

# *The* CROWSNEST

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*R.W. BRADFORD*  
November, 1956





# The CROWSNEST

Vol. 9 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1956

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*The Cover* — The "Tracker" — otherwise the CS2F-1 — has joined the Fleet. This painting of the Royal Canadian Navy's new anti-submarine aircraft is the work of R. W. Bradford, who is in charge of technical illustration at the de Havilland Aircraft of Canada Ltd., and is from a portfolio of paintings of Canadian aircraft published in *Aircraft* magazine, Toronto, last March. It appears here through the courtesy of R. G. (Bob) Halford, editor of *Aircraft*.

## LADY OF THE MONTH

*"We were the first that ever burst  
Into that silent sea."*

The words of Coleridge's ancient mariner are applicable to the scene on the opposite page only in a limited degree. The *Labrador* is pictured as she made the first passage of a ship from east to west through Fury and Hecla Strait during her survey to determine the usefulness of the strait as an entrance from Hudson Bay to the Northwest Passage. Eight years earlier the U.S. icebreakers *Edisto* and *Eastwind* had passed through the narrow waterway from west to east.

The calm and uneventful passage of the *Labrador*, so well exemplified in the serenity of the picture, was scarcely typical. The *Edisto*, attempting to follow the *Labrador* through, was trapped in the ice, lost a propeller and had to be assisted back to Foxe Basin—thus providing two additional unscheduled passages through the strait for the *Labrador*. Alone, the *Labrador* continued deep into the Arctic on her mission of research and discovery.

Now "the great white bathtub", as crew members have lovingly dubbed her, has completed another useful season in the Far North—her third since her commissioning in 1954 and her successful navigation that year of the Northwest Passage. (LAB-1857)

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

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## RCN NEWS REVIEW

This is the first group of graduates from a familiarization program conducted by de Havilland Aircraft to familiarize naval flying personnel and technicians with the new anti-submarine aircraft, the CS2F-1 Tracker. (Photo courtesy The de Havilland Aircraft of Canada Limited.)

### Aviation Personnel Study 'Tracker'

In preparation for the mid-October delivery to the RCN of three CS2F-1 Trackers, de Havilland Aircraft of Canada Ltd., undertook an extensive program for the training of naval aviation personnel in the operation and maintenance of these aircraft. The course was also designed to familiarize the students with the electronic installation, radio and armaments.

On Friday, September 14, a group of 20 officers and technical personnel successfully completed the first three-week course of the program. On September 17 a second group of 25 started on the second three-week course. In addition to naval personnel, RCAF officers and technicians from the joint RCN-RCAF Arctic experimental group participated on the courses.

Organized on the pattern of the U1-A Otter familiarization courses for U.S. Army aviation personnel held earlier this year, the de Havilland Grumman CS2F-1 courses combined intensive lecture-room instruction on theory with practical shop application. The instructional staff, de Havilland technical representatives and service personnel, brought to the courses, in addition to a more than a hundred years' pool of practical aircraft experience, expert knowledge of the specific requirements of the American-designed CS2F-1. This knowledge was gained through intensive study of Grumman methods and shop practices in the plants of the American Company.

Flying instruction is not an item on the Grumman familiarization course, but instrumentation, electronics and radio come in for considerable attention.

In addition to the de Havilland staff of instructors, technical representatives from Pratt & Whitney, Wright aeronautical and Enamel Heat Products lectured at the school.

### Squadron Visits Ireland, Continent

At the end of October, ships of the First Canadian Escort Squadron had completed visits to Ireland and the United Kingdom and were scheduled to call at ports in France, Portugal and the Azores before returning to Halifax November 21.

They were to be accompanied by the new destroyer escort, HMCS *Assiniboine*, which joined them in the U.K. following work-ups in Bermuda. Earlier the *Algonquin* had rejoined the

squadron following a delay at Halifax for repairs to damage suffered in Hurricane Carla early in September.

The other three ships of the squadron are the *Iroquois*, *Micmac* and *Huron*.

Three ships, the *Algonquin*, *Huron* and *Assiniboine*, were scheduled to visit Brest from November 1 to November 6, while the *Iroquois* and *Micmac* were to call at Lorient during the same period.

On departure from the French ports, the ships were to join company again to sail for Lisbon and Ponta Delgada before shaping course for home.

### Thunder Launched At Port Arthur

HMCS *Thunder*, a Bay class coastal minesweeper, was launched on October 27 at Port Arthur Shipbuilding Co., Port Arthur, Ont.

She was the second to be launched of six minesweepers being built for the Navy to replace those turned over to France in 1954 under the NATO Mutual Aid agreement.

The first launching under the program was that of the *Fundy*, scheduled to commission at Lauzon, P.Q., on November 20. At present eight Bay class minesweepers are in service with the RCN and six are with the French Navy.

Sponsor at the launching of the *Thunder* was Mrs. G. F. McDougall, wife of the general manager of the firm building the minesweeper.

The *Thunder* is the third ship to bear the name in the RCN. The first *Thunder* was a Bangor class mine-

### Saguenay Seeks Return of Trophies

Scattered across Canada are numerous trophies, gifts and relics which belonged to the destroyer *Saguenay* during the Second World War.

The new *Saguenay* is commissioning in December and it is greatly desired that any objects which have a bearing on the ship's traditions be returned.

They should be addressed to the Commanding Officer, HMCS *Saguenay*, Fleet Mail Office, Halifax, N.S.



sweeper constructed in 1940-41. The second was one of the six Bay class minesweepers turned over to France in 1954. She was renamed *La Paimpolaise*.

The first *Thunder* was commissioned in October 1941. During the next two and one-half years she steamed nearly 125,000 miles on minesweeping, escort and patrol duties in the western Atlantic.

In early 1944 she proceeded to the United Kingdom in preparation for the invasion of Europe. Subsequently, as a member of the Royal Navy's 4th Minesweeping Flotilla, she carried out minesweeping operations in English and French coastal waters. These included the pre-invasion sweep of the channel to the Normandy beachhead.

She went to Canada in August 1944 for refit, returning overseas in November to join the all-Canadian 31st Minesweeping Flotilla.

In April 1945 the *Thunder* helped clear the mouth of the Gironde River, to allow Free French warships to bombard Bordeaux.

In company with the British destroyer *Bulldog*, the *Thunder* had the honour of being the first Canadian ship to put in to the Channel Islands and aid in their repatriation.

Prior to returning to Canada, the *Thunder*, along with other ships of the 31st Minesweeping Flotilla, helped clear a path for the *Queen Elizabeth* and the *Queen Mary* when they returned to their home port of Southampton for the first time since the beginning of the war.

The *Thunder* was paid off in October 1945 and turned over to War Assets Corporation for disposal.

### Churchill Defies Poor Reception

Poor radio conditions, attributed to sunspot activity, dogged the *Labrador* during her 1956 mission in the waters of the Canadian Eastern Arctic.

Not only did the *Labrador* and the U.S. ships serving with her find it hard to read the signals from other ships and shore stations, but the shore stations also found it hard to untangle ships' messages from the atmospherics.

One shore station which stolidly settled down and dealt with this tangled traffic was HMCS *Churchill*, the naval radio station at Churchill, Manitoba.

*Churchill*, among all the shore stations handling traffic to Task Force 6 in the eastern Arctic, was singled out for praise by Rear-Admiral R. Mason, USN, commander of the task force, who said *Churchill* had always shown a readiness to put forth the extra effort required to receive and relay weak signals.

Admiral Mason said task group commanders had praised "most highly" the services rendered by *Churchill*.

### Jonquiere Destroys Drifting Mine

A barnacle-covered Second World War Japanese mine was hunted down and destroyed off the west coast of Vancouver Island by ships of the Sec-

## BCA CONTEST

THE THIRD annual essay contest of the Bureau of Current Affairs has as its subject "What NATO Means to Canada". Prizes will total \$175, made up of a first prize of \$100, second of \$50 and third of \$25.

The contest closes February 28, 1957. The rules are as follows:

All men and women of the three service up to and including Chief Petty Officer and Warrant Officer (Regular Force) are eligible.

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

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

Send your essay to the nearest Current Affairs Adviser at one of the following addresses:

Headquarters, Quebec Command,  
2530 Atwater Avenue,  
Montreal.

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

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

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

HMCS *Stadacona*,  
Halifax, N.S.

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

Personnel serving in Europe should send their essays to Current Affairs Adviser, HQ, 2 Cdn. Inf. Brigade Group, Soest, Westfalen Germany, CAPO 5050. Those serving in other countries should send their essays direct to the Bureau of Current Affairs, NDHQ, Ottawa.

ond Canadian Escort Squadron in early October.

First report of a floating mine some four miles southeast of Carmanah Point was received by naval intelligence at Esquimalt at 11.25 a.m. from the Department of Transport. The mine had been reported by the fishing vessel *Bounty One*.

Naval operations passed the report to the Second Canadian Escort Squadron and the frigates *Jonquiere*, *New Glasgow*, *Ste. Therese*, *Stettler* and *Sussexvale* were detached from exercises to search for the mine and destroy it. At 3 p.m. the frigate *Jonquiere* informed the Esquimalt naval base that the mine had been detected and destroyed.

The ships carried on with their scheduled exercises.

Naval authorities believe the mine to have been a wartime moored mine which after years of corrosion had broken away from its anchorage, bobbed to the surface and drifted with the ocean currents to the west coast of Vancouver Island where it was finally noticed and destroyed.

### Convoy 1956

#### A Personal Impression

It was 0415. They appeared as small points of light on the face of the radar display. Bearing 135°, range 14 miles—six ships. They would have been picked up earlier, but the radar had been out of service. Almost at the same time, they were sighted visually, as smudges on a dark horizon. "Signalman, make the challenge." (Down the voice pipe to the Captain: "Six ships in sight, sir. Bearing 135—14 miles.")

As I said these words my mind could not help but flash back to yesteryears, and wartime convoys.

There was a difference, of course; the ships approaching our rendezvous turned on their navigation lights. No guns' crews closed up at dawn action stations. No asdic pinging in search of an unseen enemy. This was 1956 not 1944. The ships were, however, to form a convoy, though the escorts were neither frigates or destroyers, but icebreakers. The enemy was not the U-boat, but ice.

This was a convoy forming at the northern end of Hudson Strait to be escorted into Foxe Basin, where it would land supplies for the DEW Line. It was the *Labrador's* responsibility, together with the USN's icebreaker *Edisto*, to escort the ships through any ice which might be encountered.

As we set about our task of forming up the ships into two columns, and getting them under way I could not help thinking as I looked at the collection of LSDs, merchant ships and solitary tanker, how familiar the sight seemed although the circumstances were somewhat different from those twelve years ago.—W.B.H.



## Joint Exercise Held Off West Coast

A three-day combined fleet exercise involving units of the Royal Canadian Navy, the United States Navy and the Royal Canadian Air Force took place off the coast of British Columbia in early October.

The exercise included the training cruiser *Ontario*; ships of the Second Canadian Escort Squadron and the USN destroyer *Charles E. Brannon* from Seattle. Participating aircraft included RCN Avengers from 33 Squadron, Patricia Bay; RCAF Lancasters from 407 (M) Squadron, Comox, and USN aircraft from Whidby Island.

During the exercise the *Ontario* played the role of an enemy ship while the remainder of sea and air forces searched for her.

## New Columbia Launched in B.C.

Launching of the anti-submarine destroyer escort *Columbia* took place at Burrard Dry Dock Co. Ltd., North Vancouver, on November 1. The *Columbia* was the 11th to go down the ways of 14 destroyer escorts ordered for the Navy.

Two of the warships, the *St. Laurent* and *Assiniboine*, are in commission and a third, HMCS *Ottawa*, was scheduled to commission at Montreal November 10.

Sponsor of the *Columbia* was Mrs. K. L. Dyer, wife of Commodore K. L.



Members of HMCS Donnacona's ship's company are seen boarding an airliner before an aerial sightseeing tour of the St. Lawrence Seaway. The flight was arranged by TCA to show them the seaway, which will be so important to the Navy in future years, making it possible for large warships to cruise and exercise in the Great Lakes. (ML-5024)

Dyer, who now is attending the National Defence College at Kingston.

The new *Columbia* will be the second of that name to serve in the RCN. The first (ex-USS *Haraden*) was one of seven destroyers turned over to Canada early in the Second World War.

An eighth was turned over later by the British as a training ship.

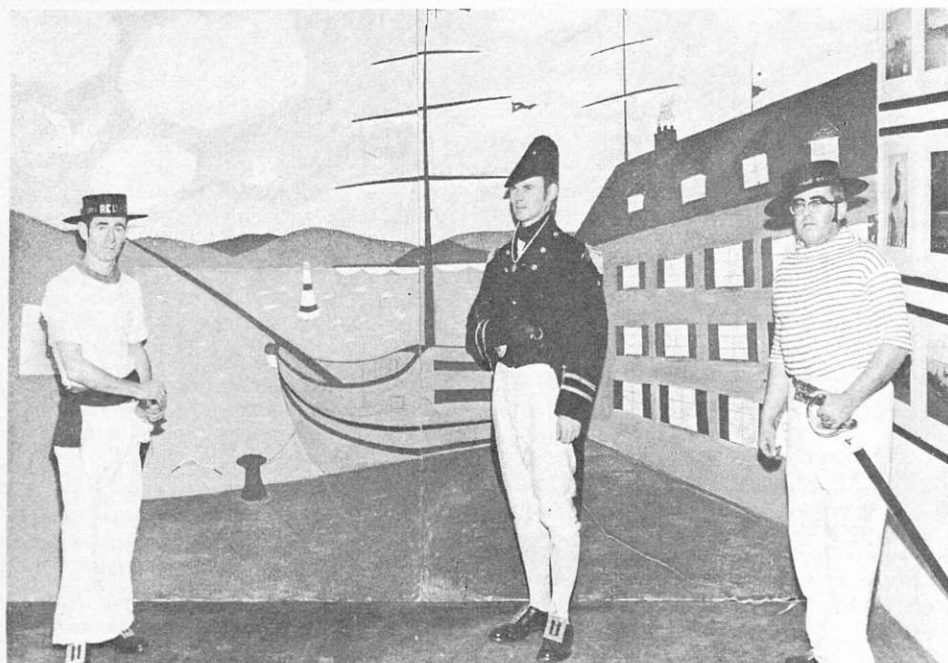
Taken over on September 24, 1940, by the RCN, the *Columbia* served through most of the war on Atlantic convoy duties. In 1943, she was one of two Canadian naval vessels which rescued the gale-battered and helpless British destroyer *Caldwell*. The *Caldwell*, another ex-American destroyer, got into trouble when a tow-line parted as she was being towed from Newfoundland to Boston for repairs to damage suffered in an earlier gale.

The *Columbia* herself was damaged early in 1944 off Newfoundland. Following repairs she was finally allocated to Liverpool, N.S., for magazine and fuel storage duties. She was turned over to War Assets Corporation for disposal on August 7, 1945.

## Darker Work Uniforms Chosen

Blue denim will be replaced by midnight blue drill for the working garb of men of the Royal Canadian Navy, according to an announcement from Naval Headquarters.

The announcement observed that in the transition period a certain lack of uniformity in dress will have to be accepted. Midnight blue (the colour of officers' uniforms) is almost black and a decided contrast to blue denim, which, after a few washings, is considerably lighter in colour than seamen's rig.



Uniforms of 1800, which in those days had a surprising lack of uniformity, were featured by the staff of the RCN recruiting office during Navy Days, October 6 and 7, in Quebec City. Left to right are PO Patrick Pichette, Lieut. Allen D. Taylor, recruiting officer for the RCN, and CPO Joseph R. Poirier. Other displays included a Banshee jet fighter, large models of the *St. Laurent* and *Labrador*, and old-time gun drill, carried out on one of the six muzzle-loading cannon in Place Georges V, fronting on Grande Allee. (ML-4986)





Five Tracker (otherwise CS2F-1) aircraft, their wings folded in the strange criss-cross fashion of their kind, warm up on the tarmac at Downsview airport near Toronto. (COND-3046)

## FIRST 'TRACKER' ACCEPTED FOR SERVICE

### *A/S Aircraft Rolling off de Havilland Assembly Line*

THE FIRST anti-submarine aircraft to be built in Canada for the Royal Canadian Navy was formally accepted by Defence Minister Ralph Campney on October 12.

The ceremony took place at the Downsview, Ont., plant of The de Havilland Aircraft of Canada, Ltd., prime contractors for the new aircraft, which has been named the "Tracker".

Making the official presentation was P. C. Garratt, vice-president and managing director of the Canadian aircraft company, who handed over the aircraft's log books to mark the transfer.

Present at the ceremony were federal, provincial and civic government officials, leaders of the aircraft industry of both Canada and the United States and senior officers of the armed forces of both countries.

Among those from Ottawa attending the ceremony were D. A. Golden, deputy minister of the Department of Defence Production; Vice-Admiral H. G. DeWolf, Chief of the Naval Staff; Commodore H. P. Sears, Assistant Chief of the Naval Staff (Air); Commodore (S) C. J. Dillon, Supply Officer-in-Chief; Captain G. C. Edwards, Director of Naval Aviation, and Captain Paul B. Ryan, U.S. Naval Attaché.

Following the ceremony three of the new aircraft, also completed and await-

ing acceptance, carried out a low-level formation flying demonstration.

In his acceptance speech, Mr. Campney referred to the continuing seriousness of the threat posed by the modern submarine.

"Let us not forget," he said, "that in two great wars the submarine has come within an ace of bringing about our defeat."

He warned also against discounting the possibility of the submarine being



During acceptance ceremonies for the RCN's new anti-submarine aircraft, the Tracker, the log books for the first plane off the assembly line were presented by Hon. Ralph Campney, Minister of National Defence, to Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. (COND-3045)



used as a bombardment instrument, "launching missiles of tremendous destructive power over great distances."

"No man today can say with any certainty that the nations of the world will never again resort to war—that we will not be forced to defend our liberty, our dearly bought freedom, our homes and our families. And this notwithstanding the terrifying—the appalling—potentiality of the atomic and thermonuclear weapons which now confront us.

