

The CROWSNEST

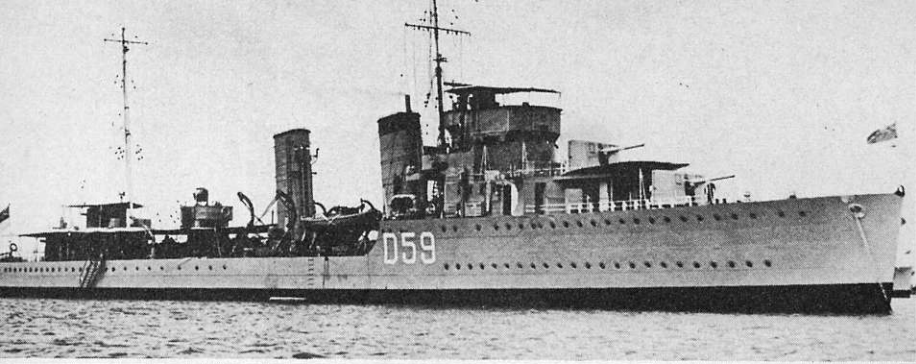
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The CROWSNEST

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The Cover—Irresistibly attracted by the presence of three handsome sailors on the steps of St. Paul's Church, Toronto, Anne Myers, aged three, appeared to realize at the moment the picture was taken that she should not have got into the act. Out of sight of the camera, Anne's daddy, Lieut. Norman Myers, RCSC, was saying a silent prayer while the guard, CPO J. Henry, Lieut. H. C. Wilson and CPO R. Levnes, all of HMCS *York*, stood fast. (COND-3062)

LADY OF THE MONTH

An honorable name and a fighting tradition were inherited by the new destroyer escort HMCS *Saguenay* when she was commissioned in Halifax in December. The old River class destroyer *Saguenay*, which after years of peacetime training put on war paint and joined the Battle of the Atlantic, had another highly desirable virtue. In two major disasters on the high seas—a torpedoing and a collision and explosion—she proved to be unsinkable.

On the opposite page appears a picture of the new *Saguenay*, wearing the light grey of today's Royal Canadian Navy. Inset is a picture of the first *Saguenay*, by pre-war standards as handsome and as up-to-date as the ultra-modern destroyer escort which has inherited her name.

Of all the visible features of the two ships, perhaps the difference in the foremasts is most symbolic of the technological advances that have been made in the years since the first *Saguenay* put to sea in 1931. (CN-3070; DNS-16625.)

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RCN NEWS REVIEW

Canadian soldiers gaze upon the Rock from the flight deck of the Magnificent as the carrier's helicopter makes a trip ashore for mail. (MAG-7596)

'Maggie' Returns From Far East

The aircraft carrier *Magnificent* was scheduled to arrive at Halifax in mid-February following the most unusual voyage of her eight-year career in the Royal Canadian Navy.

The *Magnificent* sailed for Halifax from Glasgow on February 7 with approximately 50 RCAF Sabre jet aircraft being returned to Canada following service in Europe.

It was the final leg of a voyage which began from Halifax on December 28. Her first duty on this voyage was to deliver to Port Said 406 Canadian Army personnel, 240 vehicles, 400 tons of stores and four RCAF Otter aircraft for the United Nations Emergency Force in the Middle East.

Her second task was to sail to Glasgow to pick up the Sabre jets that have been replaced by more modern aircraft in the RCAF squadrons in Europe. These were the same Sabres the *Magnificent* was scheduled to take aboard when she was recalled at short notice to Canada in November for duty with the United Nations.

At Glasgow, the *Magnificent* parted with her helicopter which had served the ship so well during the earlier part of the trip. The helicopter was transferred to HMCS *Bonaventure*, now carrying out trials in United Kingdom waters. To the new carrier also went four officers and 32 men.

A crew of two officers and 18 men of the RCAF joined the ship in Glasgow to help look after the Sabres during the crossing to Halifax.

Following her arrival, preparations were scheduled to begin for her return to the Royal Navy in the spring.

Launching Set For February

The last two launchings of ships for the Royal Canadian Navy on the West Coast under the current shipbuilding program were to take place late in February.

On February 22, at Victoria Machinery Depot, the minesweeper *Miramichi*

was to slide down the ways and on February 26 a similar ship, the *Cowichan*, was to be launched at Yarrows, Ltd.

The two minesweepers are similar to those in service at the present time in the Second Canadian Minesweeping Squadron, HMC Ships *Comox*, *James Bay* and *Fortune*, but improvements have been embodied in their design and performance.

The *Cowichan* and *Miramichi* are two of an additional six new minesweepers built to replace a similar number transferred by Canada to France under the Mutual Aid Agreement of the North Atlantic Treaty.

Sponsor of the *Miramichi* is Mrs. Harold Husband, wife of the managing director of the Victoria Machinery Depot while Mrs. F. T. Fairey, wife of Dr. F. T. Fairey, Member of Parliament for Victoria, is sponsor of the *Cowichan*.

Long Sea-Lift Short Air-Lift

While carrying out the recent long sea-lift, the aircraft carrier *Magnificent* was herself the scene of one of the shortest air-lifts ever undertaken anywhere.

An Army portable power unit stored aft on the flight deck had to be moved forward. In between the two locations was lashed a bewildering array of army vehicles.

The ship's helicopter, piloted by Lt.-Cdr. William Frayn, took to the air, flew aft, hoisted the heavy power unit, carried it forward and deposited it exactly where it was required.

The sea-lift, Halifax to Port Said, measured 6,500 miles; the air-lift 400 feet.

16 East Coast Ships Exercise

Sixteen units of the Atlantic Command fleet at sea early in February were to take part in the large-scale U.S. Navy winter training exercise, "Operation Springboard", in the Caribbean.

First Canadian ships to join in the operation were to be those of the First Canadian Minesweeping Squadron (HMC Ships *Gaspe*, *Trinity*, *Ungava*, *Resolute*, *Fundy* and *Quinte*) which

sailed for southern waters in the latter part of January. After participating from February 9 to 17, the *Fundy* and *Quinte* were to detach and proceed to Miami for Canada Week (February 17-23) while the remainder sailed for Halifax.

Nine destroyer escorts of the First and Third Canadian Escort Squadrons sailed from Halifax early in February to participate in the operation from February 19 to March 20. They were to be joined by HMS *Alliance* of the Sixth Submarine Squadron. She had sailed earlier for trials off Cuba.

The destroyer escorts are:

First Canadian Escort Squadron: *Algonquin*, *Huron*, *Haida*, *Iroquois* and *Micmac*.

Third Canadian Escort Squadron: *St. Laurent*, *Assiniboine*, *Ottawa* and *Saguenay*.

They were to be joined later by the *Crusader*, sailing from Halifax March 6 with the Flag Officer Atlantic Coast embarked.

Nearly 100 USN ships are in Operation Springboard which began early in the new year and will continue until April 1. They include two aircraft carriers, one battleship, four cruisers, and a number of destroyers, submarines, minesweepers, logistic support ships, as well as anti-submarine and patrol aircraft squadrons.

Following the exercise, all but the *Crusader* and the minesweeping squadron are to remain in the Caribbean area to carry out fleet training and visit several ports in the West Indies, after which they will take part in a spring exercise with units of other NATO countries before returning to Halifax about mid-May.

Labrador Visits Sunny South

The Navy's Arctic patrol ship *Labrador* returned to Halifax February 10 after a brief respite from the rigors of winter.

Faced with a life of Arctic summers and Maritime winters, she was sent to the Caribbean for a month's training cruise, an opportunity to get warm and a chance to paint ship. Sailing from Halifax January 7, she visited Montego Bay in Jamaica and Port Everglades in Florida before returning home.

Six-Week Cruise Off California

Four ships of the Second Canadian Escort Squadron sailed from Esquimalt in the latter part of January for a six-week training cruise in California waters and joint exercises with units of the U.S. Navy.



A boat leaves the *Magnificent* during unloading operations at Port Said. At the tiller is Midshipman N. H. Frawley, and beside him is Ldg. Sea. Frank Edwards. The other three crew members are, left to right, AB Kenneth Scott, AB Alan McPhie and AB Donald Fisher. The Canadian soldier is unidentified. During the *Magnificent's* stay in the Egyptian harbour, her boats flew the United Nations flag and their crews wore the unusual rig of the day of UN flashes, armbands and the light blue beret of the UN Emergency Force. (MAG-7661)

They were HMC Ships *Crescent*, *Sioux*, *Athabaskan* and *Cayuga*. The destroyer *Sioux* was to detach from the exercises in the Long Beach area to return to Esquimalt early in February. The remaining three ships were to visit San Francisco and then continue exercises in the San Diego area returning to Esquimalt on March 7.

Captain Boulton Commands St. Laurent

Cdr. Robert Walter Timbrell has been appointed executive officer of *Shearwater*, the RCN Air Station.

He succeeds Cdr. George Montague Wadds, who has been appointed senior naval officer at Sydney, N.S., and base superintendent of the Point Edward, N.S. naval base.

Captain Angus George Boulton has succeeded Cdr. Timbrell as Commander

Third Canadian Escort Squadron and commanding officer of the *St. Laurent*.

Oshawa Sails On Survey Duties

The coastal escort *Oshawa*, recently converted for Pacific Naval Laboratory duties to replace the research vessel *Cedarwood*, sailed from Esquimalt in the latter part of January to conduct an oceanographic survey in North Pacific waters.

Carrying a wide variety of scientific equipment, the ship was scheduled to be at sea until March 8 on Operation Norpac, an oceanographic data-gathering mission.

Embarked in the *Oshawa* for the operation were a group of scientists from the Pacific Oceanographic Group Pacific Biological Station, Nanaimo, B.C.



Mrs. Ralph Campney, right centre, has just unveiled the Bonaventure's Battle Honours at the commissioning ceremony. Among others, the picture shows Lady Wakehurst, wife of the Governor of Northern Ireland, and Commodore Paul Earl, Senior Naval Officer Montreal area. (BN-221)

HMCS BONAVENTURE JOINS THE FLEET

First Canadian-Owned Carrier Commissioned

HMCS BONAVENTURE was commissioned as a unit of the Royal Canadian Navy at the Queen's Island yard of Harland and Wolff Ltd., Belfast, shortly after noon on January 17.

Approximately 900 guests attended the solemn ceremony, including the Hon. Ralph Campney, Minister of National Defence, and Mrs. Campney, who named the ship and unveiled the carrier's battle honours.

Others among the official guests were Lady Wakehurst, wife of His Excellency the Governor of Northern Ireland; Lord Hailsham, former First Lord of the Admiralty and now Minister of Educa-

tion for Britain; Lord Brookeborough, Prime Minister of Northern Ireland and Lady Brookeborough, Norman A. Robertson, High Commissioner for Canada in the United Kingdom and Mrs. Robertson and Lord John Hope, Parliamentary Under-Secretary for Commonwealth Relations.

Three admirals represented the Royal Canadian Navy: Vice-Admiral H. G. DeWolf, Chief of the Naval Staff; Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast and Rear-Admiral H. S. Rayner, Chief of Naval Personnel. Commodore J. V. Brock, Naval Member Canadian Joint Staff, London, introduced Mr. Campney, who was the principal speaker.

Also numbered among the guests were Mrs. Brock; Mrs. H. V. W. Groos, wife of the commanding officer; Sir John Lang, secretary, Board of Admiralty; Sir Frederick Rebbeck, chairman of the board, Harland & Wolff, and his daughter, Mrs. Hoskins; Rear-Admiral R. A. Ewing, Board of Admiralty; Commodore (E) B. R. Spencer, Engineer-in-Chief, RCN; Commodore W. P. Carne, superintendent of control-built ships, RN; Captain (L) John Deane, Assistant Chief of Naval Technical Services, RCN, and H. B. Armstrong, Canadian Treasury.

Mr. Campney said that the commissioning had great significance for Canada. It was the third aircraft car-

rier the RCN had operated, but the first it actually owned.

"Her two predecessors, the *Warrior*, and *Magnificent*, both built in this shipyard, were loaned to us by the United Kingdom.

"This kind of arrangement, so valuable and helpful in the Commonwealth, has now been extended by both of us to our NATO partners, emphasizing the unity of the underlying aim of us all, to preserve the peace," he said.

With the acquisition of the *Bonaventure* a great forward step was being taken. Aviation in the Royal Canadian Navy would, so to speak, come of age.

"The most important advances incorporated in this ship are all British developments, and they constitute continuing evidence that the progressive spirit of the United Kingdom remains ingeniously active and intelligently determined as ever," he said.

Mr. Campney's address followed Protestant and Roman Catholic services. The Protestant service, held in the main hangar, was conducted by Chaplain (P) W. H. Thompson of the *Bonaventure*. The Roman Catholic service was held in the forward lift-well and conducted by the Rev. Hugh Murphy, RNVR. Chaplain (RC) L. A. Dougan, the *Bonaventure's* Roman Catholic chaplain, who accompanied the *Magnificent* to the Suez, was unable to reach Belfast in time for the commissioning.

Admiral DeWolf, in introducing Mrs. Campney, said that the hospitality extended to the officers and men of the

HMCS Bonaventure

LIGHT FLEET CARRIER

Displacement	19,900 tons
Length	700 feet
Beam	80 feet, not including sponsons
Speed	Approximately 24 knots
Aircraft	Tracker anti-submarine aircraft Banshee all-weather jet fighter Helicopters
Main engines	Twin-shaft steam turbines
Complement	About 1,200 (wartime)
Builders	Harland & Wolff Ltd., Belfast

Royal Canadian Navy in Belfast during and since the last war had been such that outside Canada there were no more popular ports of call than those in Northern Ireland.

Mrs. Campney then named the ship: "I name this ship *Bonaventure*, and may God bless all those who sail in her".

Following the naming, Mrs. Campney unveiled the *Bonaventure's* scroll of battle honours, which date back to the seventeenth century.

Captain H. V. W. Groos, commanding officer of the ship, read his personal appointment as captain and ordered the commissioning of the ship. While the National Anthem was being played the White Ensign was slowly hoisted and the Naval Board and Admiralty flags were broken.

Below, in the hangar, before the assembled ship's company and guests, a White Ensign was hoisted before the dais, symbolic of the commissioning.

Speaking to his ship's company Captain Groos said: "We have the means to deliver mighty hard knocks against any threats to shipping, whether the threats come from the air, on the sea, or from under the sea."

Following the ceremony, luncheons were held on board the ship and at Harland and Wolff Ltd.

Speaking at the company luncheon, Lord Hailsham said that as far as the mind could see ahead the aircraft carrier would play a vital—if not an indispensable—part in maintaining peace and, if necessary, in carrying on war.

At the luncheon, Lord Brookeborough proposed the toast to the *Bonaventure* and said that Northern Ireland had the proudest memories of the association



A draft of personnel arrives on board HMCS Bonaventure from Bishops Court, Northern Ireland, where the men were quartered on arrival by air from Canada (BN-205)

Impressed by Rites

The following appeared on the editorial page of the Belfast News-Letter:

A correspondent who attended the commissioning of the *Bonaventure* yesterday sends me the following note:

"To me the most moving part of the launching or commissioning of a ship-of-war is the religious service, which by order and tradition, is an integral part of the ceremony.

"To watch the ship's company, with their caps off, singing the sailors' hymns and taking part in the prayers for safety at sea is most impressive, proving that 'those who go down to the sea in ships and see His wonders on the deep' have a very present faith in God."

with the Royal Canadian Navy during the long years of the Battle of the Atlantic. Belfast was therefore particularly proud that the first Canadian-owned carrier should have been built there. He described the ship as a miracle of modern ingenuity.

In his address at the commissioning ceremony Mr. Campney said it was fitting that the *Bonaventure* should have been built in a world famous shipyard, from which so many proud ships had steamed into the great oceans and, indeed, into history.

"We have been most fortunate," he said, "in having with us in this venture the tried and true experience, and the helpful co-operation for which the name 'Harland & Wolff' has stood so long.

