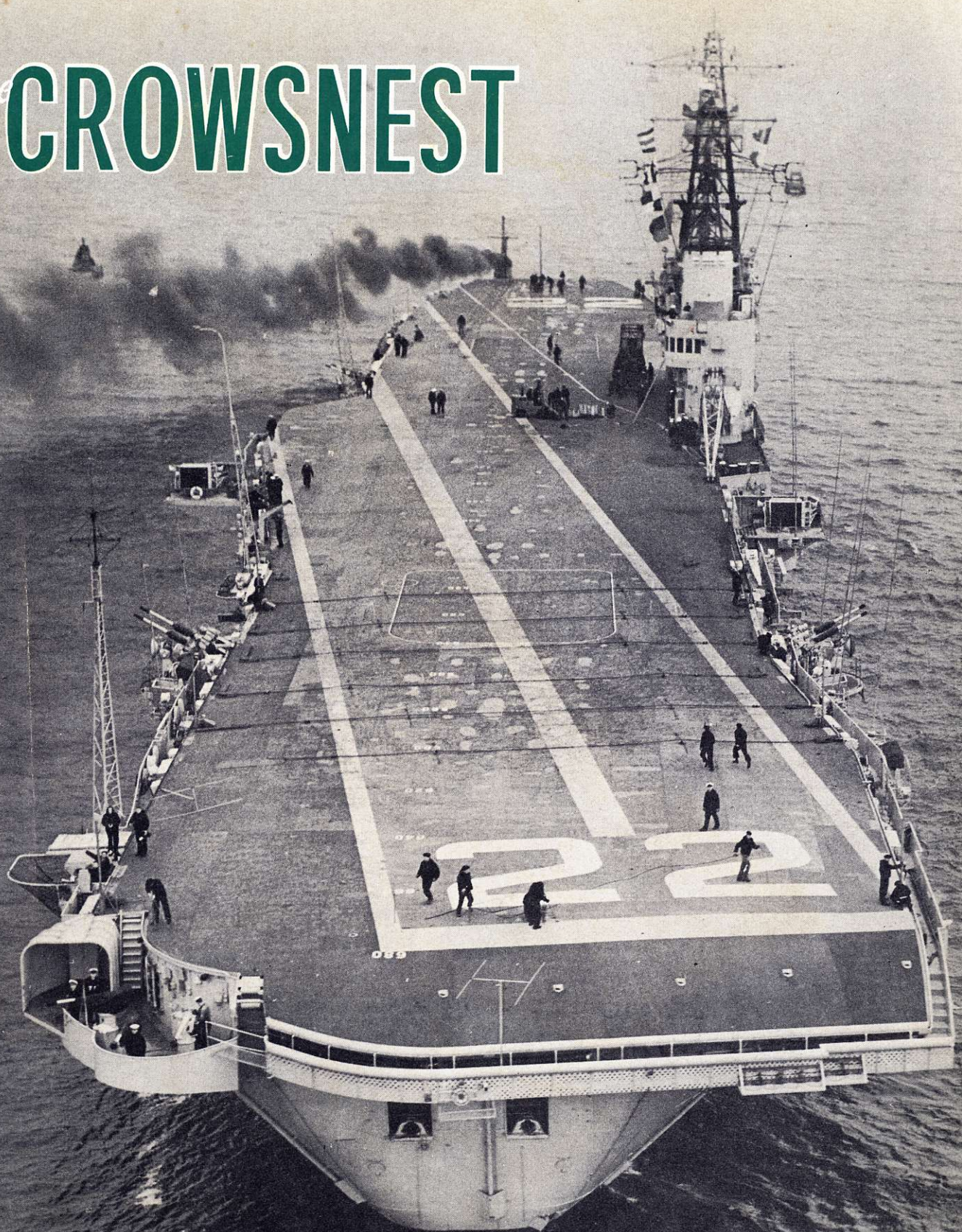
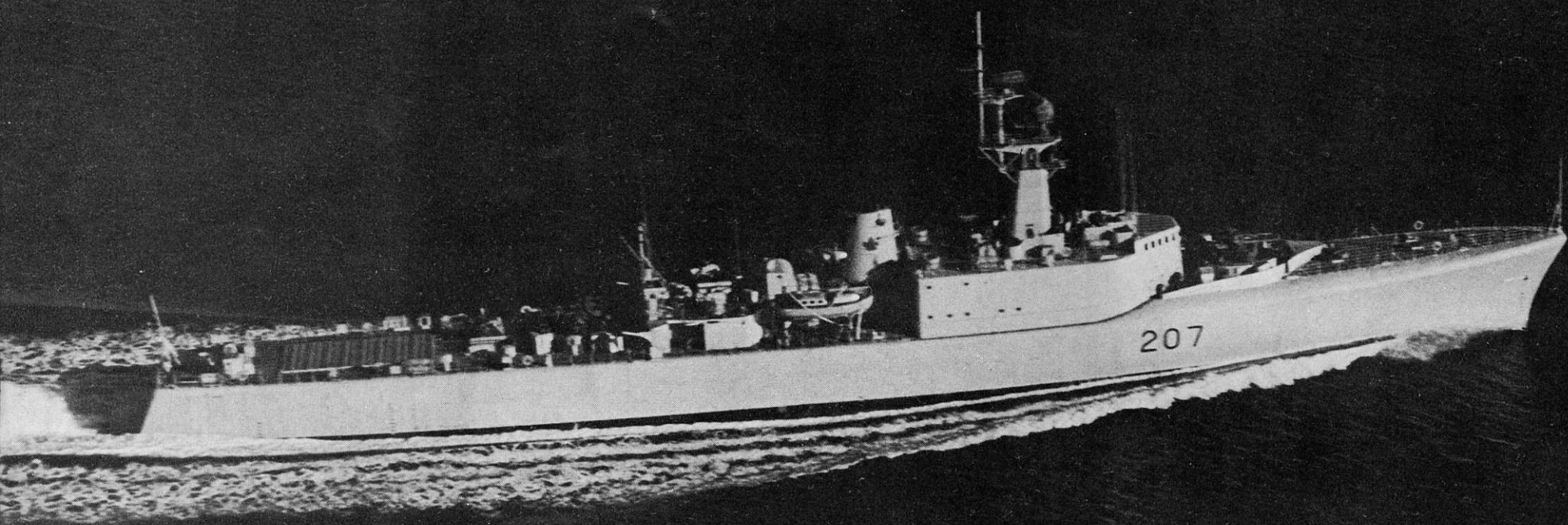