"One thing we do know," Mr. Campney continued, "and that is that Canada will never be the aggressor in any war. We covet no nation's territory, no nation's wealth, no nation's people. All we desire is to live our lives in peace and to improve our lot and that of our fellow men.

"And so the military effort of this country is purely a defensive effort—not made with any thought of aggressiveness or a desire to harm our fellows but solely in fulfilment of our desire to play our defensive part in the effort—the joint effort—of the free world to make itself so strong that no nation will ever dare to attack.

"The airplane which, on behalf of the Department of National Defence and of the Royal Canadian Navy, I am accepting here today, together with those to follow, constitutes a very real contribution to that defensive effort. These planes have been specifically designed, constructed and equipped for one purpose and one purpose only, to locate and destroy hostile submarines approaching our shores or haunting our seaways."

Mr. Campney pointed out that the CS2F-1 had been chosen only after careful study and consideration and following severe tests.

"It is the best plane for its appointed task which we know of," he said.

Potential new tactical uses of the submarine "constitutes one of the new threats which ordinary prudence demands that we must seek to meet," Mr. Campney said. "Therefore all possible measures designed to counter it must be considered and developed and incorporated into our defence system.

"These aircraft are a part of that defence system and that is one of the reasons why we are all here this afternoon, and why this is an important and significant occasion.

"It marks, too, another step forward in the development of our Royal Canadian Navy."

The Defence Minister compared the CS2F-1 acceptance ceremony with the commissioning of the destroyer escort *St. Laurent*, "the first ship in the

Navy's current and most important shipbuilding program".

In both these occasions Mr. Campney saw "tangible expression of our determination that the Navy shall be kept in a position to maintain its great traditions and its glorious record and to carry out our full obligations to our own people and to our NATO partners".

Mr. Campney concluded by expressing the thanks and appreciation of the Navy and the Defence Department for the efforts of the de Havilland company and other elements of the Canadian aircraft industry in the establishment and smooth running of the CS2F-1 production program.

The capabilities of the aircraft to carry out its anti-submarine role were lauded also by Mr. Garratt, who stated that it was one of the most complex machines ever constructed by his firm. He paid tribute, too, to the work done and assistance given by the sub contractors on the construction program.

The Tracker is an all-weather, twin-engine, high wing monoplane. Designed for carrier-borne anti-submarine service, it will be operated from the RCN's new aircraft carrier, the *Bonaventure*, which will commission in Belfast, Northern Ireland, in mid-January, 1957.

Successor of the Grumman Avenger, which has been in service in the anti-submarine role in the RCN since 1950, the new aircraft is being built in Canada by the de Havilland Aircraft of Canada Ltd., under licence from the Grumman Aircraft Engineering Corporation, Beth-Page, N.Y., which originally designed the machine for the United States Navy.

The Tracker is both a search and strike aircraft, combining in the one machine the full capabilities of hunter and killer. It is designed and equipped to search out, identify, attack and destroy enemy submarines, whether surfaced or submerged. It is highly manoeuvrable, has a short take-off run and low landing speed, making it admirably suited for operation from an aircraft carrier. Its versatility permits its use in a number of roles in addition to its primary anti-submarine duties. It may be used for deck landing training, target towing, aircrew training, instrument flying training and carrier-to-shore transport. The initial order of aircraft for the RCN, however, will be fitted and equipped only for anti-submarine operations.

The CS2F-1 was chosen after careful consideration of all the factors involved. Because of the relatively small number of aircraft required, it was considered uneconomical to design and build in a Canadian aircraft to meet the RCN's requirements. Of aircraft already in production, the Grumman S2F best met all specifications.

The Canadian version has undergone only minor airframe modifications, although Royal Canadian Navy requirements have resulted in installation of some equipment different from that of its United States counterpart.

Some features of the new aircraft follow:

**Cockpit** — To carry out its hunter-killer function the "Tracker" has accommodation for a crew of four. The pilot and co-pilot have a wide range of vision. The radio and radar men are seated aft of the cockpit which







FROM THE NAVAL PHOTO SALON—This photograph has not only action of its own but a certain historic interest. It shows a Firefly which has landed on the Magnificent being directed forward to the parking position. The Firefly has been succeeded by the Avenger, which is in turn giving way to the Tracker, or CS2F-1. Some of the Fireflies have been sold to Ethiopia where, it is presumed, they need no longer come to rest with folded wings. The picture, entitled "Aircraft Director", is the work of CPO Jan Salter, who is also known as an expert movie photographer, now at Naval Headquarters.

features a folding control console giving ready accessibility to the seats. Each member of the crew has an escape hatch fitted directly above his seat. A control lock has been provided. When this is in operation the engines cannot be "revved" up sufficiently to raise the aircraft into the air. Also included is the new hydraulic "rudder boost", which eliminates strain on the pilot during single engine flying. It is one of the first production aircraft to incorporate this new feature.

**Instruments**—Included in the standard instrument layout is a "safe speed indicator", the first military installation of the device in Canada. The indicator incorporates a dial and coloured lights which shows the pilot and the landing safety officer the approximate approach speed of the aircraft on land-

ing, whether it is too fast, too slow or just right. Autopilot is fitted.

**Anti-Submarine Equipment and Weapons**—The latest equipment for the detection of submarines and the most modern anti-submarine weapons are carried. This has been achieved without any sacrifice of speed or endurance. The aircraft is equipped with sonobuoys housed in a special compartment aft of each engine, rockets, homing type torpedoes released through fast opening and closing bomb bay doors, and a powerful searchlight controlled from the cockpit.

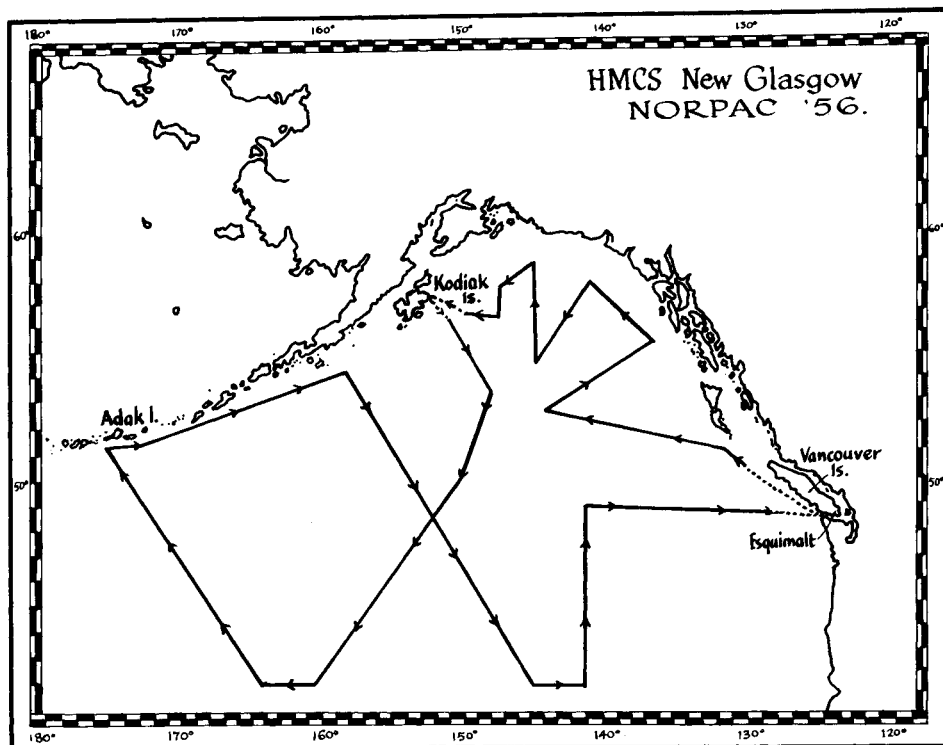
During anti-submarine operations the spun glass radar dome is telescoped down from the inside automatically. The magnetic airborne detection boom is fitted below the tail. The sonobuoys, listening devices which are dropped into the water in the area of

a submarine and by radio transmissions reveal the submarine's position to the aircraft, are released by controls located at the pilot's and co-pilot's seats.

**Performance** — The aircraft has a range of approximately 1,000 miles and can remain airborne for about eight hours. Its maximum speed is more than 300 miles per hour. Landing speed is 86 miles per hour.

**Dimensions**—Wing span is 69 feet, eight inches, and length 42 feet. The all-up weight is more than 23,000 pounds.

One of the most interesting features of the Tracker is the method of folding the wings. A cross fold system is used with one wing folding in front of the other, for close stowage of the aircraft on the flight deck, in the hangar and on the elevators.



## NEW GLASGOW CONDUCTS NORTH PACIFIC SURVEY

**D**URING August, the frigate *New Glasgow* acted as survey ship for Norpac '56, the annual oceanographic survey of the North Pacific between 40° N. and 56° N. and 130° W. and 175° W., almost two-thirds of the way across the ocean.

The Department of Fisheries, through the Pacific Oceanographic Group at Nanaimo, B.C., originates these cruises to determine, among other things, the Pacific areas frequented by various fish species. To carry out the necessary tests, involving casts into the sea, the *New Glasgow* was fitted with a two-drum winch, each drum carrying 3,000 fathoms of wire.

Seven scientists from Nanaimo were on board, headed by A. J. Dodimead. The ship was stopped for casts about every six hours or 80 miles, with the scientists on each occasion taking two water bottle casts to 500 and 1,200 fathoms, for water and temperature samples. A plankton net was also streamed for marine life at the surface. In between stops the ship's speed was reduced for bathythermograph casts for the sea's temperature gradient.

The ship's only ports of call were Kodiak in the Gulf of Alaska, and Adak in the Aleutian Islands. The United States Navy displayed its usual hospitality to the ship's company in both bases. The main attractions at the

ports proved to be fishing, and in this fisherman's paradise very few of the anglers were disappointed. Humpback salmon and sea trout were most plentiful.

On the final leg of the cruise a member of the ship's company, Ord. Sea. Neil Grill, developed acute appendicitis and required immediate surgery. Attempts were made to obtain an air evacuation but this was not possible.

The U.S. Coast Guard arranged a rendezvous with the USNS *General Hugh J. Gaffey*, a large transport with ample medical facilities. The rendezvous was effected and Ordinary Seaman Grill was transferred to the *General Gaffey* in a Neil Robertson stretcher via the *Gaffey's* motor cutter. Word was later received that Ord. Sea. Grill was successfully operated on and enjoying the trip to San Francisco.

The *New Glasgow* returned to station. A few pumfer and salmon were caught at stops and provided ample excitement. A sockeye salmon was caught by the supply officer, Lieut. (S) C. P. Ilsley. This species is rarely caught by hook and is normally taken by seine or gill nets.

On Sunday, September 2, the *New Glasgow*, after having steamed 8,141 miles, entered Esquimalt, her mission completed. Although certain jocular terms have been bandied about such

as "survey boat" and "fish packer", there can be no doubt as to the usefulness of the *New Glasgow's* part in the survey of the Northern Pacific.

### CAPT. CROSS JOINS VETERANS' BOARD

Captain Paul B. Cross, OBE, RCN(R) (Ret'd), of Halifax has been appointed a member of the War Veteran's Allowance Board at Ottawa. He succeeds Thomas Fenton, also of Halifax, who has retired.

Capt. Cross, a native of Saint John, N.B., went on active service with the RCNVR in August, 1939, in the rank lieutenant-commander. He first became associated with the Navy in 1923 when he entered the RCNVR, in the Saint John division as an acting sub-lieutenant.

His first appointment at the outbreak of the Second World War was as staff officer to the Naval Control Service Officer at Saint John and later he was in command of the naval division, which he commanded before the war.

In 1941 he was appointed to HMS *Rajputana* and was among the survivors when the armed merchant cruiser was torpedoed off Iceland in April of that year. Shortly after this he was assigned to HMS *Ramillies* (battleship) and then, following courses with the Royal Navy, went to HMCS *Rosthern* (corvette) in command.

While in the *Rosthern*, Captain Cross was senior officer of the escort group in several convoys and took part in several actions against submarines. His ship also played a prominent part in rescue work and on one occasion he was mentioned-in-despatches for "courage, skill, and whole-hearted devotion to duty while under conditions of great hardship."

Experiences while in the *Rosthern* led Captain Cross to devise what came to be known as the "*Rosthern* Rescue Net", an oversized net swung from a boom, which reduced the time required to take exhausted and oil-covered survivors from sub-infested waters.

In late 1943 he was appointed Assistant Naval Officer-in-Charge and King's Harbour Master at St. John's, Nfld., and in January, 1944, he was appointed to Naval Headquarters as Chief Staff Officer Reserves and a member of the Naval Board.

Following the war Captain Cross returned to Saint John, N.B., first as Eastern Regional Administrator and later as Regional Administrator (Maritimes) with the Department of Veterans Affairs.



# OFFICERS AND MEN

## **NATO Journalists Visit West Coast**

Seventeen European journalists from eleven different NATO countries were guests of the Royal Canadian Navy in the Pacific Command September 13-14 during a three-week visit to Canada under arrangement by the Department of External Affairs.

After arriving from Banff, Alta., the journalists were taken to *Naden* where they were received by the commodore. Their tour of *Naden* included a visit to Nelles Block, the School of Music and the gymnasium.

At HMC Dockyard the visitors were given a close look at the electrical workshops and a bus tour of the remainder of the yard.

A reception was held for the NATO journalists in the *Naden* wardroom the evening of September 13 with members of the local press and radio also in attendance. The following morning the group paid a brief visit to the Canadian Services College, Royal Roads, prior to going to Nanaimo for a look at a MacMillan & Bloedel mill. At Nanaimo the journalists boarded ships of the Second Canadian Minesweeping Squadron for transport to Vancouver.

## **Officer Designs Illuminated Suit**

A \$200 cheque from the Department of National Defence and a letter of commendation from the Chief of the Naval Staff have been awarded to a naval pilot for inventing an illuminated suit used successfully by landing signals officers when guiding aircraft landing on the carrier *Magnificent* by night.

The awards were presented to the inventor, Lt.-Cdr. Stuart Edward Soward, at a ceremony September 7, at *Shearwater*.

Lt.-Cdr. Soward, who now serves at *Shearwater*, developed the suit in 1954 when he was a landing signals officer in the *Magnificent*.

The LSO or "batman", guides aircraft safely onto the flight deck of the carrier from a position near the stern and to one side of the deck. This is necessary since the angle of approach for landing on prevents the pilot from obtaining a clear view of the flight deck on the final stage of his approach.



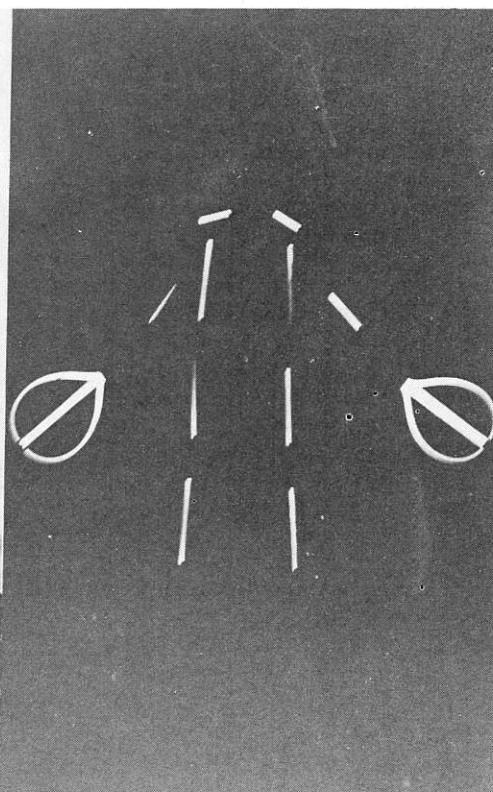
Lt.-Cdr. Stuart Soward models the illuminated suit he devised for use by "batmen" guiding aircraft making night landings on the deck of the *Magnificent*. In the picture at the right only illuminated lucite rods are visible.

Lt.-Cdr. Soward attached several lengths of half-inch lucite rods to service coveralls and designed paddle shaped bats to accompany the costume. When light from small bulbs is shone along the rods, a neon-like illumination results which is clearly visible to an aircraft pilot more than 1,000 feet away.

Termed by appraising authorities as "the best available in any navy", the Soward suit has "probably resulted in a saving of lives and equipment through its increased efficiency" over old methods.

His invention overcame a major problem in illuminated suits. Hitherto less success was realized in devising a lighting system bright enough for pilots to detect at adequate ranges but not so bright as to mar the vision of the batsman.

Lt.-Cdr. Soward, a native of Vancouver, took pilot training and served as an instructor with the RCAF from 1943 to 1945, then transferred to the Royal Naval Volunteer Reserve for service in the Fleet Air Arm.



He was among the first pilots to enter the RCN when Canadian naval aviation was officially constituted after the war. Since then he has served in the *Warrior*, Canada's first aircraft carrier; as a recruiting officer in Edmonton, a flying control officer at the naval air station and as a landing signals officer in the *Magnificent*. He is now in Experimental Squadron 10 at *Shearwater*.

## **Lieut. Saper Wins Mackay Award**

The Mackay Award was presented to Lieut. B. M. Saper by Captain M. G. Stirling during ceremonial divisions at *Cornwallis* on August 14.

The award, which consists of a telescope, is presented annually to the officer who obtains the highest mark in the ten-month Communication Officers Qualifying course at HMC Communication School, during which the officers are introduced into the realm of communication theory ranging from semaphore to radio-teletype.

The presentation was initiated by the communication officers of the RCN in memory of Lt.-Cdr. T. C. Mackay, who was tragically killed in an automobile accident in 1951 while on his way to take an appointment on the West Coast, thereby ending a distinguished career in naval communications.

The other members of the course who qualified as specialist "C" officers at the same time were: Lieut. L. T. Blair, Lieut. R. J. K. Hamilton, Lieut. C. A. Stewart, and Lieut. P. E. Robinson.

### **PMO Appointed For Bonaventure**

New appointments for two senior officers of the medical branch of the Royal Canadian Navy have been announced.

Surgeon Cdr. Walter J. Elliot will become Principal Medical Officer of the *Bonaventure* when the new aircraft carrier commissions at Belfast, Northern Ireland. He went to Belfast to organize the ship's medical department during the final stages of construction.