"I wish to express thanks and gratitude to all who have helped to bring this ship to life, from the most senior officials of the company to the last man and woman on the job. And these thanks must extend to the sub-contractors, to those who have built and supplied the complex and ultra-modern equipment which she carries and without which she might still be good to look at, but less effective as a fighting ship.

Future of Carriers

A look at the future of aircraft carriers was taken by Lord Hailsham, former First Lord of the Admiralty, during the commissioning ceremonies of the Bonaventure. This is what he saw:

"So far as the mind can see ahead, I believe that the aircraft carrier will play a vital—it may be an indispensable—part in maintaining peace and, should it be necessary, in carrying on war.

"The aircraft carrier requires no long runways on land which are so apt to involve their owners in political troubles. She can be moved to any part of the world suitably surrounded by escorts. Her arrestor gear will enable aircraft of the most modern design to be landed on her angled deck; her catapults will send off pure jet aircraft of suitable design and of the most modern type, fighter or bomber or anti-submarine; helicopters, of course, can land on and off her flight deck with the greatest of ease; and after any given carrier has been superseded by a more modern type, she can still be used to carry either a helicopter lift or a Royal Marine Commando or an army formation complete with vehicles."



The day after she had bestowed the name "HMCS Bonaventure" on Canada's new aircraft carrier, Mrs. Ralph Campney accompanied her husband, the Minister of National Defence, on a visit to the ship's company. Mrs. Campney is seen chatting with, left to right, Ldg. Sea. Douglas Pennell, AB Kenneth Anthony, AB Joseph Gubbins, AB Andre Granger, AB James Kilburn and Ldg. Sea. Ivan Smith. (BN-232)

"In the production of this ship, much credit must go to the British Admiralty which over the years has accumulated great skill and experience in the design and development of ships of war. All the benefit of this rich store of knowledge has been most readily and freely given us. We owe the Admiralty a great debt of gratitude for its guidance and assistance.

"On the other hand, we have brought to bear some Canadian thinking and Canadian experience in the construction of this ship which we hope will contribute to her efficiency and to her usefulness.

"In this connection it may well be remembered that the Royal Navy was the first in the world to take to the air. The world's first aircraft carrier was a British ship. The first naval aviators were officers of the Royal Navy, and it was from a British flight-deck that a jet-propelled aircraft was first flown.

"On behalf of the Government of Canada and of myself, I wish to express the warmest thanks for the unflinching and invaluable assistance that has been given at all stages of the project by so many, and at all levels of activity. This ship would not be here today without that. It is tangible evidence of the strong bonds that hold us together in the Commonwealth, and of the basic brotherhood of the two navies.

"For various reasons, including nearness to the source of supply and common manufacturing practices, the aircraft which will fly from this vessel will be of United States design, many of them of Canadian manufacture.

"This fact once again draws attention to the co-operative measures in defence that exist between nations of the North Atlantic Treaty Organization. The happy combination of the products and skills of three countries in this ship and its equipment may be regarded as symbolic of the enduring friendship that Canada enjoys with NATO's two greatest members. It is my hope and belief that for this ship this combination will prove an omen of 'good fortune'. That is the meaning of the name that she is to receive today.

"I would like to say something about that name. Off the Gaspé Peninsula, on the east Canadian coast, there lies a small island known as Bonaventure Island. It is rich in history and legend, and many believe that it was named by the French explorer, Jacques Cartier, who first sighted it on the 14th of July in 1534—the day of the Feast of St. Bonaventure. It was known then, and perhaps before, to fishermen from Brittany and Portugal, who always had good luck there and called it "Ile de Bonne Aventure".

"Throughout all known time, it has been a nesting-place and haven of sea birds of many types, and is today an official bird sanctuary.

"It was in compliment to the great French-speaking and early Canadian explorer-seamen on whose charts this island is shown, and in view of her especial function, that it was decided to name this ship *Bonaventure*.

"*Bonaventure* is also an honoured name of Her Majesty's Ships, going back to the time of the first Queen Elizabeth, and before. There was a *Bonaventure* in the fleet that fought the Spanish Armada, another that served most actively from the time of Charles II to that of Queen Anne, and another that served in the Second World War, to mention but three. This might be held to be coincidence. Let us today count it rather as a further accident of fortune—good fortune.

"It remains for me now to express but one more thought. I can introduce it best by quoting the translation of the old French motto which has been chosen for this ship. Its meaning in English is: 'Not for us, all alone'.

"None of Canada's many defence measures, of which the acquisition of

this important ship is one, is taken 'for us, all alone'. No defence measure has full moral justification today unless it be designed to defend the cause of freedom of all men, and to reinforce the mighty and continuous efforts which must be carried forward to bring peace to mankind and to maintain it for the benefit of us all.

"We in Canada remain convinced, as we have for so long been convinced, that real hope for the future lies in the long-term preservation of those deep friendships between the nations of the North Atlantic Treaty Organization which have accomplished so much in the past, and which through unity and joint strength can accomplish yet more in the future.

"To those who will be taking this ship to sea, 'not for us all alone' but as a Canadian contribution to the cause of freedom and of peace, I wish the greatest of good fortune wherever they may go."

In his remarks, Admiral DeWolf spoke of the battle honours, won by former ships of the same name.

"They extend back over centuries, and again forward to the Malta Convoys of 1941," he said.

"Their historic significance is great,

and they will be a perpetual reminder to us of the heritage which belongs to all ships sailing under the White Ensign.

"To the sailor they have an additional significance, more immediate and more intimate. They are not lightly given, and no ship should bear them lightly. They represent many things, from the hardships imposed by the dirty weather in which battles often have to be fought, to the cheerful acceptance of the obvious hazards arising from the action of the enemy.

"Most important of all, they represent the attainment, within the ship herself, of that combination of high morale and fighting capability that alone can win battles. It is the duty of every ship's company, in peace as well as war, to achieve and maintain this morale and capability. The finest of equipment cannot do this. It can only be done by men.

"As this ship is commissioned, and comes to life, these hard-won honours of the past will be confided for the first time to the care of a Canadian ship's company. I confidently expect that every officer and man will do his utmost to meet the challenge they present."

The Big Cheese Deal

Captain H. V. W. Groos, commanding officer of the *Bonaventure*, brought smiles by telling this story during his address at the carrier's commissioning:

"In 1952 we were engaged in delicate negotiations about buying an aircraft carrier. We were trying to discover what a carrier hull would cost, who would undertake its completion, and at what cost.

"To our astonishment one day we read in the London press that Canada had bought a carrier from Britain, and would pay for it with a vast but unknown quantity of cheese.

"The prospect of becoming concerned in any equation involving a modern aircraft carrier and a huge quantity of cheese was unique. Evidently the Board of Admiralty felt the same way, and they took action to remove the matter of cheese from our negotiations."

Captain Groos used his story about cheese to illustrate effectively that the world is dependent upon seaborne trade, not only for cheese, but other foods and essential supplies, both in peace and war.

THE SHORT BUT USEFUL LIFE OF HMCS NIOBE II

THE APPROACH of the commissioning of HMCS *Bonaventure* in January meant that the days of two naval establishments in Belfast, Northern Ireland, were numbered and that the 46 officers and 151 men attached to them would soon be on the move.

The establishments, HMCS *Niobe II* and that of the Principal RCN Technical Representative's staff, existed only for the purpose of bringing the *Bonaventure* to completion in the sprawling yards of Messrs. Harland and Wolff, the birthplace of three other large units of the RCN, the *Ontario*, *Warrior* and *Magnificent*.

The organization of the Principal RCN Technical Representative (PRC-NTR) was the older of the two establishments, having been originally set up at Bath in October 1952 and transferred to Belfast in September 1953.

The purpose of the organization was to interpret Canadian requirements and viewpoints to the Admiralty, who were building the ship, and in addition to act as the overseeing authority in installation of equipment of Canadian and American origin.

Many PRCNTR personnel have been in Ireland for a considerable time. Lt.-Cdr. (L) W. B. Christie held the record

The Friendly RAF

About 350 of *Bonaventure*'s ship's company are still talking about RAF's hospitality in Ulster.

The 350 were those of the 600 Canadian sailors airlifted from Halifax to Belfast who were accommodated for about five days at the RAF station at Bishop's Court, about 30 miles from Belfast.

The Canadians were housed, fed and entertained royally at the station—miles from any sizeable community.

Each sailor had an airman as a chum, who showed him the station and even ate with him. A varied sports program was topped off by a dance, for which the RAF scoured the countryside for young ladies, and came up with enough of them to make the dance a rousing success.

for length of service on this staff, having joined when the organization was first established. Cdr. (E) John Doherty had been the Principal RCN Technical Representative since June 1955.

The function of *Niobe II*, on the other hand, following its establishment in April 1956, was to form an administrative headquarters for stand-by personnel destined to form part of the ship's company of the *Bonaventure*. It was commanded by Cdr. A. D. McPhee, executive officer designate of the ship. All the heads of departments and various other key personnel were busy in setting up the organization for their respective departments to ensure the smooth, efficient functioning of the complex modern aircraft carrier.

What did the fairly large number of officers and men attached to the two establishments think of being in Belfast? It would be safe to say that to a man they found their stay most enjoyable, and probably the largest single



explanation for this would be the friendliness of the Belfast people. It would indeed be difficult to find people anywhere who were more helpful, friendly, and willing to accept strangers into their midst.

Of the total number of Canadians in Belfast 42 officers and 97 men had their families there and although some have found it difficult and rather expensive to obtain accommodation with the facilities to which one is accustomed in Canada this did not present an insurmountable problem. An added difficulty for housewives arose when doing the family shopping. It was not pos-

sible to go (in modern North American style) to one supermarket and buy the weekly grocery supplies. Instead various articles such as vegetables, meat, fish, etc., all have to be purchased at different shops and this entailed extra time and effort.

The children adapted themselves to the Irish scene well. Those of sufficient age attended local schools, and although it was agreed that schooling was more advanced and difficult in Northern Ireland than in Canada, this was balanced by the fact that they would probably be ahead of other children of their own age when they got home.

Although it may be safely said that the staffs of *Niobe II* and PRCNTR will be happy and proud on the day the *Bonaventure* sails into Halifax and they return to their own land, it can equally well be said that they leave Belfast with regret, and will look back with satisfaction on their association with the construction of the newest addition to Canada's fleet.—(Contrib.)



During the latter part of January and for much of February, the Arctic patrol ship Labrador was on a training cruise in tropical waters. This picture of the "Great White Bathtub" was taken in her more familiar habitat, the Arctic, and shows her traversing Fury and Hecla Strait. (LAB-1858)

OFFICERS AND MEN

2 POs Become Sub-Lieutenants

Two former petty officers of the Royal Canadian Navy have been promoted to the rank of acting sub-lieutenant.

They are A/Sub-Lt. (L) Real Joseph Leon Langlois and A/Sub-Lt. Leonard Joseph Cavan.

Sub-Lt. Langlois was born in Warren, Ont., on November 16, 1927, and entered the Royal Canadian Navy as an air mechanic in June, 1946. He has served in naval establishments on both coasts, at *Shearwater* and in the United Kingdom, as well as at sea in the *Magnificent*. An electrical specialist, he is now undergoing technical courses at *Stadacona*.

Sub-Lt. Cavan was born in Detroit, Mich., on November 6, 1929, and entered the Royal Canadian Navy at the Ottawa naval division in September, 1949. He has served in establishments on both coasts, and at sea in the cruises

Ontario and Quebec, the Algerine coastal escort *Portage* and the *Magnificent*. He recently completed courses in the United Kingdom leading to his promotion and on his return to Canada was to take up an appointment in the destroyer escort *Haida*.

AB 'Phones Home From Mid-Ocean

When Able Seaman Robert Bentley of Sarnia, Ont., got a call in his mess on board the *Magnificent*, saying his mother wanted to speak to him on the telephone, his first reaction was to tell the caller to go peddle his jokes elsewhere.



The "*Maggie*" was 400 miles off Halifax, steaming eastward through rough seas, Mrs. Bentley was in Sarnia, and it took a lot of talking to convince her 20-year-old sailor son that he actually could speak to her by telephone.

And speak to her he did, exchanging New Year's greetings and telling her about the weather and the ship's future plans.

It all came about when Commissioned Communications Officer Don McGee, operating the "*Maggie's*" amateur radio station, VE-Zero-ND, made contact with a "ham" operator in Sarnia. The latter happened to know Bentley's parents, Mr. and Mrs. R. A. J. Bentley, 196 Evergreen Drive, and got Mrs. Bentley to the phone at his end while Mr. McGee called her son to the ship's "ham" station.

Reception was good, said AB Bentley afterwards, "and it sure was great to be able to talk to my mother and hear her so clearly. That was the biggest surprise and thrill of my life".

A meteorologist's mate, AB Bentley, has been in the Navy 3½ years and in the *Magnificent* five months. He was drafted off the ship in Halifax last



AB Richard Metcalf, 21, has received a commendation from the Chief of the Naval Staff for his action in saving the life of a shipmate on board the coastal minesweeper *Cordova*. AB Metcalf, a cook in the *Cordova*, rescued AB William Skypetz when he fell into the water from a jetty at Port Hardy, B.C., on July 23, 1956, during a visit there by his ship. AB Metcalf had to battle a strong outgoing tide to bring his colleague back to the ship's side. In his commendation, the Chief of Naval Staff, Vice-Admiral H. G. DeWolf, referred to Metcalf's "alert presence of mind and quick action" in saving his shipmate from drowning. In going to the aid of a shipmate with no regard for his own safety AB Metcalf had acted in the best traditions of the service. AB Metcalf is shown here receiving the commendation from the commanding officer of the *Cordova*, Lieut. Russell Freeman. (E-39504)

November but rejoined her December 27, two days before she sailed for the Middle East with troops, stores and vehicles for Canada's United Nations Emergency Force.

Commissions for Chief Petty Officers

Three former chief petty officers of the Royal Canadian Navy have been promoted to commissioned rank.

They are Commissioned Gunner Walter Raymond Brain, Commissioned Master-at-Arms Brian Desmond Seager and Commissioned Gunner (TAS) John Blythe Bing.

Commissioned Gunners Bing and Brain have been in the United Kingdom undergoing courses and will take up appointments in the destroyer escorts *Crusader* and *Nootka*, respectively,



Mrs. Emilie Corscadden, of Toronto, holds the Albert Medal she received at the Governor General's investiture in Ottawa, January 10, on behalf of her late son, Sub-Lt. Arthur L. Corscadden, late of RCSCC *Ark Royal*, Toronto, was awarded the medal posthumously after attempting to rescue a Sea Cadet from drowning in Lake Ontario in June, 1954. He died in the attempt. The Albert Medal is one of the highest decorations in the Commonwealth for life-saving. (09129)

while Cd. MAA Seager has been serving at the Naval Air Station, *Shearwater*, and will be attached to the staff of the Area Recruiting Officer in Calgary.

All three will take a six-week Divisional Officer's Course at Cornwallis commencing in April.

Sailor Flown To Malta Home

It is far from an unknown experience among sailors to come within sight of the spires and hills of home only to have the vision fade into the mists as the ship steams relentlessly along the path of duty.

So there was neither hope nor joy in the heart of AB Johnny Micallef, 23, as the *Magnificent* sped through the Mediterranean on her way to Port Said. He had been born and raised on the island of Malta, the "unsinkable aircraft carrier", had seen his home and school destroyed by bombs during the Second World War and had sheltered in a crowded cave. He had come to Canada after the war and two-and-a-half years ago joined the RCN.

The "*Maggie's*" sailing orders would take her past Malta. However, Captain A. B. Fraser-Harris, commanding officer, was aware of the presence of the Maltese sailor on board, summoned him and told him he could go ashore in the ship's helicopter when it flew to Malta to pick up and land mail, the visit would be charged up to the unused portion of his annual leave and he would be picked up when the carrier made her return voyage.

When AB Micallef landed on the island his parents, brothers, sisters and friends, advised by ship's radio of his coming, swarmed around him and bore him off home. It was a homecoming as happy as it was unexpected.