The CROWSNEST





The CROWSNEST

Vol. 9 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1957

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The Cover—The angled deck of the Royal Canadian Navy's new aircraft carrier *Bonaventure* is shown as it appears from the air. Other modern features to be seen in the picture are the mirror landing aids to port and starboard and the steam catapult forward. The smoke is from a tug which has not yet cast off her lines after assisting in moving the carrier into the stream at Belfast. (BN-479)

LADY OF THE MONTH

The fifth of the new destroyer escorts to join the fleet and the first to emerge from a West Coast shipyard, HMCS *Skeena* is shown on the opposite page during trials preceding her commissioning, scheduled for March 30.

As is true of her atomic age sister ships, the *Skeena* has inherited a proud and honourable name — one that carries with it memories of hard-fought battles and the utmost devotion to duty during the Second World War.

The first *Skeena* was commissioned at Portsmouth, England, more than a quarter of a century ago on June 10, 1931. The name bestowed on her and to which she was to add new lustre was derived from the Skeena River, which flows through northern British Columbia down to the Pacific Ocean near Prince Rupert. It is an Indian name, said to have evolved from a phrase meaning "out of the clouds", which is a natural description of a river arising in the mysterious cloud-crowned mountains of the interior.

There is another historic link between the new and old *Skeen*as. From the shipyard of the Burrard Dry Dock Company, Limited, during the Second World War came the corvette *Wetaskiwin* which teamed with the first *Skeena* in a U-boat sinking which has been called one of the war's finest examples of co-ordinated anti-submarine action—right out of the textbook. (E-39265)

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RCN NEWS REVIEW

Goodbyes are waved as HMCS Ottawa steams down Halifax harbour to join 15 other East Coast ships in spring training exercises in the Caribbean. (HS-47190)

Admiral Bidwell To Retire in Fall

Three senior officers of the Royal Canadian Navy will take up new appointment in mid-summer, and a fourth will proceed on retirement leave, it was announced by Hon. Ralph Campney, Minister of National Defence, in March.

Rear-Admiral R. E. S. Bidwell will begin retirement leave on September 20, after 42 years of service with the Royal Canadian Navy. He has been the Flag Officer Atlantic Coast since November, 1951, and has held the additional appointment of Commander Canadian Atlantic Sub-Area in the North Atlantic Treaty Organization since April, 1952.

Succeeding Rear-Admiral Bidwell in these appointments will be Rear-Admiral H. F. Pullen, the present Flag Officer Pacific Coast.

Rear-Admiral H. S. Rayner, now Chief of Naval Personnel and member of the Naval Board at Naval Headquarters, Ottawa, will become Flag Officer Pacific Coast on August 17.

He will be succeeded as Chief of Naval Personnel and member of the Naval Board by Commodore K. L. Dyer who will be promoted to the rank of rear-admiral when he takes up his appointment on July 30.

