarantee of determination to arrive at a satisfactory solution.

In total war the armed forces, or any one of the services for that matter, can no longer serve as a deterrent. Their respective value will be assessed, their very existence will be justified, by the part they will play in restoring the momentarily disrupted state of world peace. Total war will undoubtedly start by a massive blow and possibly a full scale attempt at continental invasion. The magnitude of the operations and the issues at stake will be such that the aggressor is beyond deterrence when conditions promise success. Similarly, nothing short of near-complete annihilation or actual

occupation of the greater part of his homeland will cause him to surrender.

The use of a nuclear weapon of massive destruction potential might be necessary in waging total war, but regardless of its impact, I do not believe it will be decisive in itself, because both sides will presumably use it with more or less similar offensive effectiveness. By far the most important factor will be the quality of the defensive system and the capacity to withstand such blow with relative immunity.

In the event of massive nuclear offensive at the outset of a total war, the fleets at sea might well turn out to be the only fighting forces left uninjured by the initial blow. The strategic air force would be equipped to deliver an opening blow; but, not being mobile in all respects, it would itself be highly vulnerable to such a blow. Strategic bomber bases are bound to be high priority targets, and considering that their location is almost impossible to conceal, the question as to how many would survive the initial blow is indeed a vital one.

Where whole continents are involved, "peripheral strategy" is a must; that is to say, the offensive must come from as many quarters as possible, or conversely, defence must cover all or most of the probable invasion routes. The establishment of air bases at the geographical periphery of a menacing power is imperative; however, due to their own vulnerability, which is great, such bases do not afford enough protection. It should be stressed again that bases of such size and importance cannot possibly be concealed, unless they are mobile. There is a requirement for mobile air bases capable of maintaining themselves almost indefinitely at any desirable point of that periphery; they must be capable of approach in concentration to deliver a telling blow and of retirement and dispersal against the nuclear counter attack that might be staged. The mobile air bases which fulfil all of these conditions are the aircraft carriers of the fleet.

As far as defence in total war is concerned, to discard one type of useful weapon, in favour of another weapon, whether it be sea weapons for air weapons or vice versa, would be to play in the hands of an eventual enemy. For what might seem like simplification of our defence problem would in fact greatly simplify the enemy's problem in dealing with our system of offence and defence which must remain completely peripheral with all available means to increase its might and its effectiveness.

Three Hard-Boiled Eggs

A Minor Tragedy at Scapa Flow

DURING the Second World War my destroyer was stationed for 18 months at Scapa Flow, just off the north coast of Scotland.

Amenities were few. The islands are wind-swept and rain-lashed. There are no trees. The winters are long and dark and the two-month summer watery. Our operations against the enemy were arduous—convoys to Murmansk, strikes against shipping along the Norwegian coast—and leave could seldom be granted. When leave was granted, one could, in summer, go for picnics with Wrens, take Wrens to movies, or visit the club (Wrens not allowed); in winter one could take Wrens to movies or visit the club.

After four years of war, rationing was stringent. Brussels sprouts (small and hard), turnips (large and hard), potatoes (soft and shrivelled), and various cuts of anonymous meats were plentiful. Also dehydrated Brussels sprouts, turnips and potatoes, and dehydrated eggs and powdered milk. Fresh foods—really fresh—never! Under these conditions, food was one of the conversational mainstays.

A Cardinal was visiting the Fleet and we were informed by the flag ship that he was to spend a few hours with us. The First Lieutenant was told to “get this old girl looking less like an impecunious strumpet” and the hands washed down bulkheads and touched up paintwork; divisional officers warned their men to brush and press their “tiddley” uniforms; the Captain went into a long conference with the Torpedo Officer—a French-Canadian Catholic—on the protocol to be observed and ordered Jenkin, his steward, to “lay on” some *hors d'oeuvres* and the best sherry.

At breakfast the morning His Eminence was due to arrive there was an air of suppressed excitement and mystery in the pantry. After “stand-easy” the hands were piped to clean into their Number One uniforms and at 1100 the ship's company fell in on the quarterdeck. The officers were fallen in just forward of the accommodation ladder, and when His Eminence came on board the Captain took him up the line and introduced us.

As the Captain and our distinguished visitor made their way aft to the quarterdeck, the First Lieutenant called the ship's company to attention and reported “Ship's Company mustered, sir” to the Captain. His voice had lost some

of the penetrating power and snap that parade instructors teach and, in unconscious recognition of the occasion, had taken on a somewhat clerical note.

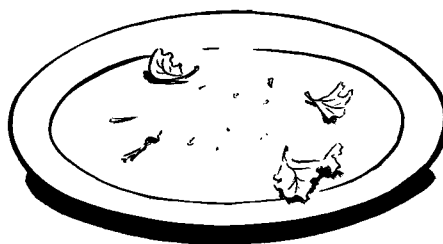
His Eminence spoke to us for ten minutes and then walked around the ship, stopping frequently to chat with sailors he met en route. At about a quarter to twelve we filed into the wardroom.

The three stewards stood expectantly in white coats. On the sideboard stood a decanter of sherry and 14 glasses. In the middle of the bare, polished table was set a large wooden tray with the *hors d'oeuvres*, theatrically illuminated by a wayward beam of sunlight slanting through the scuttle. The mystery of the morning was explained.

Small green cabbage leaves formed the periphery upon which was spaced biscuits and what we all knew must be the last of the Captain's anchovies. Inside this, like the spokes of a wheel, were slices of carrot; on these were set biscuits covered with dark-brown salmon paste. Then another ring of cabbage on which was a profusion of triangles, rectangles, and squares of red and white cheese, and inside that—three hard boiled eggs. Fresh. Exactly as the chicken delivered them.

Two were halved and, pointing North, South, East and West, formed a white and gold setting for the third which stood upright in the centre balanced on a small mound of salt.

We all stared. The Captain's steward edged forward protectively. Conversation started again hurriedly and glasses were filled. The Captain reiterated how pleased we were to have His Eminence on board. We drank his health. Conversation resumed and trailed off again as the tray was offered. His Eminence's hand hovered, undecided, and then chose—cheese. The Captain chose an anchovy. Jenkin continued around, his eyes burning with



warning and pulling the tray back slightly if our hands strayed too near the centre.

Now began a great jockeying for position. Obviously we could not take an egg until the Captain or the Cardinal should, but it occurred to us all simultaneously that those on their left would be the lucky ones. Soon we were spread out in a long tail to the Cardinal's left—a tail that had a tendency to bunch up at the base. Conversation was jerky. The two sub-lieutenants were glared down to the tip, and, such is the power of several years of discipline, we ended up roughly in the order of our seniority. The Captain—between sentences—looked worriedly about him. We broke into relaxed groups but never wandered far from the imaginary tail-bone.

Four times the tray was passed, but each time His Eminence chose cheese or anchovy, so did the Captain, and so did we.

It was arranged that when His Eminence had to leave, the Captain would take him to his cabin to collect his cloak, during which time we must rapidly get our caps and gloves and fall in again by the accommodation ladder.

As you know, it is customary that the more senior officers fall in on the right (the flank furthest from the wardroom in this case) and the others in descending seniority to the left. Again the jockeying for position started and with remarkable democracy the Engineer Officer wedged in on my left—closer to the wardroom.

As His Eminence went over the side and into the boat the First Lieutenant called us to attention, and the launch roared away. Then, getting well forward of us (towards the wardroom) he gave the order “dismiss”. Before the last syllable was out he swivelled and was pelting along the upper deck. We broke ranks and followed in thundering pursuit. In the wardroom companionway he was caught and hauled down. Vigorously we pulled, pushed, elbowed, clutched and shouldered our way in. The Torpedo Officer was first. “Where are they?” he roared, all pretense dropped.

The tray could be seen through the pantry hatch. Some anchovies were left, some cheese, some cabbage. But no eggs.

Jenkin looked up gently at the disheveled, flushed group of officers.

“You mean the eggs, sir?” he murmured, “I shared them with the rest of the stewards. I thought none of you officers wanted them; you all refused them four times. I'm very sorry sir”.—H.E.T.L.

AFLOAT AND ASHORE

ATLANTIC COMMAND

1st Canadian Minesweeper Squadron

After completing refit in mid-March, the 1st Canadian Minesweeping Squadron returned to Halifax for work-ups and post refit trials.

"Minex Sweep Clear One", the first NATO mine warfare exercise to be conducted in the Western Atlantic, was held off Halifax during April with a total of 16 USN and RCN minesweepers participating.

Following this exercise, the squadron prepared for summer minesweeping training cruises in Canadian waters.

During the first 19-day cruise commencing on May 14, the *Gaspe*, *Trinity* and *Resolute* operated independently, visiting Cornerbrook, Port au Port, Port au Basques, Sydney, Pictou, Louisburg and Canso Harbour.

The *Ungava* was detached during this period for duties with Canadian Commander Newfoundland. This involved

taking the commander on an inspection of all Sea Cadet corps in Newfoundland. For the inspection of Harbour Grace, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, was embarked.

Following a brief logistic period in Halifax the squadron carried out further training cruises during June and July to a number of ports in the St. Lawrence Gulf and the Bay of Fundy.

On July 2 the *Gaspe* was to take part in "Gathering of the Clans" festivities at Pugwash, Nova Scotia.

HMCS *New Liskeard*

Since last report the *New Liskeard* has undergone annual refit at Lunenburg and many of her company availed themselves of this opportunity to take leave, while others were sent to *Stadacona* to take courses.

The reduction in number of the ship's company brought about by refit conditions resulted in a considerable curtailment of activities. Sport was lim-

ited to occasional games of softball, both interpart and against local teams.

The most noteworthy event during the rather static period of refit was the change of commanding officers. Lt.-Cdr. Maurice A. Turner left to take up an appointment in Ottawa and was replaced by Lt.-Cdr. Gerald R. Wood.