50 Learn to Fly At Pensacola

Not all the Canadians in Florida have gone south, like the birds, to escape the northern winter. A fair number of them—far from the fashionable wintering spots of Miami and Palm Beach—are in the Deep South for what even the birds would regard as a strange reason. They are learning to fly.

Half a hundred sub-lieutenants and midshipmen are stationed at the U.S. Naval Air Station, Pensacola, Florida, for training courses with the USN, and have completed their initial flight training. When they have put in 18 months at what the USN calls its "Annapolis of the Air" they will return to Canada as fully-trained naval aviators, ready to join operational squadrons.

Page ten



A U.S. Navy instructor gives a last-minute briefing to three RCN flight students at the U.S. Naval Air Station, Pensacola, Florida. The fledglings are Sub-Lt. N. W. Judge; Sub-Lt. S. E. Murray and Midshipman G. B. Montgomery.

Also stationed there are two RCN photographers, PO K. E. Martin and PO E. H. Hovey. The latter is specializing in motion picture photography, while PO Martin is concentrating on still photography, both ground and aerial.

Close watch on the progress of the 52 students is kept by Lt.-Cdr. (P) H. D. Buchanan, who also acts as liaison officer between Canadian naval personnel and the U.S. Navy.

The flying training at Pensacola is just one aspect of the close co-operation between the U.S. Navy and the Royal Canadian Navy, as members of the North Atlantic Treaty Organization and as representatives of two friendly nations with a common goal of maintaining freedom.

Ship's Fund Helped By Christmas Shop

The canteen at *York*, the Toronto naval division, contributed \$80 to the ship's fund as a result of a Christmas shop conducted the week before Christmas.

Offering a variety of goods from kitchen appliances to toys, the shop was well attended by members of the ship's company of *York*.

Run entirely by the regular navy personnel stationed at *York*, the shop attracted many favourable comments.

Set up in the rifle range, the shop displayed its wares in an attractive form.

It is expected that the canteen will conduct a similar store next Christmas.

Victoria NOA Names Officers

At the election of officers of the Naval Officers' Association of Victoria, NOAC, H. P. R. Brown was elected president for 1957.

A. L. Bristowe was named vice-president and B. W. Fairweather, secretary-treasurer, with the following chosen as members of the executive committee, D. H. S. Craven, T. Hyslop, V. G. Pinhorn, Ian Simpson and J. H. Wade.

Huron Commanded By Cdr. Cogdon

Appointments for three senior officers of the Royal Canadian Navy have been announced.

Cdr. Noel Cogdon has been appointed in command of the Halifax-based destroyer escort *Huron*. He succeeds Cdr. Reginald A. Webber who has been appointed for a course at the NATO Defence College, Paris, France.

Cdr. Cogdon's former appointment as Assistant Chief of Staff (Air) to the Flag Officer Atlantic Coast, has been filled by Cdr. Raymond A. B. Creery.

OFF TO SEA IN A BLACK BERET

Cadet Cruise Turns Army Officer into Seasoned Sailor

ON JUNE 9, 1956, in the company of ships from the Second Escort Squadron, the cruiser HMCS *Ontario* left Esquimalt, B.C. On board each ship were naval cadets from the three Canadian Services Colleges — Royal Military College of Canada, Kingston, Ontario; Royal Roads, Victoria, British Columbia, and Collège Militaire Royal de St. Jean at St. Jean, Quebec. The next two months would be spent at sea, training these cadets in their practical phase of the Regular Officer Training Plan.

Divided among the four destroyers and three frigates of the squadron were second year cadets from the three colleges. In the *Ontario* were 68 first-year and certain third- and fourth-year specialist cadets. In addition, the "Big O", as she is affectionately known, was dubiously blessed with the presence of a member of the Royal Canadian Dragoons, myself.

Captain John A. Charles, CD, RCN, the present Commandant of Royal Roads, had suggested I join this cruise to observe the training of naval cadets in the flesh, so to speak, and, having no sea experience, I was quick to accept.

I arrived at precisely 0800 hours* as directed and crossed the gangway onto the quarterdeck. There a smart salute is customary and up to this point I progressed with little difficulty, but I had considerable to learn. Lt.-Cdr. Joe Marston, with a rather sadistic look in his eye, shook hands and directed me to my new home, "Cabin 420, aft on the port side, on the cadet study flat". Thus instructed I proceeded forward, which I later discovered is not the way to get aft.

With the jaunty air of a true sailor I toured the ship, asking foolish questions and getting sensible answers, such as "up two decks over the boat deck, down two decks, past the heads and by the ship's office". Later, thanks to one cook and two stokers, I eventually returned to the quarterdeck, where I was led, by the hand, down a flight of stairs (ladder) to my room (cabin). It was a pleasant spot, the lack of a window (scuttle) would only help to keep the place cool. But I was soon to know of the gleam in Lt.-Cdr. Marston's eye.

I unpacked my clothes (gear) and headed for the obvious spot, the mess

by
CAPT. E. L. WISEMAN,
*Royal Canadian Dragoons,
Staff Adjutant,
Royal Roads.*

(wardroom). There I was rapidly introduced to the officers of the ship and in short order presented with a cup of strong coffee to settle my nerves.

At this point the newly-joined officers were introduced to Captain David W. Groos, who commanded the *Ontario*. The mere sight of a khaki uniform failed to shake visibly the captain, as he welcomed each officer aboard. The fact that Captain Groos left the ship shortly after, I hope, had no bearing on this last cruise.

At exactly 1000 hours we were underway. A guard was mounted on the quarterdeck, the ship's company was at its stations and the ship's band played a stirring march. It was a most impressive sight. Unfortunately the weather closed in, the jetty vanished and we were off to sea.

It is difficult to decide on the immediate feeling a "landlubber" has when first confronted with miles of

ocean and the slight roll which progressively seems to gain in momentum. It was determined the slight greenish tinge was from lack of sleep and from time spent packing the night before. A bit of fresh air worked miracles and the continuous "How do you feel?" only helped to aid the determination not to give in. However a good dinner and a rather dubious night's sleep solved the situation. The fact it was perfectly calm had little to do with it, but by morning I had my sea legs.

Although the manoeuvring of the ships at first was slightly confusing to a "pongo" (with 25 miles of sea, could one degree really make that much difference?) the necessity of accuracy was made obvious, thanks to the patience of the navigating officer, Lt.-Cdr. Bryan Judd.

Our arrival at San Diego was announced with the firing of a salute by the ship. The sight of land was indeed pleasant, although, as I was soon to learn, uncomfortable. The ship was docked quickly and efficiently, and shortly we were ashore.

As I walked down the main street, I had the uneasy feeling of still being

Before sailing on the current winter-spring Venture cadet training cruise Captain Robert P. Welland, commanding officer of the *Ontario*, enlisted the aid of the Victoria Art Gallery to help dispel a few illusions people in other parts of the world may have about Canada. Fifteen paintings and prints—the work of six Victorian artists—will hang on the walls of Captain Welland's day cabin for visitors of foreign lands to see. Captain Welland is shown hanging a painting of an Indian Chief in full regalia, for he does not want to disappoint any visitor with the impression that Canada is a country populated by Indians. "I don't want to dispel their illusion entirely . . . that would spoil their fun . . . but a little ray of light certainly will do no harm," Captain Welland remarked (E-39012)



* Army time.—Ed.

at sea. A quick swim in the pool at the Coronada Air Base did not help matters in the least and brought knowing glances from my companions, Lt.-Cdr. Bernard Thillaye, of CMR, and Lieut. Harry Frost, RSO at Queen's

When visiting San Diego a trip to the zoo is a must. It is well rated as one of the world's finest. The zoo's 200 acres are planted with rare trees and plants as a natural setting for the more than 3,200 animals exhibited. In addition, a fine art gallery displaying \$4 million worth of art treasures, is located in the area known as Balboa Park. I spent a most interesting afternoon in the company of Lieutenants Ross Murray and Les Jackson, although the remarks about "the long-legged goony adjutant birds" were not well received, in view of my present appointment.

During our stay an excellent sand table exercise was conducted for our cadets by members of the Marine Corps base. The exercise simulated an assault on an enemy-held beach and depicted the various phases from build-up to the final consolidation. The roles of the sea, land and air forces were well portrayed by the use of scale models of the equipment used. Although very basic, it was a most informative day.

In addition, cadets were allowed to visit a USN submarine based at San Diego, which is part of the 11th Naval District.

No trip to San Diego is complete without a side visit to Tijuana, Mexico. The character of this city is doubtful but interesting, and for the sport fan jai alai games are played nightly. It is wise to leave the city by midnight, as the local jails are most uncomfortable. This last informative point is not from personal experience.

Leaving San Diego we proceeded south to Magdalena Bay. During this period towing and refuelling exercises were carried out by the *Ontario* and ships of the squadron. Both difficult exercises were successfully carried out, with cadets assisting in both.

Our arrival at Magdalena Bay was calmly taken, other than by the millions of shrimp that clogged the ship's condensers. The population of 150 stirred slightly, but didn't move, as it was siesta time and the mere sight of eight foreign warships steaming into the bay—well, they would still be there in the evening.

To designate Magdalena Bay as desolate would be polite. The village was the only sign of humanity in sight, the country was hilly and I'm told much like Korea. For the most part, cactus covered the area.

Swimming was prohibited due to an abundance of sting-ray, sharks and numerous other denizens of the deep. The hillsides apparently were lively with rattlesnakes, but my courage waned and I didn't personally inspect them to confirm this fact.

Although the place was not interesting, it afforded a good training area, and cadets from the *Ontario* spent a day with those from the other ships on a "Cook's Tour". I joined the *Cayuga*, commanded by Cdr. G. H. Davidson, and was treated to a noble experience and learned first-hand the complex workings of a destroyer.

Later I visited the *Ste. Therese*, but would prefer not to discuss my experience on board this frigate, as I was



accused first of pushing their engineer officer into the water and later of hitting him on the head with an oar. Neither was correct but he had his revenge, as did Lieut. Dick Smythe, of RMC.

It was also about this time I began to notice the rapidly rising temperature in my cabin.

To entertain the ship's company a "banyan" or beach party was held ashore. I was amazed and impressed with the organization which produced this entertainment. Booths were constructed, games were built, the band played and each evening a fireworks display was held. It was extremely well done and gratifying to know the profits were distributed to the local inhabitants.

Under the capable guidance of Chaplain (RC) Regis Pelletier a collection of funds and clothing was made from all ships. These were presented to the community which will undoubtedly long remember our week's visit.

Leaving Magdalena Bay an exercise was conducted to familiarize the cadets with the various command appointments. Cadets were appointed captain, executive officer, navigation officer, and took the ships to sea. A few anxious moments occurred, but all went quite well.

Also an exercise was held during which the destroyers "torpedoed" the *Ontario*. I was a little edgy, as the trail of each torpedo approached, but was assured by the ordnance officer, Lt.-Cdr. Denis Perrins, that everything was in hand. Captain Groos seemed indeed happy as he determined each strike. As it was his ship, if he didn't worry, why should I?

Later the Escort Squadron left and we were on our own. A hearty farewell and three cheers were given HMCS *Sioux* as she passed alongside. The *Ontario* and *Sioux* had operated together on many a cruise and the whole ship's company paid their respects.

Cadet training started now with a vengeance. Navigation, communications, boatwork were taught and practised. Cadets stood watch at various stations and received seamanship training (I thought they were chipping and painting, but was assured by Lt.-Cdr. George Hudson that this was seamanship training and would do the cadets a world of good).

This training continued until Santa Barbara and Long Beach, when we rejoined the ships of the 2nd Escort Squadron, so I won't deal further with it until that time.

Balboa, Canal Zone, was a most welcome change from Magdalena Bay. The day was bright and the sight of land with its lush jungle growth was intriguing.

We docked and were shortly ashore. A quick run to PX for souvenirs followed and then off sight-seeing.

The city of new Panama is extremely interesting; modern buildings and parks are abundant. Of course, there are some slums, but efforts are at present being made to correct this fault.

We visited the old city of Panama, sacked both by Drake and Henry Morgan. The old ruins still stand and we drove over a bridge still in good repair, although over 400 years old. Unfortunately the tropical growth is closing in and will soon envelop the sight, as little is done to preserve this monument to history.

The El Panama Hotel, which is one of the city's finest hotels, offers a fine pool, dance floor and gambling casino. I toured all three moderately, losing a total of 30 cents to the "one-armed bandits".

During this period 60 cadets travelled the length of the canal as guests of a luxury liner. Unfortunately space was at a premium and I had to satisfy myself with a quick tour of the locks. This is truly an amazing feat of engineering. In a small building at the Pacific end of the canal above the Miraflores locks is a complete working replica of the canal. A ship's passage is plotted on the model, complete to the flow of water and the opening and closing of locks.

Ships from all parts of the world journey through the canal and this was a busy day. Seven ships passed through the Miraflores locks in 45 minutes, including one German and one South Korean vessel.

Once we were again at sea, I shall long remember the second day, for it was there I was introduced to the Ruler of the Deep, King Neptune. My introduction was under rather trying circumstances, as I had been accused of killing "abalone shells" and was to suffer the punishment of King Neptune's Court.

This ceremony finally performed, it was time to clean and prepare to enter the southern hemisphere and the harbour of Salinas.

During our five-day visit 30 cadets journeyed into the interior to the city of Quito, which is located about 9,800-foot level in the Andes. They were regally entertained and spent an enjoyable two days. Special trains were made available, accommodation and entertainment were provided.

Through the combined effort of the Anglo-Ecuadorian Oil Company and its staff, the ship's company were treated to no end of entertainment. Tours of the oil wells were arranged, tennis, swimming, golf and movies were followed by free refreshments. Long hours were spent entertaining and making our visit pleasant.

22-26 July: On our way north we put in at Acapulco, Mexico. This is indeed the Riviera of North America—a most fabulous holiday resort. The climate is ideal, swimming and water skiing are most popular. Shopping is convenient and most economical.

At the Mirador Hotel here, for excitement, one may watch divers drop 134 feet to the boiling surf. Life never stops here, but is a 24-hour day and one can find continued excitement if one has the stamina.

We next visited Santa Barbara and Long Beach, California. I consider both places at once, as travelling between either is only a matter of hours. Santa Barbara is a charming old Spanish city

and, of course, Long Beach and Los Angeles are the home of the night club, movie stars and hair-raising free-ways. We were well entertained in both cities, but somehow the hustle and bustle seemed uninteresting after our other ports of call.

During our stay at Santa Barbara a Sunset Ceremony was conducted by the ship's company. It was extremely well done and was well received by the residents.

At Long Beach we rejoined our sister ships and prepared to return home.

We were now heading home and were most impatient. Exercises were held, but were curtailed due to bad weather—the first of our trip. Cadets had written their exams, and were preparing

the finishing touches to the logs which were maintained throughout the cruise.

These two months had passed amazingly fast, I discovered. I could find a section of the ship with little difficulty. Port was left and starboard right. Walls were bulkheads; ceilings deckheads; and scuttles, ladders, galleys and cabins were part of my normal conversation. I even found myself picking up bits of scrap off the quarterdeck to help Lt.-Cdr. Peter Morgan keep it clean and away from the ever watching eye of the executive officer.

I knew as I returned to the college I should long remember my trip to sea, the shiny grey ship and, in particular, the friendliness and hospitality of the ship's company to the "seagoing pongo".

MYSTERY SHIP APPEARS TO BE BIRD-CLASS SLOOP

Another mystery ship needs identifying; and in this case the photograph is from Esquimalt.

Unfortunately, it is not a clear picture but at least the White Ensign is clear enough and so is the Union Flag above the dolphin-striker.