Succeeding Cdr. Elliot as Principal Medical Officer of *Stadacona*, and of the RCN hospital there, is Surgeon Cdr. Richard A. G. Lane.

### **Navy Wives Aid Hospital Bazaar**

A few years ago "kermesse" was relatively unknown in the Atlantic Command. Today it is an annual event which comes in for a good deal of attention by the officers and men and their families.

Kermesse is an annual bazaar sponsored by the women's auxiliary of the Children's Hospital of Halifax to raise funds for the provisions of special equipment and facilities for the hospital which otherwise would not be available. Incidentally the word "kermesse" also spelled "kermis", is from the Dutch and means "village fair".

A few years ago some of the wives of the officers and men of the command felt they could contribute to this worthwhile cause and from a rather small beginning the Navy's contribution now adds no little part to the festivities. *Stadacona's* band is always a highlight and the merry-go-round and hobby horses provide great amusement for all the children. Three stalls are set up and offer for sale all articles that have been made and donated by the wives in the command.

Naval wives have proved themselves to be capable saleswomen as few articles are left unsold. In addition to these activities the naval wives also

sponsor a raffle of a painting, kindly donated by Cdr. Anthony Law.

The Kermesse this year was held on June 20 and drew a record attendance of over 2,000, netting the auxiliary approximately \$5,200. The naval wives were responsible for \$1,450 of this amount.

The money will be used to endow two beds in the newly enlarged hospital.

The active effort of navy men and their wives in a community project such as this is an excellent example of the spirit of co-operation which makes service personnel a part of any community.

### **Commendation For Communicator**

Commendation by Vice-Admiral F. C. Denebrink, USN, Commander of the Military Sea Transport Service, and endorsed by Admiral Arleigh Burke, USN, Chief of US Naval Operations, and by the Naval Board of Canada, has been awarded to CPO Gerald J. Dufour, *Cornwallis*, for his communications work while in the *Labrador* during the 1955 Arctic operations.

CPO Dufour was paid tribute for the outstanding services he performed in keeping the communications of the Arctic Task Group working efficiently under extremely adverse conditions.

In particular, the commendation stated, "His technical skill and willingness to devote his time and talent unceasingly, enabled all traffic to be passed with a minimum of time lag."

## **FRIGATES REPAIR COOK MONUMENT**

The memory of a humble English farm boy, who became one of the world's great navigators and contributed greatly to the opening up of the Pacific coast of North America, was honoured recently by two frigates of the Royal Canadian Navy which landed a party to restore the monument erected to him on the shores of Hawaii.

The man who rose from lowly beginnings to greatness as both a scientist and naval officer was Captain James Cook, who was slain when the natives tragically misinterpreted his intentions at Kealahakua Bay, Hawaii, in 1779. During their recent training cruise to the Hawaiian Islands, the frigates *St. Therese* and *Stettler* landed work parties to restore the monument which stands near the spot where Captain Cook was slain.

The monument itself was in fairly good condition, but its surroundings required attention. The vegetation around the plot was weeded and trimmed and a new concrete walk was laid. Badges

Born in Windsor, Ont., 36 years ago, CPO Dufour entered the RCNVR as an ordinary seaman in September 1940. He served during the war in a number of ships and establishments, among them the corvettes *Sorel*, *Napanee* and *Summerside*.

Demobilized in July 1945 he re-entered the navy, this time in the regular force, in December 1946. He has since served in the destroyers *Iroquois* and *Haida*, at Albro Lake Naval Radio Station, and in the coastal escort *Portage*, as well as in *Cornwallis* and the *Labrador*.

The presentation of the commendation was made at *Cornwallis* recently by Cdr. W. H. Howe, Officer-in-Charge Communications School, where CPO Dufour is now serving.

### **227 Wrens Take Summer Training**

The wrens are back in the Navy, it was obvious at *Cornwallis* this past summer. There were five classes of reserve new entry wrens with an average of 40 a class, plus 19 reserve wrens on branch training in the Communication School and seven doing on-the-job training in their respective branches.

This gave a total of approximately 227 wrens, with the last one completing her training on August 31.

The girls came from naval divisions across Canada, including *Chippawa*, *York*, *Discovery*, *Cabot* and many more. For some of the wrens it was their first trip away from home and, after a

from each ship were imbedded in the concrete to commemorate the visit of the Canadian frigates.

On completion of the repair work a guard was paraded and the commanding officer of the *Stettler*, Lt.-Cdr. G. R. MacFarlane, of Edmonton and Victoria, laid a wreath at the base of the monument.

The *St. Therese*, whose personnel shared in the renovation of the monument and the ceremony, is commanded by Lt.-Cdr. P. J. Pratley, of Westmount, Que.

Their respects paid to an honoured sailor of old, the frigates weighed anchor and proceeded to Pearl Harbour to resume their exercises.

Captain Cook discovered the Hawaiian Islands, which he named the "Sandwich Islands", on January 18, 1778, and was slain there during a return voyage 13 months later. A bronze plate below high tide marks the exact spot where he fell.



couple of lonesome days, they settled down to navy routine and really enjoyed themselves.

While in new entry training the wrens were instructed in parade training, had lectures on naval history, customs and traditions, seamanship, and branches of the service along with many other useful and interesting subjects. They made use of the recreational facilities provided in *Cornwallis* and entered into many of the competitive sports.

All phases of wren training, supervision and welfare were in the capable hands of Lieut. (W) Grace Lyons, wren divisional officer. As in the past years, the reserve wrens proved to be of the highest calibre and, there is no doubt about it, the wrens are back and here to stay.—E.M.H.

### ***Banshees Seen At Quebec City***

Five Banshee jets from the Naval Air Station at *Shearwater* flew to Quebec City in early October to participate in week-end Navy Day ceremonies there.

Seven pilots and seven maintenance men made the flight. The pilots were Lt.-Cdr. (P) R. H. Falls, commanding officer of 870 Squadron; and Lieutenants (P) J. H. Birks, G. L. Edwards, D. A. Prout, J. V. Searle, and W. S. Sloan; Lieut. K. F. Herrington, of Tifton, Georgia, USN exchange pilot stationed at *Shearwater*, and the air engineer

officer of the squadron, Lieut. (AE) G. M. Cummings, also participated in the fly-past.

This was the first time that Banshee jets, described by the Navy as "among the finest single-seat all-weather, ship-borne fighters in the world", had been seen in Quebec City.

### ***Summer Ball Held at Cornwallis***

The fourth annual ball, held Saturday, August 18, was the outstanding social event of the Chief and POs' mess at *Cornwallis* during the summer.

Following the draft of CPO Lipton, mess president, to HMC Dockyard, Halifax, CPO George Coles was elected on August 15 to succeed him.

### ***Order Honours Two Officers***

Two members of the Royal Canadian Navy were honoured in the July 3 list of appointments issued by the Venerable Order of St. John of Jerusalem—the oldest order of chivalry in the world.

Commodore Paul Earl, Naval Officer-in-Charge, Montreal Area, was elevated from the rank of Officer Brother to Commander Brother. He is entitled to the initials "C. St.J" after his name.

Surgeon Cdr. G. W. Chapman was appointed a Serving Brother. He is Deputy Medical Director-General of the RCN. His initials will be "S.B., St.J".

The posts are in recognition of services to the St. John Ambulance Association. More than 75 people were included in the honours list. The order dates back to 1099 and the seed of the world organization was sewn during the First Crusade with the founding of a Hostel of the Poor Brethren of St. John in Jerusalem. The English history of the order dates back to 1105.

### ***Promotion Comes With Appointments***

Captain Antony H. G. Storrs, whose appointment to Naval Headquarters as Assistant Chief of the Naval Staff (Warfare) and member of the Naval Board was announced in June, was promoted to the acting rank of commodore on taking up the new appointment August 15.

Captain (L) Herbert George Burchell took up the appointment of Deputy Chief of Naval Technical Services on August 14. In the appointment he holds the acting rank of commodore (L). Commodore Burchell had been Assistant Chief of Naval Technical Services (Plans) since July 1953.

Constructor Captain Frank Freeborn, was promoted to the rank of constructor commodore concurrently with his taking up the appointment of Naval Constructor-in-Chief at Naval Headquarters on July 16.

Constructor Cdr. Sturton M. Davis, who succeeded Commodore Freeborn as Principal Naval Overseer, Montreal area, on July 7, was promoted to the acting rank of constructor captain for the appointment.

### ***Medical Assistants Are Commended***

Two medical assistants of the Royal Canadian Navy have been officially commended by the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf, and have been awarded Commendation Certificates for outstanding services.

PO Sterling L. Grant, serving in the *St. Laurent*, was awarded the commendation for "prompt action and sound judgment which probably resulted in saving a life".

PO Leslie M. Osland, serving in the *Jonquiere*, was commended for "devotion to duty and skilful application of his training which did much to prevent the spread of an epidemic in the ship".

Neither ship was carrying a medical officer at the time.

PO Grant, medical assistant in the *St. Laurent*, was called to assist a seaman lying on the deck with undeter-



York tied with Chippawa this year for the Inter-Divisional Efficiency Trophy, which is shown being presented to Captain Leonard Stupart, commanding officer of York, by Rear-Admiral K. F. Adams, Flag Officer Naval Divisions. (COND-3031)

mined injuries suffered from being hit by a heavy hatch cover.

The ship was at sea at the time and PO Grant administered emergency treatment to the stricken sailor and continued this for seven hours. Medical officers ashore advised him by radio to continue this treatment until arrival at Halifax, where the patient was transferred to the RCN Hospital at Stadacona.

PO Grant's sound judgment and discretion in handling this emergency were said by a medical officer to have probably resulted in saving the man's life.

PO Osland, medical assistant in the *Jonquiere*, was faced with a serious, sudden epidemic of streptococcal sore throat in the ship. Sick himself, PO Osland displayed his devotion to duty and initiative by setting up emergency isolation quarters to prevent further spreading of the disease. He then worked untiringly to treat those already affected. In this way he kept the epidemic to minimum proportions.

## 2 Promoted After Courses in U.K.

The promotion of two chief petty officers of the Royal Canadian Navy to the rank of acting commissioned boatswain has been announced. They are A/Cd. Bos'n Dennis Edward Ashton Hall, and A/Cd. Bos'n Gerald Halikowski.

Both officers graduated from the 1955 term of the RCN Preparatory School at the Educational Training Centre *Naden*, and were drafted to the United Kingdom for courses for commissioned bos'n.

## New Naval Aide For Governor General

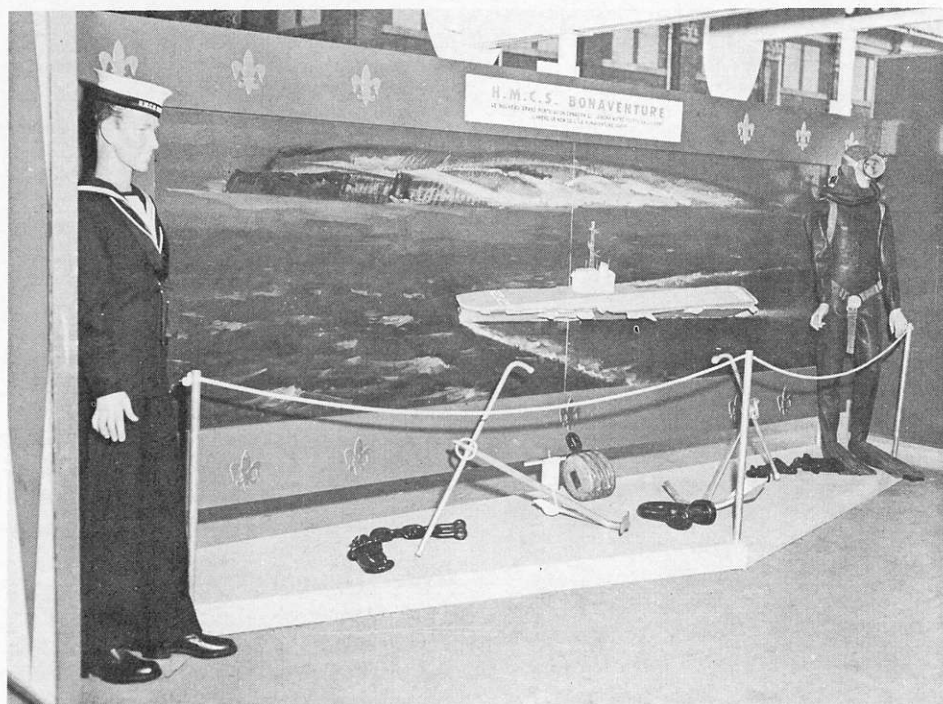
Lieut. Ian Fraser McKee, has been appointed Naval Aide-de-Camp to His Excellency, the Governor General of Canada. He succeeded Lieut. Hamish D. W. Bridgman, on October 16.

Lieut. Bridgman was appointed to pre-commissioning courses at *Stadacona*, before assuming an appointment in one of the new "St. Laurent" class destroyer-escorts scheduled for completion later in the year.

## Scholarships For Sea Cadets

Twenty Royal Canadian Sea Cadets from many corps across Canada were awarded scholarships by the Navy League of Canada for the current term, bringing to 44 the number of scholarships awarded by the League this year.

Six scholarships are for Xavier Junior College, Sydney, N.S.; three for Dal-



A mural relating the new aircraft carrier *Bonaventure* to the Gaspé island of the same name was an attractive feature of the naval display at the Quebec Provincial Exhibition. Other displays showed the latest in RCN shipboard accommodation, equipment used in the modern navy and a large model of the *St. Laurent*. Personnel from Montcalm, the Quebec City naval division, manned the naval portion of the tri-service exhibit. (ML-4872)

housie University, Halifax; two for the University of Alberta; two for the University of Toronto, and one each for the University of Western Ontario; Memorial University, St. John's Nfld.; Acadia University, Wolfville; St. Mary's University, Halifax; Assumption College, Windsor, and the University of British Columbia.

## Ordnance Officers Hold Conference

Senior officers of the Ordnance branch of the Royal Canadian Navy held their biennial conference in the Metcalfe Building, Ottawa, September 10 to 14. The five-day conference was attended by officers from Naval Headquarters, London, Washington and the east and west coasts.

One of the highlights of the conference was a visit to the Naval Supply Depot at Ville La Salle and the Naval Armament Depot, Longueuil, both near Montreal. These visits enabled many of the officers to see for the first time the latest and largest supply facilities of the RCN.

Among those attending the conference were:

From Naval Headquarters: Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, Ord. Commodore W. G. Ross, Ord. Captain E. H. Russell, Ord. Commanders G. B. MacLeod, J. A. M. Arcand, F. S. Ward, O. W. Bennett, R. V. Henning, Ord.-Lieut-

tenant-Commanders C. A. Stirling, G. M. Fyffe, W. J. Reynolds and R. J. F. Donnithorne and Mr. J. D. Milne and Mr. L. S. Rolland.

From London: Ord. Cdr. A. G. Freeman.

From Washington: Ord. Cdr. H. A. Leonard.

From the East Coast: Ord. Cdr. M. H. Walker, Ord. Lt.-Cdr. J. F. Beveridge, Ord. Lt.-Cdr. A. J. Young and Mr. W. G. Dixon.

From the West Coast: Ord. Cdr. R. H. Chicken, Ord. Cdr. Martin Beardmore and Mr. T. K. L. Rowe.

## PO Commissioned In Medical Branch

A former petty officer of the medical branch of the Royal Canadian Navy, Eric Alexander Crump, has been promoted to the rank of acting commissioned officer (Medical Administration).

In October he commenced a six-week officer's divisional course at *Cornwallis*, following which he will serve at Naval Headquarters on the staff of the Medical Director-General.

## PO Becomes Writer Officer

Petty Officer Philip Joseph Obendorf has been promoted to the rank of acting commissioned writer officer.

Cd. Off. Obendorf, following his promotion, began an Officer's Divisional Course at *Cornwallis*.



# THROUGH Fury and Hecla STRAIT

THE ONLY warship or large ship of any kind to have completed the Northwest Passage, HMCS *Labrador* during the past summer investigated the usefulness of another entrance to the long sought route between Atlantic and Pacific over the roof of the world.

This was Fury and Hecla Strait, between Baffin Island and the mainland which, if ice permitted, would offer a more southerly route via Hudson Strait and Foxe Basin to Barrow Strait, Viscount Melville Sound and beyond.

There is disputed evidence that the northland is becoming warmer and this conjecture is based on the shrinkage of glaciers in Greenland and elsewhere. It may be that the retreat of the ice is due to lower precipitation rather than an increase in temperature. Thus, it will take many years of careful study of weather records to determine a general trend to a warmer climate in the Far North and the possibility of a day when ships will navigate freely among the lush green islands of the Canadian Archipelago.

Those happy days are still remote (for scientists who speculate on such things deal in terms of hundreds and thousands of years) and this was borne out by the experience of USS *Edisto*, which tried to follow the *Labrador* through Fury and Hecla Strait. The *Edisto* lost her starboard propeller and had to be escorted to open water by the *Labrador*. This, however, did not dissuade the *Labrador* from turning back and traversing the strait once again that she might continue her explorations in the north.

The story of the *Labrador*'s initial east-west passage through the strait is told here in the words of Ldg. Sea. J. L. Hebgin, meteorologist's mate:

**F**URY and Hecla. The name means little to most Canadians, but it was significant as another "first" for the personnel of the Royal Canadian Navy's Arctic patrol vessel, HMCS *Labrador*, on the afternoon of Sunday, September 16. Escorted by half a dozen seagulls and observed only by a startled seal and the crew of a United States Navy ice reconnaissance aircraft, the big, white icebreaker became the first ship in history to make the passage of the strait from east to west.



A highly illuminated scroll ("writ by hand", as Li'l Abner would say), bound with a tattered ribbon of canvas, was presented to Captain T. C. Pullen, commanding officer of the *Labrador*, on the occasion of his ship's passage from east to west through Fury and Hecla Strait—a "first" in northern navigation. (LAB-1839)

Fury and Hecla Strait is a 65-mile waterway which is only one and a half miles across at its narrowest, a three-mile stretch near the eastern entrance. It separates Melville Peninsula, on Canada's mainland to the south, from the northwestern end of Baffin Island and links Foxe Basin to the Gulf of Boothia. A bottleneck for the great ice floes which drift south during the short summer the narrow strait is often blocked by heavy ice, but this year there were only scattered patches which the ship pushed through with ease.