Aircraft Fly Ocean To Join Bonaventure

Four naval aircraft left Canada early in March on the first trans-Atlantic flight ever carried out by the Royal Canadian Navy.

The aircraft, two Banshee jet fighters and two Tracker anti-submarine aircraft, were flown to the United Kingdom

for flight trials with the new carrier *Bonaventure*.

They made the trans-ocean trip with a Royal Canadian Air Force flight of Sabre Six jet aircraft going overseas for service with NATO forces in Europe.

In addition to the naval aircraft and their pilots and copilots, a ground crew of nearly 20 naval personnel made the flight in an RCAF North Star, assisting in refuelling and maintenance en route.

The flight departed from the RCAF Station at St. Hubert, P.Q., and the aircraft flew via Labrador, Greenland, Iceland and Scotland where the naval aircraft detached to fly to Royal Naval Air Station Ford near Portsmouth on the south coast of England.

General Burns Thanks 'Maggie'

Of all the messages and missives received by HMCS *Magnificent* in the course of her United Nations service, none was more appreciated than a letter from Major-General E. L. M. Burns, Commander of the United Nations Expeditionary Force, to Captain A. B. Fraser-Harris, commanding officer of the carrier. Subsequently published in the ship's daily orders, the letter said, in part:

"I take the present opportunity of thanking you and all the crew of the *Magnificent* for the big contribution you made to UNEF.

"I think that apart from the actual 'hardware' and personnel that you brought along, you gave the force a big lift in morale and that extended to all members of the Force, not only the Canadians in it.

"Again with thanks, not only for official services, but also for the many personal courtesies you extended to me . . ."

The Banshees and Trackers were scheduled to start flight trials in the *Bonaventure* in April, flying out from the naval air station to join the carrier.

Three Cruise Ships Cross Equator

On February 26, by kind permission of King Neptune, three of Her Majesty's Canadian Ships crossed the Equator and observed appropriate ceremonies while en route to Singapore from Manila.

They were the cruiser *Ontario* and the frigates *Jonquiere* and *Stettler*, now on a four-month training cruise to the Far East with 117 officer cadets of HMCS *Venture*.

Crossing the line meant a weird but wonderful experience for several hundred "tadpoles" who attended King Neptune's court to be initiated into the "Ancient Order of the Mysteries of the Deep" by the "shellbacks" on board.

The following day, February 27, the ships arrived at Singapore to mark another event, the third anniversary of the *Stettler* in her present commission. Since her recommissioning at Halifax on February 27, 1954, the *Stettler* had steamed 80,000 miles, much of it on training cruises similar to the one on which she is now employed.

The last port of call of the ships before Singapore was Manila where they visited from February 15 to February 22. Previously they had called at Hilo and Pearl Harbour in Hawaii, and Guam.

During the week-long visit to Manila, tours in the Philippines for the officers and men of the three ships were organized by the Armed Forces of the Philippines, the resident Canadian consular representatives and the Canadian com-

munity in Manila. In addition to the battle-scarred city, claimed to be the second-worst bombed city of the Second World War, next only to Warsaw, the Canadians toured the famous battlefields of Bataan and Corregidor.

As a farewell gesture of good will, the officers and men of the three ships were voluntary blood donors to the Philippines National Red Cross community blood bank.

During the visit to Singapore the ships companies of the three ships were given a royal reception.

For the six days they spent there, the officers and men enjoyed tours of the city, the island and neighbouring Johore Bahru in the State of Johore. They were also taken on a most interesting up-country trip to a rubber plantation and a factory. Sailors are enthusiastic photographers and movie cameras whirled, while cameras clicked everywhere.

Social activities were many and varied. Junior officers and cadets were entertained at a dance given by the Flag Officer, Malayan Area, and RCN "Jaycees" were shown the town by their counterparts in Singapore. Chinese food was extremely popular with the visiting Canadians.

Games between the sailors and local groups included soccer, golf and squash against teams from the Royal Navy base and softball against a representative team from the American Consulate.

The highlight of the visit was the day 3,700 Singapore residents visited the *Ontario* as she lay at anchor in Man-o'-war Bay. They came to the ship in every conceivable type of craft, sampans, fishing boats and ship's boats. Climbing everywhere, they closely examined the Canadian cruiser and enjoyed every minute of their time on board.

As the Canadian ships sailed from Singapore, a destroyer of the Royal Navy towed a target at high speed for the *Ontario's* six-inch guns and Royal Air Force jet aircraft made high speed passes at the ships.