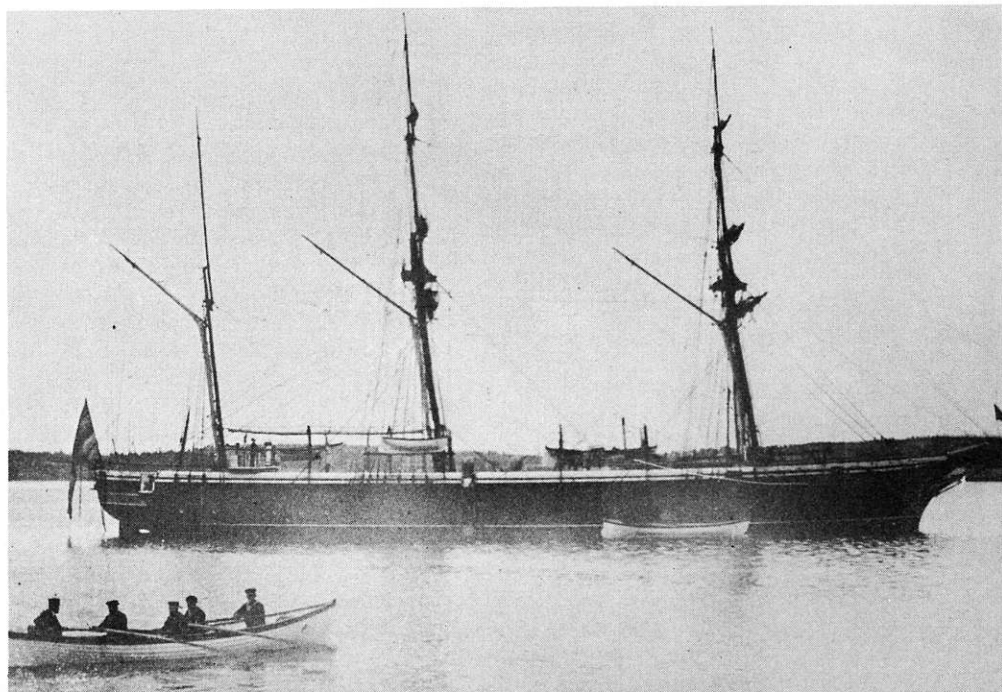
With that rig and low freeboard the ship must be a sloop. In fact her conning position aft is not unlike that of HMC Sloop *Shearwater* or HMS *Condor*, the sloop that was lost with all hands off Cape Flattery in December, 1901. But then there is no funnel between the fore and the main, or is she one of those craft so aptly described by that interesting book "Up Funnel, Down Screw"?

At any rate, the ship very definitely has a carved bird for a figurehead—

so here is a list of ships having bird names that served on the Pacific Station during the nineteenth century:

<i>Albatross</i>	1875-78
<i>Cormorant</i>	1846
<i>Cormorant</i>	1886-89
<i>Gannet</i>	1879-83
<i>Kingfisher</i>	1881-84
<i>Osprey</i>	1877-80
<i>Pelican</i>	1879-81 and 1884-87
<i>Penguin</i>	1877-80
<i>Petrel</i>	1872-76
<i>Pheasant</i>	1890-1901
<i>Ringdove</i>	1870
<i>Shearwater</i>	1867
<i>Sparrowhawk</i>	1866-72 and 1897-1903
<i>Swift</i>	1852
<i>Wild Swan</i>	1885-88 and 1895-97

(Negative No. E-34796)



A DOG THAT LEADS A SAILOR'S LIFE

"Buffer" Shares in Ceremonial Occasions at Venture

UNDOUBTEDLY one of the best-groomed and cared-for dogs in Canada is "Buffer", the two-year-old bulldog mascot of the cadets at HMCS *Venture*, the RCN's junior officer training establishment at Esquimalt, B.C.

Buffer, who in canine genealogy, goes under the more impressive-sounding title of Ogden Guinea Gold, was presented to the cadets by Mrs. Groos, the wife of Captain D. W. Groos, commanding officer of *Venture*.

A provincial dog show champion, Buffer came to *Venture* shortly after the establishment entered its third year of operation, in September 1956.

In keeping with his new station in life, he was immediately, and appropriately, "documented" as a member of the training establishment. This, in turn, brought up the question of suitable naval dress, accommodation and discipline.

His clothing kit is maintained, as are the other accessories necessary for his grooming, from the cadets' own canteen fund. The exception to this, however, was his number one uniform, which was provided by Captain Groos. A doeskin boat-cloak, it is piped with gold lace and bears the word "Venture" on either side. In naval terms, it could be additionally described as having affixed to it, port and starboard sides, for'ard, two naval officer's cap badges and, on either side, aft, two naval air wings.

The wings are associated with the initial flying training program which is carried out at *Venture*. With this cloak, Buffer wears a thick leather collar with a heavy white lead. His number two uniform, or workday clothing, consists of a green blanket piped with red, a thinner leather collar and a leather lead. Buffer wears his number one uniform on ceremonial occasions, such as leading the cadets when they carry out their march-past following divisions or when the captain is carrying out his inspection following Sunday divisions.

Buffer, who has his own dog-basket and bedding, shares a cabin with the Mascot Divisional Officer, Cadet Jim Spalding, of Ottawa and Whiterock, B.C. It was decided, when Buffer joined the ship's complement, that two cadets, one a senior and the other a junior, should be detailed to look after him, supervising his activities to ensure that they were, at all times, in accordance with naval custom. By hav-



"Buffer", mascot of the officer cadets in training at *Venture* posed for his portrait with an amiability that was in sharp contrast with his ferocious visage. He was photographed by Jim Ryan, former naval photographer, now on the staff of the Victoria "Colonist".

ing two such cadets, his training program is unbroken. When the senior cadet graduates each year the junior moves up as a senior to take his place, in turn being assisted by a new junior.

Cadet Spalding, who is assisted by Junior Cadet John Scattergood, of Toronto, explains: "We were both delighted to have been selected to look after Buffer. He is very friendly and is a great favourite with all the cadets here."

Some idea of how much Buffer already means to his young masters can be gauged from one Autumn event.

When the *Venture* football players met their rivals, the cadets from the Canadian Services College, Royal Roads, their mascot was responsible for initiating a near riot on the field. The game was the annual classic for the Admiral Hibbard Trophy. Previously, in two years of competition, it had been won by Royal Roads. However, in 1956, with Buffer present for the first time and resplendent in his uniform, *Venture* trounced their opponents by a score of 38 points to 15.

Sensing the morale-boosting effect that the *Venture* mascot was having on

his team, about 20 Royal Roads cadets made an attempt to kidnap him. Immediately their intention became clear, the entire *Venture* football team ceased their activities on the field and took off after the "kidnappers" to avert such a dastardly deed!

For the indignity suffered, Buffer made his appearance shortly after this at another game between the two cadet organizations and gained something of a rather sweet revenge by spurring the *Venture* team on to victory to win the Vancouver Island junior football championship.

Supervised by his two cadet masters, Buffer is given plenty of exercise and leads what is undoubtedly a very full life.

However, even in the life of a dog who is shown the care that Buffer receives, there would appear to be the odd occasion when it becomes imperative to "get away from it all".

At least this must have been the way Buffer was feeling recently when he attempted to "jump" ship and go off on his own. Apprehended before he

could carry out his escape attempt, he was brought before the Master-at-Arms and a charge sheet was drawn up. The following morning Buffer appeared at commander's defaulters but the charge was dismissed due to the fact that it was a first offence. The incident, however, was noted in his records.

Suitably chastised for his dereliction, Buffer was a wiser, if somewhat sadder, "sea-dog" as he returned to his cabin where, undoubtedly, he realized that in the RCN the "life of a dog" can be a pretty happy existence.

GUNBOAT ACTION ON THE PRAIRIE

General's Maritime Foray Hardly a Success

MANY amusing stories are told about steamboating on Western Canada rivers, but the most hilarious—in retrospect, of course—concerns the sad fate of the first and probably the only gunboat to engage in warfare on the prairies.

That wild affair occurred in Saskatchewan during the Riel Rebellion of 1885, but some other humorous voyages were also made on the Oldman River out of Lethbridge and on the Kootenay River into the Wild Horse country of the East Kootenay area of British Columbia during the gold rush days of the seventies.

When the CPR was building across the prairie its engines needed fuel, of course. Preferably coal. Coal was available at Lethbridge, then known as Coalbanks, and a fleet of three steamers and barges was built to haul coal from there to end of steel at Medicine Hat.

Obviously that would not be an enterprise to have sunk any great amount of capital, but in time the railway engines would put the coal-burning boats out of business.

But it was not lack of capital that bothered the operation. The boats and barges operated best at high water, a period of about seven weeks in early summer.

The barges gallantly carried the coal to Medicine Hat, but then problems appeared. The Oldman River when running high had such current the boats required more coal to get back to Lethbridge from Medicine Hat than they hauled from Lethbridge to Medicine Hat in the first place.

One of the best stories about steamers on the Kootenay River concerns some miners coming up from Idaho to Fort Steele. Their vessel became stranded on a sandbar. But the miners did not abandon ship. They stayed on

board to drink all the whisky in the cargo and when that was gone they sent one of their number on horseback to the nearest landing to replenish the supply.

The trial run of the Canadian prairie navy in the controversial Riel skirm-

The Author

This piece about a prairie gunboat action is from the typewriter of a prairie newspaperman, Ken Liddell, of the Calgary Herald. It appears here with his permission and with that of the editor of the Free Press Weekly Prairie Farmer, in which it was first printed last fall.

Mr. Liddell says that his reference to the event described as the "trial run of the Canadian prairie navy" was written without malice. On the contrary, he had in mind the thousands of prairie youths who joined the Navy during the Second World War and in a matter of weeks had become accomplished sailors.

A note on Saskatchewan River ferries might help to clarify some details of the story for those not familiar with the prairie scene: The ferries were usually flat-bottomed scows, whose sole means of propulsion was the swift-flowing current of the river. The craft was attached by pulleys to an overhead cable stretched from shore to shore. By means of a windlass on board, the ferry could be turned at a 45-degree angle to the current, which would propel it across the stream. For the return trip it was simply a matter of changing the angle.

ishes of 1885 was the idea of General Middleton, who led the Northwest Field Force.

Middleton requisitioned the *Northcote*, a 100-foot stern-wheel vessel used to supply Hudson's Bay posts. The *Northcote*, built in 1873, was no stranger to the South Saskatchewan River, although the two did not get along too well. The broad river at times ran only 30 inches of water. The *Northcote* drew 34 inches of water.

The result was the vessel spent much of its time on sandbars. It got off these bars by what was known as "sparring". The spars were placed before the vessel and by aid of a tackle block, cable and steam-powered winch the vessel was lifted, while the stern wheel turned, and thrust forward a few feet at a time. Eventually it got off the sandbar. Probably merely to get on another.

The grotesque appearance of the boat gave this operation the nickname of "grasshoppering".

Middleton decided to arm the *Northcote* with a cannon, a Gatling gun (an early machine gun much like a pepper box) and the rifles of 50 troops.

To protect the men on board they "armour-plated" the vessel—to use a term—with two-inch planks and bags of oats. The idea was the *Northcote* would sail from Gabriel's Crossing and attack Batoche, six miles distant, from the river while other troops attacked from the land.

The scheme fell apart because the enemy did not stand still. The Metis fired on the *Northcote* from both sides of the river before it reached Batoche. The helmsman was dropped and the boat crashed on a sandbar. This admirable opportunity for the enemy to board her was lost because the Gatling gun was brought into play.

Under cover of that and the rifle fire,

the crew managed to free the vessel and sailed toward the battle ground only to be defeated by uncanny strategy of the enemy.

The enemy cut two cables of a ferry. One cable dropped into the river behind the *Northcote*, but cutting of the other was exceptionally well timed. When the second cable dropped it tore off the *Northcote's* two stacks and her

tall spars with the result the upper deck caught fire.

The troops under fire, formed a bucket brigade to save the man o' war. The vessel sailed around a bend in the river where she anchored in midstream in comparative safety.

And there the prairie's first gunboat sat out her first battle, plaintively tooting her whistle.

Memorial to Admiral Horton

The following communication has been received from Vice-Admiral G. O. Stephenson, president of the Western Approaches Command Reunion Committee:

MEMORIAL TO ADMIRAL SIR MAX HORTON

It is intended to erect in Liverpool Cathedral a memorial to the late Admiral Sir Max Horton, GCB, DSO, who served as Commander-in-Chief, Western Approaches, from November 1942 to August 1945 with his headquarters in Derby House, Liverpool, whence he directed, inspired and led to victory the forces under his command engaged in the vital Battle of the Atlantic.

In 1946 Sir Max Horton received the Honorary Freedom of the City of Liverpool. He died on July 30, 1951, and, after a funeral service in Liverpool Cathedral, his ashes were buried there.

Sir Max Horton served for many years in the Submarine Branch of the Royal Navy, gaining the DSO and two bars for his services in the First World War and finally holding the post of Admiral (Submarines) from January 1940 to November 1942. The proposal to erect a memorial in Liverpool Cathedral has the full support of the present Flag Officer, Submarines.

Sir Max Horton's brother, the late Mr. D'Arcy Horton, who died in April 1956, left a sum of money towards the provision of a memorial and approved a design which had been prepared by Mr. Carter Preston and had received the approval of Sir Giles Gilbert Scott, the architect of Liverpool Cathedral. Mr. Horton expressed the wish that those who were associated with Sir Max, both in the Navy and as personal friends should be given the opportunity of subscribing to the memorial; a fund has been opened accordingly.

The Bursar of Liverpool Cathedral has kindly agreed to receive contributions to this fund and I would ask those who wish to be associated with the memorial to send subscriptions direct to him at 5, Fenwick Street, Liverpool 2, cheques and postal orders being made payable to "The Bursar, Liverpool Cathedral Appeal Account".

Those who served in the Western Approaches Command may like to know that a memorial in Liverpool Cathedral to the late Admiral Sir Percy Noble, GBE, KCB, CVO, LLD, who was Sir Max Horton's predecessor as Commander-in-Chief, is being erected privately by his family.



An informal get-together was held in the Chief and PO's Mess at Venture late in October for members of the first RCN class to enlist after the outbreak of the Second World War. The class, one of the largest during the early part of the war, trained in Naden and was billeted in what is now the Naden Theatre. Sixty-five men from all parts of Canada were in the class and, of the original number, approximately ten are still serving on the West Coast and 15 to 20 on the East Coast. This was the first event of its kind for the group since it was split up after leaving Naden in 1940. Seen here (left to right) back row: CPO Chester Padgett, PO Bob Bradley, CPO Charles Scott, PO Dave McAlpine, Mrs. McAlpine, CPO Ed Carter, Mrs. Carter, CPO Jack Stoddard, Bob Madsen, Mrs. Norm Carter, Norman Carter, Elwood Macdonald, and Bill Mantle; front row: Mrs. Padgett, Mrs. Bradley, Miss Olive Ivy, Mrs. Stoddard, Mrs. Madsen, Mrs. MacDonald and Mrs. Mantle.



Navy frogmen, called from Halifax, recovered the body of a 36-year-old Army staff sergeant on January 5 from beneath the ice at the Montreal aqueduct, near Ville La Salle. S/Sgt. Eric Verdon, 36, had been missing since December 21. Ldg. Sea. Allan J. Heywood, assisted by Ldg. Sea. H. R. Finlay, prepares to submerge. On the left is Lt.-Cdr. Ross Dickinson, in charge of the naval divers. (ML-5342)

AM I STILL STEERING FOR YOU?

Skeena Recorded Poignant Messages from Drifting Boat

BOUND FOR ICELAND with naval fuel, the 11,000-ton motor tanker *Esso Williamsburg*, call sign WTKJ, was torpedoed on September 24, 1942, and her survivors took to her lifeboat, in approximate position 53° 30' N. 41° W.

About 400 miles to the northeast the Canadian destroyers *Saguenay* and *Skeena* and the corvette *Sackville* were escorting convoy ON 131 from the United Kingdom to the Western Ocean Meeting Place. That day the *Skeena* and *Sackville* carried out an unsuccessful attack on a U-boat which had been sighted on the surface.