In spite of overcast skies, a bitter northwest wind and a temperature of 25 degrees, cameras and binoculars were in evidence on all sides as the sailors recorded the passage. The ship's executive officer, Cdr. C. A. Law, a painter of note, sketched the rugged coastline from the port bridge wing.

The ship's two Bell helicopters were busy too, skirting the tops of the 1,200-foot cliffs, hovering inches above the water, darting to and fro as the official photographers took pictures from every angle.

The warship entered the strait shortly after dinner and as she did so signal flags were run up on the halyards. From starboard to port they read "WELCOME FURY AND HECLA". After passing through the narrowest portion Captain T. C. Pullen, commanding officer, was presented with a commemorative scroll on behalf of the ship's company.

Although the first ship to make the passage from east to west, the *Labrador* cannot lay sole claim to navigating the strait. On September 18, 1948, the United States icebreakers *Eastwind* and *Edisto* passed through from west to east.



The manner in which naval divers from the Labrador were towed below water in their search for underwater obstructions in Arctic harbours is described below. The hand of one of the hitch-hiking divers can be seen emerging from the sea. (LAB-1703)

# LABRADOR'S DIVERS SPEND BUSY SUMMER

## *Frogmen Towed Beneath Sea in Harbour Surveys*

THE LABRADOR'S diving party, consisting of Lt.-Cdr. B. F. Ackerman, of Peterborough, Ont., Petty Officer N. H. Mitts, Trenton, Ont., Petty Officer H. R. Thomson, Quebec City, and Able Seamen A. Green, of Ottawa; R. Fogalini, Kingston, and S. Stephenson, of Windsor, Ont., hopped around the Arctic by air last summer surveying beaches for the sealift operation.

Their biggest problem was ice: some of the beaches are ice-filled most of the time, so when they are free of it the divers must move fast to get the job done.

On a typical occasion, they arrived at a lonely island by air, complete with inflatable outboard motor boat, camping equipment and underwater swim equipment. Moving all this equipment around is the big job—once they get to the beach, everyone looks forward to the swimming. At the beach, most of the ice had gone out, but a few chunks each as big as a two-storey house were left on the beach at low tide. Unless a strong offshore wind occurs at high tide, these large pieces stay, and it takes more explosives than the divers carry to get rid of them; so they must work around them.

A pole is tied across the boat with a lead weight attached to a six-foot piece of rope at each end. A swimmer hangs on to each weight and the ten horsepower outboard pulls them through the water at about five knots. When one sees a large boulder or pinnacle of rock he planes to the surface and

waves. A man in the boat heaves over a lead weight with a yellow float attached to mark the spot. This way the diving party can search a large area quickly in the clear Arctic water.

The next job is to place the charge of nitro. The charges are ingeniously made up in tin cans, threaded at each end so they will screw together to form

a charge of the size needed for the job. The diver now decides how big a charge he will require for each job, has it made up to order and put over the side for him to place in position. Each charge has a detonator connected up by fuse to a small cork float on the surface. After the swimmer is out of the water, one man in the boat goes around to



Members of the Labrador's diving party had good reason to feel uneasy on several occasions when it was known polar bears were prowling about the area in which they were working. The divers were safe on board the ship when this picture of a mother bear and two cubs was taken. (LAB-1736)



each cork float and ties in an electric circuit. The explosive is then set off from shore electrically.

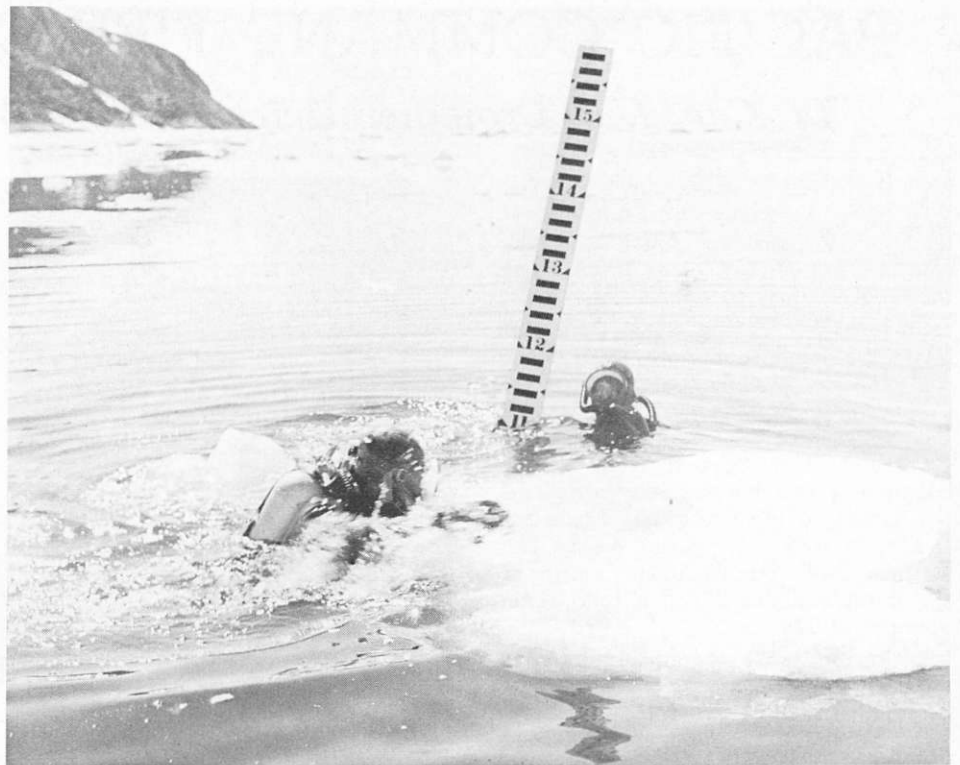
While setting up a marker for the landing craft on this remote beach, (the writer continues), our attention was attracted momentarily by a strange noise out on the ice across a sand spit. Some jokes were passed about polar bears and the work continued.

Minutes later, while working in a higher point than the rest, I saw an ever-widening circle in a patch of open water and recognized a swimming polar bear. He disappeared around the point, presumably by walking up on the beach. Now the best course of action if approached by a polar bear, I had often thought, was to stand still while he investigates, especially if you happen to be downwind. With this in mind, I approached the boys with the suggestion that if we saw one, we should all stand perfectly still and let him go away. My suggestion went over like a lead balloon! And I am thankful to say, they did not see the bear or I might have been left alone.

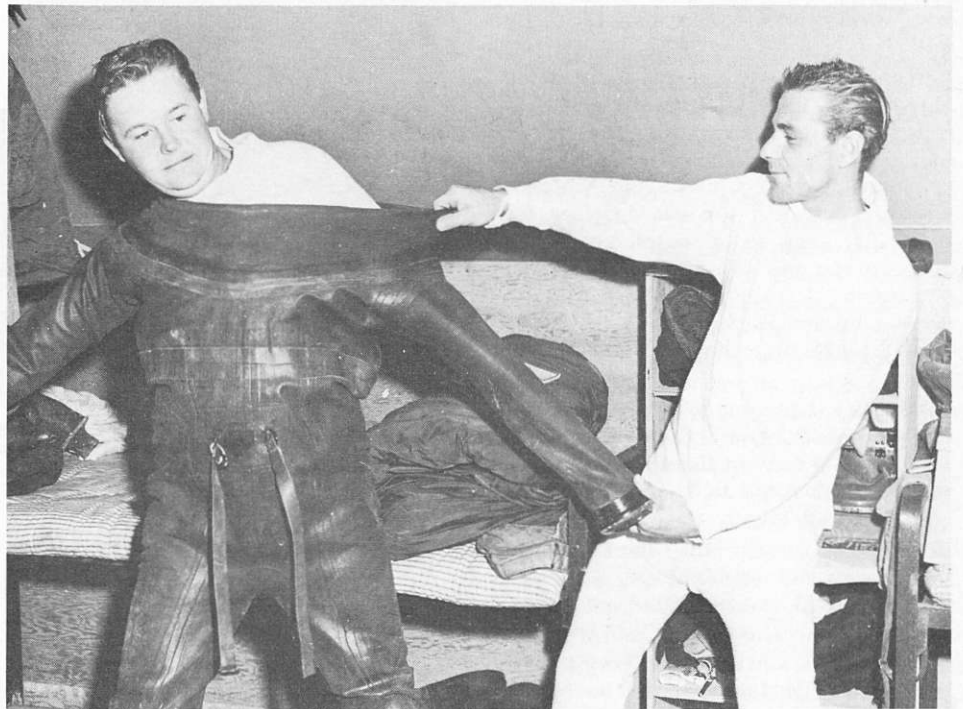
There are many fresh water lakes on the island, teeming with Arctic char, which is considered to be a great sporting fish. Some of the boys spent their evenings swimming in their suits after these fish, and one of them actually scooped one up on the land. The island's only permanent land residents are many almost-tame Arctic foxes and their prey, the lemmings.

We are often asked how we stand the cold water—even by Eskimos. This has been a problem but it is by no means a new one. Swim divers or, as they are more popularly known, "frog-men", carried on operations during the Second World War in icy waters and, since the war, our swim divers have been trained the year round on both coasts. The harbour in Halifax, for instance, where the divers do much of their training, is partly frozen over during the winter. The secret of our present equipment lies in special angora wool underwear, styled in one piece with sewn-in feet and turtle-neck collar. It was developed for us by the Defence Research Board and is manufactured by a Canadian knitting mill.

Dressing starts with a suit of ordinary combination underwear and a pair of woollen socks. over this goes the angora underwear; then a very thin rubber suit that fits very tightly and is completely waterproof. Our hands are covered with woollen gloves inside rubber gloves. A compressed air breathing apparatus face-piece and flippers complete the outfit except for a weight-belt, with up to 27 pounds of lead to compensate for the buoyancy caused by



Not a burlesque of the rodmen in a survey gang, but a picture of two of the Labrador's divers setting up a tide marker in ice-strewn Arctic waters. Their work did much to assure the safety of DEW Line supply ships entering northern harbours. (LAB-1588)



PO Harry R. Thompson gets a helping hand from AB Stanley J. Stephenson. The Labrador's divers found the angora "long Johns" quite effective in keeping out the chill of Arctic sea temperatures which were often around 30 degrees Fahrenheit. (LAB-1695)

the air trapped in the suit. The weights give the swimmer neutral buoyancy so that he can swim downwards and upwards with equal ease.

We all feel sure that we are warmer in this outfit with a water temperature

of 30 degrees than Marilyn Bell was in her bathing suit at a temperature of 49 degrees. When we heard of her conquest of Juan de Fuca at this temperature, we, as professional swimmers, were filled with admiration.—B.F.A.

# PACIFIC COMMAND FIRE CHIEF RETIRES

*Lt.-Cdr. J. D. Crowther Helped Set Up West Coast Service*

A CHANCE remark in a barber shop in Earby, Yorkshire, England, in 1911 made a young man decide to come out to Canada to see what this country had to offer.

Fortunately, for the Royal Canadian Navy, the young immigrant, John Dawson Crowther, travelled out to the West Coast where he was later to organize the Naval Fire Service in the Pacific Command, developing it from a unit comprising two hand-drawn reels and ten sailors to the up-to-date organization it is today, composed of six fire stations, thousands of dollars worth of the latest equipment and a total complement of 128 men.

Following years of outstanding service, Lt.-Cdr. (SB) Crowther retired as Command Fire Chief on August 2, 1956, at which time he was awarded honorary life membership in the International Association of Fire Fighters. His age—73.

Back in Yorkshire just at the end of the Edwardian era, Lt.-Cdr. Crowther was working in a cotton manufacturing mill.

"I never had any thought about going abroad," he explained, "until one Saturday morning when I was having my hair cut. The barber was talking about a couple of young girls from the mill who had left just the week before for Australia. For some reason he turned round to me and asked me why I didn't go abroad. I asked him where I would go and he suggested Canada would be a good place, according to what he had heard.

"Believe it or not, by the time I had left the barber shop and returned home for dinner I had made up my mind I was going to Canada!"

Only a few weeks later, on April 6, 1911, the passenger line *Astoria* sailed from Liverpool to Montreal, with the young Yorkshire emigrant on board.

Knowing no one in this country, Lt.-Cdr. Crowther started moving west. The only place he had heard about was Saskatoon and that was where he made for.

"I'll never forget that day when I arrived there," he commented. "I was never so fed up in my life. I didn't know anyone and I kept thinking about Yorkshire and the football matches that I used to go to every Saturday when I was back there. I was really homesick."



On the occasion of his retirement as Command Fire Chief, Lt.-Cdr. (SB) John Dawson Crowther, the man who established the Naval Fire Service in the Pacific Command, was presented with a certificate of honorary life membership in the International Association of Fire Fighters. He is seen here receiving the framed certificate from one of the members of the NFS in HMC Dockyard, Fireman 1st Class Alfred Nelson. (E-37137)

Discouraged, the young man went back to the hotel where he had intended to stay until he could find a job. He picked up his baggage and was walking down towards the railway station to leave the town when a farmer stopped him.

"He asked me what I was doing and I told him I had come out to Saskatoon to find work," Lt.-Cdr. Crowther said. "That was how I got my first job in Canada."

The farm he went to was about 100 miles southeast of Saskatoon, at Duval. His wages were \$35 a month and he stayed there for three months before

moving to another farm for the same length of time. From there he travelled to Hudson Bay Junction to a lumber camp and there he worked as a logger. His clearest recollection of those days in the camp was that the temperature on one particular day dropped to 62 degrees below zero.

"I worked there during the winter and then one day the sun came out and I started to think again about those football matches back in the Old Country," he added.

At that time the railway company was running excursion trips west from Winnipeg for \$25. Travellers could go



to Portland, Ore., Seattle, Wash., Nelson, B.C., Vancouver or Victoria. With logic, more commonly attributed to his neighbours north of the border in the Old Country, Lt.-Cdr. Crowther decided he would go as far as he could for the money—Victoria.

"Saturdays seem to have played an important part of my life," he recalled, "and it was on one of these that I finally reached Victoria. The next day, Sunday, I went for a walk around Beacon Hill Park. That was March 1912 and the scenery there was lovely. I knew then, as I walked around, that this was where I would stay in Canada."

However, work was hard to find in the capital city, even with the street-paving and ditch-digging gangs.

Looking for work one day in Victoria he happened to pass by the fire station and, on the spur of the moment, went in and applied for a job. The fact that he knew nothing about the work did not deter him in the slightest. However, his application was turned down because he had not been able to have three responsible people to countersign it for him as to his character and capability.

"I didn't know three people, I didn't even know one other person," he chuckled, as he recalled his first attempt to get into the service in which he was later to achieve distinction. As he left the fire station, he noticed another building nearby, the police station. With nothing to lose, he went in there and applied for a job as a policeman. This time he had more luck. He was taken on the force as special constable. The job lasted for three months. He was not tall enough for the regular force.

"I don't know why," he said, "but even when I spent those three months with the police force the idea of the fire service had kept running around in my head. When I knew I was not able to stay with the police, I went and saw the police chief and the inspector and asked them if they would give me a character reference so that I could try again for the fire department. I was able to get another responsible person to add his name to my application and as soon as I had those three names I put in for a post with the fire department."

This time his application was accepted and he was notified to report for duty on September 2, 1912, with the Victoria City Fire Department.

For \$75 a month, he worked as an ordinary fireman. In those days the firemen were allowed one day off a week. The remainder of the time they were on standby duty 24 hours a day.

And so the years went by until 1916 when he joined up for service with the Coast Brigade, Field Artillery, in Victoria. Shortly after this he was drafted overseas where he was attached to the 9th Battery of the Canadian Expeditionary Force. Although he took part in many of the bitter campaigns in France and Belgium and was in the "Big Push", he considered himself lucky only to be gassed three times.

"It could have been much worse," he recalled. "I remember one day we were having our gas masks checked to see that they were in good working order. I pulled my mask out and there, lodged inside of it was a chunk of shrapnel which had torn its way through the container but had been stopped by the mask. That was a close call. Another time, a piece of shrapnel tore a pocket right off my bandolier. My guardian angel was working overtime in those days!"

With the war ended, Lt.-Cdr. Crowther returned to Victoria and went back to the fire department, where he stayed until 1941 reaching the rank of fire lieutenant. It was at that time that the head of the city fire department had been asked by the Naval Service authorities if they could recommend someone to assist them in setting up their own organization in HMC Dockyard.

### Messages Tell Of Broken Dream

*Tell me not, in mournful numbers,  
Life is but an empty dream!  
For the soul is dead that slumbers,  
And things are not what they seem.*

—Longfellow

And they aren't, darn it, as is made fully plain in a couple of messages that passed through the communications centre at Naval Headquarters not so long ago.

The first message, addressed to Naval Headquarters, Ottawa, by Admiralty, said:

"Complaint alleging non-delivery has been received concerning a radio telegram originated 1545 20th February addressed Ord. Sea. .... Morecambe Bay, and transmitted to Halifax under serial 5/4819/29th February.

"Request investigation".

This message, dated August 23, was replied to the following day, not by Canavhed, but by HMS Morecambe Bay, and explained all:

"Radio telegram was received on 21st February and signed for by addressee on that day.

"Letter from home enquiring about receipt of above used the word 'radio-gram'. This was taken at face value by recipient who was thus expecting a record player."

Lt.-Cdr. Crowther was the man selected and in October 1941 he was given leave of absence by the city to assist the RCN in establishing their own fire service. He served for two and a half years in a civilian capacity and then was given the rank of lieutenant in the RCNVR in May 1944. He carried on until September 1946, when he was "demobbed". However, he remained in Dockyard to carry on with his duties, again in a civilian capacity. Then in 1949 Lt.-Cdr. Crowther went back into naval uniform, on continuous naval duty.