UNTD Cruise Bravo

On June 22, a total of 132 cadets from the Reserve Training Establishment at *Stadacona*, embarked in HMC Ships *Lanark*, *Fort Erie* and *Lauson*, comprising the Third Canadian Escort Squadron, for a five-week cruise to Europe. Cadet instruction was complemented by evolutions and exercises during the ten-day crossing.

Upon arrival at Invergordon, Scotland, cadet and ship's company competitions began in earnest, points being awarded winning ships for boat pulling, sailing, war canoe races, and sports ashore. The *Fort Erie* received the most points in the regatta and this subsequently proved to be the deciding factor in the "Cock o' the Walk" competition.

The squadron sailed for Antwerp and took two days to make the crossing. During the eight-hour trip up the Scheldt and through the locks and canals, ships from almost every country in the world were seen, and cadets gained a wealth of experience in line handling. The ships finally secured almost in the heart of the city, and all hands enjoyed 48 hours leave. Many personnel took the opportunity to visit the famous battle grounds where their fathers fought in the First World War and the cadet bus tour included a visit to Waterloo.

On Tuesday, July 10, a guard consisting of 12 seamen from the Third Canadian Escort Squadron, 12 men from the Canadian Army, and the RCAF pipe band travelled to Casteau, near Mons. This guard fittingly honoured the unveiling of a plaque commemorating the location of the firing of the first shot by the British in the First World War and the location of the Canadians commanded by Major General G. R. Pearkes, VC, MP, at the time of the cease fire in 1918.

In addition to unveiling the plaque, General Pearkes presented to the school children of Casteau a framed bouquet



In first-aid competitions of Victoria and Cumberland, B.C., member of the Naval Fire Fighting Service made an excellent showing. This was the first time that fire department teams had entered competitions open to first-aid teams throughout the province. Seen here (left to right) are five of the NFS personnel who participated: Firefighter David Hawthorne, Fire Lieut. Arthur Mebs, and Firefighters Vernon Exton, George Fieldhous and Richard McQuaid. Placed in front of them are four trophies they won, left to right: Little and Taylor Trophy (novice event), B.C. Electric Trophy (senior men's event) Comox Logging Company Trophy, and the McKenzie Cup, the latter two won at Cumberland. (E-36718)

of flowers which had been presented to him at the same spot in 1918.

Excellent Belgian hospitality was accorded to both ships' companies and cadets in the form of tours, dances and receptions, while the mail which came on board brought news of commissions in the RCN(R) for certain senior cadets.

During the voyage back to Halifax, gun and squid firing demonstrations, general drills and towing evolutions completed the cadet training syllabus.

Lanark cadets challenged the remaining two ships on the outcome of the Squadron Commander's inspection of cadets and their messes, and consequently the challengers were entertained by the losers in the Gunroom of *Stadacona* after the squadron's return to Halifax on July 24.

HMCS D'Iberville

D'Iberville paraded to the Chapel of the Nouveau Thabor on Thursday, May 19, Feast of the Ascension. This event has become a tradition in D'Iberville and is being observed as an annual pilgrimage.

Battle of the Atlantic Sunday was celebrated on Sunday, May 20. On this occasion, Holy Mass was celebrated by Chaplain J. A. Gravel, RCN (R), on the drill deck in D'Iberville and a Protestant service was conducted by Chaplain J. Cameron, RCN(R), in Trinity Church.

Following church services, personnel from D'Iberville, *Montcalm*, Principal Naval Overseer Lauzon, Laval University Naval Training Division and Royal Canadian Sea Cadet Corps *Champlain* marched through the streets of Quebec City, the parade ending with a march past in front of the Grande Allee Armouries. The salute was taken by His Worship Wilfrid Hamel, Mayor of Quebec City.

The First Canadian Escort Squadron, composed of HMC Ships *Algonquin*, *Haida* and *Iroquois*, visited Quebec City from Friday May 25 to Tuesday May 29.

All new entries from D'Iberville visited the ships of the squadron on Monday, May 28. The visit served to illustrate to new entries the intricate working of the modern age fighting ships and the type of ships they are liable to serve in.

On Friday, May 25, Captain G. C. Scull, United States naval attaché in Ottawa, Ont., visited D'Iberville. Following this tour, Captain Scull visited the shipyards in Lauzon, to view new construction and conversion work being carried out for the Royal Canadian Navy.

Commodore E. P. Tisdall visited D'Iberville on Friday, May 25. A guard



Officers of the RCN(R) from Montreal to Prince Rupert, their number happily including seven nursing sisters, attended the First Divisional Officers' Course at Naden this summer. The fact that their class photo turned out this way was due to the presence of Lieut. (SB) J. M. Thornton, of Vancouver, who does the "Naval Lore Corner" for this magazine.

was paraded and the commodore inspected ceremonial divisions and presented the cock-o'-the-walk trophy to the winning division. A march past was also carried out with the Senior Canadian Officer Afloat (Atlantic) taking the salute.

A dance was held in D'Iberville on Saturday, May 26, for all chief petty officers of the visiting escort squadron.

A knockout volley ball tournament was held with all the visiting and D'Iberville participating. D'Iberville won the honours.

The ship's company ".22" shoot for the Olive trophy was held during the month. During ceremonial divisions, Lt.-Cdr. D. F. Olive, former executive officer of D'Iberville, presented the Olive trophy to PO D. B. Smith, winner of the 1956 competition for .22 calibre shooting.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, visited D'Iberville on Thursday, May 31. A guard was paraded and the Flag Officer Atlantic Coast walked around the establishment, terminating the visit by the inspection of evening quarters.

Communication Training Centre (Stadacona)

Some of the visual signalling activities of the Communication Training Centre were featured on the Halifax television station's program "Gazette". The telecast was live, and participants had the opportunity of looking round a CBC mobile television van.

Preparation for even a short program takes a considerable amount of time and there was the usual worry about the weather. However, the rain held

off, and Rube Hornstein of the Dominion Weather Office, wearing a raincoat and casting dirty looks at the heavens, gave his regular weather forecast from the middle of the sports grounds.

The Centre's officer-in-charge, Cd. Officer Donald McGee, became a TV star overnight as he was interviewed by CBHT's Max Ferguson, and the trade group two visual class, currently on course, played an effective supporting role when they showed the public such activities as flashing, semaphore, flag hoisting and marching manoeuvres.

The marching in particular looked impressive, as it was photographed from the top of the Electrical School.

HMCS Outremont

The *Outremont* has a new commanding officer and a new executive officer. Lt.-Cdr. Peter G. Chance, of Ottawa and Halifax, assumed command May 8 from Lt.-Cdr. Joseph Paul, who is in *Cornwallis*. Lt.-Cdr. Roger Mann, of Halifax, became the executive officer May 1, succeeding Lt.-Cdr. Rodney Johnston, who is now in Ottawa.

The two senior officers, who have come recently from shore appointments, bring years of experience to the ship. Both served during the Second World War. Lt.-Cdr. Chance served in the Korean War as well.

During the second week of May the ship sailed to the Gulf Stream for ten

days of anti-submarine exercises with the *Nootka* and HM Submarine *Alderney*.

Back in Halifax, the wardroom entertained the London Players—a theatrical group from the United Kingdom.

The ship was back in the Gulf Stream June 4 for more A/S exercises, again with the *Nootka* but this time with a United States Navy submarine, the USS *Halfbeak*. The three ships entered Bermuda June 9 for the *Outremont's* first visit to Ireland Island in six months. After further exercising in the Gulf Stream, she returned with the *Nootka* to Halifax June 14.

The ship sailed June 18 on an operational visit to Boston.

HMCS Micmac

The *Micmac*, in major refit for the past three months at Halifax Shipyards Limited, left the floating dock on Friday, July 27, but much work remained to be done. It is expected that the ship will be operational in time to take part in the fall cruise to the United Kingdom and the Continent.

It was with deep regret that the officers and ships company of the *Micmac* heard of the death of PO William Ronald Hogg, who was killed in a motor accident in New Brunswick, July 23, while returning from Alberta with his wife and children. Mrs. Hogg and their three children were not injured seriously.

Petty Officer Hogg joined the RCN in February, 1946, as an ordinary seaman and has served in the following HMC Ships: *Queen, Naden, Stadacona, Givenchy, Uganda, Ontario, Cayuga, Magnificent, Rockcliffe, Sault Ste. Marie, Athabaskan, Shearwater, Cornwallis* and *Micmac*.

In spite of the refit, the ship's company of the *Micmac* has not been idle. Two of her sharpshooters, Petty Officers Glen Leck and Malcolm Caldwell, claimed first and second highest aggregate scores in "Class B" competition at the Nova Scotia Rifle Association meet, held at Bedford Rifle Range, July 16-29. Petty Officer Leck won the Quebec Rifle Association Silver Coaster for his excellent marksmanship.

PACIFIC COMMAND

Canminron Two

On April 16, the *Comox, James Bay* and *Fortune* sailed from Esquimalt to circumnavigate Vancouver Island. After stopping at Drew Harbour on the East Coast, the ships called at Holberg, Coal Harbour and Port Alice in Quatsino Sound. At Holberg the ships' companies visited the RCAF station, played softball and enjoyed the hospitality of this rather isolated base.

Nootka Sound was next investigated and the ships spent Saturday night, April 21, at Zeballos, almost a ghost town compared to the thriving community which existed in the 1930s. The surrounding country is rich with mineral wealth and the inhabitants hope that before long, the mining industry will be renewed.

After passage through Hecate Channel and Tahsis Inlet, the ships called at Gold River and the ships' companies were taken to the scene of one of the largest logging ventures in Canada today. The Tahsis company is logging 60 million board feet of lumber a year from a camp which is less than a year old.