During the night hours that followed the Canadian escorts got a radio bearing on another U-boat which was shadowing the convoy. It was sighted at dawn and the *Saguenay* and *Skeena* attacked. A pattern of depth charges let go by the *Skeena* brought the submarine to the surface, but it dived again before the destroyers could close in. By an unfortunate coincidence both destroyers were having sonar difficulty and it had to be assumed that the U-boat escaped.

The *Skeena* was having other troubles. One of her fuel tanks was contaminated with sea water and it was obvious that she could not remain much

longer with the convoy. *Saguenay* (senior ship) ordered her to detach and proceed to St. John's Newfoundland, for fuel.

Steaming along at an easy 13 and a half knots to conserve fuel, the *Skeena*, nevertheless, was well ahead of the eight-knot convoy when a general message came over the air from the Commanding Officer Atlantic Coast at Halifax which caused her to alter course and begin the writing of a poignant chapter of the war at sea.

The message reported a distress signal from the *Esso Williamsburg's* lifeboat and the *Skeena*, the nearest known ship to the lifeboat's position, responded without giving a thought to her own difficulties. The tragic story that unfolded minute by minute and hour by hour is told in the messages from the *Skeena's* signal log:

TO: AIG 302 (R) CTU 24,1,13

From: *Skeena*

Proceeding to St. John's, Newfoundland, course and speed 237° 13.5 knots for refuelling and immediate return to O.N. 131 in accordance with CTU 24,1,13's orders. Shortness of endurance caused by sea water leak into one fuel tank.

Position course and speed ON 131 at 1800Z was 053° 31' N 037° 11' W 236° 8 knots.

=1830Z/25

To: GENERAL From: COAC
Distress signal from lifeboat 053° 10' N. 041° 02' W. at 1251Z/24

=1854Z/25

To: *Saguenay* From: *Skeena*
Am steering course to pass through reported position of lifeboat reference COAC's 1854Z/25

=1900/25

To: COAC From: *Skeena*
immediate

Your 1926Z/24 Ask lifeboat WTKJ to transmit on 500 Kilocycles as I am in vicinity

=2222Z/25

To: *Saguenay* From: *Skeena*
Received lifeboat signals. Fuel situation improved. In view of FONF's 0029Z/26 intend searching to limit.

=0850/26

To: AIG 302 From: *Skeena*
My 1830Z/25 am searching in vicinity of 53° N 41° W for lifeboat am now able to use contaminated fuel and will search until dark.

=1146Z/26

FOLLOWING IS AN EXTRACT OF SIGNALS RECEIVED AND MADE TO LIFEBOAT FROM WTKJ ON 500 KILOCYCLES.

0730 Heard Lifeboat signals

To: Lifeboat From: *Skeena*
Keep transmitting we are trying to take a bearing

=0745/26

From: Lifeboat
SOS We were carrying Navy fuel to Iceland when struck approx. position 53 30 N 41 W. SOS.

=0745/26

From: Lifeboat
In God's name send help quickly. We were swamped yesterday and could not send other messages SOS SOS.

=0758/26

To: Lifeboat From: *Skeena*
Received your signals. Make Z and long dashes if you can hear us

=0810/26

SOS from WTKJ
Have receiver generator still working please take bearing 30 minutes past each hour.

=0838/26

SOS from WTKJ
Our approximate position 52 30 N 41 W we will send 30 minutes after each hour

Circumstances such as those described in the accompanying article may have inspired this painting by Cdr. Harold Beament, RCN(R) (Ret'd), to which he gave the title "Passing". This picture has appeared once before in *The Crowsnest*, in the January 1951 issue.



so you can get a D/F bearing on us
please hurry and get us in God's name.
=0930/26

To: Lifeboat From: *Skeena*
Can you hear me please go ahead now;
if you can hear me call me with call
sign Abner

=1059/26

SOS lifeboat WTKJ *Williamsburg*
Badly in need of water and medical
assistance

=1200/26

To: Lifeboat From: *Skeena*
We are coming to your aid; keep send-
ing. Our call sign is Abner. Can you
hear me now?

=1355/26

To: Abner From: Lifeboat
Yes and thanks to God old man to you
we will send from here on the hour and
30 minutes after the hour as the men
get very tired of cranking the generator.

=1400/26

To: Lifeboat WTKJ From: Abner
I am going to drop a depth charge in
five minutes. Let me know if you hear
it.

=1425/26

To: Abner From: Lifeboat
We did not hear your depth charge.

=1435/26

Lifeboat to WTKJ ESSO *Williamsburg*
Will send again in 10 minutes.

=1545/26

SOS from lifeboat WTKJ
Need medical aid and water immedi-
ately will send again in 15 minutes

=1617/26

To: Abner From: WTKJ Lifeboat
The sun has just broken through to the
west of us. We have a bright orange
flag up from a 20-foot mast. We did
not hear your gun fired or depth charge.

=1633/26

From: Lifeboat WTKJ

The sun is shining and the sea is very
slightly choppy. We have to use oars
to be kept from being swamped. The
wind is blowing us outter (sic) to sea.

=1718/26

To: Abner From: Lifeboat
We just sighted you northeast of us
and coming closer. We are firing a flare
in a few minutes.

=1730/26

To: Abner From: Lifeboat
Flare pistol won't work but you appear
to be steering towards us.

=1735/26

To: Abner From: Lifeboat
The ship that we sighted was 2 to 5
miles away. Is that you?

=1740/26

To: Lifeboat From: Abner
Am going to fire a rocket. Report if
you can see it.

=1742/26

To: Abner From: Lifeboat
We are between you and the sun.
=1800/26

To: Abner From: Lifeboat
The ship we see has one stack.
=1810/26

To: Lifeboat From: Abner
Did you see my rocket or hear my
charge?

=1815/26

To: Lifeboat From: Abner
Am I still steering for you?

=1828/26

The chapter closed in mystery and
tragedy. The last message from the life-
boat's transmitter, cranked by weary,
numbed arms was: The ship that we
see has one stack." The *Skeena*, a
River class destroyer, had two.

However, the *Skeena* saw no other
ship in the general area. Her after-
stack was short and, sighted fine on the
bow, she could have appeared to be
one-funnel vessel.

But why did the transmissions cease?
Did the transmitter break down? Had

FRIENDSHIP WITH QORs SYMBOLIZED BY BUTTONS

WHEN the First Battalion of the
Queen's Own Rifles of Canada
left Halifax in mid-December to return,
via leave, to Calgary, each of the unit's
officers wore on his battledress tunic
a small gold button inscribed with a
fouled anchor topped by a crown and
with CANADA superimposed.

The buttons, of the type worn on
naval mess jackets, were presented to
the QOR officers by Captain A. B. F.
Fraser-Harris, commanding officer of

Ship Entitled To One-Mile Penant

A paying-off pennant 360 feet long
flew from HMAS *Platypus* during her
last voyage down Sydney Harbour on
November 1.

This was merely holding a candle to
the sun, for the ancient Australian
depot ship had been in commission for
36 years and was entitled to a paying-
off pennant more than a mile long.

At the end of a two-year commission
a ship, on paying off, wears a pennant
whose length equals the length of the
ship and it is proportionately extended
according to the duration of the com-
mission. Thus, after four years, the
pennant would be twice as long as the
ship.

The *Platypus* had been in commis-
sion with the Royal Australian Navy
since 1920. During the Second World
War she was used as repair ship in
Darwin Harbour where she survived
the heavy Japanese air raids made on
that base.

the sailors in the boat reached and
passed the limits of physical endurance?
Or did the little craft, her weakened
crew unable to manage her, founder in
the choppy seas?

The *Skeena* had been unable to pin-
point the source of the radio transmis-
sions. She searched the general area
but found only tossing, empty seas.
Hope of effecting the rescue gone, she
set course at last for St. John's.

Believing herself to be dangerously
low in fuel, she had nevertheless turned
aside on a mission of mercy. Although
she was in an area thronged by U-boats,
she took the calculated risk of exposing
her position by depth charges, gunfire
and rockets.

The answer to the mystery is not pro-
vided in any records of merchant ship-
ping losses at Naval Headquarters.
There is merely the unadorned informa-
tion that the *Esso Williamsburg*, routed
independently had been torpedoed and
sunk on the date and in the position
given earlier in this article.

HMCS *Magnificent*, to serve as a re-
minder of the close comradeship estab-
lished between the battalion and the
Navy—and particularly the "*Maggie*"—
during the month the unit was in
Halifax.

The Queen's Own and the carrier
arrived in Halifax almost simultane-
ously in November, the former from
Calgary and the latter from the U.K.
During the hectic five days of Operation
Rapid Step, the battalion was quartered
ashore, mostly in *Stadacona*. When the
sailing date was postponed, Lt.-Col. C.
P. McPherson, commanding officer of
the battalion, suggested that perhaps
the "*Maggie*" could employ some of his
men.

Captain Fraser-Harris readily fell in
with the idea and, from November 19
on, 30 or more QORs worked alongside
their naval comrades in the carrier.
Others stood picket duty in the ship,
and, on weekends, still others visited on
board. Before long a remarkably close
association had been formed.

In *Stadacona*, the same thing occur-
red. All facilities were made available
to the visitors and, to help add variety
to the schedule, groups of soldiers were
given "short courses" in the seamanship
school. There they learned bends and
hitches, knots and splices and other
basic arts of the sailor, and also did
boat-pulling in the harbour.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Bonaventure

Canadian cheer was brought to Belfast in December when the petty officers of the *Bonaventure* entertained 40 orphans at the Bawnmore Children's Home. The children were boys and girls of all religions from the ages of five to fifteen years.

A magician and ventriloquist performed for the children and then ice cream, pop, and cakes were served. Then Santa Claus arrived and distributed to each child a lovely gift plus a bag of candy and a picture of HMCS *Bonaventure*.—J.M.

Utility Helicopter Squadron 21

The familiar whirr of "Angel's" wings always presages the first flying operations of the day and signals the last aircraft safely aboard. It is a comforting thought to fliers in the fixed-wing aircraft to realize that, in case of any landing accident resulting in a "ditching", their rescue is underway almost before they require it.

Detachment One of HU 21, commanded by Lt.-Cdr. (P) E. A. Fallen, was employed in plane guard duties during the carrier operations of VS 880 from August 7 to October 15, running up a score of 118.4 total hours in the air, 141 ship landings and two successful plane guard rescues after aircraft had ditched while landing on.

Living up to its role of "utility" helicopter, "Angel" also made 85 shore landings during the same period and carried out 52 transfers of personnel between ships. These activities included everything from transporting equipment between ships operating in the same area, to carrying injured personnel from ships at sea to the Naval Hospital at Halifax.

The importance of these services cannot be over-emphasized, since, besides the speed and efficiency with which an emergency can be dealt with, the use of the helicopter often makes unnecessary the diversion of an important unit of the fleet from vital operations.

HMCS Cornwallis

The new entries under training at HMCS *Cornwallis* have a home away from home, thanks to the initiative of the Women's Auxiliary to the Clemens-



At a curry dinner for officers of HMCS *Magnificent*, the UNEF base commander, Col. M. R. Dare, of Ottawa and Camp Borden, presented the ship's officers with just what they needed—a camel saddle. It was accepted on behalf of the ship's captain by Cdr. F. C. Frewer, executive officer. The plaque on the saddle reads: "Presented to the officers of HMCS *Magnificent* by the officers of Canadian Base Unit, Middle East in appreciation of their support to a successful joint operation. Abu Suweir, Egypt. January, 1957." (ME-274)

port, N.S., branch of the Canadian Legion.

The Clemensport ladies were given the use of a room at the *Cornwallis* Recreation Centre and they have transformed this into a sitting room with a homey atmosphere where young sailors may foregather during off-duty evenings.

There are easy chairs for lounging, tables for games or writing letters home, flowered curtains on the windows, pictures on the walls.

If there are gifts to be sent home, the ladies of the auxiliary help in the wrapping. If a new entry is discouraged or homesick, there are words of comfort and advice.

Once a month the auxiliary sponsors a dance for the new entries and these events are second in popularity only to the periodic homecooking sales.

During the Christmas season the facilities of the Legion women's "Hospitality Corner", as it is known, are particularly appreciated by men who are unable to go to their homes.

HMCS Shearwater

Shearwater recently held its 18th Red Cross Blood Clinic since the transfusion service started in 1948.

In the eight years since its inception the Air Station personnel have donated 5,215 bottles of blood.

PACIFIC COMMAND

About 50 oceanographers and student oceanographers of Canada and the United States attended the sixth annual conference of Pacific Northwest Oceanographers held January 18 and 19 at the Pacific Naval Laboratory in HMC Dockyard, Esquimalt.

Dr. W. L. Ford, superintendent of the PNL, and members of his staff, as hosts, had arranged a full itinerary for the two-day meeting. The visiting scientists reviewed the progress in the field of oceanography during the past year and compared notes on the future program.

The itinerary also included a visit to HMCS *Oshawa*, equipped and as-

signed by the Royal Canadian Navy to succeed the *Cedarwood* in carrying out research duties for the PNL.

Oceanographers and students came from the University of Washington, University of British Columbia and from the Pacific Oceanographic Group at Nanaimo, B.C. They included: Dr. Thomas Thompson, Professor of Oceanography, noted authority in this field, and Dr. Richard Fleming, (formerly of Victoria) Director of the Department of Oceanography, from the University of Washington; Professor W. A. Clements, Director of the Institute of Oceanography, University of British Columbia and Dr. J. P. Tully, Oceanographer-in-Charge, Pacific Oceanographic Group, Nanaimo.

The University of Washington delegates arrived in the research vessel *Brown Bear*, from Seattle.

HMCS Ontario

The Hon. Frank Mackenzie Ross, Lieutenant-Governor of British Columbia, was the guest of honour at a luncheon on board the cruiser *Ontario* early in January following an official call he made on Captain R. P. Welland, commanding officer of the ship.

The *Ontario's* guard and band was paraded for the formal call.

The Lieutenant-Governor was accompanied by his wife at the luncheon and other guests were: Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, and Mrs. Pullen; Commodore P. D. Budge, Commodore, RCN Barracks, Esquimalt, and Mrs. Budge and Captain Paul D. Taylor, commanding officer of HMCS *Crescent* and Senior Officer, Second Canadian Escort Squadron, and Mrs. Taylor.

NAVAL DIVISIONS

HMCS Malahat

The naval reserve air squadron—VC 922—of HMCS *Malahat*, the Victoria naval division, has been named winner of the Annual Safe Flying Award, Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, has announced.

The award is presented annually to the naval reserve air squadron with the best flight safety record. VC 922 completed 1956 without a single flying accident.

Five naval reserve air squadrons are in operation across Canada, attached to naval divisions in Quebec, Kingston, Toronto, Calgary and Victoria. Last year's holder of the Safe Flying Award was VC 924 of HMCS *Tecumseh*, Calgary.

Commanding officer of this year's award winning air squadron is Lt.-Cdr.



Lt.-Cdr. J. R. L. Cassidy, USN, was presented with a replica of the badge of HMCS *Stadacona* in recognition of three and a half years' service with the Royal Canadian Navy in Halifax. The presentation took place January 18. Lt.-Cdr. Cassidy (left), staff officer NATO Plans, on the staff of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, has returned to the U.S. Navy. Frederick E. Farnsworth, U.S. Consul General, is shown at centre, while at right is Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax.

(P) A. M. Davidson, RCN(R). The resident flying instructor is Lt.-Cdr. (P) G. D. Westwood.

Presentation of the award to VC 922 will be made this spring at *Malahat* by Rear-Admiral Adams during his visit to western naval divisions.

The Safe Flying Award was donated by Admiral Adams three years ago to promote flying safety in the naval reserve air squadrons. The award is based on each squadron's accident free record related to the number of flying hours done by the officers of the group.

HMCS York

York, Toronto's naval division, had one of its busiest Remembrance Days in history in November.

Representatives from the ship attended many types of services conducted at cenotaphs and elsewhere, and naval personnel performed their duties from sunrise to sunset.