When he took over in Dockyard, the fire equipment consisted of two hand-drawn reels and he had ten sailors to man these. Up until his appointment the fire-fighting responsibility for the dockyard had come under the jurisdiction of the RCMP, who were serving there at the time.

"My first job when I went to Dockyard," Lt.-Cdr. Crowther explained, "was to carry out an inspection of all the establishments in Esquimalt. Then we would use any available boiler-room for holding fire drills. Soon I was able to build up a fire-fighting group composed of civilians and then we were able to have all our hydrants and couplings changed and brought up-to-date.

"The most important thing, however, was that we had a fire station built in 1942, the same building that is now in use," he added. "From that point on it was a case of gradual expansion. We acquired a pumper for *Naden* and then had a fire station built there. Next we got a truck and a building we could house it in at Royal Roads. This was followed by the construction of a fire station at Belmont in 1954 and then we put equipment and fire-fighters into Pat Bay for our naval air organization there. A fire station was set up at Rocky Point, the RCN's ammunition storage magazine, and another at the naval ammunition depot at Kamloops."

In addition to serving the naval needs in the Pacific Command the Naval Fire Service provides the same service for military establishments in the area and assists the Municipality of Esquimalt on request.

Before retiring, Lt.-Cdr. Crowther was a guest of honour at a special party held by the Naval Fire Service. In recognition of his excellent record, fire chiefs from a number of municipalities were present to pay tribute to him.

Lt.-Cdr. Crowther, who is married and has three daughters, was succeeded by Lieut. (SB) N. A. Duval, who before this appointment was serving at Naval Headquarters.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS Labrador

Henry Hudson would have fared much better in the Canadian Arctic had he had at his disposal the convenient aids to navigation carried by the *Labrador*, Arctic patrol ship, while surveying little-known waterways of the Eastern Arctic during her support of DEW Line operations.

One of these aids is a microwave position fixing system developed for hydrographic work by the National Research Council. It has been simplified for use in the *Labrador* as a homing device for the ship's boats, which often find themselves out of sight of the ship, either because of ice or dense fog.

Apparatus on board ship consists of a microwave transmitter erected on the helicopter deck and radiating continuously over a wide sector. Each boat has a portable receiver which, when pointed in the direction of the ship's transmitter, emits a clearly audible buzz. This immediately discloses the bearing of the unseen ship to the boat's crew, who are then able to steer back with confidence.

The system has proved extremely valuable in the Arctic where fog, drifting ice and unreliable magnetic compasses often prevent boats from maintaining a sure course back to the ship.

### HMCS Iroquois

After taking part in exercise New Broom VI, where she had the distinction of being the only escort to make a submarine "kill", the *Iroquois* sailed on a two-month cruise to Europe. With her were the destroyer escorts *Huron* and *Miema*, and on September 24 the squadron passed between several of the picturesque Azores islands and stopped at Ponta Delgada to refuel.

The ships were on the move again the same day, however, towards Dublin, capital of the Republic of Eire. This was to be the first visit to this Irish metropolis by any Canadian warship, and it was a memorable one. True to form the Irish Sea turned its fury of wind and sea on the ships the day before the arrival. Nevertheless, there was



For outstanding qualities of leadership, Cadet Paul Michel Renaud, RCN, Quebec City, received the President's Trophy, presented to him by Miss Marlene Stewart, Canadian and United States Women's Amateur Golf Champion, on the occasion of the annual dinner of the Navy League of Canada, at the Royal York Hotel, Toronto. Cadet Renaud is serving at Venture. He was previously a member of the sea cadet corps at Quebec, RCSCC Champlain. (COND-3076)

no delay and as the *Iroquois* sailed up Dublin harbour a few more faces than usual appeared at harbour-entering stations, the Yeoman hoisted his patent Irish Republican flag to the mast head, and a running commentary on nearby land marks came from the direction of the navigator's very Irish Yeoman.

The citizens of Dublin were most hospitable to their Canadian visitors. Basketball and soccer games were arranged and many tours to points of interest were organized, besides the numerous private invitations to play golf, sail, or drive around the green and rolling country side. Indeed so interested were they in Canadians that capacity crowds were on board the ships every minute they were open to the public. When on October 4 the squadron sailed, an Irish military band played a wide assortment of tunes on the jetty before finishing with "The Maple Leaf" and "O Canada".

The *Iroquois* now turned her bows towards Londonderry, a place well

known to Canadian sailors during the Second World War. There the ship spent two weeks working with the Joint Anti-Submarine School, alternately going to sea to exercise, and coming into harbour so that some of her officers and men could attend lectures at the school.

## PACIFIC COMMAND

### HMCS Naden

With the assistance of local business firms, civic representatives and individuals, the Pacific Command arranged a full program of entertainment for around 2,300 USN officers and men when a squadron of seven USN ships visited Esquimalt in August.

The heavy cruiser USS *Bremerton* wore the flag of Rear-Admiral H. L. Collins, Commander Cruiser Division One. Captain F. E. Sellars, Commander Destroyer Division Twelve, was embarked in the destroyer USS *Bausell*.

The squadron was composed of: USS *Bremerton* (Capt. C. C. Kirkpatrick); the destroyers USS *Bausell* (Cdr. D. F. Welch), USS *Richard B. Anderson* (Cdr. G. A. Sullivan), USS *Agerholme* (Cdr. E. F. Porter), USS *Rogers* (Cdr. H. F. Fischer), and radar picket vessels USS *Lowe* (Lt.-Cdr. J. R. Bohlken) and USS *Wilhoite* (Lt.-Cdr. L. V. Forde).

A total of 68 guns was fired when the ships arrived at Esquimalt—a national salute of 21 guns fired by the *Bremerton*, which was returned, and two further salutes of 13 guns each for Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, and for Rear-Admiral Collins.

Through the courtesy of a number of local theatres, special reduced rates for all naval personnel, USN and RCN, were in force during the squadron's visit.

The visitors also received reduced rates for various other types of entertainment and were taken by service transport to visit Butchart's Gardens and to Elk Lake for swimming on two days of their visit. In addition, a number of sporting events, softball, hardball and golf, were arranged by the RCN.

The Canadian Legion branches extended their facilities to the visitors and



sailing facilities were made available by the RCN Sailing Association and the Royal Victoria Yacht Club. Dances were arranged by the CPOs and POs Messes in *Naden* and at the Fleet Club. Gunnery officers from the GTC, *Naden*, challenged their American counterparts to a rifle shoot at Heal's Range—which the RCN won—and this was followed by an excellent barbecue supper. Many individuals entertained officers and men from the different ships during their four-day stay.

Official praise for the "warm and generous" hospitality extended by the citizens of Victoria was expressed by Rear-Admiral Collins before the squadron sailed: "From the commanding officers of the ships under my command," he said, "I have received nothing but glowing reports of the many kindnesses which have been extended to them, their officers and men."

#### HMC Ships Brockville and Digby

Early in October the *Brockville* and *Digby* sailed from Esquimalt with 70 members of the British Columbia Division of the Canadian Medical Association on a two-hour familiarization cruise in the Strait of Juan de Fuca.

The doctors and their wives who embarked in the two ships were some of the delegates attending the B.C. Division Convention in Victoria.

During the cruise the two ships carried out a number of evolutions and performed a jackstay transfer and man-overboard drill.

## NAVAL DIVISIONS

### VC 920

VC 920, reserve air squadron attached to *York*, paraded en masse as the escort at the funeral in August of Petty Officer John Frederick Therrien in Kingston.

PO Therrien, once attached to *York* at Downsview, died August 14 in the *Magnificent* while *York's* air squadron was serving on board.

Rev. W. E. L. Smith, Protestant chaplain at HMCS *Cataraqui*, officiated.

### HMCS Discovery

Surgeon Captain David L. Johnstone, former principal medical officer at *Discovery*, the Vancouver naval division, and currently welfare officer, recently received what has become a rare award in Canadian naval circles: the Volunteer Reserve Decoration. The medal was presented by Cdr. Jack Stevenson, commanding officer of the Vancouver division.



Tactics in anti-submarine warfare were studied during a three-week warfare course commencing Tuesday, October 9, at the Torpedo Anti-Submarine Training Centre at HMCS *Naden*. Permanent staff of the Joint Maritime Warfare School at Halifax was brought to the West Coast to conduct the course for some 58 naval and air force officers of the RCN, RCAF and USN. In the photo four senior staff officers of the Halifax School's instructional staff are shown looking over a tactical plot. They are, left to right: Squadron Leader G. G. Agnew, chief instructor; Lt.-Cdr. D. M. MacLennan; Cdr. A. H. Rankin, RCN director, and Wing Commander J. E. Creeper, the RCAF director. (E-37999)

Captain Johnstone recently completed 20 years service as an officer in the RCNVR and RCN(R) and at the presentation it was disclosed that it was actually a 30-year anniversary. He had joined the reserve as an ordinary seaman at Regina in 1926 and had worked his way to commissioned rank.

In civilian life Surg. Captain Johnstone is with the Department of Veterans Affairs in British Columbia.

### HMCS York

For the third straight year, an officers' forum has been held at *York*.

Starting Sunday, October 14, the forums were held in the wardroom on two successive Sundays to acquaint officers with service methods and returns and to give officers an opportunity to ask questions pertaining to training problems.

In announcing the forum, Captain L. D. Stupart said: "In an establishment the size of *York*, the necessity for accurate and informed methods of dealing with the various administrative matters which come up from time to time cannot be overemphasized. This is especially true in the case of personnel records involving advancement, promotion, etc."

Prompt action on the part of a duty petty officer in reporting an oil slick on *York's* waterfront prevented a serious fire and damage to naval craft.

PO Edward Colebourne was making night rounds recently when he noticed heavy oil on the water surface next to *York's* jetty. The slick extended to the breakwater and beyond the naval division's waterfront area. PO Colebourne immediately reported the sighting to the staff officer, Lt.-Cdr. Lloyd Davies, who had gone ashore for the evening. *York* notified the Toronto harbour police and the fire department and set up an all night patrol to prevent smoking on the jetty. Samples of the oil were taken and found to be highly inflammable.

A short time later it was learned that the oil slick had been swept in from the lake by a southwesterly wind early that night. While it had been noticed by a yachtsman previously, it had not been reported to proper authorities. At the time, *York* had a Fairmile, a harbour craft and three whalers in the water. The jetty is immediately adjacent to the National Yacht Club anchorage.

On duty at the time with PO Colebourne were Ldg. Sea. J. C. Taggart and Sergeant W. Niven, Commissionaire.

# CHIPPAWA LEARNS ABOUT SELF-HELP

## *Seamen's Mess, New Canteen Product of Co-operation*

A YEAR of operating has proven decisively in HMCS Chippawa, the Winnipeg naval division, that a program of self-help in providing pleasant amenities for the ship's company has paid off in terms of increased use of the ship's facilities and, incidentally, has become a source of major revenue for the ship's fund.

The two areas which have been affected by this scheme are the men's mess and the dry canteen. Before the autumn of 1955, the men's mess could not, by any stretch of the imagination, be considered a place designed to attract both men and their guests to a pleasant social evening. The result was a decided lack of support.

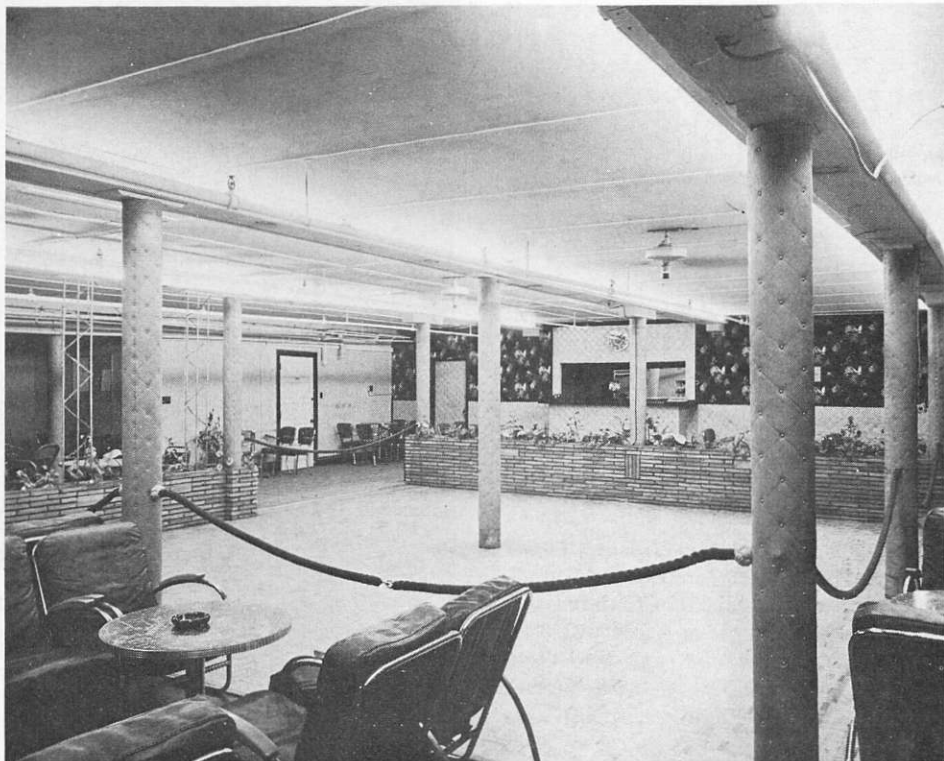
A new mess committee, headed by Ord. Sea. P. W. Peters, RCN(R) and assisted by Lt.-Cdr. (S) C. E. Chapple, RCN, supply officer, determined to produce a change. In late September, 1955, a meeting was held by a dozen mess members, including a member's wife, who provided feminine opinion on colour scheme, decoration, etc. At this meeting, general plans were drawn up for the layout of the new mess. Money, labour and materials were the initial problems to be tackled by the committee. It was gratifying to see just what could be accomplished by members themselves and by their friends in various trades.

In many instances attractive additions to the mess were provided at no cost. In other cases, the cost was extremely low and the work was done in the most part by members themselves. The needed money came from a mess levy and from dances and entertainments held to provide financial support for the mess.

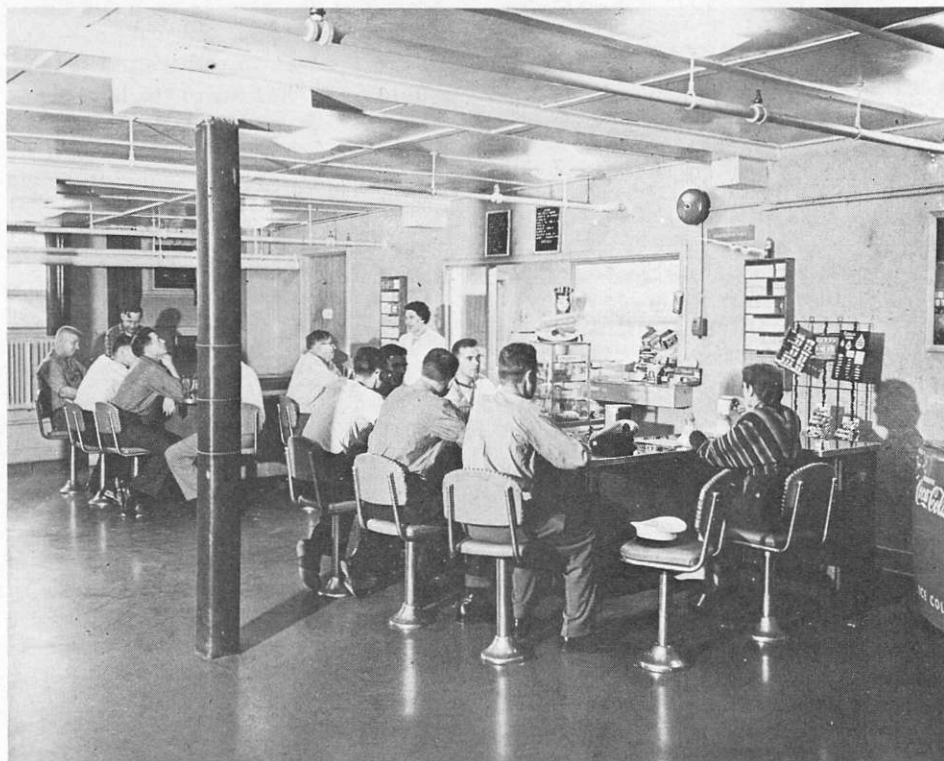
From the time of the commanding officer's concurrence with the project, in mid-September, it was considered that two months would be needed to complete the new mess. However, due to the initiative and energy of all hands, working evenings, weekends and holidays, the entire project was finished only six weeks after permission was given to go ahead.

On November 5, 1955, Mrs. L. B. McIlhagga, wife of the commanding officer, opened a men's mess which has few, if any, equals in the service.

Since the gala opening, complete with orchestra, buffet supper and entertainment, the mess has never looked back. Attractive and gay, it is the



Industry, co-operation and, it is suspected, some adept scrounging provided HMCS Chippawa, the Winnipeg naval division, with a handsome seamen's mess without adding a cent to the burdens of the taxpayer. A similar outburst of energy and ambition produced the modern canteen shown here. Dances and other special projects raised the funds for the two ambitious undertakings. (Photos by Frederic Perry, Winnipeg.)





centre for social activities for the men, their wives and friends. The mess has drawn the admiration of many visitors to the division.

The second project was the establishment of a canteen which would amply fill the needs of sailors and wrens and would provide a place for the permanent staff to have their meals on board.

For some time a part-time operation had been carried on by the Ex-Wrens' Association, but with the growth of the entire division, this proved to be too big an undertaking for voluntary help. In September, 1955, the staff supply officer opened a new canteen, operated by and for the ship's company and staff with civilian help. Starting off with the former smaller canteen, the serving hatch was enlarged and fitted with an arborite counter. Within the canteen itself, the grill, soup kitchen, toaster, coffee maker and other equipment were installed, and the canteen was wired to naval specifications without incurring any charge to public funds.

Gradually the canteen was redecorated and was equipped with a lunch counter and proper snack bar type stools. Finding a restaurant out of the city about to be modernized, the staff supply officer was able to purchase 12 restaurant booths at a nominal sum. Colourful redecoration was carried out and the whole area became an attractive place where all hands may enjoy hot lunches and sandwiches at reasonable prices.