Sydney Shelter, Herbert Inlet, Bedwell Sound and Tofino Inlet were visited and the *Comox* and *Fortune* visited Tofino via the Browning Passage. Here again all were entertained by the RCAF station and the Canadian Legion at Tofino. A softball game between the RCAF and the RCN resulted in a well deserved win for the airmen.

The ships arrived in Esquimalt on April 27 after a successful and instructive cruise having visited many remote parts of our country where few Canadians have ever been.

The first week in May saw the three ships in the Strait of Georgia where intensive minesweeping training was carried out.



Following six weeks of training at the Brant Norfolk Flying Club at Brantford, HMCS York's reserve air squadron, VC 920, was to fly to the East Coast for 10 days of flying from the *Magnificent*. Here Lt.-Cdr. Ken Nicolson, wearing headphones, and Lieut. G. Moore, with the "bats", are seen bringing in one of VC 920's Avengers for a deck-top landing. (COND-2864)

The *Comox* sailed with the squadron again May 14 and after minesweeping exercises arrived in Port Alberni May 19. The three ships together dressed overall May 21 and landed a 48-man armed party to take part in the city's celebration. The ship was open to visitors and this pro-RCN community, as always, was an excellent host to the minesweepers and the USS *Charles E. Brannon* (DE-446).

The following weekend saw the minesweepers at Aberdeen, Gray's Harbour, Washington. It was the first time in the city's history there had been a visit by the RCN and the visit coincided with presentation of the charter to the newly-formed Navy League. Once again a very Navy-conscious community welcomed the ships.

After the week's minesweeping exercises in Juan de Fuca Straits, the *Comox* commenced her annual refit on June 11.

Navigation Direction Training Centre (Naden)

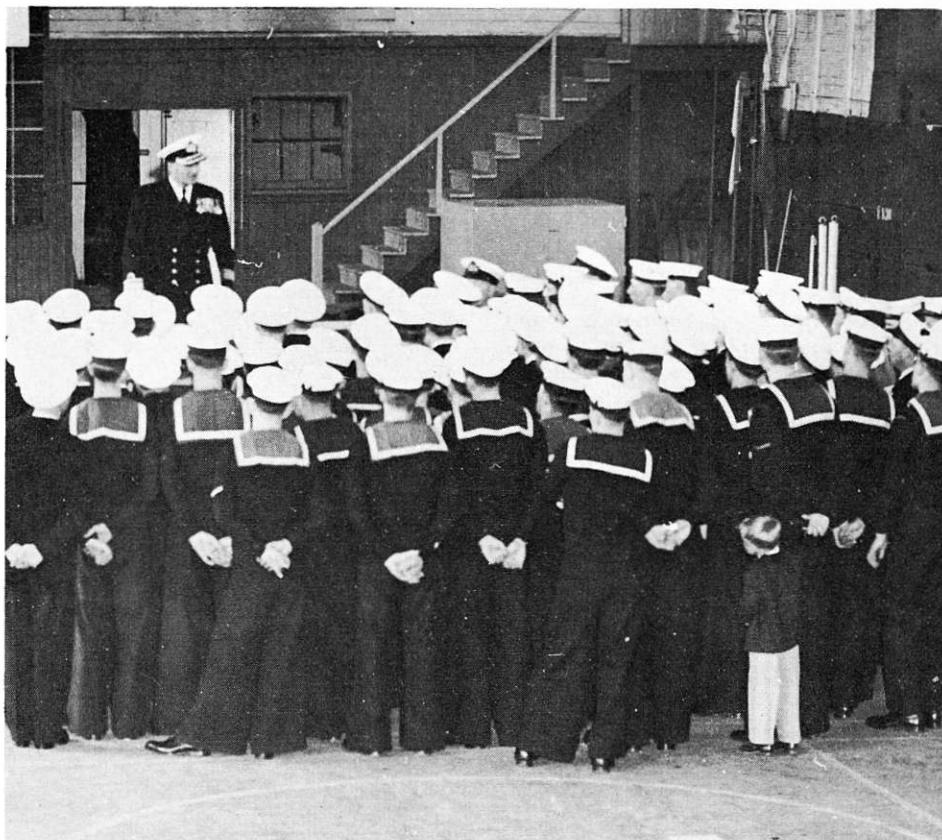
New construction is still going on in the Centre and has been, all this spring. Although this causes many class upsets and inconveniences, the final result should be well worth waiting for. Things have now progressed to the state where one can visualize the finished product. Buck Rogers' space ship was never like this!

There was one staff change in April, the addition of PO Richard Bridges, who had successfully completed his instructor's course in England.

UNTD classes commenced May 7 and will continue all summer. Each class is of one week's duration. In addition to this, one RP3 class was qualifying under the instructions of PO Robert Nicholson. Another RP3 class commenced May 14, under PO Richard Bridges.

An RP2 class was completed on April 27, the following men passing: Leading Seamen Clifford Brown, John Love, Thomas Prokopow, Simon Schmidt, Walter Shumanshki; Able Seamen Raymond East, John Harrison, Thomas Spowart. Class instructor was PO W. Plant.

Noteworthy among the quartermasters was the appointment of CPO Harold Sylvester as mayor and town manager of Belmont Park married quarters. Quartermasters are also active this month with survey parties. From the NDTC, Lieut. N. St. Clair Norton, Lieut. Dugald Wales, CPO Max Bernays and AB James Jenkins are at present engaged in this work in the Queen Charlotte Islands.



The well-dressed young man at the lower right cannot see who is talking but seems to like what he is hearing. The speaker is Rear-Admiral W. J. W. Woods, RN, Flag Officer Submarines, addressing the men of the Sixth Submarine Squadron during his visit to Halifax. The young man is unidentified.

Communication Training Centre (Naden)

With all the glorious Victoria sunshine and only one day's rain in six weeks (East Coasters please note) everyone here is thinking of the great outdoors. The CTC boasts the Vancouver Island Handicap Golf champion and all are proud of the achievement of CPO George Buckingham. Many others also have the golf bug and this and fishing fever are the main topics of the sporting types.

The work of training has progressed, nevertheless. The CV2 class successfully completed their course and have all gone their various ways. The class average was 91.08 per cent with Ldg. Sea. William Guy top of the class with 94.2 per cent. The excellent marks obtained are a great credit to their instructor, CPO Leonard Sheppard.

The CR2 class have also completed their course successfully, the class average being 93.02 per cent, with LSCR Gerry Stevenson on top with 95.9 per cent. PO Charles R. Miller earned the credit as their instructor.

The first class of UNTD cadets commenced May 14 and classes will continue throughout the summer.

Recent departures from CTC Naden include CPO Jack King to *Discovery*

and CPO Dave Bruce to *Cornwallis* Communication School Staff. CPOs Ralph Davies, Charlie Bourgeois and Cy Henderson will soon be heading for *Cornwallis* to undergo the Commissioned Communication Officers course.

PO Alf Andrews came back once again for a few weeks before going on rehabilitation leave.

The membership of the newly-formed Pacific Coast Communication Association has swelled above the required mark and it was anticipated the first social event would take place in August.

The Cadet and Reserve Training Program is in full swing with nine second year UNTD Cadets and two first year UNTD Cadet classes completed to date.

There has been little opportunity for harbour exercises during the past month with most of the ships away on cruise.

HMCS *Cayuga*

Recent weeks have seen HMCS *Cayuga* in the vicinity of Esquimalt, taking a short rest between cruises. The rest period alongside, however, was interrupted towards the end with the arrival of a photographic team from an Ottawa film unit, who made use of the ship to take sequences for a tri-service film, featuring the train-

ing of ROTP cadets. This necessitated short trips to sea whilst action shots of the ship at sea and various activities featuring ROTP cadets were taken.

In addition an opportunity was taken on the afternoon of May 30 to hold Dependents' Day aboard. About 200 dependents were taken for a quiet cruise in delightful weather up the coast of Vancouver Island to Sidney and back again. A pleasantly quiet afternoon was spent by the adult members, while the children were amused by clowns, a film show of cartoons and various other junior activities.

June 6 saw the ship at sea again, in a burst of activity, with training classes from the Gunnery and TAS Training Centres at *Naden* for practical experience in weapon firing. The ship on this day turned out to be very crowded, since, in addition, dockyard civilian staff were taken to sea and given a real impression of naval life at sea.

During June, the *Cayuga* participated in the first month of Operation Cadsum, a two-month cruise in company with other ships of the Second Canadian Escort Squadron, and the *Ontario*. Each ship carried ROTP cadets for annual summer training.

During that time the squadron visited the American ports of San Diego and San Francisco, and had a one-week stay at Magdalena Bay on the southern tip of Baja California, Mexico.

At the instigation of the executive officer of the *Ontario* (Cdr. D. G. Padmore), a beach carnival was held at Magdalena Bay. A committee of representatives from the ships laid plans for it, involving sideshows, canteen facilities, sports and other entertainments. In a surprisingly short time shipwrights, electricians and others erected booths and lighting. A small jetty at the beach was selected. The booths were fitted out and operated by individual ships, responsible for specific entertainments.

The general scene closely resembled a miniature midway. It was operated for two consecutive nights, enabling all members of ships' companies to come ashore, try their luck at the sideshows and have an enjoyable evening.

NAVAL DIVISIONS

HMCS *Nonsuch*

Reserve members of *Nonsuch*, the Edmonton naval division, ended a year of training in June with presentation of medals and cups to the most proficient officers and men. Many rela-

tives and friends turned out to witness the presentations and the sunset ceremony which followed.

Cd. Stores Officer C. M. Smith won the proficiency award for junior officers, presented annually by the Naval Officers' Association, while Ord. Sea. J. S. Paulson took the Dwyer Memorial Trophy for his seamanship.