The first service was held by the Pre-War Royal Canadian Naval Volunteer Reserve Club of Toronto on Wednesday, November 7. This was attended by some 30 members of the club—including two commodores—and several members of the ship's company. This was held on *York's* quarterdeck.

At the city hall service, Saturday, November 10, Captain L. D. Stupart and Lt.-Cdr. Lloyd Davies represented *York* along with a guard of honor.

At sunrise, Sunday, some 30 members of the ship's company gathered at Prospect cemetery to pay their respects to the memory of fallen comrades.

Other services attended included cenotaph ceremonies at North York township, Scarborough township and Silverthorne; at St. Paul's Runnymede church, at Bathurst Heights Collegiate, a naval veterans' service at *York* and the Service of Remembrance at the Odeon Carlton theatre.

HMCS Unicorn

HMCS *Unicorn*, the Saskatoon naval division, late in December played host to the first group of Hungarian refugees to arrive in the city.

Twenty-seven Hungarians, tired, and a little confused after the events of recent weeks that took them from their revolt-torn homeland to a new life on Canada's prairies, were taken from their train to *Unicorn*. There they were fed breakfast, were given a welcome from Mayor John McAskill, and allotted to their new homes.

The commanding officer of the division, Lt.-Cdr. C. L. McLeod, had earlier offered its facilities to help get the Hungarians settled in Saskatoon. The group included five children who took great pleasure in playing in a whaler on the main deck.

THE CONTINUING NEED FOR A NAVY

Conventional Weapons Still Vital to Defence

WHEN I SAY "I believe in the Navy", this confession of faith has two distinct meanings: it means that I believe there is a continuing necessity for the existence of the Navy as a part of the country's armed forces; it also means that I have confidence in the ability of the Navy to play its proper part in the defence of Canada. It is my task now to examine why I hold these beliefs.

There is always a tendency between wars, even in countries whose existence largely depends on overseas trade, to regard the Navy as a rather expensive and not very essential part of the national economy and to neglect it accordingly. This tendency, though always proved wrong in the past, is as strong as ever today. There is no reason to be unduly surprised at this; it results naturally from the great attention which must be paid to the tremendous importance of airpower with its terrifying accompaniment of atomic bombs. Small wonder that navies tend to be regarded as outdated and virtually useless in face of the picture presented to us of the appalling destruction which can be wrought by nuclear attack. With attention concentrated on this new threat from the skies, it begins to be taken almost for granted that any future war between the great powers will be decided within the first few days by knock-out blows delivered from aircraft armed with nuclear weapons.

This assumption, though it may appear to be based on predictable facts, is probably somewhat out of proportion. One of the lessons taught by the Second World War is that it was the defeat of their armies in the field which made the Germans ask for peace rather than the massive series of bombings they had experienced. Undoubtedly atomic bombing is far more devastating even than raids of a thousand bombers equipped with high-explosive block-busters—nevertheless it is open to question whether air attacks with nuclear weapons, unsupported by any other enemy activity, would bring a great power to the point of unconditional surrender. It is certainly arguable that some follow-up in the shape of invasion and occupation by enemy troops is still essential for complete domination of one power by another. In other circumstances a bombed country would recover; slowly and painfully no doubt, but still with sufficient spirit to resist complete sur-

The purpose and importance of the Navy in this atomic era are discussed here in two essays submitted in last year's "Canadian Shipping and Marine Engineering News" on the subject "Why I Believe in the Navy".

render to an ideology which would involve the abandonment of its most cherished principles.

If we accept this argument, the necessity for retaining conventional forces in the shape of an army and a navy is obvious even in a global and atomic war. The only conceivable enemy who might attack the North American continent (and here we must think in terms of continental rather than of national defence) must cross the oceans to occupy and rule it. Without the shield of naval forces, capable by virtue of their mobility of surviving the atomic attack, complete domination of North America might be a possibility. But so long as the Western powers exercise sovereignty over the seas utter defeat

will not be our fate. It will still be possible to concentrate against the invader at sea, to attack him on the surface, under the surface and from the air until all hope of a successful landing has faded into impossibility.

Now supposing that possession of nuclear weapons by both sides involved in a dispute were to create a situation in which neither dared to use the atomic bomb for fear of retaliation, the need for the Navy becomes even more apparent. In the circumstances of what Field Marshal Montgomery has called the "pax atomica", it might become necessary to save Western Europe from being overrun by the conventional forces of the Communist bloc. For the West to be successful it would be essential to establish and maintain complete control of the sea communications across the Atlantic in the face of any maritime threat, for only so could the forces and the supplies needed for its salvation be poured into Europe.

Similarly in the case of the limited war which does not involve a direct clash between major powers, control of the seas will still exercise as important



an influence on the outcome as it has in the past. The fact that the Navy was the first of the Canadian Armed Forces to arrive on the scene in Korea not only demonstrated the mobility of naval units and the speed with which they can be switched from peacetime employment to a war footing, but also underlined the importance attached by the United Nations high command to ensuring the protection of the South Korean coastline and the domination of the sea approaches to the peninsula at once and throughout the war.

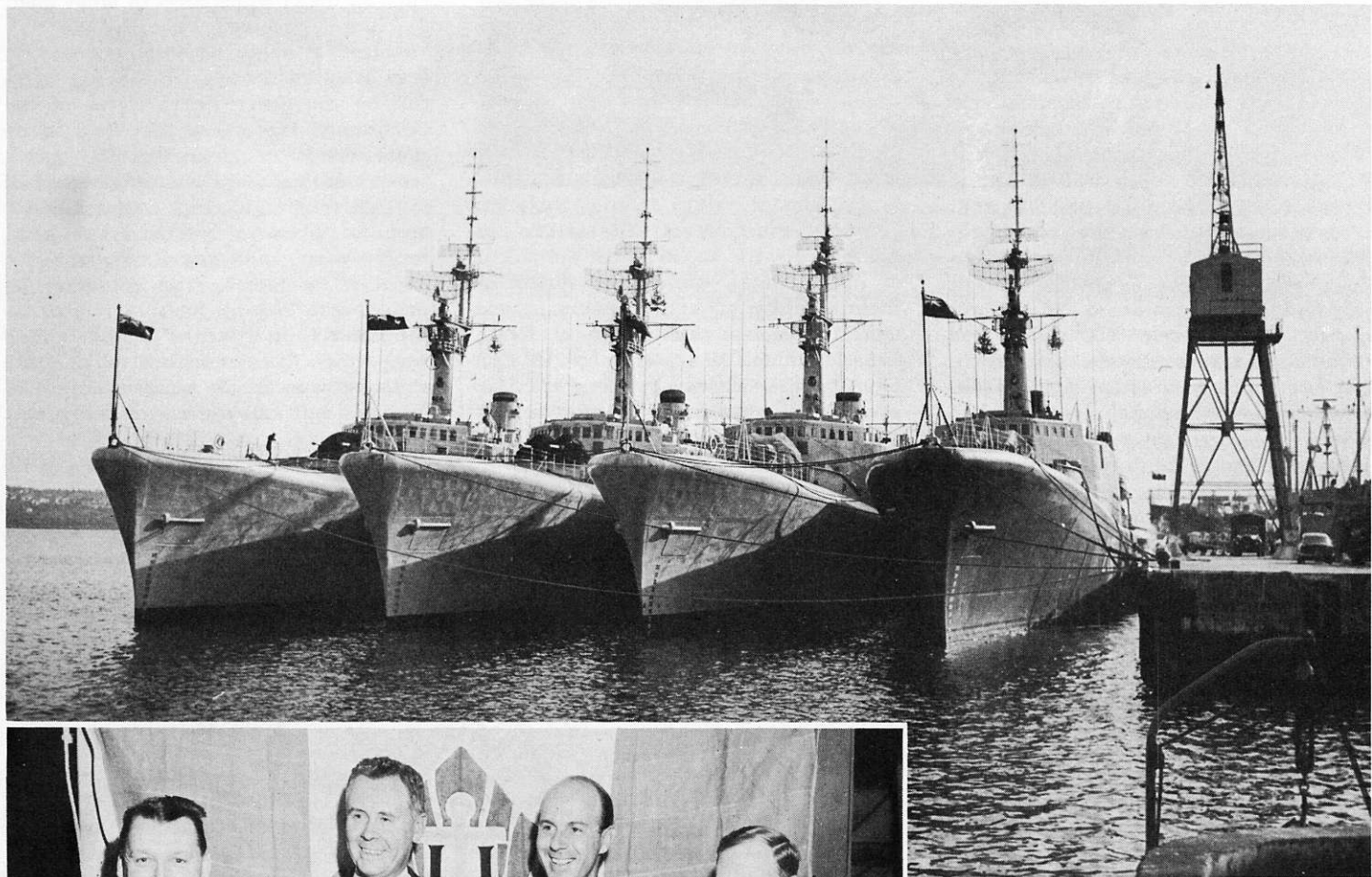
There is no need to labour this point further. Belief in the continuing necessity for the Navy is based on the conviction that without its contribution we

are that much further from being able to guarantee the integrity of an allied country in a limited war or, in the worst case, from being able to save ourselves from final defeat.

The complement to a belief in the necessity for the continued existence of the Navy is confidence in its ability to play its proper part among the defence forces of Canada. To simplify the task of examining whether the Navy deserves this confidence let us consider in turn the two essential elements which make it up—ships and men.

As regards the ship, we can have confidence in them if they and their weapons are of the right design to enable them to fulfil their mission in all weath-

ers and against all assaults of the enemy. A great responsibility rests on those who are charged with the creation, maintenance and renewal of the fleet. It takes clear foresight and careful planning to look into the future, assess the potential of the enemy five years or ten years from now and then to design, build and equip ships which will be capable of dealing with the enemy not only when fresh from the builder's yard but throughout a normal life span of, say, 15 years. It is no doubt of advantage to our naval planners and designers that the major threat which the Royal Canadian Navy must face appears still to be the submarine. But, though we can be confident that the Navy acquired



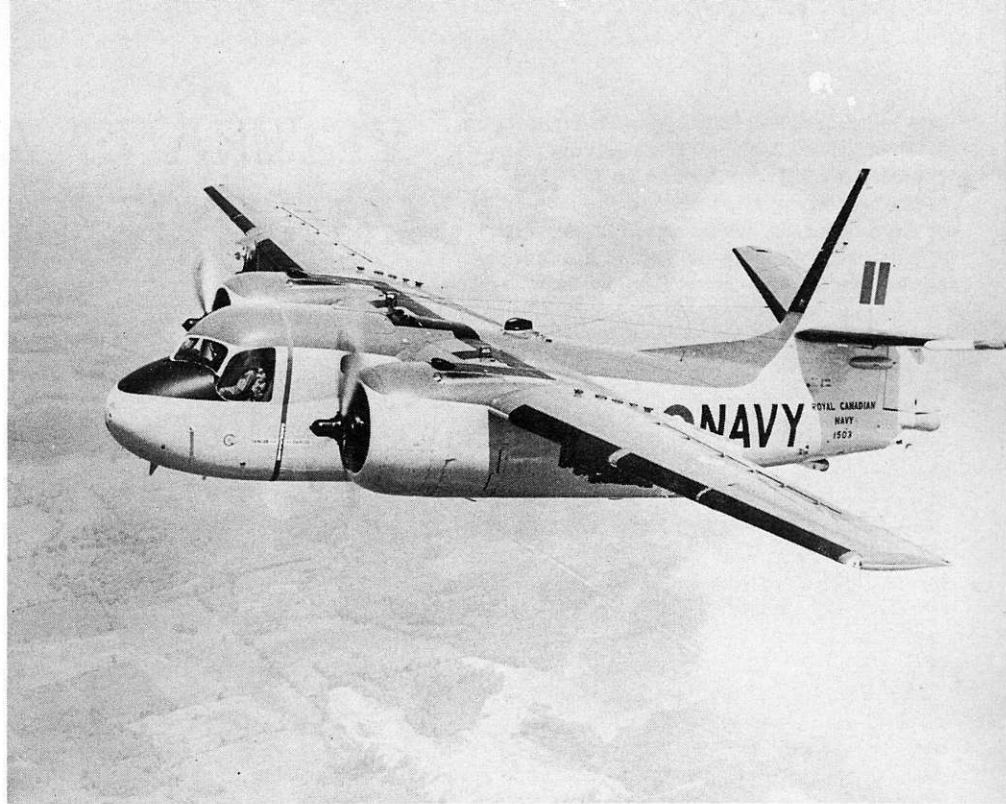
Here are two historical photographs of more than passing interest. One is the Third Canadian Escort Squadron, with its new destroyer escorts, all alongside the same jetty at Halifax. They are from outboard, the Saguenay, Ottawa, Assiniboine and St. Laurent. (HS-46618). The commanding officers of the four ships are shown after calling on Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. Left to right are: Cdr. G. H. Hayes (Saguenay), Cdr. E. P. Earnshaw (Assiniboine), Cdr. R. W. Timbrell (St. Laurent) and Cdr. C. R. Parker (Ottawa). Cdr. Timbrell subsequently left his ship to become executive officer of Shearwater, the RCN Air Station near Dartmouth. He was succeeded by Captain A. G. Boulton in command of the St. Laurent and as "Commander Third Canadian Escort Squadron.

a great deal of experience in anti-submarine warfare during the last war, we can also be certain that the next war will not be fought with the weapons of the last. It is therefore reassuring to see in the Navy a constant striving after greater efficiency through the modernization of existing ships and aircraft and through the acquisition of radically new types.

The appearance of the *St. Laurent* class of destroyer escorts, designed in Canada, built in Canadian shipyards and acclaimed as the most advanced anti-submarine vessels afloat, reaffirms our confidence that the Navy is in fact forward-looking and forward-thinking. It is a satisfactory reflection that in these days of uneasy tension there has been produced for the first time a purely Canadian concept of the type of ship needed to carry out the Navy's primary mission. It is surely not being overconfident to believe that the *St. Laurents* are only the forerunners of future classes of Canadian ships, equally competent to deal with whatever form of enemy attack they may be called upon to face.

If there is reason for sober confidence in the ships, what about the men whose duty it is to sail and fight them? No one who has had the experience of going to sea in Her Majesty's Canadian Ships, either in peace or in war, can have failed to be impressed by the men who serve in them. Cheerfulness in long periods of monotony, constancy in times of adversity, courage and hardihood in action have been the attributes of these men wherever their ships have sailed; from North Atlantic to South Pacific; from the Northwest Passage to the Yellow Sea. Among the navies of the world they have built up a reputation of which Canada should be proud. We need not hesitate to have confidence in the skill and in the spirit of the men of the Navy: and this is of first-class importance because, in spite of the increasing complexity of modern fighting ships, MAN is still the first weapon of war.

A final and compelling reason for having confidence in the Navy as a whole is that this confidence is so widely shared by the officers and men themselves: it has its roots in the fine record of the Navy in the past and it flourishes because the structural timbers of the Navy are sound today. There is no space here to trace the origins of the traditions from which our Navy draws its inspiration: it is enough to note that much of its system of organization, administration and discipline has been derived from the unique experience over many years of the Royal Navy, but the



original has been so altered as to give it a shape suited to the Canadian environment and the Canadian temperament. The conditions under which the Navy now lives and works: the cheerful, wholesome atmosphere which characterizes its ships and establishments; the instinctively high standard of behaviour

which it displays in foreign ports; all these go to prove that the Service has been wisely organized and is being sanely administered—for such things can only be the fruits of a system in which discipline walks hand in hand with pride of service and respect for one's fellow men—M.E.

WE MUST CONTROL THE SEAS

ALL WAR, with respect to the participants is now total war, though it may be geographically limited or global. The geographical limits, once imposed chiefly by the oceans of the world, are now set politically and these same oceans have become military highways rather than moats. To secure the use of these highways for ourselves and to deny them to the enemy is the definition of sea power and it is the Navy as the instrument of sea power with which we are concerned.