### • Signals Just Part Of Merry Din

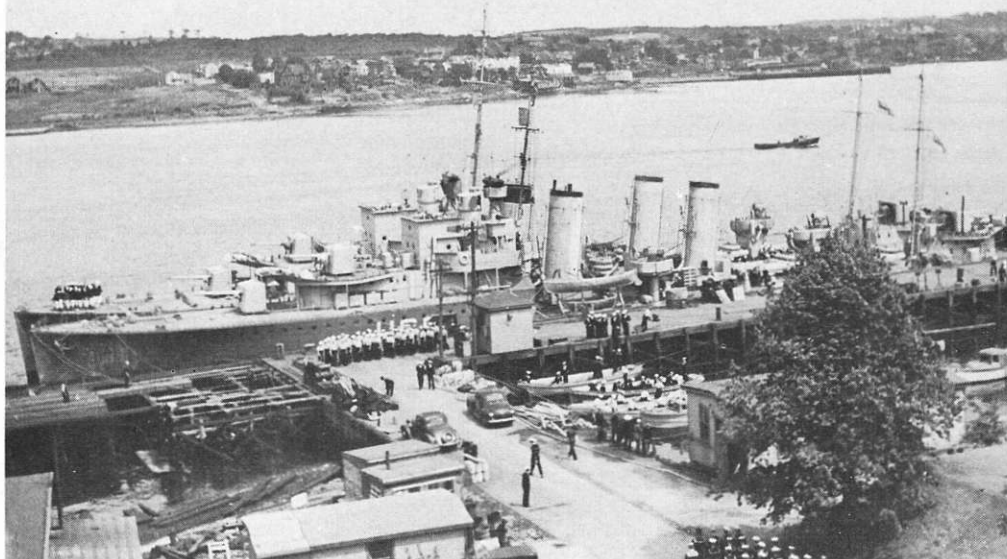
The only thing they didn't have to worry about was pedestrians, according to Lt.-Cdr. D. P. Brownlow, reporting on activities at Yarmouth when his command, HMCS *Quinte*, aided in escort duties for MV *Bluenose* on the occasion of Bluenose Day celebrations this year.

"Traffic in the harbour was uncontrolled," noted Lt.-Cdr. Brownlow. "A number of trawlers gaily decorated both with flags and people milled about in company with other craft.

"These water 'hot-rods' with sirens screaming proceeded to carry out their own version of the game of 'chicken' with MV *Bluenose* and HMCS *Quinte*.

"The situation began to assume the proportions of an old time movie. Among the din and the roar of sirens, horns, bands and plain old-fashioned yelling, I strongly suspect our attempts to make proper sound signals in compliance with The Rules branded us as good sports for getting in the spirit of things.

"As one local fisherman put it: 'You know how it is, sir, we're having a bit of a celebration today.'"



This photograph is proof that history can or will repeat itself. The Second World War scene at Jetty 5, HMC Dockyard, Halifax, shows the first HMCS *Ottawa* alongside with the first HMCS *Assiniboine* outboard. It is a scene likely to repeat, for two more ships of the same names in service with the RCN will be based at Halifax. They are the second *Assiniboine*, an anti-submarine destroyer escort commissioned at Sorel, P.Q., on August 16 this year, and her sister ship, the third *Ottawa*, to be commissioned at Montreal on November 10.

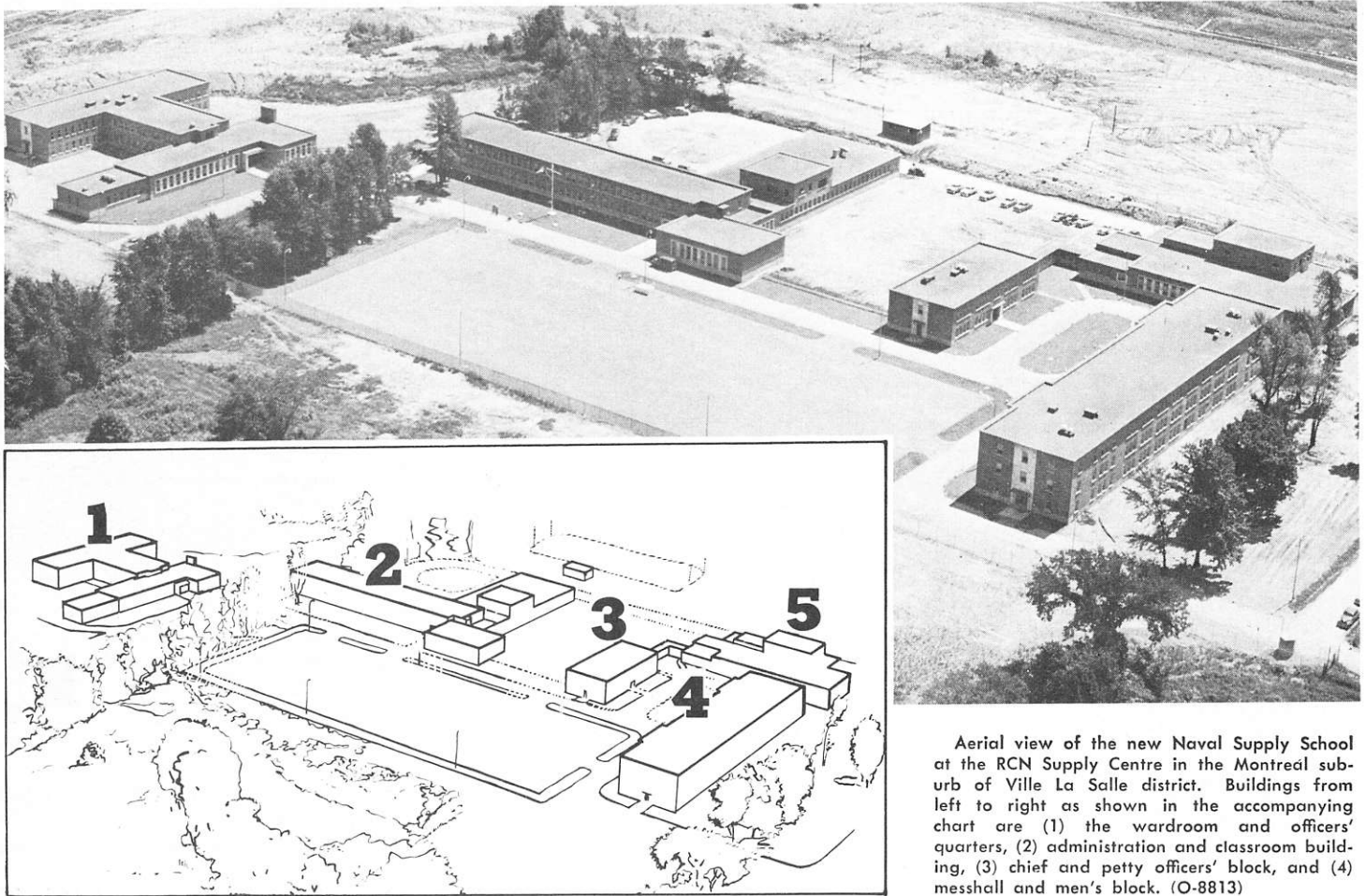
On Thursdays, for example, there is normally a busy trade as this is steak day, and an excellent T-bone steak, french-fried potatoes, vegetables, rolls and coffee are served for 65 cents. The canteen is open for lunch, during the evenings and weekends, and has received the fullest support from all re-

service and permanent force personnel. In one summer month, a usually quiet period, the gross profit ran into four figures.

All in all, these two fine examples of self-help within the division, involving no expense to the Crown, have proven happy and profitable ventures.

The expressions "four-engine ice" and "six-engine ice" have become familiar ones on board the Arctic patrol ship *Labrador*, indicating as they do the amount of power that has to be summoned up to crash through an icefield. In this particular instance the *Labrador* had to put to use her more than 10,000 horsepower to break a path through eight-foot-thick floes—"six-engine" ice. (LAB-1574)





Aerial view of the new Naval Supply School at the RCN Supply Centre in the Montreal suburb of Ville La Salle district. Buildings from left to right as shown in the accompanying chart are (1) the wardroom and officers' quarters, (2) administration and classroom building, (3) chief and petty officers' block, and (4) messhall and men's block. (O-8813)

## A NEW HOME FOR THE SUPPLY SCHOOL

### *Surroundings Keep Step with Progress of Branch*

WITH APPROPRIATE fanfare, the Naval Supply School in Montreal was formally opened on September 28. Since it forms a significant portion of the 96-acre multi-million dollar Naval Supply Centre in Montreal's Ville La Salle district, the opening ceremonies evoked a justifiable number of superlatives.

Civic dignitaries, senior members of the Armed Forces, associated architects, engineers, contractors and their wives attended the formalities, which included ceremonial divisions of 225 officers and men of HMCS *Hochelaga*, the "ship" that administers the naval component of the Centre.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attending from Halifax as guest of honour, representing the Chief of the Naval Staff, said that "the Supply Branch has come along as no other branch of the Navy" and praised its members, the facilities of the modern centre and the development of the new school. He was introduced by

Rear-Admiral (S) M. J. R. Oscar Cossette, now retired in Ottawa, the first and only RCN supply officer to have attained flag rank.

Distinguished guests included Edgar Leduc, MP; Dr. Charles Kirkland, MLA; Mayor Maurice Lacharite, MD; and council of Ville La Salle. Representatives from Naval Headquarters included Commodore James Plomer, Deputy Chief of Naval Personnel; Commodore (S) C. J. Dillon, Supply Officer-in-Chief, and Commodore (S) R. A. Wright, new Naval Comptroller. There were others representing the Armed Forces and RCMP in the Quebec Area.

The ceremonies began at 10.30 a.m. A smart guard was mounted for Admiral Bidwell, composed of supply personnel with Instructor Lt.-Cdr. Raymond Cole in command. Following the inspection of the guard and ship's company, prayers were offered by Rev. Dr. E. G. B. Foote, Protestant Chaplain of the Fleet and by Rev. James A. MacLean, Assistant Chaplain of the Fleet

(RC), who spoke in English and French. The *Stadacona* band provided parade music.

Captain (S) Murray A. Davidson, welcomed the guests in both languages, saying: "We now have the very finest facilities and accommodation to carry out our training mission . . . we are proud and pleased to be members of (this) community". He is commanding officer of the Naval Supply Centre of *Hochelaga*, the latter making him the first supply officer in the Navy to command a ship.

The officer-in-charge of the school, Cdr. (S) John W. Maxwell, was on the parade square throughout in his other role as executive officer of *Hochelaga*.

Following the march past of the divisions, the guests walked around the six brick and concrete buildings then attended a reception and buffet luncheon in the wardroom. A ship's company dance was held that evening on the base with musical accompaniment by members of the *Stad* band.



Although classes had begun last January, the formal opening was delayed until all the facilities had been completed and the grounds squared away. On September 28 the school had about 195 trainees. It can handily accommodate up to 275 but, in an emergency, this could be increased to 420.

The school (then HMC Supply School) was formerly situated on the West Coast and, in the nine years of its existence there, some 6,000 naval personnel, including reserves, passed through its portals on a variety of courses connected with stores, victualling, accounting and secretarial activity of the Navy.

It was shifted to the Supply Centre in view of the benefits to be derived from instruction imparted in an area of concentrated supply activity to which the various curricula are related. Classes began in January.

The new school embodies six buildings of brick and steel construction and as nearly fireproof as human ingenuity can devise. It is situated adjacent to the Naval Supply and Aviation Supply depots that are the other components of the centre and is a stone's throw from the Lachine Canal.

A two-storey structure contains offices administering to *Hochelaga* and the school and is often termed the "pulse" of the establishment. It also holds 21 classrooms, a conference room and an assembly hall. The other buildings include quarters for the men, a mess hall, a block for chief and petty officers and another for officers.

All technical training for administrative and pay writers, naval and victual-

Ceremonial divisions formed part of the formalities at the opening of the Naval Supply School in Montreal on September 28. The admiral's guard, part of the ship's company of *Hochelaga* and *Stadacona* band are shown on the square. In the foreground are some of the 150 service and local guests who witnessed the ceremony. (ML-4958)



Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, tastes soup prepared in the main galley at HMCS *Hochelaga* and finds verification of his words of praise for naval cookery today. He was guest of honour at the formal opening of the Naval Supply School in the RCN Supply Centre, Montreal, on September 28. Captain (S) Murray A. Davidson, who commands the Centre, is on the left, and PO E. J. Leclair on the right. (ML-4967)

ling storemen, cooks and stewards is carried out at the School except at the trade group two level. Candidates write examinations for the latter in their own ships with the School marking the papers.

RCN officers qualify for lieutenant (S) here and take advanced courses

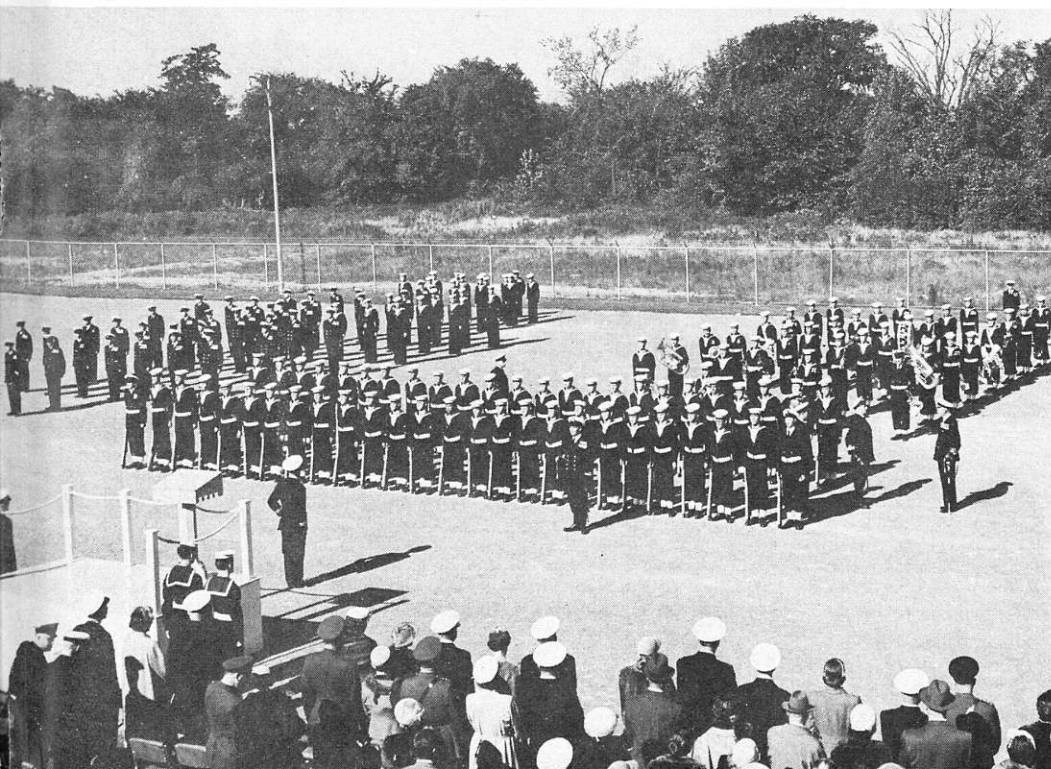
as senior lieutenants or junior lieutenant-commanders. There are a variety of short courses in all supply subjects for officers and cadets of the reserve and for men and wrens in all supply trades and levels. Civil servants at the junior administrative level in various supply depots also take courses here.

As well as trade subjects, all senior courses include such things as supervision service management, instructional technique and accounting. Last, but not least, all classes have regular parade training and PT.

Of the 21 classrooms, four have folding partitions which can divide them to make a total of 25 classrooms. Four are fully equipped for cookery, bakery and butchery training and seven have blackout screens for training aid projections.

Nine officers are devoted to administration of *Hochelaga* and 10 involve instructional activity. Other facilities include a conference room, a sick bay and an assembly hall, with projection booth, whose seating capacity is more than 300.

The accommodation offered men of *Hochelaga* is a far cry from that of pre-war days. The men's block consists of three decks, each with its own laundry room, fully equipped, and two wash-rooms where terrazzo tiling has been widely used. There are two large foyers on the first deck done in red tile



and a large lounge which is primarily used as a TV room. The building will accommodate 212 men and double that by installing two-tier bunks in the cabins.

In addition to the single beds there now, for which clean linen is provided twice weekly, each cabin is equipped with reading lamps, writing desk and chair, a leather-upholstered occasional chair and clothes closet, complete with mirror. Canteens and a reference and recreational library are located elsewhere.

The quarters for chief and petty officers are a small replica of the men's block, accommodating 40 but capable of taking 80 in double bunks.

There is a parade square and Hochelagas have noted that, with morning and ceremonial divisions, age-old Colours and Sunset and freighters churning up the Lachine Canal close by, blowing plaintively for the drawbridge, "it is difficult to realize that HMCS *Hochelaga* is in the heartland of Canada—1,500 miles from the nearest ocean".

Supply activity in the Navy in pre-war years is in extreme contrast to that of the present day. Until the war,

### Admiral Has Kind Words for Cooks

Warm praise for the way the Supply Branch is turning out good cooks came from the guest of honour during ceremonies formally opening the Naval Supply School in Montreal September 28.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attending the opening from Halifax, said present day training given Navy cooks makes them "actually 'chefs'".

He said, moreover, that "the Navy, in a way, is doing a good turn to the nation as a whole" through its cookery training. The country has benefited from naval cooks who, when their time is up, are hired by "all the best hotels and restaurants". This is having a good effect in the tourist business, since Canada has for long been criticized on the lack of good food proffered visitors from outside.