Cup winners were: Lieut. (E) W. G. Stuart, for indoor rifle competition; CPO W. C. Lake, attendance, CPO G. W. Wells, most proficient chief or petty officer, and Wren L. K. Pears, most proficient new entry joining *Nonsuch* during the year.

Proficiency medals went to: PO Raymond Wells, Ord. Sea. R. B. Mail, Ord. Sea. L. R. Thomson, PO R. M. Hunt, PO A. D. Walker, AB W. A. Shwydky, Ldg. Sea. Harry Goldberg, and PO C. S. Humford.

HMCS *York*

Close to 4,000 people jammed through *York*, the Toronto naval division at the annual "open house" ceremony to wind up Toronto's "Reserve Forces Week".

It was the biggest crowd in the history of the reserve naval establishment and came as a pleasant surprise in view of the unfavorable weather, Lt.-Cdr. A. K. Dixon, chairman of the "open house" committee said.

Displays of all types of naval equipment, band concerts, parades, boat building activities, and various demonstrations of naval customs and traditions kept the large crowd interested for three hours.

The "open house" was the last event in the week set aside by the city of Toronto to pay tribute to the reserve forces. Officers hope that the success of this year's "welcome the taxpayers" program will give rise to the same type of tribute in other Canadian cities.

One of the events at the "open house" that attracted a good deal of attention was the "crossing of the line ceremony". *York* sailors carried out the drill complete with the traditional appearance of King Neptune and his wife and the "dunking" of other *York* sailors.

The Garrison Church Parade, Sunday, May 27, was the biggest and best ever—as far as *York* was concerned—with the help of part of the ship's companies of three Algerine coastal escort vessels.

York had the biggest turn-out in history. Some 400 officers, men and wrens were on parade. This was increased by a representation of 75 men from the ships *Portage*, *Sault Ste. Marie* and *Wallaceburg*.

York led off the parade, as usual after a drumhead service on the Campus of

the University of Toronto. The parade proceeded around Queen's Park, down University Avenue and was reviewed by the former Chief of Air Staff, Air Vice-Marshal W. P. Curtis.

Cdr. P. S. Bunyard was in charge of the navy parade and Lieut. Peter Wilch was second in command.

HMCS *Sault Ste. Marie*

The *Sault Ste. Marie's* ex-liontamer, Lieut. Roland Mill of Halifax, had once-familiar duties to perform when the ship sailed from Michigan City, Ind., with an extra passenger—a two-month old lion cub.

The lion, which is about twice as large as a house cat, was presented to the crew as a mascot by the Michigan City Chamber of Commerce when the ship visited the Lake Michigan resort town recently.

Lt.-Cdr. K. A. Stone of Brandon, Manitoba, commanding officer of the minesweeper *Sault Ste. Marie*, accepted the lion cub on behalf of the ship's company and consigned it to the care of Lieut. Mill who had worked with lions at the Portsmouth Zoo in England in 1936.

Lieut. Mill's duties were arduous while they lasted—but they did not last long. The cub showed an intense dislike of sailors and the sea and lashed out with tooth and claw on every possible occasion.

When the ship put in at Owen Sound, Ontario, the lion cub was crated and the crate was labelled, with a sigh of relief, "Riverdale Zoo, Toronto, Ont., express prepaid".

During the one day stay in Michigan City the Canadian minesweeper had some 5,000 visitors tour the ship, and in a challenge baseball game the *Sault Ste. Marie's* baseball team scored a decisive 18-9 victory over the Michigan City Naval Reserve Unit team.

HMCS *Cataraqui*

Ord. Sea. Francis J. McCarthy, of *Cataraqui*, naval division at Kingston, won an award for proficiency in his training class.

The award, an engraved bos'n's call, goes to the man in each new entry training class at *Cataraqui* who is considered outstanding in appearance, bearing, conduct, leadership, loyalty and sense of duty, coupled with examination results.

Ord. Sea. McCarthy, a spinning machine operator at a nylon plant in Kingston, joined the RCN (Reserve) in March.

THE TRAINING OF MEDICAL ASSISTANTS

More than 20 Subjects Taught in Naden School

THE PROFESSIONAL trade training for all medical assistants of the RCN is carried out at HMC Medical Branch School in *Naden*.

Before the Second World War, RCN sick berth attendants were sent to the Royal Navy for professional training. During the war the facilities of RCN and Canadian civilian hospitals were utilized. With the termination of hostilities the need for a more comprehensive formal program of instruction was realized.

A small training centre was established within the Medical Department of *Naden* in 1946 and courses were started for medical assistants from both port divisions. The staff at this time was one nursing officer and one CPO and was augmented by part-time instructors from RCN Hospital, Esquimalt.

From this small beginning the curriculum was enlarged to meet the needs of the Medical Department in the expanding RCN. As more ships commissioned the demand for advanced training increased and courses for trade group three and four were added. In March 1951, HMC Medical Branch School was officially established and opened by the Medical Director-General of the RCN.

The functions of the school are: the provision of trade training for RCN Medical Assistants, co-ordination of "on the job" training in all RCN Hospitals and other general medical training for officer cadets and men of the Medical Branch as required. The school also provides syllabi and training material for RCN (Reserve) medical assistants in all naval divisions and in 1952 the instruction of Wren medical assistants was included in the school activities. First aid and other types of medical courses are provided for quartermasters, P&RT qualifying classes and other groups as required.

The staff consists of one surgeon commander as officer-in-charge, one surgeon lieutenant as instructional medical officer, one lieutenant medical administrative officer, two lieutenants instructional nursing officers, and three chief or petty officers of the medical branch. The staff is supported by certain specialist officers from RCN Hospital and other departments in *Naden*, who instruct in special subjects.

Since the welfare and comfort of the patient depends to a large extent upon the interest, initiative and understand-

ing of the medical assistant, candidates for the branch must meet high educational and personal requirements on entry.

Following new entry training the ordinary seaman medical assistant undergoes a trade group one course of twenty-two weeks' duration at the school. The course, which is the longest of its kind in the service, provides an indoctrination in medical arts and

sciences. Over 20 subjects are taught, ranging from anatomy and physiology, bacteriology and nursing arts to pharmacology, psychiatry and anaesthesia involving a total of 670 lectures and demonstration periods. The student must also demonstrate his ability to operate delicate equipment and master intricate techniques.

In 1955, 72 trade group one, 11 trade group three and 12 trade group four—



These casualties of the first day at sea are not going to die. They just think they are. They have already learned that ocean rhymes with (ulp) motion and their next lesson will be that the best remedy for their sad condition is to be up and doing. The photographer called his candid opus "The Funnel Watch". By special request, names of the UNTD cadets and the rollicking frigate in which they sailed are withheld. (HS-43566)

a total of 95 students—successfully completed courses at the school.

On completion of the course the medical assistant is drafted to an RCN hospital for a one year course in "on the job training". In this phase the student is engaged in the supervised practical application of the principles learned previously. At the end of five years of service the medical assistant returns to HMC Medical Branch School for the trade group three course. This course is of 17 weeks' duration and is designed to train the medical assistant for modified independent duty. Graduates are qualified to operate the medical department of a small ship or a small shore establishment which does not carry other medical personnel.

All medical assistants including special tradesmen return to HMC Medical Branch School for the trade group four course, following a minimum of eight years service and one year of seetime. Graduates are now qualified for full independent duty in the sick bay of

sea-going ships such as destroyers or an isolated shore establishment without additional direct medical assistance.

Some medical assistants are selected for advanced specialized training in X-ray, laboratory, operating room, hygiene and as technical assistants. These courses are equal or superior to civilian standards and students are able to obtain civilian registration or certification in most of these fields. Specialized trade training is provided in RCN Hospital at Esquimalt and Halifax with a larger number of courses available at the East Coast.

The courses offered at HMC Medical Branch School are longer and more comprehensive than those of the other two services, chiefly because the RCN medical assistant is frequently isolated from medical facilities for longer periods. It is considered that the school is in no small measure responsible for the high professional regard accorded to the RCN medical assistant of today.

Escort Squadron First To Visit Pool of London

AT 1800 on Tuesday, May 14, the Third Canadian Escort Squadron slipped from Jetty 5 in Halifax, on its way to the Isle of Arran, Scotland and to London, England. The frigates *Lanark*, *Fort Erie* and *Lauzon*, which comprise the squadron, were carrying a total of 132 cadets on the first of three cadet training cruises to cross the Atlantic this summer.

A month and two days later the ships were once again alongside in Halifax. The 103 first-year cadets, who had just come from universities across Canada and so far had been without any naval experience, had had 24 days at sea, and most of them had found their sea-legs. Twenty-one cadets in second-year supply, and eight cadets in third-year executive courses had also experienced varied samples of their prospective responsibilities.

On the way from Halifax to Lamlash, the port of call in the Isle of Arran, the squadron spent four or five days in the Gulf Stream. On May 19 it stopped, and a heartily welcomed "hands to bathe" was piped. The following day services were held to commemorate Battle of the Atlantic Sunday and a memorial cross was laid over the common grave of those who were being remembered.

Jackstay and light line transfers, sea-boat exercises, lectures on many phases of seamanship, and general drills were

parts of the intensive training program carried out until making landfall off the north coast of Ireland on the Twenty-fourth of May.

Smoothly and simultaneously, on the early Friday morning of May 25, the three ships came to anchor in sunny little Lamlash. The harbour is sheltered by the historic Holy Isle, and the bay proved ideal for the boatwork training which predominated during this part of the program.

In this most pleasant surrounding, for four days, the Canadian officers, cadets and men competed among themselves for the cock-o'-the-walk in softball, soccer, tug-o-war, and finally a full scale regatta.

Two days later, off Forelands Head, the squadron had to anchor for a total of eight hours in dense fog, just five or six normal hours run from its destination. Every minute spent in the fog was a precious minute of leave lost.