Once command of the seas is obtained we are enabled to employ our forces at the place best suited for our own defence, i.e., adjacent to or on the territory of the enemy. Napoleon's Egyptian campaign withered on the vine because Nelson at the Nile denied him the same sea power that made Wellington's Peninsular wars possible. Similarly German control of the English Channel and the North Atlantic would have made it impossible for British and North American armies to fight in Europe in either World War. We are further able to support our allies, to procure our raw materials and to maintain the trade without which our econ-

omy would waste and shrivel. The normal trade of peace sees 58 million tons of goods pass through Canada's ports each year. The enemy in turn can attack us only from the air, for those "far distant, storm beaten ships" still stand between any Grand Army and dominion of the world. He is also denied all material assistance from outside his own boundaries. Though the hardships of close blockade that killed Collingwood off Brest 19 years after Trafalgar are no longer part of the technique, the principle is still the same.

It is the Navy with maritime air forces that secures this command of the sea and it is the mobility of the Navy that allows us to exploit this sovereignty. The enemy cannot concentrate aggressive forces within miles of his coastlines without risking their destruction by naval surface and air strikes. Those who doubt that carrier forces can operate close to hostile shores, should remember that out of 224 carriers commissioned by the Allies in the Second World War only 39 were sunk and of these only four by shore-based aircraft. It should also be taken

into consideration that the destruction of more than 2,000 aircraft during the operations off Japan, Okinawa and Formosa bears ample witness to the ability of carrier forces, when required, to slug it out with land-based air. Furthermore, the enemy is unable to relieve the excess load imposed upon his railway and canal systems when his coastal shipping is everywhere destroyed, and the threat upon his whole coastline, posed by strategically mobile assault forces, will require him to make costly outlays in men and materials for its defence. There were still 300,000 Germans in Norway long after the Rhine was crossed. With these and many lesser benefits accruing to those who rule the seas it has yet to be suggested that such supremacy is not the first prerequisite of victory.

Command of the seas, from Salamis to Matapan and Midway has never been easily obtained and though we gain surface and air superiority we are still threatened by the almost undetectable submarine. First and Second World War submersibles, in the face of superior naval forces, sank 11 million and 21 million tons of shipping respectively. The advent of the true submarine which will operate in conjunction with surface raiders and co-operating aircraft confronts us with an even greater threat to our supply lines and a new nuclear threat to our cities and harbours. Thus it is apparent that superiority must be obtained in all three dimensions of the ocean areas.

The Navy, as the martial element of sea power, is one of the instruments of force by which we hope to compel our enemies to fulfil our will. To be worthy of the nation's trust the Navy must be capable of accomplishing its part of this task. It is by faith in the Navy's ability to so do that belief in the necessity for a strong navy is supported. Names like Cadiz, Quiberon, Trafalgar, Falkland Islands and the Battle of the Atlantic which illuminate the record of past achievements and names like Campbell, Cooper, Caporelli, Christensen and Kalinowski that belong to the men who fight the ships and aircraft of today's Navy, are, in themselves, almost sufficient basis for that faith. When augmented by knowledge of the effectiveness of the equipment produced by our industries they fully justify it.

It is because I recognize the need for a nation or group of nations to be capable of executing the functions of sea power and because I have faith in the ability of naval personnel dedicated to the service of the Queen and fellow citizens, to carry out this assigned role, that I believe in the Navy.—R.W.J.C.

VETERANS' ASSOCIATIONS MAINTAIN LINK WITH NAVY

RETIREMENT from active service with the Navy need not necessarily mean a complete break with the associations formed within the service in war or peace.

Thousands of former naval personnel across Canada have retained a pleasant and rewarding link with the RCN and continued to enjoy the comradeship of others who have served in navy blue and have returned to "civvy street".

They have done this by becoming members of the numerous naval associated clubs which spread across the country from coast to coast. Membership in these organizations continues to grow, and former naval personnel are welcomed in all.

For the information of those who would like to retain their links with the service, a list is provided here of naval clubs and associations whose existence has come to the attention of Naval Headquarters. It would be appreciated if any omissions or corrections in addresses were drawn to the attention of the editor of *The Crowsnest*.

Mr. Hugh Spence,
Chairman,
Central Alberta Naval Veterans,
Red Deer, Alta.

Mr. Fred Sygrove,
President,
Naval Veterans' Association,
498 Indian Road,
Sarnia, Ont.

Combined Operations Naval Service
Ass'n,
Montreal Branch,
2035 Trenholme Avenue,

(Apartment 2),
Montreal.
(Att'n: F. J. Turnbull.)

Mr. James W. Evans,
720 Dickens Street,
Trail, B.C.

Mr. Kenneth A. J. Hussey,
Secretary,
Bathurst Branch No. 6,
Main Brace Naval Veterans' Ass'n of
Canada,
Bathurst, New Brunswick.

Montreal Ex-Naval Men's Ass'n,
1173 Drummond St.,
Montreal, Que.

White Ensign Branch No. 129,
Canadian Legion,
1572 Barrington Street,
Halifax, N.S.

Mr. Herman S. Boyle,
National President,
Main Brace Naval Veterans,
Moose Head Breweries,
Lancaster, N.B.

Royal Canadian Naval Veterans'
Ass'n,
North Bay, Ont.

Mr. Earl Goyne,
Secretary,
Oshawa & District Naval Veterans'
Club,
147 Cadillac Avenue S.,
Oshawa, Ont.

Mr. A. M. Ross, president,
Oxford County Naval Ass'n,
68 Railway Street,
Woodstock, Ont.

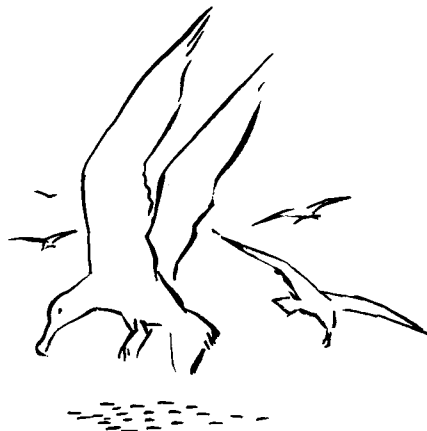
Hamilton Naval Club,
444 Sherman Avenue S.,
Hamilton, Ont.

Mr. C. 'Pete' Meridew,
Secretary,
Peterborough Naval Veterans' Ass'n,
469 Cameron Street,
Peterborough, Ont.

Mr. J. R. Gaudet,
Secretary-treasurer,
Main Brace Naval Veterans' Club,
102 St. George Street,
Moncton, N.B.

Belleville Naval Veterans' Ass'n,
24 Sixth Street,
Belleville, Ont.

Brant County Naval Veterans' Ass'n,
P.O. Box 135,
Brantford, Ont.



THE NAVY PLAYS

Griffon Defeats Railway Team

In an exhibition intermediate hockey match, HMCS Griffon, the Lakehead naval division, downed a CNR team 13-7 in Port Arthur.

The Navy team jumped into an early lead and were never threatened as they continued to pepper the CNR goal. Coached by Ken Haggarty, the sailors saw two of their men fire hat-tricks during the game.

Volley Ball Main Sport in 'Maggie'

A comprehensive recreational program, involving both Navy and Army, was run off during the *Magnificent's* 13-day voyage from Halifax to the Middle East. Organized by the ship's sports officer, Lieut. Colin Bird, and the senior PTI, PO Bernard (Spud) Hughes, the program was launched shortly after the departure from Halifax and continued almost until the arrival at Port Said.

In the organized events, interest centred mainly on the volley ball tournament, and on whether the Officers' "A" team or the R.C. Signals could wrest the championship from the aircraft controlmen of M-15 Mess.

Army Sigs were triumphant over Officers' "A" in the semi-finals, but couldn't match the superior team play of M-15 in the final and bowed out in three straight games. Members of the winning team were Leading Seamen Peter Davidson, William Renaud and Jim Amyotte and Able Seamen George Sly, Donald Noyes, John Nichol and Robert Casement.

Sgt. Gerry Humphries of the RCEME put the Army on the score sheet when he defeated Sub-Lt. (E) W. L. Bamford in five games in the cribbage singles final.

The cribbage doubles title went to Cdr. (S) H. C. Ledsham and Lieut. (S) Hugh Richardson after a closely-fought match with Petty Officers Edmond Poirier and W. Lamoureux.

The bridge championship went forward, with Petty Officers Ronald Pearson and Ted Corbett outscoring Lt.-Cdr. R. V. Bays and Lt.-Cdr. W. H. Frayn.

Whist winners were Able Seamen William McLay and Vivian Manning.



HMCS Bytown wrens fought a hard two-game, total-goal series with a team of airwomen from RCAF Station, Rockcliffe, in January, losing by a dozen points. The RCAF went on to take the championship of the six-team Ottawa league. In the action shot, Jenny Robertson, Navy import, scores. The inset shows wren captain Jane Takeoff, left, with Joan Thomas, acting captain of the airwomen. (O-9222, O-9217)

The combined Regulating and P & RT Staff team finished first in the enclosed mess dart league but were upset in the final by the Supply Petty Officers of M-35 Mess.

Awards to the winning teams and competitors were presented by Captain A. B. Fraser-Harris at a ship's concert held the night the *Magnificent* arrived in Port Said.

Perfect Cribbage Hand Turns Up

That cribbage rarity, a perfect 29, was scored by Sub-Lt. (S) York Brace,

captain's secretary in the *Magnificent*, during the ship's voyage from Halifax to the Mediterranean.

Sub-Lt. Brace dealt himself the fives of hearts, diamonds and clubs and the jack of spades. Then his opponent, Chaplain (P) Woodrow Levatte, cut the five of spades to give him a perfect hand.

Curling Takes Hold in Navy

In Victoria two Navy rinks and an entry from the Dockyard League shared

honours in the Third Annual Commercial Bonspiel held at the Victoria Curling Club.

Winner of the Victoria Curling Club Trophy was an RCN quartet skipped by John Adams. Meanwhile, Vern Bowes skipped the Dockyard League team to victory in "B" event and Bob Oswald, in "C" event headed the other Navy team in its win.

In Ottawa, the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf, curled the first stone in November to start officially the second season for the RCN Curling Club in Ottawa.

Letter to Editor

Dear Sir:

Your mystery ship carried me back over 55 years to 1901. I was finishing senior boys' training in HMS *Calliope*, a sister of *Cleopatra*, when both ships made port at Gibraltar. Both were barque rigged and did three-month cruises, finishing off boys' training before rated Ord. Seaman.

Another older vessel was also moored at "Gib", which was on this Pacific station many years ago. She was HMS *Cormorant*, cut down to her lower masts and used as a hulk and depot ship at the Rock. The *Calliope* was also in the Samoan Islands in the 1880s and was the only vessel of an international fleet to fight her way out of the harbour at Apia, Samoa, the others were all blown ashore and wrecked. She was known in the RN as the "hurricane jumper" after that, and I believe she was being used as a RNR drill ship in NE England up till some years ago. She must have been in service well over 65 years.

These ships were a wonderful pair with the to'gallants and royals set and were tall ships.

Your picture shows *Cleopatra* with her yards down and top and to'gallant mast struck down, which would be the safe position for them with ship in ice.

This drill was carried out in harbour every evening and masts were boosted to their sailing positions in the morning. *Cleopatra* was manned from Devonport; the *Calliope* from Portsmouth.

I served 10 years in RN including time in HMS *Speedy* 1902-4, chasing slave and gun runners in the Red Sea and Gulf of Aden and the Mediterranean. Home and Channel fleets, and bought my discharge out of HMS *Argus*. I'll sign off with a few numbers. I am yours truly,

JAMES H. RIPPON, Ex-CPO
Victoria, B.C.

RN 216217

RNCVR 837, WW I

RCN (Temp) X41137, WW II.

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The Dockyard fire department at Esquimalt last year won second place in the National Fire Protection Association's Fire Prevention Week contest. Commodore P. D. Budge, Acting Flag Officer Pacific Coast, is shown presenting the safety award to Commodore (E) J. B. Caldwell, superintendent of the Dockyard, who accepts the scroll on behalf of his fire fighters. The presentation was made at the Dockyard firehall during Fire Prevention Week activities.



Two Niagara Falls seamen were in town after five months of training at Cornwallis and when they heard the mobile recruiting team was back again, they dropped in to pay their respects. At the right, Ord. Sea. Joseph Dekker looks on as Ord. Sea. David White shakes hands with CPO H. A. Leitch. Standing are two members of the recruiting team, AB Don Schultz and PO William Anderson. (Photo by McWilliams, courtesy Niagara Falls Evening Review)

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.

ADAMS, John W.....C2SW3
ALDERSON, Clifford H.....P1VS3
ALDERSON, Douglas H.....C2PW3
ALLAN, Herbert J.....LSSE1
ANDERSON, John W.....LSCV1
AYLING, Robert.....LSRP1

BACHYNSKI, John V.....LSCK2
BANDOIAN, John.....P2NS2
BARR, Robert J.....LSAW2
BAYLEY, Allan F.....P2CK2
BEAUCHEMIN, Joseph B.....LSCK2
BLAIR, Donald D.....LSRC1
BLAKESTON, William H.....LSQR1
BOUTILIER, Raymond W.....LSLR1
BRANSFIELD, Gerald T.....LSSW1
BROCKLEY, Robert.....LSAW1
BREADMAN, Donald L.....LSAR2
BROWN, Robert D.....LSAO2
BURTON, Richard E.....P1AW3

CAVE, Albert W.....LSQM1
CHAISSON John B.....LSQM1
CHRISTIANSON, LeRoy E.....LSQM1
CIRTWELL, Allan E.....LSRP2
CLEAVER, Wesley T.....LSRC1
CLOUTIER, George J.....LSAW2
COSGROVE, Denis.....LSVS2
CURRIE, Robert R.....LSNS2

DAFOE, George A.....P2RD3
DAVIS, Frederick W.....P1AW3
DESLAURIERS, John J.....LSTD1
DEVEAU, Gerald R.....P2OR2
DOUGLAS, William E.....LSPW1
DUNKERLEY, George W.....P2CK2

EDDY, William D.....P2NS2
EDGEcombe, Percy C.....LSVS1
ELLIS, Robert T.....LSQM1
ENSLEV, Roy S.....LSQM1

FIELDS, Denis A.....LSSE1

GAUTHIER, Ronald J.....LSEM1
GHANAM, John D.....P2AW2
GIBBS, Gerald S.....P2AW2
GILBERT William L.....P1PW3
GOGUEN, Charles J.....LSQM1
GRANT, Douglas M.....LSEA3
GUILBAULT, Louis A.....LSSW1

HALFYARD, Albert M.....LSTD2
HALL, Charles W.....P1CK3
HAMPSON, John L.....P2RD3
HECIMOVIICH, Joseph S.....P2RW3
HERDER, Douglas W.....LSAW2
HERNDEN, Glenn R.....LSQM1
HESS, John K.....LSRT3
HIGHFIELD, Bruce W.....LSTD1
HOWARD, John W.....P1CK3

IRWIN, Ernest H.....P2EF3

JESSO, Douglas Y.....LSRP1

JOHNSON, Carl G.....LSAO1
JOHNSON, Robert W.....LSTD2

KENNEDY, Maurice.....LSRC1
KEYES, Leslie E.....LSEA3
KINGSBURY, Lucien J.....LSQM2
KNOX, George H.....LSNS2

LASHMORE, Thomas C.....LSCK2
LAVOIE, John M.....LSNS2
LEBOEUF, Hubert J.....LSPW1
LAVIGUEUR, Laurier J.....LSCS2
LAYE, Ronald B.....LSMO1
LIGHTFOOT, Arthur T.....LSAR1
LOVE, Max I.....P2VS2
LERETTE, Chester C.....P2RW3

MacCORMAC, Bernard B.....LSAW1
MacCORQUODALE, Ian J.....LSNS2
MacDONALD, Gerald A.....LSRT3
McCLOSKEY, Robert P.....LSQR1
McKINNON, James R.....LSCV1
MAILLOUX, Gerard J.....P2NS2
MANN, John D.....LSRT3
MATYCHUK, Stanley M.....P1NS3
MILLER, Lawrence W. (3).....P2VS2
MILLER, Francis E. (2).....LSAA1
MILLER, Colin L. (1).....LSCK1
MOFFAT, George W.....LSSW1
MONTGOMERY, Barry R.....LSRC2
MUNICH, Karl.....LSVS2