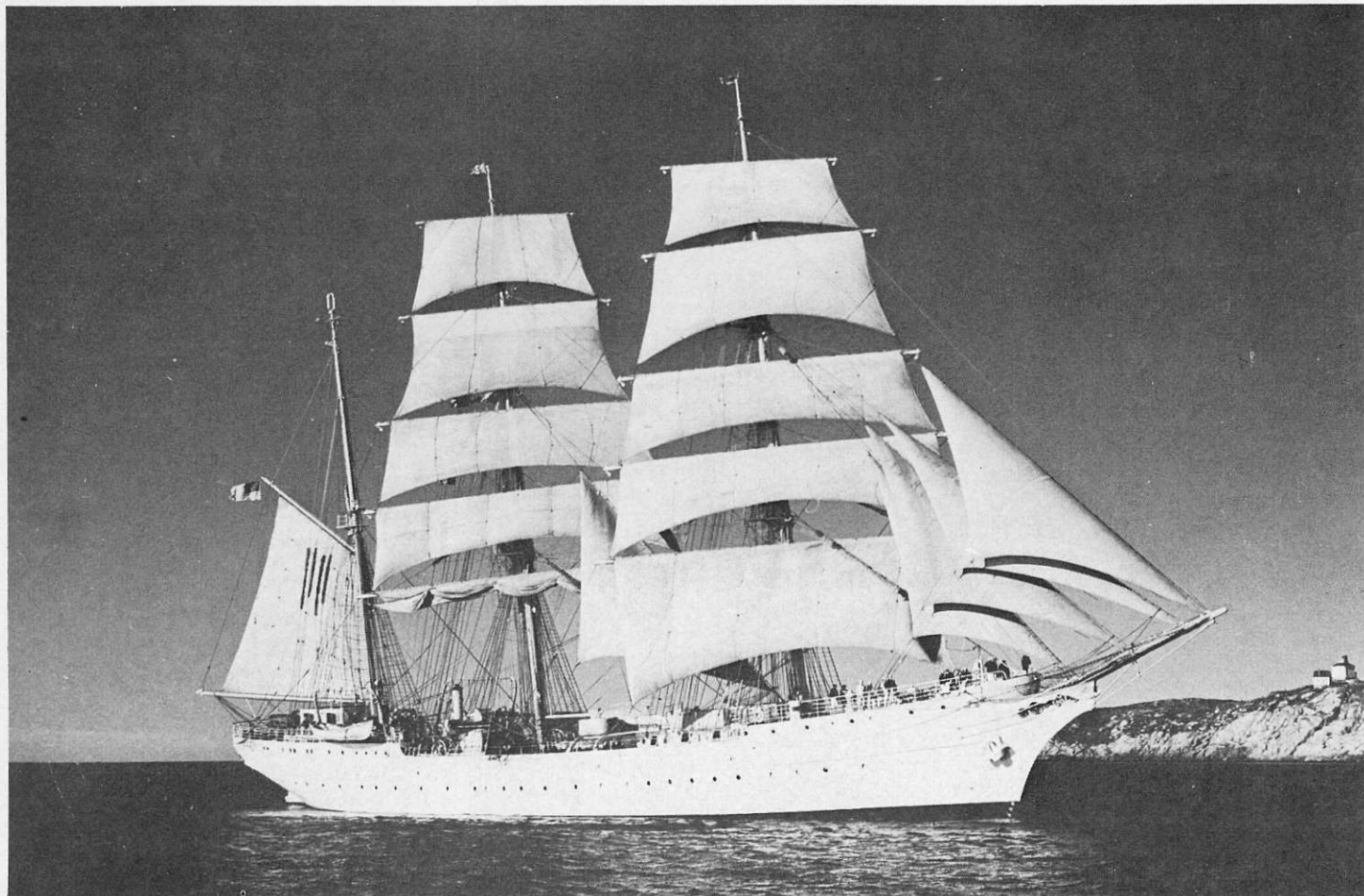
Admiral Bidwell told the 150 dignitaries at the ceremony that the cookery school facilities in the Naval Supply School were "perhaps the best on the continent". He recalled the days when the Navy had expanded in the Second World War from a couple of thousands to more than 90,000 with the resultant lag in the provision of enough good cooks to cope with the enormous expansion.

all supply officers and just five or six men were trained by the Royal Navy and the rest got their knowledge on the job.

Formal training was not begun in Canada until 1940 and then only on a small scale on each coast. In *Stadacona*, training of cooks and victualling assistants began at this time, followed later that year and early in 1941 by classes for writers, supply assistants and accountant officers. Classes were held in messdecks, in various nooks and crannies of *Stadacona* and in the basement of the United Memorial Church on Kaye Street nearby.

The first accountant officers graduated in late March, 1941. A report from the Commanding Officer, RCN barracks, to the Commanding Officer Atlantic Coast contained the observational gem: "A second course was commenced and rumours of a third continued to startle all branches of the Service."

So, within the service experience of many supply personnel, facilities have grown from a church basement in 1940 to the present efficient centre in Montreal.



The thrilling beauty of the square-rigger will soon be gone forever from the face of the seas. This member of a vanishing class of ships is the U.S. Coast Guard's training vessel *Eagle*, photographed off Chebucto Head, at the entrance to Halifax harbour, by Ldg. Sea. James Oakes, of *Stadacona*. (HS-43940)



# THE NAVY PLAYS

## **Cornwallis Keeps Soccer Title**

HMCS *Cornwallis* retained the Nova Scotia soccer championship and the Halifax *Chronicle-Herald* trophy when they defeated Sydney's Broadway Ramblers recently.

The game, played at Wanderer's Grounds in Halifax, ended in a score of 4-2. The smooth-working Ramblers held a 2-0 lead at half-time but *Cornwallis* made a terrific comeback in the last 45 minutes over the short-handed Sydney team.

Trophies and individual medals were presented after the game by the Hon. Alistair Fraser, Lieutenant Governor of Nova Scotia.

## **Summer Sports Schedule Ends**

With the interpart summer sports schedule completed the fall and winter program is now underway at *Stadacona*.

The interpart softball league wound up with a three-way tie for first place, Electrical "A", Electrical "B" and TAS sharing the honours. In sudden-death playoffs, Electrical "A" defeated the

other two to become the 1956 Interpart Softball Champions.

The interpart soccer league saw the Sixth Submarine Squadron win over TAS and MTE, who tied for second place.

*Stadacona* reached the semi-final of the Nova Scotia Soccer Championship only to be beaten by *Cornwallis* by a score of 4-0.

In the Tri-Service Soccer Championships, held in *Cornwallis*, *Stadacona* was beaten in the finals by *Shearwater*, with a score of 2-1.

In the outdoor tabloid of sports ten teams of 20 men competed. ND School topped the field with the TAS School a close second.

After a near disastrous start (losing 70-0 to *Shearwater*), the representative football team began showing strength. The second game, played away against RCAF Greenwood, was a closer one, although a loss of 35-20, but morale was vastly improved. Later at Antigonish, the *Stadacona* team took its first victory by defeating St. Francis Xavier University. Early indications show that gate receipts will roughly

cover the expenses involved in producing a team.

During the visit to Halifax of the USS *Iowa* several contests were arranged. *Stadacona* played golf, softball and basketball against the visitors, and after each match, the visitors were entertained with refreshments.

Two men from *Stadacona* were on the Navy team which took part in the Olympic Boxing Trials in Montreal. They were: AB M. R. Lewis, who was beaten in his opening fight, and Ldg. Sea. R. F. Shanks, 1955 holder of the Canadian amateur lightweight title, who lost out in the finals of his weight.

## **Sailor Wins Spot In Olympic Trials**

AB Rodger Klamie, *Sioux*, won the B.C. light-heavyweight wrestling title at the British Columbia Olympic trials at Quesnel, B.C., and CPO Jim Goodman, well-known for his wrestling prowess, was runner-up in the heavyweight division.

These positions gave the two Navy grapplers a chance to represent the RCN as well as British Columbia at the Canadian Olympic trials and Canadian Championships in Winnipeg.

CPO Goodman has been coaching AB Klamie since he took up wrestling this year, making his provincial victory a spectacular achievement.

## **PO Tory Wins Rifle Trophy**

PO George Tory, *Crescent*, won the Lieutenant-Governor's Trophy in the eighth annual Pacific Command Rifle Association shoot, held at Heal's Range.

The meet proved to be an outstanding success, with personnel from the Gunnery Training Centre and *Naden* doing fine work on target marking and other duties.

At the conclusion of the three-day shoot, prizes were presented by Commodore P. D. Budge, Commodore RCN Barracks.

The prize list was as follows: First day: 9mm Lanchester match, Lieut. L. J. Parry, *Ste. Therese*; the Lt.-Cdr. H. D. Cuthbert Trophy, AB J. E. Chalk, *Ste. Therese*; The Commodore K. L. Dyer Trophy, PO J. O. Stark; *Naden* POS' match, Ldg. Sea. J. A. Elliott, *Ontario*; the Captain H. Collings match, CPO G. W. Grotke, *Cayuga*; services



PO George Tory, serving in the *Crescent*, won the Lieutenant Governor's Trophy in the eighth annual Pacific Command Rifle Association shoot, held at Heal's Range in September. Commodore P. D. Budge, Commodore RCN Barracks, who presented the prizes at the end of the three-day meet, is seen here giving the Lieutenant Governor's Trophy to PO Tory. (E-37620)

condition shoot, Sgt. F. Drysdale, 16th Scottish Regiment; Major E. A. Evans service condition aggregate for PCRA Tyros and Greenshot, CPO Grotke, Cayuga.

The Bren gun match was won by a team from Ontario, which also had the winning team for the Services VI team match. The Manufacturers' Life Shield Team Shoot went to Naden Supply.

Second day: Little and Taylor Trophy, Con. Lieut. G. E. Churchill; Little match, PO Frank Ball; greenshot match, CPO F. W. Noyes, Naden; Lieutenant Governor's Trophy, PO George Tory; Montague Bridgman Award, Pt. W. Lightburn, Seaforth Highlanders; Greenshot Aggregate, PO Tory (for which he received a new award, the Lieut. W. D. Johnson Trophy and miniature); BCRA Tyro Aggregate, PO John Pringle, Naden; Cadet aggregate, L/Cpl. Charles Erith Smith, 16th Scottish Cadets.

Third day: the Lieutenant Governor's Trophy, second stage, PO George Tory; the Malahat Trophy Match, Mrs. Eileen Learoyd; All-Comers Aggregate, PO Frank Ball, Naden; Grand Aggregate, PO George Tory; Service Rifle Championship, Sgt. F. Drysdale, 16th Scottish Regiment.

A three-man team, consisting of BCRA senior shots, challenged three BCRA tyros in a 30-minute coached match at 500 yards. The results were 141-150 to 135-150 for the seniors.

### Swim Meet Won By Cornwallis

Cornwallis swimmers led the field all the way when they represented the RCN at the Nova Scotia Senior Outdoor Swimming and Diving Championships held at Hantsport, N.S.

Out of 13 events the Navy swimmers took first place in eight of them, placed second in four and held a third place in one, for a total of 69 points. They also had wins in both the Medley and the Free-Style Relays.

Navy's points were more than double those of the next contenders, Halifax YMCA, who had 26. Waegwoltic Club of Halifax had 25 points, Lake Banook swimmers made nine points and Middleton had eight.

### Shearwater Soccer Champ

Shearwater won the tri-service soccer championship of Nova Scotia defeating Stadacona, (1955 champions) 2-1 at Cornwallis in the final. Seven service teams took part in the tournament.

Shearwater got into the final by winning 5-4 over the First Battalion Black Watch, and 1-0 over Halifax Garrison.



A. F. Eisnor, of Edmonds Grounds, rigs a model of an 1890 Nova Scotia trading schooner, which he is building for the Maritime Museum at Halifax. The model will be presented to the Marine Museum of the Seamen's Church Institute of New York as a gift from Canada. The New York museum has about 250 ship models from all over the world. (HS-45688)

The other finalist, Stadacona, defeated Greenwood RCAF 4-2. Other teams taking part were Cornwallis and Second Battalion Black Watch.

### Softball Game Closes Season

Albro Lake wound up its summer sports activities with an exhibition softball game against Newport Corner, Naval Radio Station.

After the game a buffet supper was served and a social evening was held in the Chief and Petty Officers' Mess at Newport Corner, with players, spectators and wives attending.

### 500 Children Learn to Swim

Swarms of naval children attended the opening of the children's classes in swimming at the P&RT Centre, Naden. The cancellation of the intermediate and senior swimmer groups failed to

decrease the numbers. Instead, there has been a substantial increase in the number of youngsters attending, so much so that two new periods have been added to accommodate them.

There are now in excess of 500 children registered in the three groups: non-swimmers, beginners and juniors (those who have not passed the intermediate test).

### Cornwallis Wins Two Out of Three

The Cornwallis Cricketers proved their mettle in September when they took two games out of three in exhibition cricket matches.

They lost the first match to HMS Ambrose, 120-71, on St. Mary's University grounds at Halifax, but took the second game from Shearwater, 140-38, on the same pitch.

Later at Cornwallis they again defeated Shearwater by a score of 123-106.



# OPERATIONAL HISTORY OF MEDICAL SERVICES

VOLUME I of "The Official History of the Canadian Medical Services 1939-1945", dealing with the organization of the Canadian Medical Services and the campaigns in which they were represented, has just appeared. Volume II, covering clinical subjects and presenting statistics for all services, appeared in 1953.

In Canada, medical services were placed on an organizational basis in 1885. The Riel Rebellion and South African War found them active. The Canadian Army Medical Corps itself may be said to date from 1909. At the outbreak of the First World War, it was comparatively small in numbers but was probably as well prepared as any other corps. The years following the war again cut down its strength. Medical mobilization plans were fragmentary at the outbreak of the Second World War.

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## Letter to Editor

Sir:

Further to the remarks on the left-handed commander on page 11 of the August number of *The Crowsnest*: Leftenant is the traditional pronunciation of the word, and Chaucer spelled it just as I have here. Pronunciations without the "f" are influenced by the spelling which was altered to conform with the French at a later period. On the subject of peculiar naval pronunciations *Punch* published this poem in 1939 or 1940. I don't remember the title.

*A number of RNVR jokes'll  
Be based on the fallacy that we  
can't pronounce forecastle,  
And other examples by tons'll  
Occur to you, for example there's  
studdingsail;*

*A number of us know how to say  
leeward,  
Having picked it up from some old  
seadog of a stoard.  
But I think our only mistake'll  
Be about the pronunciation of  
tackle:*

*Not a one, not a single man jack'll  
Forgive us for calling it tackle.*

The verse is at least a good mnemonic for new hands.

Yours truly,

PHILIP CHAPLIN

Manotick, Ont.

These early years are touched on briefly. The rest of the volume presents a comprehensive and closely-detailed history of organization, administration and campaigns of the army medical services during the Second World War.

Medical services of the Royal Canadian Air Force are considered, while a brief section (pp. 327-337) touches on those in the Royal Canadian Navy. Before 1939, an extremely small nucleus of practising physicians, who held commissions in the Royal Canadian Naval Volunteer Reserve, examined recruits for the reserve divisions. The result was that at the outbreak of war, there were few medical officers in the Royal Canadian Navy who were familiar with the standards of physical fitness the service required of its recruits. That the newly entered doctors in the recruiting centres learned quickly was shown, however, when the recruits reached the coast. Of these men, only 10.1 per cent were rejected upon medical grounds, and of those accepted only 3.5 per cent were later eliminated for medical reasons. These were the lowest rates for any service.

In September 1939 there were no naval hospitals. But improvised wards quickly appeared and ultimately nine naval hospitals were built. Laboratories and specialists were added so

that each base was eventually equipped to meet all its needs.

While in these few pages, the history and organization of the Naval Medical Services and the opportunity made available to them of enjoying the research facilities of the Banting-Best Institute, are covered reasonably well, some picture of the services in action is disappointingly wanting. Better use of available source material might have been made.

Several accounts contributed by medical officers who were in action might have been utilized to give an idea of the particular type of conditions under which war time medical attention at sea was frequently given. We have in mind reports such as those of the Canadian surgeon lieutenant in the armed merchant cruiser *Voltaire*, who has related his experiences both during the sinking of the ship and his later confinement in a prison camp, or of those describing the agonizing conditions under which treatment was applied to the broken bodies salvaged from the mined *Weyburn*.

This volume, like the first, is thorough and definitive in the field of military medicine. The solid binding and attractive presentation leave nothing to be desired.—C.H.B.

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OFFICIAL HISTORY OF THE CANADIAN MEDICAL SERVICES, 1939-1945. Vol. 1. Organization and Campaigns; 1956. 568 pp. Edited by W. R. Feasby, BA, MD, illustrated with paintings and photographs by Canadian war artists and photographers; maps drawn by Captain C. C. J. Bond; published by Superintendent of Government Publications, Department of Public Printing and Stationery, Ottawa; \$5.

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## SIX RETIREMENTS ANNOUNCED

CPO DONALD CURRIE, 37, C2ET4, Wadena, Sask., joined September 23, 1936; served in Stadacona, St. Laurent, Skeena, Reindeer, Snowberry, Spikenard, Avalon, Ottawa, Cornwallis, Niobe, Peregrine, Crescent, Scotian, Nootka, La Hulloise, Llewellyn, Magnificent, Bytown, Iroquois; awarded Long Service and Good Conduct Medal; retired October 10, 1956.

CPO GUY ATTWOOD CROSS, 37, C2RP2, of Mosher River, N.S., joined June 6, 1936; served in Stadacona, Saguenay, St. Laurent, Skeena, Ottawa, Lynx, Avalon II, Avalon, Bittersweet, Fredericton, Georgian, Cornwallis, RCNAS, Iroquois, Nootka, Haida, Magnificent, La Hulloise, Portage, York; awarded Canadian Forces Decoration; retired June 5, 1956.

CPO THOMAS DAVIS, 38, C1EM3, Guelph, Ontario, joined September 23, 1936; served in Stadacona, Saguenay, Gaspe, Skeena, Restigouche, Niobe, HMS Buxton, Cornwallis, Warrior, New Waterford, Royal Mount, Peregrine, Peterborough, Magnificent, Micmac; awarded Canadian Forces Decoration; retired September 22, 1956.

CPO JOHN LESLIE MATTHEWS, 44, C1CS4, Lachute, P.Q., joined October 20, 1930; served in Naden, HMS Victory, HMS Hood, Armentieres, Vancouver, Fraser, Comox, St. Hyacinthe, Prince David, Niobe, Fortune, Saskatchewan, Prince Rupert, Naval Radio Station Chimo, Avalon, Gloucester, Bytown, Coverdale, Discovery; awarded Canadian Forces Decoration; retired November 6, 1956.