London itself, however, proved much more encouraging. The river pilots from Gravesend turned the *Lanark* and *Fort Erie* 180° in the Pool of London using full power, and with barely feet to spare fore and aft. Meanwhile the *Lauzon* secured at Dead Man's Pier near Greenwich.

The squadron made history as the *Lanark* and *Fort Erie* passed under Tower Bridge, mooring fore and aft to buoys, within a stone's throw of the

great Tower of London. Bus tours were laid on, and then everyone went his separate way in the city that caters to every taste. Many cadets and members of the ships' companies took advantage of the opportunity to visit relatives, or their parents' birthplaces, and the five days passed quickly.

On the return journey, as on the first leg of the cruise, the cadets had a chance to practice some pilotage as the ships proceeded through the channel past the Scilly Isles, and finally turned homeward.

Though sunny weather was a little more at a premium on the return journey, the weather was generally kind, and the training syllabus was well covered. On June 9 the squadron commander carried out an inspection of the cadets and their messes in all three ships, being transferred by jackstay. Points for this competition were awarded to the respective ships' totals in the cock-o'-the-walk competition. This was won by the cadets, and ship's company of the newly-commissioned *Fort Erie*.

Twenty-Two Ton

(Sung to the tune of *Sixteen Ton*)

SOME PEOPLE say a man is made
Of mud,

I say a man is made of sweat and blood,

When steaming on a vap, all day long,
Working to the swing of this old song:

Twenty-two ton and what do I get?

Nothing but heat and lots of sweat,

Tell Saint Peter I can't go,

I gotta make some H2O.

WE WORK through the day and
through the night,

Trying to keep the density right.

You look and see it reads twenty-nine;
You know it's time to open the brine.

Twenty-two ton to the make-up feed,

Another ten ton to the starboard D,

Tell Saint Peter I can't go,

I gotta distill to the overflow.

AT LAST I see all the tanks are
filled,

I throw the lever, distill to the bilge,

Blow her down, then descale,

And now I know I didn't fail

To make twenty-two ton,

And what do I get?

A chance to get out on the upper deck,

And tell Saint Peter I'm ready to go,

I'm all finished making H2O.

—Written by
PO Charles F. Mason,
11 Mess,
HMCS *Huron*.

THE NAVY PLAYS

Nootka Winner By Single Point

A thrilling battle to the finish marked the Second Annual Atlantic Command Fleet Regatta, held in Bedford Basin, when the *Nootka* nosed out her nearest competitor, the *Iroquois*, by one point to win the Cock-o'-the-Fleet trophy with 44 points.

Third in the final standings was HMCS *Magnificent*, 39, followed by the *Huron*, 30; *Haida*, 29; *Algonquin*, 24, and the frigate *Outremont* with 15.

In the Bantam Cock-o'-the-Fleet competition, for ships below frigate category, the minesweeper *Ungava* took the trophy after fighting against four other minesweepers and a coastal escort. The *Ungava* had 22 points, runner-up the *Granby*, (the coastal escort) had 18, while third was the *Trinity* with 16. Tied for fourth place with 10 points each were the *Resolute* and the *Gaspe*, and fifth was the *Quinte* with eight.

In the senior ship competition the *Nootka* succeeded to the mantle of the fleet championship previously worn by

the *Quebec*. The *Quebec* gave up without a struggle, having been paid off earlier in the month.

In all, there were eight boat pulling races for the senior ship competition. The boats carried normal whaler crews and cox'n.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, presented the awards and individual prizes on the flight deck of the *Magnificent*. He was accompanied by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Commodore E. P. Tisdall, Senior Canadian Naval Officer Afloat.

The results of the boat pulling follow:

Engineers, small ships: *Ungava*.
Supply, Ordnance and miscellaneous, large ships: *Nootka*.
Officers, large ships: *Nootka*.
Petty Officers 2/c, large ships: *Huron*.
Seamen, small ships: *Trinity*.
Veterans, large ships: *Algonquin*.
Communicators and Electrical, large ships: *Nootka*.
Chief and POs, large ships: *Magnificent*.

Miscellaneous, small ships: *Ungava*.
Seamen, large ships: *Iroquois*.
Engineers, large ships: *Iroquois*.
All comers, small ships: *Granby*.
All comers, large ships: *Huron*.
Sailing: *Iroquois*, first; *Magnificent*, second.

Fine Defence Wins Soccer Title

In Atlantic Command Soccer Championship play, *Cornwallis*, on their home field, posted a 4-0 win over *Stadacona* in the final game of the tournament. Gaining all their goals in the first half, the Valley sailors played a fine, defensive game in the second to win easily.

CPO A. E. (Bob) Coe was the high scorer with three goals to his credit.

Cornwallis reached the finals with a convincing 11-2 win over the *Magnificent*, while *Stadacona* won over *Shearwater* by 3-1.

The consolation event saw *Shearwater* whip the *Magnificent* with a score of 11-2.

Commodore (S) C. J. Dillon, Supply Officer-in-Chief, on an inspection tour at *Cornwallis*, opened the tournament play by kicking off.

Seamen Sets Shot-Put Record

A new Pacific Command record for the shot-put has been established by AB J. Kulicki. He heaved the shot a distance of 37 feet, 3 inches.

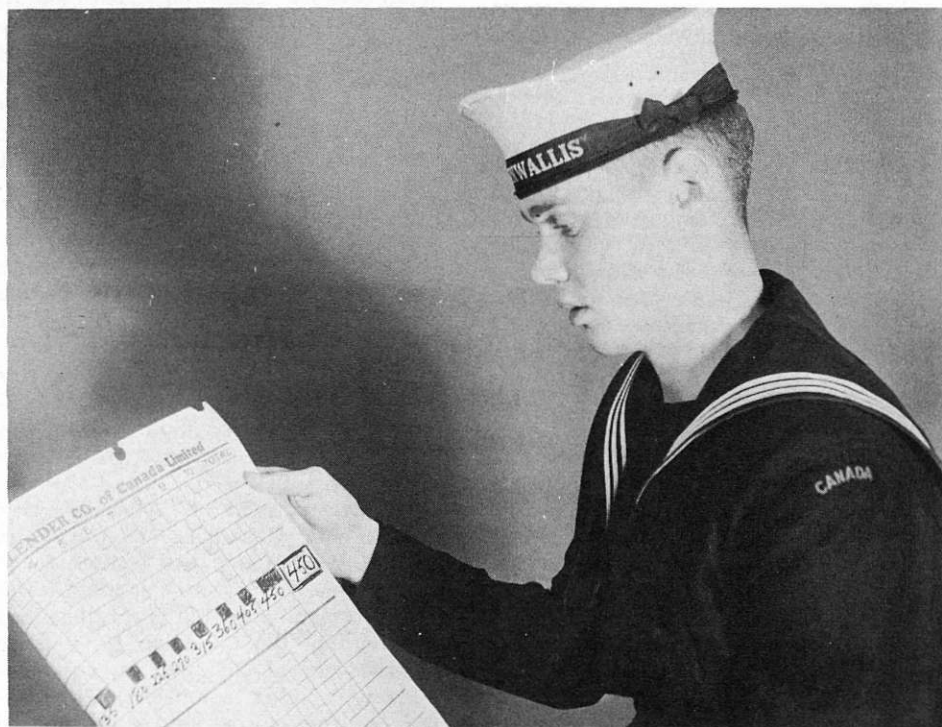
CPO Oliver Has High Bisley Score

CPO Howard Oliver, attached to the Gunnery School at *Stadacona* and a member of this year's Canadian Bisley Team, was among the top marksmen in this year's competition.

CPO Oliver placed 13th in the Donegal Match with a score of 49 out of a possible 50 and 30th in the Queen's Prize Finals with a 272 score out of a possible 300. There were close to 1,300 competitors in this year's meet.

Bremerton Keeps Golf Trophy

The Puget Sound Shipyard Golf Association, in an annual match, retained the Spencer-Haven Golf Trophy by marking up a 38-19 win against a team



You could hear a pin drop. The tension among the onlookers built up to a terrific voltage when it was realized that Ord. Sea. John Ovens, 18, was within shooting distance of a perfect 450 five-pin score at the Cornwallis recreation centre. He made it the first perfect game ever bowled at Cornwallis. Ord Sea. Ovens was on course at the Communication School at the time of his achievement. (DB-6805)

composed of 12 members of the Royal Canadian Golf Association and the Dockyard Golf Association from Esquimalt. The match was held at Bremer-ton, Washington.

The invitational match, which has become one of the major tournaments of the year, brought high praise for the hospitality shown by the American golfers and for the courtesies extended by HMCS *Porte Quebec*, in which the team members were transported to and from the Puget Sound city.

Pickle Does Well In Bermuda Race

The Royal Canadian Navy's auxiliary vessel, *Pickle*, the only Canadian entry in the 760-mile open ocean international race from Newport, Rhode Island to Bermuda, placed twenty-first in a field of 89. She placed fourteenth in the Class "A" competition.

The 59-foot yawl, skippered by Cdr. George Wadds, of *Shearwater*, carried an all-navy crew and wore the burgee of the Royal Canadian Naval Sailing Association.

The race took place early in June and was one of the principal yachting races of the year. It was sponsored by the Cruising Club of America, and entries were made from all over the world.

The *Pickle* was acquired from Germany after the last war. The Royal Navy first obtained her and passed her along to the Royal Canadian Navy. She now fills the role of a training ship. Last year the *Pickle* made a fair showing in the Manchester to Halifax race. This year's entry was the first Canadian attempt for the honours since 1952 when *Wanderer IX* tried.