NEILL, Francis G.....P2PW2
NEWTON, Douglas F.....C2PW3

OLSVIK, Alvin R.....P1NS3

PACE, Lorne E.....P2CK2
PARTRIDGE, Harry E.....LSVS1
PETERS, Raymond.....LSRT3
PETERSON, Walter J.....LSTD1
POPE, Gordon H.....LSNS2

RANDALL, Frederick C.....C2AW3
RHODES, George W.....P2PW2
RIVEST, Rosaire G.....LSCK2
ROBINSON, George A.....LSNS2
ROBINSON, Paul A.....LSRT2
ROBITAILLE, Roland J.....LSQM1
ROLLS, Donald W.....LSMO1
ROSE, George.....P2SW2
ROSE, Huntley R.....LSQM2
RUSSELL, Gilbert T.....LSNS2

SAUNDERS, William L.....LSNS2
SIMMONS, Donald C.....LSRT3
SIMPSON, Lloyd W.....P2EA3
SMITH, Oscar M.....LSSW2
SPICER, Robert.....C2PC4
STILES, Gary J.....LSSE1
STRINGER, Lewis J.....P2NS2

TAGGART, Roderick A.....P2VS2



They really put these new DEs through some rugged tests: full ahead, full astern, port 40, starboard 65, fire both, drop pilot—you know the kind of stuff. And then, friends, they boil her in oil! The accompanying picture was taken during the winter when a cold wave descended on Halifax and warmer air rising from the water turned the harbour into a steaming cauldron. The ship with her hull shrouded in the "Arctic smoke" is HMCS St. Laurent. (HS-46912)



A substantial portion of the Royal Canadian Navy's Atlantic fleet formed a backdrop to the commissioning ceremonies of HMCS Saguenay in Halifax on December 15. (HS-46502)

THOMPSON, Randy J.....LSCV1
TREMBLAY, Raymond.....LSAF2
TURRIS, Robert W.....LSSW2

VOISARD, Leland A.....LSAW1

WADE, Barry J.....LSNS1
WASELENCHUK, John.....LSSW2
WELCH, John.....C2NS3
WHITE, Karl L.....P2HA2
WOODHOUSE, William.....LSCS2

YEOMANS, Hovert.....LSCV1

RCN (R)

ARTHURS, Donald James.....LSCR1

BAKER, Kenneth H.....C2QM1
BLISS, Colleen E.....WP2SS(X)2
BUDD, William C.....C2QR1

CHRISTENSEN, Eric.....ABNS1

DAVID, Roy S.....P1SH3
DESMARIS, Orval J.....LSQRS
DOHERTY, Charles J.....LSBD2
DORT, James G.....ABEMS
DRABBLE, Raymond S.....ABBD1
DUNCAN, Dathleen M.....WA(NQ)

EATON, Frederick.....LSCV1
EBERSOLE, John Arthur.....ABLM1

FERGUS, Robert W.....ABEMS
FREEZE, Ronald C.....LSBD2

GOTCH, Barbara G.....WLSS(X)2
GRAYGROFT, Nellie M...WAME(X)1
GREGORY, Nick.....P1PB3
GRIFFITH, Edward J.....P1BD3
GUSTAFSON, Thomas.....P2LR1

HUBBARD, Dennis W.....AB(NQ)
HUCULAK, Ralph.....ABEMS

IRWIN, William B.....C2CV3

KEDDY, Terrence L.....AB(NQ)
KNIGHT, Milton C.....LSBD2
KOPSTEIN, Jack J.....P2BD3

LAIRD, Martin H.....C2ER4
LEE, John A.....LSVS1
LOWE, Derek C.....P1MN2

MALLON, Paul J.....P2CR2
MANNINGS, David W.....LSQMS
McGOWAN, Robert W.....ABMNS
McLEAN, Bruce H.....ABTDS
MELLISH, Mary E.....WP2SD1
MILNE, Donald K.....ABTDS
MOAR, Dorothy.....WP2SS(X)2

OLIVER, Orval C.....LSQMS

PECK, Kenneth G.....P1AW2
PICHETTE, Patrick J.....P1CV2

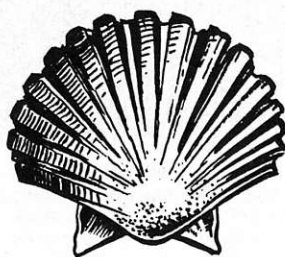
RICHARDS, Wayne L.....LSQMS
ROBB, Jean J.....WLSS(X)1
RORKE, John H.....LSBD2
RUSSELL, John T.....C2ET4

SEAL, Walter W.....P2CR2
SHEPPARD, Frederick A.....ABTDS
STINSON, Iris D.....WP2CO(R)2
STUART, John T.....ABRPS

TABATA, Mari.....WACO(T)1
TOWNSEND, Frederick.....P1VS2

VIPOND, George E.....ABLMS
VOLPI, Giuseppe.....ABBD1

WALLACE, Mathew G.....P2AAS
WHITE, Wilfred R.....LSQMS
WILSON, Doreen J..WP2CO(R)2(NQ)
WITHERS, Kenneth R.....P2AAS

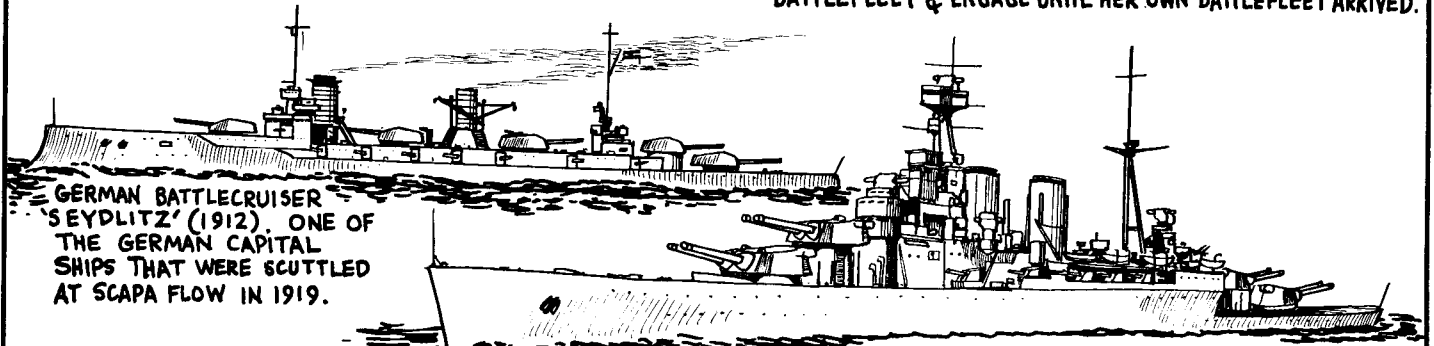


Naval Lore Corner

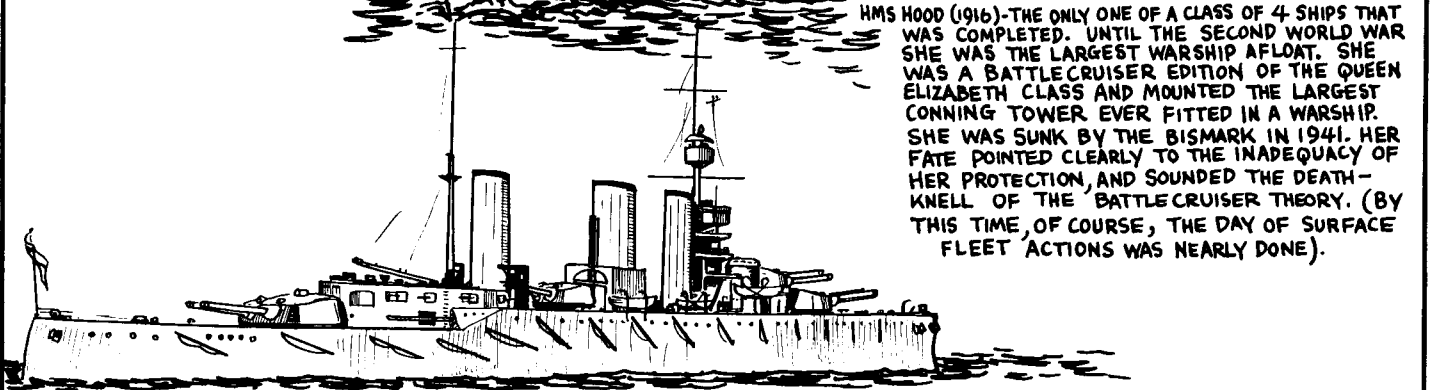
NO. 44

THE RISE & FALL OF THE BATTLECRUISER

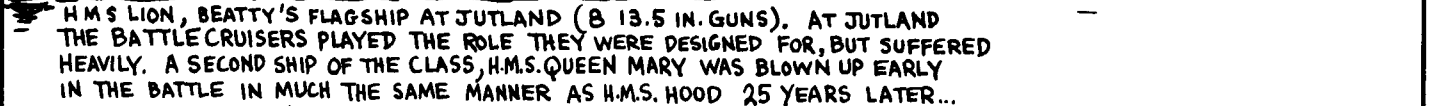
CONCEIVED AT THE TURN OF THE CENTURY, THE BATTLECRUISER WAS TO BE A CAPITAL SHIP, EQUAL IN POWER TO A BATTLESHIP, BUT SACRIFICING ARMOUR FOR SPEED. HER FUNCTION IN A FLEET ACTION WAS, BY VIRTUE OF HER SUPERIOR SPEED, TO OVERTAKE THE ENEMY BATTLEFLEET & ENGAGE UNTIL HER OWN BATTLEFLEET ARRIVED.



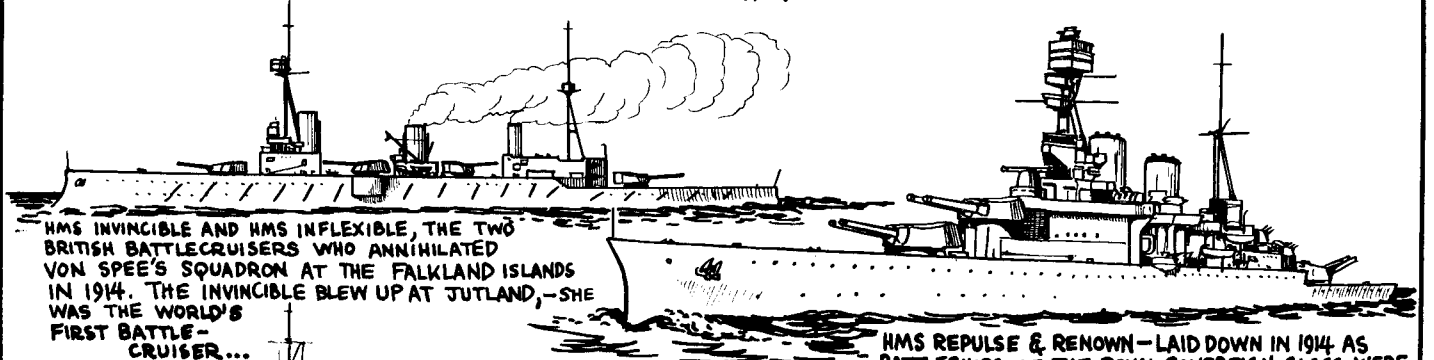
GERMAN BATTLECRUISER 'SEYDLITZ' (1912). ONE OF THE GERMAN CAPITAL SHIPS THAT WERE SCUTTLED AT SCAPA FLOW IN 1919.



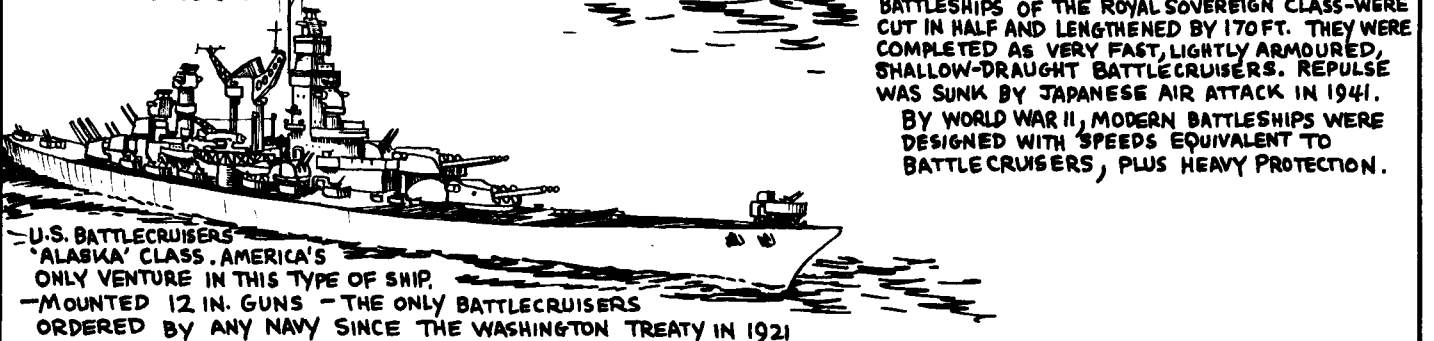
HMS HOOD (1916)-THE ONLY ONE OF A CLASS OF 4 SHIPS THAT WAS COMPLETED. UNTIL THE SECOND WORLD WAR SHE WAS THE LARGEST WARSHIP AFLOAT. SHE WAS A BATTLECRUISER EDITION OF THE QUEEN ELIZABETH CLASS AND MOUNTED THE LARGEST CONNING TOWER EVER FITTED IN A WARSHIP. SHE WAS SUNK BY THE BISMARCK IN 1941. HER FATE POINTED CLEARLY TO THE INADEQUACY OF HER PROTECTION, AND SOUNDED THE DEATH-KNELL OF THE BATTLECRUISER THEORY. (BY THIS TIME, OF COURSE, THE DAY OF SURFACE FLEET ACTIONS WAS NEARLY DONE).



HMS LION, BEATTY'S FLAGSHIP AT JUTLAND (8 13.5 IN. GUNS). AT JUTLAND THE BATTLE CRUISERS PLAYED THE ROLE THEY WERE DESIGNED FOR, BUT SUFFERED HEAVILY. A SECOND SHIP OF THE CLASS, H.M.S. QUEEN MARY WAS BLOWN UP EARLY IN THE BATTLE IN MUCH THE SAME MANNER AS H.M.S. HOOD 25 YEARS LATER...



HMS INVINCIBLE AND HMS INFLEXIBLE, THE TWO BRITISH BATTLECRUISERS WHO ANNIHILATED VON SPEE'S SQUADRON AT THE FALKLAND ISLANDS IN 1914. THE INVINCIBLE BLEW UP AT JUTLAND, -SHE WAS THE WORLD'S FIRST BATTLE-CRUISER...



U.S. BATTLECRUISERS 'ALASKA' CLASS. AMERICA'S ONLY VENTURE IN THIS TYPE OF SHIP. -MOUNTED 12 IN. GUNS -THE ONLY BATTLECRUISERS ORDERED BY ANY NAVY SINCE THE WASHINGTON TREATY IN 1921

HMS REPULSE & RENOWN -LAID DOWN IN 1914 AS BATTLESHIPS OF THE ROYAL SOVEREIGN CLASS-WERE CUT IN HALF AND LENGTHENED BY 170FT. THEY WERE COMPLETED AS VERY FAST, LIGHTLY ARMoured, SHALLOW-DRAUGHT BATTLECRUISERS. REPULSE WAS SUNK BY JAPANESE AIR ATTACK IN 1941. BY WORLD WAR II, MODERN BATTLESHIPS WERE DESIGNED WITH SPEEDS EQUIVALENT TO BATTLECRUISERS, PLUS HEAVY PROTECTION.