CPO ROBERT KIRBY PARRY, 41, C1NS3, joined September 2, 1935; served in Stadacona, Saguenay, Fundy, Venture, Prince David, Ambler, Gaspe, Restigouche, Bytown, Conestoga, Star, Puncher, Naden, Uganda, Peregrine, Fort Ramsay, York, Wallaceburg, Scotian Queen Charlotte, Shearwater, Cornwallis, Haida, Huron; awarded Canadian Forces Decoration; retired October 30, 1956.

CPO JOHN JOSEPH TAYLOR, 38, C2RT4, of Halifax, joined June 8, 1936, served in Stadacona, Saguenay, Skeena, Naden, Osprey, Victory, Dominion, Niobe, Nimrod, Hepatica, Cornwallis, Peregrine, Scotian, Iroquois, Magnificent, Newport Corners, Quebec; awarded Long Service and Good Conduct Medal; retired July 13, 1956.

# 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.

ABNEY, Ernest T.....LSPW2  
ADAMS, Paul-Emile J.....LSAA1  
ALGATE, Charles D.....LSQR1  
ALLARD, Marcel J.....LSTD2  
ANDERSON, Boyd.....LSEM1  
ANDERSON, Murray M.....LSNS1  
ARMSTRONG, Gerald A.....LSRP1  
ARSENAULT, Alyre J.....P2RP3  
AYRES, Stanley T.....LSAW1

BAINBRIDGE, John R.....LSRP1  
BARNES, James L.....LSQM2  
BEACH, Harry C.....P2EF3  
BEATON, Hayward H.....LSAA1  
BERENDS, Robert.....LSAA1  
BERGERON, Roger J.....LSCK1  
BERTIN, Reginald J.....LSCS2  
BOWNESS, Kendrick W.....P1RP3  
BRISDON, John H.....C2ET4  
BROOKS, Gordon D.....P2PW2  
BROWN, Allen R.....LSQM1  
BROWN, Kenneth F.....P2QR2  
BRYNILDSEN, Sidney W.....P1ET4  
BUOTE, Raymond J.....P2QM2  
BURKE, Gerald A.....P2TD2  
BURNS, Patrick J.....LSRP1

CADIEUX, Gaston J.....LSQM1  
CHAIINE, Real.....LSEM1  
CHALMERS, Thomas.....LSEM1  
CHAPMAN, Howard K.....P1RA4  
CHAPMAN, Ronald L.....LSRN3  
CLARK, Kingsley W.....LSEM1  
COKER, Roy T.....LSAF1  
COLE, George S.....LSRP2  
COLWELL, Harvey W.....LSPW1  
COMEAU, Roger J.....LSMA1  
COMEAU, William M.....LSEM1  
COOKE, Bruce A.....LSRT3  
COOPER, Ralph.....LSNS2  
CROMWELL, Hanford H.....LSAA1  
CROUGH, Francis P.....LSRN3  
CROWE, Donald J.....LSTD2  
CUMMING, Herbert H.....LSEM1  
CURRIE, Thomas G.....LSEG3  
CUSSON, Richard J.....LSMA1

DAVIES, William J.....LSEM1  
DEVEAUX Eugene J.....LSRP1  
DODD, David S.....LSTD1  
DOLHUM, Walter.....LSRP2  
DOUCETTE, Donald J.....LSAA1  
DOUCETTE, Vernon D.....P2QM2  
DOUGHERTY, Malcolm F.....LSRP2  
DOWNS, Stephen.....LSQM1  
DRAKE, Gordon H.....LSQM1

EDMONDSON, Stewart G.....P2EG3  
EDMUNDS, Leonard J.....LSRP1  
EDWARDS, Frederick J.....LSTD1  
ELTON, James R.....LSAP2  
ERIKSEN, Donald K.....LSEM1

FAA, Harold M.....P1ET4  
FERGUSON, Harold J.....LSTD2  
FISHER, Martin E.....LSQM1

FLUSKEY, William H.....P1EM4  
FORSBERG, Clarence D.....LSQM1  
FOX, Wesley D.....LSRP1

GATENSBY, Harold S.....P2QM2  
GEHRING, Harvey J.....LSCK2  
GIBSON, James A.....P1RT4  
GILL, James.....P2PR2  
GLOVER, William D.....P1QR2  
GRAHAM, John C.....LSCR1  
GREEN, Calvin J.....LSCR1  
GRIFFIN, Emmett J.....LSAW2

HAAS, Russell C.....P1ET4  
HALLDORSON, James M.....P1ER4  
HARRISON, Ronald L.....LSEM1  
HARRISON, Terrance M.....LSRP2  
HAYES, Lloyd E.....LSVS1  
HENDERSON, William J.....P2ED3  
HOWARD, Beverly M.....LSMA1  
HOYLE, Harry G.....P2RP3  
HUTCHINSON, Donald K.....P2RN3

INGRAHAM, Gordon L.....LSEM1

JOHNSON, Douglas L.....P1EM4

KELLERMAN, Wilfred H.....LSQM2  
KELLY, Michael G.....LSLR1  
KING, Robert G.....LSRP2  
KIRK, James A.....C2T14  
KRAMER, Frank G.....P1ET4

LARKIN, Frederick.....LSQM1  
LAROUCHE, Arthur J.....LSEM1  
LAVIGNE, Vincent J.....LSEM1  
LEASE, Dalton H.....LSCK1  
LECLERC, Jack G.....P1AC2  
LEPINE, Jacques J.....LSEM1  
LEVEY, Robert G.....LSEM1  
LLOYD, Douglas W.....LSCK1  
LOVE, William P.....LSAA1  
LUDLOW, William A.....LSVS1

MacGREGOR, Joseph E.....LSAA1  
MacLEAN, William B.....LSEM1  
MacMILLAN, James R.....LSQR1  
McCORMICK, Ron P.....LSAP2  
McCOY, Donald.....P1TD3  
McINTYRE, Emil E.....LSAF1  
McKINSTRY, Grant R.....P1RC2  
McLELLAN, Ralph T.....LSQM1  
McMULLIN, William I.....LSEM1  
MALCOLM, Donald A.....LSQM1  
MARSAW, Earl F.....LSEM1  
MARSH, Albert H.....P2EM2  
MATSUBARA, Harry T.....LSQM1  
MAURICE, Donald E.....LSCK2  
MAZUR, Fred A.....P2RP2  
MIRON, Edward P.....P2RP2  
MONTGOMERY, James H.....P2TD2  
MOORCROFT, Thomas E.....C2QR3  
MOORE, Frederick J.....LSEM1  
MORGAN, Lloyd G.....LSTD1  
MUISE, Joseph.....LSQM2

MURDOCH, David G.....P1EM4  
MURRAY, David C.....LSCK1

NAIRN, David A.....P1ET4  
NEWMAN, Everett H.....LSCV1  
NEWMAN, George A.....P2LR2  
NICKERSON, Clinton R.....P2TD3  
NOBLE, John W.....LSQM2

O'QUINN, Alfred A.....LSEM1  
O'VERY, Herbert W.....P2EF3

PATTERSON, John L.....P2QM2  
PAYETTE, Joseph R.....P1TD2  
PEARCE, John H.....LSCK1  
PECK, Joseph E.....LSEF3  
PEGG, John W.....LSEM1  
PELLEY, James L.....LSTD2  
PETERSON, Eric G.....P1RT4  
PLEAU, Jean B.....LSVS2  
POETS, William.....P1ER4  
POLLARD, Ronald F.....P2EM2  
POLLOCK, Thomas J.....P2EM2

QUINN, William J.....P1ER4

RABB, Robert J.....LSRN3  
RAWLINGS, Henry.....P1ET4  
RHYMES, Reginald H.....P1TD3  
RICHARD, Jules J.....LSQM1  
RICHARDSON, Henry A.....P2RW3  
ROBARTS, Karl D.....P2QM2  
ROBERTS, George E.....LSPW2  
ROBINSON, Wilbert.....P2TD2  
ROE, James G.....P2TD2  
ROGERS, John E.....P2RW3  
ROWLAND, Roderick M.....LSEG3  
ROWLEY, Gertrude I.....WLME2  
ROYEA, Francis A.....P1QR3

SAMWAYS, Douglas G.....P2TD3  
SAUNDERS, Hayward M.....P2TD2  
SAVOIE, Jacques A.....LSQM2  
SCHELLENBERG, David J.....LSEM1  
SEVIGNY, Maurice J.....LSCR1  
SHILLINGTON, Clifford T.....P1AA3  
SLOAT, Lloyd O.....LSTD1  
SMITH, Donald C.....LSEM1  
SNOW, Leonard R.....P2ED3  
SOPKA, William E.....P1PC3  
SPILLETT, George.....LSRP2  
SQUIRE, Robert D.....P1ET4  
STEELE, Walter M.....P1RT4  
STEEVES, John A.....LSEM1  
ST. LAURENT, Pierre J.....LSTD2

TANNER, James C.....LSCK2  
TOBIAS, James J.....C2PR3  
TOOHEY, Lawrence E.....LSLR1  
TREMBLAY, Georges F.....LSAA1  
TURNER, John A.....P2AF2

VARDY, Alfred G.....LSAA1  
VINCENT, Roy A.....P2ED3

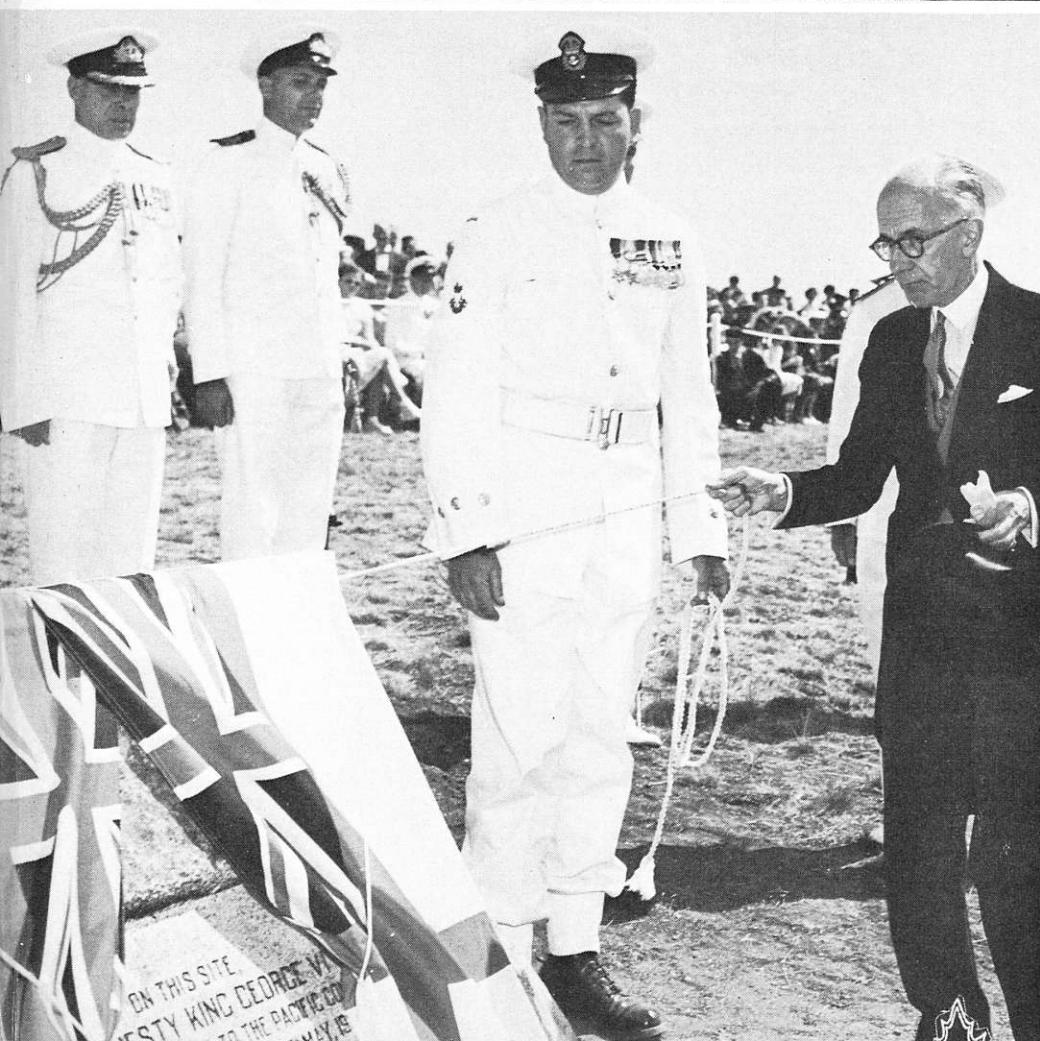
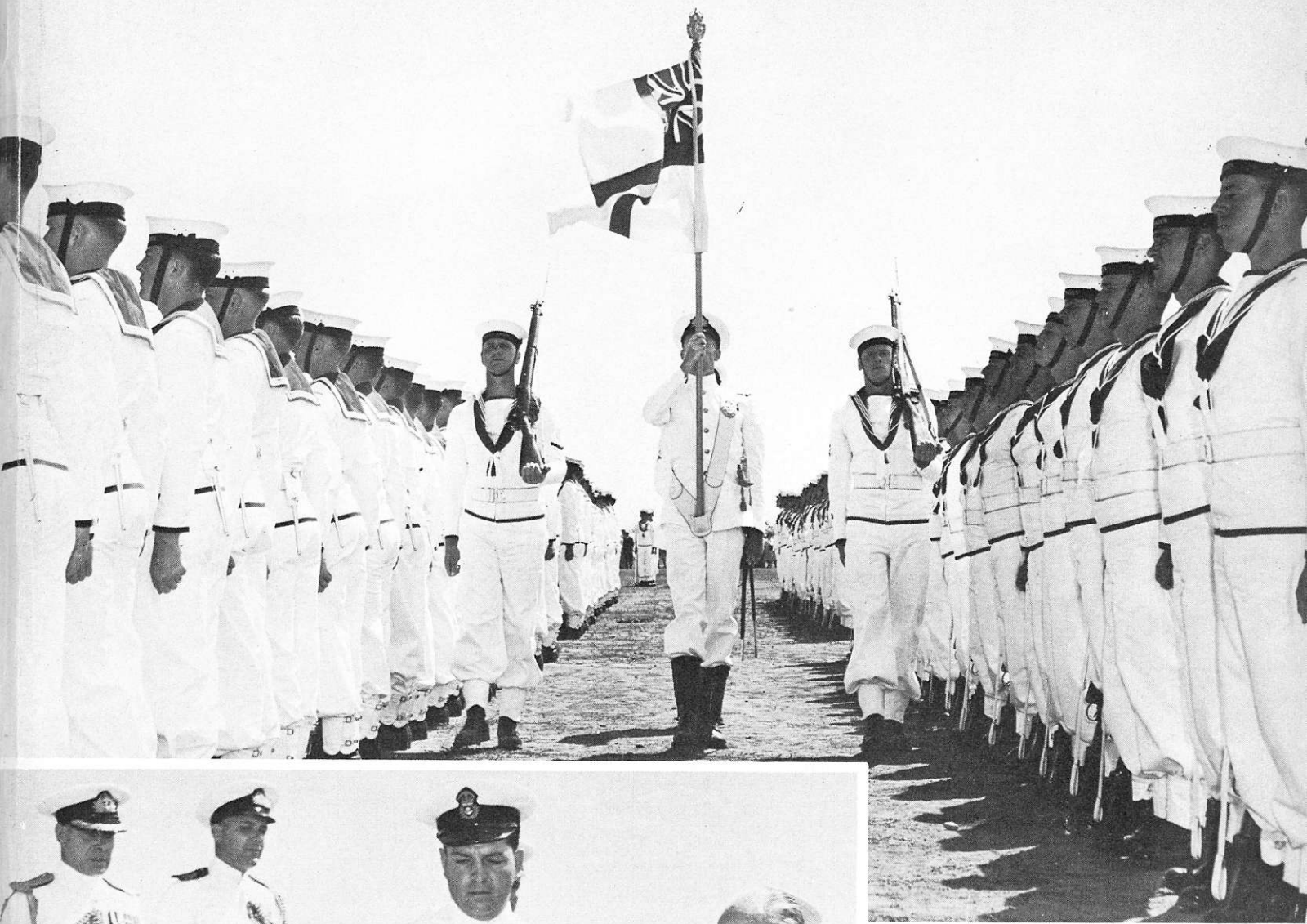
WILKIE, Roy J.....P1EM4  
WINGES, Gordon H.....C2RT4  
WORSFOLD, Donald S.....LSEM1

YOUNG, Wesley H.....P1RT4

ZAVITSKI, Keith S.....LSCS2







The Queen's Colour—a silken White Ensign bearing the Royal cypher—was paraded in Victoria's Beacon Hill park in July on the occasion of the unveiling of a cairn commemorating the presentation of the colour there on May 30, 1939.

The King's Colour, as it was then known, was presented on that day for the first time outside the United Kingdom by his late Majesty King George VI during the across-Canada Royal Tour. Now, two wars later and under the reign of another Sovereign, an unpretentious monument was unveiled by His Excellency, the Governor-General, in proud recollection of the ceremony of 17 years ago.

In the upper picture Lieut. (G) J. H. Wilkes, the Colour Officer, is seen parading the colour. In the lower, the Governor General unveils the cairn as CPO Gordon Fraser, cairn sentry, stands by. In the left background are Commodore P. D. Budge, honorary AdC, and Lieut. Hamish Bridgman, aide-in-waiting. Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, is hidden by His Excellency.

The cairn is inscribed: "On this site His Majesty King George VI presented the King's Colour to the Pacific Command of the Royal Canadian Navy on the 30th May, 1939, the first time the Sovereign presented his colour outside the United Kingdom. This memorial was unveiled on 21st September, 1956, by the Right Honourable Vincent Massey, Governor-General and Commander-in-Chief". (E-37015; E-37024)