The *Pickle* was prepared for the race at *Shearwater* where she is usually berthed. Her crew included: Captain (S) T. F. T. Morland, Halifax; Cdr. Kai Boggild, Lockport, N.S.; Lt.-Cdr. P. A. G. (Casey) Baldwin, Baddeck, N.S.; Lt.-Cdr. Edgar A. Wiggs, Quebec City and Winnipeg; Lieut. George Pumble, Ottawa; Lieut. (E) J. Y. Clarke, Montreal; CPO Charles Church, Dartmouth, N.S.; PO Sydney Bryant, Victoria; Ldg. Sea. Alvin E. Brown, Orillia, Ont.; Ldg. Sea. George Alford, Alliston, Ont., and AB Ivan Pelletier, Timmins, Ont.

Coverdale Third In Dart Tourney

HMCS *Coverdale's* entry in the Moncton and District Dart League came out of the tournament in third place. Since the N.B. hub town has more clubs, and therefore dart-throwers, than most

Canadian communities of comparable size, the *Coverdale* entrants were well satisfied with their showing.

Ldg. Sea. G. W. Nevans obtained the highest score of the year for the base team with 148 points to his credit.

Coverdale hoopsters were declared winners of their section of the Moncton Men's Senior Basketball League. They were unable to show their stuff in the city championships because the League folded before playoff time.

The Navy communicators made the semi finals of the city volleyball league but were turned away 5-0 by Moncton High School.

'Stad' Outslugs USN Visitors

Outhitting their opponents 10-0, the Royal Canadian Navy at Halifax retained its baseball supremacy over visiting United States Navy ships to take the C.F.L. Kelsey Trophy for the fourth straight year. The trophy has yet to leave the trophy case at *Stadacona*.

In this year's tussle the Halifax sailors swamped the visitors from the USS *Tarawa* by a score of 8-4 at Wanderers Grounds in Halifax. Proceeds from the game went to the Maritime Division of the Canadian Paraplegic Association.

With two RCN errors to the USN's five, the game was sparked by the smart fielding and heavy hitting of the home team.

Royal Navy Wins Services Shoot

A Royal Navy team of 12 marksmen won the Services Long Range Championship at Bisley in July when they ousted the Regular Army after a shoot-off to break a tie in the match. A few points behind the champions were the Territorial Army and the Royal Canadian Air Force.

Swimming Trophy Won by Sailor

AB Lawrence Uwins, *Hochelaga*, captured the H. A. Gauthier Perpetual Swimming Trophy at the Levesque Bath in Montreal, and became the first person to win the award since 1949. The trophy goes to the participant with the highest total score obtained in one season.

AB Uwins competed throughout the 1956 season in the Montreal area and then entered the City and District Championship meet where he placed first in the 100-yard butterfly and the 200-yard free-style.

Lt.-Cdr. (S) J. R. Sutherland, First Lieutenant-Commander of *Hochelaga* and Deputy Officer-in-Charge, Supply School, presented the award to AB Uwins at a Sportman's Dance held at *Donnacona*, Montreal's naval division.

Naval Officer Gliding Champ

A Royal Navy officer and a British European Airways pilot were declared world champions in the two-seat class gliding championships at St. Yan, Central France, in July.

Cdr. Nicholas Goodheart, RN, and Captain Frank Foster, BEA, were presented with the *Fédération Aéronautique Internationale* cup for their feat.

Shore Patrol PO Rescues Boy

The actions of a Canadian sailor have raised to a new high the popularity of the Royal Canadian Navy in the city of Portland, Oregon.

PO Wilfred T. Stanbrook, of Ottawa and Victoria, who serves in HMCS *Oshawa* (Algerine coastal escort), rescued the eight-year son of a hotel manager after the child had been overcome by smoke in a two-alarm fire in the small hours of a Saturday morning.

The petty officer was serving in the shore patrol landed from the 12th Canadian Escort Squadron. The sailors were in the vicinity of the hotel when the fire was discovered and Stanbrook went into the building and brought out the boy. He and other members of the patrol also helped Portland police and U.S. Navy patrols control the crowd. The boy and three firemen also overcome by smoke required oxygen treatment.

After the fire was put out and smoke cleared from the hotel, the boy was assisted back to his quarters by the Canadian shore patrol.

The squadron, composed of the coastal escorts *Oshawa*, *Digby*, *Brockville* and *Cordova*, paid a four-day visit to Portland during a cruise from Esquimalt, B.C.

Of their stay in the American city, J. D. Foote, Canadian Vice-Consul in Seattle, Washington, has written:

"The latest visit of Canadian ships to a foreign port has confirmed my opinion that the Canadian Navy is an 'Ambassador of Goodwill' in our relations with other countries. The conduct of the officers and men was of credit to the Naval Service and to Canada; also the fact that one of our Shore Patrol rescued a young boy from a fire during the visit made the Canadian Navy very welcome to that city."

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.

ABS, Montford J.....LSNS1
ADES, Frederick L.....LSEM1
AMES, Albert E.....PICK3
AMES, Robert K.....LSMA2
ANDERSON, Lionel J.....LSNS2
ANDRUSYK, Ivan.....LSVS1
APPLETON, William H.....PICK3
ARMSTEAD, Paul C.....LSBD2
AUSTIN, Walter C.....PIEM4

BAKER, Donald F.....P2VS2
BAKER, Harry B.....LSAA1
BARRETT, Gordon J.....LSQR1
BEANEY, Frederick J.....LSQR1
BEARD, Ronald J.....LSSE1
BERRY, Watson C.....P1SW3
BIDDLE, Frederick R.....LSRP1
BINNINGTON, Richard A.....P2EF3
BIRNIE, Barry D.....LSCK1
BLANCHE, Albert G.....LSAA1
BODNARCHUK, Jerry.....PIEM4
BOULIANNE, Joseph A.....LSCK1
BOURGET, Joseph L.....LSVS1
BOWES, Edwin W.....LSMA2
BOWMAN, James C.....LSSW2
BRICKER, George D.....P2AW2
BRICKNER, Ferdinand M.....LSTD1
BRIGHTMAN, Marvin C.....LSSW1
BROWN, Clyde C.....LSAR1
BRUCE, William.....LSRD3
BRUSH, William R.....LSVS1
BRYANT, Patrick T.....LSRP2
BUCKLEY, Charles.....PIEM4
BULL, Harold A.....LSSW1
BURKE, Patrick J.....P2NS2
BURKHOLDER, Ronald E.....LSSW1
BUTLER, Russell A.....P2NS2

CAHILL, Gerald F.....LSEM1
CALDER, Mack W.....LSVS1
CALLANDER, Robert L.....LSAF1
CALLARD, Charles M.....LSVS1
CAREY, Beverley J.....P2VS2
CATTRAL, Earl W.....P1AT4
CHARD, Jack T.....P2PW3
CHARLES, Roy G.....LSSW1
CHARTIER, Henry A.....LSAW2
CHASE, Jack D.....LSAM2
CHERBAN, Thomas E.....LSAA1
CLARK, James V.....LSSW1
CLARKE, John W.....LSAF1
CLARKE, Robert M.....P1TM3
CLELLAND, David.....P2ED3
CLEMENTS, Douglas L.....LSNS1
CLOUSTON, Wilmer A.....LSQR1
COLOUHON, Richard W.....LSSW1
COMBER, Julian M.....LSEM1
COMEAU, John J.....P2CK2
COOPER, Robert K.....LSRD3
COURTNEY, Douglas T.....P2SW2
CRAYFORD, Ronald A.....P2EF3
CURMINGS, Roderick A.....LSSW1
CURRIE, William E.....PIEM4
CURTIS, Peter M.....LSRP1

DAVIDSON, Hjalmar P.....P2SW3
DAY, Hedley A.....LSAF2
DECKER, Clifford R.....LSBD2
DESHMAN, William G.....LSAA1
DESROCHERS, Hilaire G.....LSAA1
DILLON, Archibald F.....LSAA1
DRAKE, John P.....LSRP1
DUBOIS, Romeo J.....LSCK1
DUFFEY, Stuart O.....LSRP2

DUFFY, George T.....LSRP2
DUFFY, Ronald W.....LSRC1

EARLE, James F.....LSQR1
ELLIOTT, William D.....LSAR1
ELLIS, Lee E.....LSCK1
EMERSON, Lylestone.....P2SW2
EVERETT, Conrad P.....LSCV1

FARMER, Francis C.....LSAR1
FARR, Cyril M.....LSAA1
FARRELL, Frederick J.....P1NS3
FINNIGAN, William R.....LSVS1
FLAROW, George J.....LSRC1
FORBES, James M.....LSAA1
FOREMAN, William H.....P1PW3
FRAMPTON, William M.....LSAW2
FRAYNE, Harold C.....LSCK1

FREELAND, Kenneth D.....LSTD1
FRENETTE, Yvon.....LSQR1

GALLANT, Hector E.....LSTD2
GARDINER, Allen P.....LSCV1
GIROUX, Gordon C.....P2SW2
GLOVER, James W.....LSLR2
GODDARD, Robert S.....PIEM4
GODMAN, Robert W.....PIEM4
GOODERHAM, Ross C.....LSQM2
GOUGH, Thomas F.....LSAF1
GRAHAM, John J.....LSQM2
GRANT, John P.....LSTD1
GREEN, Garnet W.....LSTD1
GUBBE, Donald L.....LSSW1
GUMBRILL, Clement P.....C2AT4

HAGGARTY, Fred A.....PIEM4
HALEY, Robert.....P2AC2
HALL, Edward J.....P2QR2
HALL, Robert B.....LSTD2
HAMMOND, Alexander F.....LSAM2
HAMPTON, Roy S.....LSAW1
HARGREAVES, William G.....PIEM4
HARRISON, Valere S.....P2VS2
HARTLING, James F.....LSVS2
HARTWICK, Charles E.....LSQM2
HARVEY, Leonard A.....LSCV1
HASLER, David C.....P2VS2
HAWBOLDT, Charlie N.....P2VS2
HAYES, Robert G.....P2RD3

HAYLEY, George.....LSLR1
HENDERSON, Michael E.....LSRN3
HIRST, Gerald P.....LSVS2
HOWARD, Leslie G.....LSEF3
HOWARD, Thomas H.....LSAW2
HUGHES, John F.....P1AT4
HULAN, Vernon.....LSRP1
HUMPHRIES, William G.....PIEM4
HUNT, Robert D.....LSEM1
HUNTER, Glenn G.....LSAW2

INGHAM, Edward J.....LSVS1
IRWIN, Robert C.....LSAW1

JAMIESON, Robert W.....LSEM2
JENNINGS, Samuel A.....C2ER4
JOHNSON, Ronald T.....LSCV1
JOHNSTON, Andrew.....LSCV2

KANE, Daniel P.....LSAR1
KARESKY, Stanley P.....LSAR1
KEALEY, John S.....LSTD1
KELLY, Emerson L.....C2VS3
KENNEDY, Roger W.....LSNS1

LACROIX, Reginald E.....PIEM4
LAFRANCE, Gaston H.....LSSW1
LALIBERTE, Joseph J.....P1SW3
LALONDE, Maurice J.....P2AW2
LAMOUREUX, Gætan J.....LSRC2
LAVALLEE, Rodrique J.....PIEM4
LAWRENCE, William J.....C2SW3
LEBLANC, Claude J.....LSRP1
LEES, Raymond D.....LSAM2
LEMIRE, Rosaire J.....LSSW1
LIVINGSTON, Carl B.....LSAF1
LOVETT, William A.....P1AW3
LUFF, James B.....LSAW1

MacCULLOUGH, Harold A.....P1AW3
MacGREGOR, James.....LSAA1
MacKENZIE, Robert H.....P2AW2
MacLAREN, Alexander T.....LSVS1
MacLEOD, Gordon B.....LSAR1
MacQUEEN, Alastair P.....LSTD1
McCULLOCH, Bruce L.....PIEM4
McEWEN, Keith H.....P1AT4
McKENNA, Brian T.....LSTD1
McLEAN, Forbes R.....PIEM4
McLEOD, Kenneth E.....LSCK1
McMANN, Gordon L.....LSCK1
McNEIL, Samuel P.....P2EM2
McPHERSON, Norman D.....LSVS2
McQUEEN, James M.....LSAW2
MAJOR, Vernie B.....LSNS1
MARTIN, Sidney.....LSSW1
MASSE, Louis J.....LSSW1
MATTHEWS, Robert R.....LSTD1
MATTICE, Samuel J.....LSAA1
MEDE, Harold.....P2AW2
MENDUK, Steve.....LSCK1
MENU, Marcel L.....P2SW2
MERCER, Eugene.....LSAW1
MERKLEY, George T.....P2OM3
MILLAR, David J.....LSAM2
MILLS, James J.....P2AC2
MOISAN, Rene J.....LSNS1
MONTMINY, Jean-Pierre J.....P2BD3
MOORE, William C.....LSVS1
MORRISON, George L.....P2BD3
MORSE, Robert L.....PIEM4
MOSS, John R.....P1AT4
MUIR, Francis J.....LSSW1
MUNN, Curtis E.....LSQM1
MURRAY, William T.....P2MA2
MYERS, John E.....LSEM1
MYERS, Lindsay H.....LSPW1

NARDINI, Augustine.....LSMO2
NEAL, Clifford F.....P2NS2
NEVETT, William E.....C2NS3
NICKERSON, David A.....LSAW2

Canadian-Built Ship Guided Weapons Vessel

A Canadian-built landing craft maintenance ship, HMS *Girdle Ness*, has been commissioned as the Royal Navy's first guided weapons trials ship.

The commissioning took place at Devonport on July 24 and the commanding officer, Captain M. G. Grieg, stressed the historic importance of the occasion.

The *Girdle Ness*, with the hull of a Victory-type merchant ship and a displacement of 10,000 tons, was used because the duties did not require high speed or the other attributes of a normal warship. Since being taken in hand at Devonport Dockyard in October 1953, she has been completely stripped and rebuilt for her new role.

The weapons which she will carry are extremely complex and she will be fitted with radars, displays and communications equipment to select targets and control missiles in flight, plus elaborate facilities to obtain instrumental data from the trials.

NICKOLCHUK, Tom J.....PIEM4
NICHOLSON, Edward I.....LSVS2
NIELSEN, Helge S.....LSAW1
NOBLE, Thomas D.....LSTD1

O'GORMAN, John W.....LSQR1
OLDRIEVE, William F.....P2BD2
OLIVIER, Laurent B.....LSSW1
O'MEARA, Patrick G.....LSAF1
ORR, Robert B.....LSAA1

PALMER, Robert E.....P2TM2
PAPINEAU, Omer J.....P2NS2
PARKER, John S.....LSRP1
PAULIN, Russell A.....LSVS1
PEASE, Raymond K.....LSCK2
PERRON, Raymond J.....LSRP2
PESKETT, Edward C.....LSTD2
PETTITT, James B.....LSBD2
PICCO, George R.....LSAC1
PIERCE, James D.....LSAR1
PILOT, David G.....P2DV2
PLUNKETT, Cyril G.....LSNS1
PORTER, Gordon W.....LSRW3
POTTS, Charles S.....P2BD3
PROKOPETZ, Walter.....P1VS3
PUGH, David R.....LSSW1

RATCLIFFE, William C.....LSRN3
REDMAN, Lawrence F.....LSRC2
REED, John A.....LSQM1
RENAUD, Lloyd J.....P2RW3
ROBB, Ian S.....LSRC2
ROBINSON, Bradley A.....LSSW1
ROESCH, Ronald J.....LSMO1
ROGERS, John K.....P2AW2
ROLFE, Gordon A.....LSSW1
ROLFE, John M.....LSTD2
ROSS, William J.....LSCV1
ROURKE, Donald J.....P1NS3
ROY, Jacques J.....LSDR3

SALTER, Morgan L.....P2NS2
SAMSON, Paul J.....P2EF3
SANDBERG, John E.....LSRC1
SANDS, Blair H.....LSQR2
SATURLEY, Robert W.....C1WR4
SEMPLE, David R.....LSRN3
SHERIDAN, Robert C.....LSAW1
SHIELDS, James H.....LSAA1
SHYMKOWICH, Michael.....LSPW1
SILVERSON, John R.....PIEM4
SIMAEYS, Asyn.....LSCK1
SIMONEAU, Jean-Guay J.....LSSW1
SIMPSON, Paul G.....LSTD1
SINCLAIR, Kenneth D.....LSAW1
SMART, Gordon F.....LSPW1
SMITH, Clyde H.....LSCK1
SMITH, George J.....LSCV1
SMITH, Thomas J.....LSLR1
SNYDER, Joseph A.....LSCS2
SPENCE, Albert C.....P1VS3
SPENCER, James H.....LSMA2
SPOWART, Thomas R.....LSRP2
SPURGEON, Albert G.....LSNS1
STEEVES, Gerald L.....P2RW3
STEWART, Harold D.....LSCS2
STEWART, Robert J.....LSAF2
STILSON, Gerald E.....LSLR1
ST. PIERRE, Ronald J.....LSEA3
STRANGE, Bob.....P2NS2
STRICKLAND, Kenneth F.....P1AC3
STRINGER, Arthur J.....P2AW2
STROME, Jack A.....LSOM2
SWAREN, Stuart E.....LSAC1

TANAKA, Shosaku.....P2PW2
TAYLOR, James A.....P2NS2
TAYLOR, Kenneth L.....PIEM4
THOMAS, John E.....P2SW2
THORNE, Eric G.....PIEM4
TOUSIGNANT, William L.....LSSW2
TROTIER, Roland L.....LSSW1

VIRGINT, Frederick A.....LSMO1
VOLLET, Barry A.....LSSW1

WALLACE, Jack W.....LSCK1
WARREN, Reginald M.....LSSW1
WATCHORN, Norris S.....LSAW1
WEBSTER, Allan H.....LSPW1
WILDI, Jacob E.....LSLR1
WILDER, Allan W.....LSTD1
WILKINSON, Donald.....LSVS1
WILLIAMS, John F.....LSQR1
WINTER, Ronald G.....PIEM4

YORK, Donald R.....LSSW1
YOUNG, Maxwell.....LSAW2

RCN (R)

AGNEW, Edward A.....LSBD2
ALLAN, Dorothy, May.....WLME(X)2
ALLEWELL, Harold G.....P2CK2
ALLISON, Roy James.....P1TD2

BEER, Geraldine R.....WARPS
BENOY, Dorothy P.....WAVS1
BERGMAN, Donald A.....LSRPS
BISH, Mabel L.....WLSV(X)1
BOCK, Ronald A.....ABBD1
BOWLES, Robert T.....LSVS1
BOX, Douglas W.....ABEMS
BRADLEY, William A.....LSQMS

CAMERON, Donald.....PIAA1
CAMERON, John L.....LSCR1
CAMPBELL, William J.....P2EM2
CHERRY, James L.....LSQMS
CRISP, Nelson A.....ABMA1
CROTHERS, Thomas.....C2SH4
CUTHBERT, Dorothy J.....WAVS1

DAVIDSON, Alan F.....AB(NQ)
DIETZ, Robert M.....LSMA2

EATON, Edward Ernest.....C1CV3
ERVIN, Ralph A.....ABEMS

FYDIRCHUK, Annie E.....WLNP(X)S

GALLOTTI, Bittista C.....LSEM1
GOLDBERG, Harry.....LSBD2
GRAHAM, Mary K.....WLSS(X)1
GUERARD, Frank M.....ABCR1

HARDING, William R.....C2QM1
HOBSON, Walter W.....LSBD2
HODSON, Ernest A.....P2TDS
HUMBLE, John D.....LSPW1

IRELAND, Antonia.....WLSDL

KARPRINEN, Eila S.....WLCO(T)1(NQ)
KEATS, Donald E.....ABBD1
KENYON, Lorne W.....P1RPS
KIRKMAN, Frank.....LSEM1
KNAPP, Lorraine E.....QAQMS

LAUBITZ, Matthew J.....LSQMS

MacGILLIVRAY, Frances E.....WLSDS
MacKAY, Donald C.....LSRPS
MALAK, John.....LSRPS
MARCHANT, Albert W.....P1BD3
MARTIN, James D.....ABMMS
MASKELL, Albert W.....ABEMS
McCORMACK, Ann M.....WP1MX(X)3
McLEAN, Robert A.....ABQMS
McLEOD, Margaret J.....WP1M1(X)2
MONTAGUE, Frank.....LSBD2
MOSS, Johnathon H.....LSTDS
MUIR, Ian Martin.....P2TD1

OUELLET, Conrad J. J.....LSEM1

PANTRY, Louis A.....LSQMS
PEARSON, Francis E.....LSQMS

REES, William Richard.....C2CV3
RIDGEWELL, Alfred H.....C2MM3
RITCEY, Joan M.....WASA(X)2
RITCEY, Walter A.....C1SH4
ROL, Frederick C.....ABOMS

SIMPSON, David C.....LSTD1
STRELAEFF, Peter.....P2TDS
SULLIVAN, John T.....P1ED3

TESSIER, Ralph J.....ABSW1

TOOMBS, Edwing Harvey.....P1SH3

WAKEFORD, Derrick S.....P2EM2
WATSON, Alexander J.....LSBD2
WELLS, Donald R. M.....ABLMS
WHITELY, Verna E.....WLME(X)1
WIGMORE, David.....LSQMS
WRIGHT, William D.....LSEM1

Largest GLTC Class Parades

A new highwater mark was reached in mid-July when 135 new entry reserve seamen mustered for the Great Lakes Training Command passing-out parade at naval reserve headquarters. It was the largest single class to parade since the start of the Great Lakes Training program in the summer of 1951.

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, inspected the new entries and presented silver bos'ns' calls to the seamen who attained the highest marks in their two week training period. Winners were: Ord. Sea. C. M. Holland, Ord. Sea. E. H. Haldane, and AB J. S. Caldwell, all from *Malahat*; Ord. Sea. A. Kelly and AB C. Blaskovits, from *Chippawa*; Ord. Sea. N. A. Buskard, *Carleton*; Ord. Sea. A. R. Ulley, *Donnacona*, and Ord. Sea. P. J. Smith, *York*.

The Sea Cadet band from Winnipeg, in Hamilton for a two-month training course, was in attendance.

Sea training was given the men aboard the *Portage, Sault Ste. Marie* and *Wallaceburg*, of the Eleventh Escort Squadron, and the smaller Fairmile squadron consisting of the *Wolf*, *Cougar*, *Raccoon* and *Beaver*.

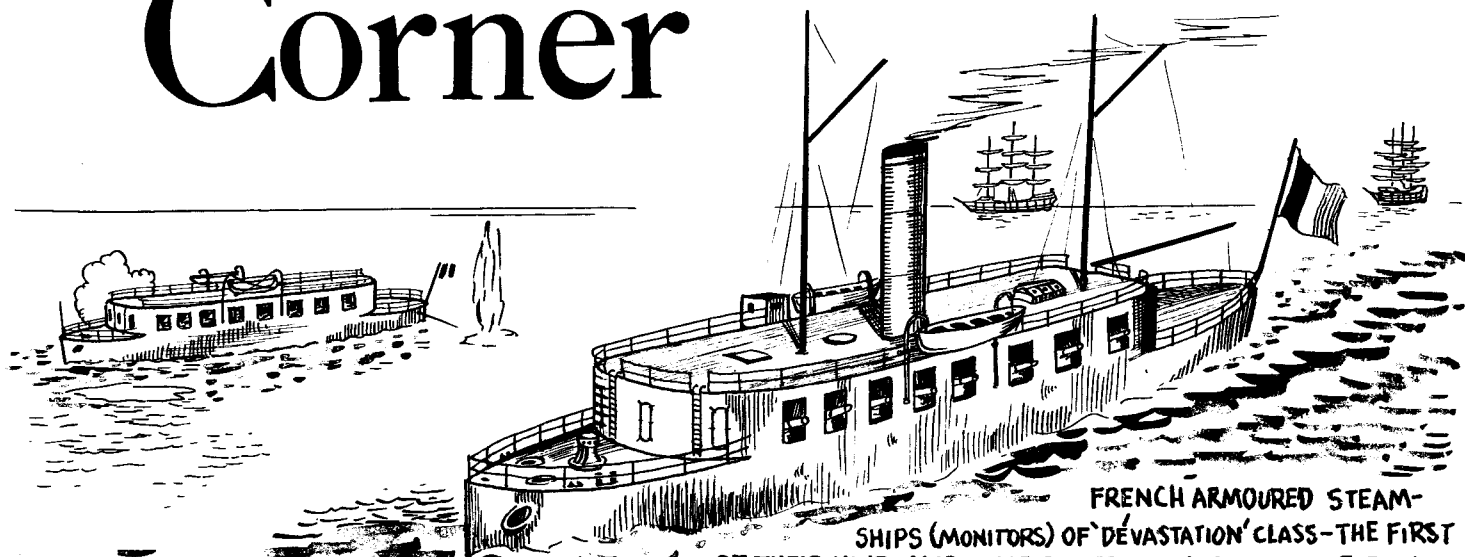
Course Opens For New Trade

A one-year course for the new medical trade of therapist's assistant was scheduled to begin at the Royal Canadian Naval Hospital in Halifax on September 4.

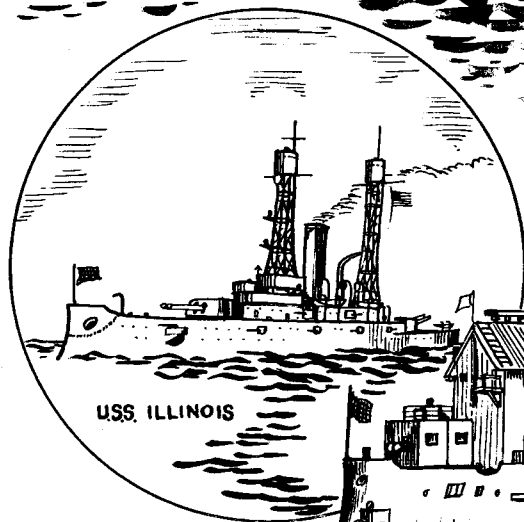
Applicants were required to have a minimum of six months' service as a medical assistant, trade group two, and sufficient educational background in science to absorb the training.

Naval Lore Corner

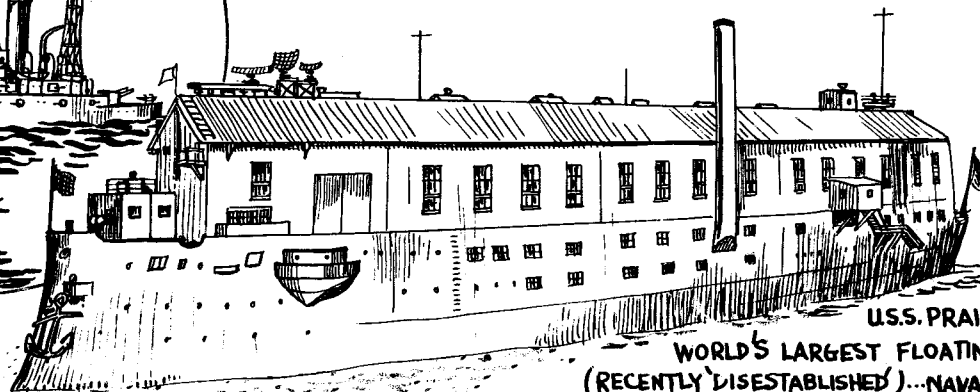
NO. 39
NAVAL ODDITIES



FRENCH ARMOURD STEAM-SHIPS (MONITORS) OF 'DÉVASTATION' CLASS—THE FIRST OF THEIR KIND, MADE THEIR DEBUT IN 1855 AT THE BOMBARDMENT OF KINBURN DURING WHICH THEY COMPLETELY DEMORALIZED THE RUSSIANS AND WON THE DAY. THESE SHIPS AT ONCE MADE OBSOLETE THE GREAT 'WOODEN WALLS' OF THE WORLD'S NAVIES. THEY DISPLACED 1400 TONS, HAD RETRACTABLE MASTS AND FUNNELS SO THAT THEY PRESENTED A COMPLETELY ARMOURD SHELL TO THE ENEMY. THEY WERE CONNED FROM AN ARMOURD CONNING TOWER AND THE CREW WORKED BEHIND ARMOURD CASEMATES.



USS ILLINOIS



U.S.S. PRAIRIE STATE, WORLD'S LARGEST FLOATING ARMORY (RECENTLY DISESTABLISHED)...NAVAL RESERVE TRAINING CENTRE IN NEW YORK. SHE WAS BUILT 54 YEARS AGO AS THE BATTLESHIP 'ILLINOIS' AND WAS A MEMBER OF THE 'GREAT WHITE FLEET' AND ATTENDED THE CORONATION NAVAL REVIEW OF EDWARD VII. SHE WAS CONVERTED FOR TRAINING PURPOSES IN 1924.

EX-LIGHT CRUISER H.M.S. CAROLINE, BUILT IN 1914 AND DEMOBILIZED IN 1923. SHE IS NOW THE R.N.V.R. DRILL SHIP OF THE ULSTER DIVISION IN BELFAST, NORTHERN IRELAND.