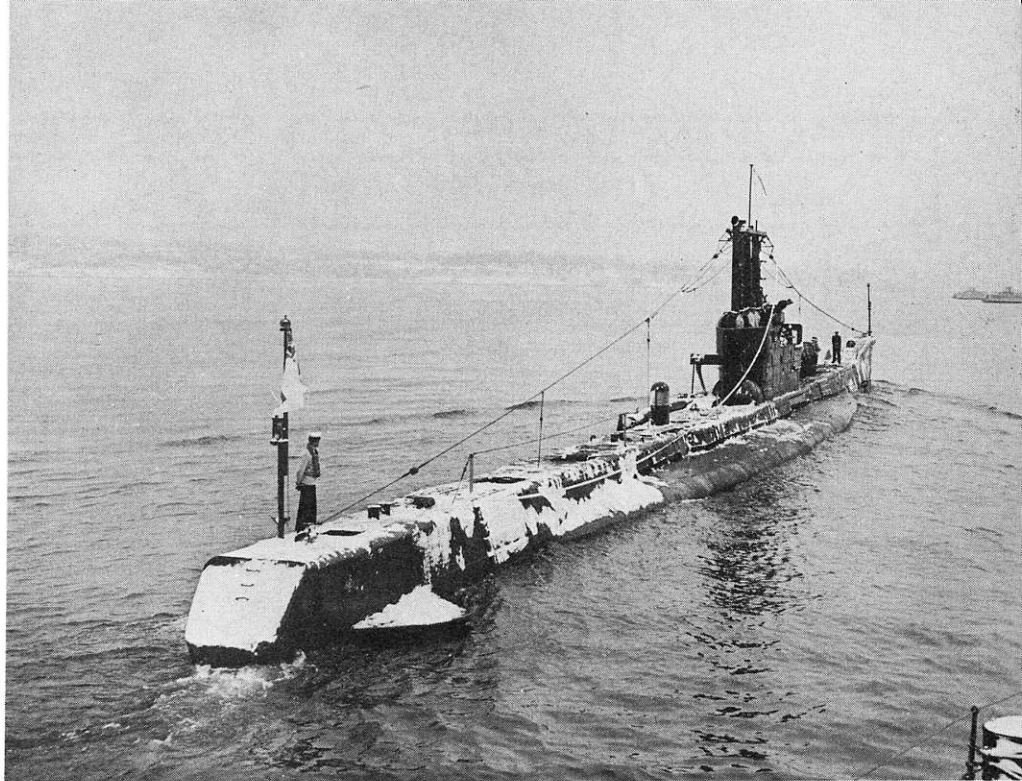
From the obvious enjoyment they experienced during their visit, the Canadian sailors will retain fond memories of Singapore for a long time to come.

The three ships sailed March 5 for Hong Kong and were to be there from March 11 to 18.

Atlantic Command's Warships on Go

The month of February was a busy one for ships of the Atlantic Command.

Among the highlights was the return of the *Magnificent* in mid-February following her voyage to the Middle East



A snowy mantle, soon to be washed away by the waves of the North Atlantic, was worn by HM Submarine *Astute* when she departed for Portsmouth, England, after 18 months' duty with the Sixth Submarine Squadron at Halifax. (HS-45342)

with Canadian Army personnel and equipment for the United Nations Emergency Force in Egypt. With her she brought 59 RCAF Sabre jets being returned to Canada following service with NATO forces in Europe.

Nine ships sailed for a cruise to the Caribbean and subsequent operations with U.S. Navy units in operation Springboard, the USN's annual winter training exercises. Included were four St. Laurent class destroyer escorts operating together for the first time.

The Canadian ships scheduled to participate in the exercise from February 19 to March 20 were:

First Canadian Escort Squadron—*Algonquin*, *Huron*, *Iroquois* and *Micmac*;

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

HMS *Alliance* of the Halifax-based Sixth Submarine Squadron.

Returning to Halifax during the month were units of the First Canadian Minesweeping Squadron which had taken part earlier in Operation Springboard.

They were the *Gaspé*, *Trinity*, *Un-gava*, *Resolute*, *Quinte* and *Fundy*. The latter two detached from the squadron following their participation in the exercises and sailed for Miami, Florida, for Canada Week there before returning to their base.

The *Crusader* sailed early in March with Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, embarked

to observe a portion of the exercise and to carry out a number of visits to Caribbean ports.

The other Canadian units are scheduled to remain in the Caribbean area following completion of their portion of Operation Springboard 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 Leaves for U.K., Baltic

The Arctic patrol ship *Labrador* sailed from Halifax early in March for a seven-week cruise to the United Kingdom and Baltic Sea.

After calling at Portsmouth, she was scheduled to pay informal visits to Oslo, Norway, and Copenhagen, Denmark, before returning to her Halifax base on April 30.

Ships Offer Cruise For Naval Division

Two ships of the Pacific Command, the *Cordova* (minesweeper) and the *Porte Quebec* (gate vessel) sailed from Esquimalt March 8 for a weekend training cruise in the Vancouver and Strait of Georgia areas.

The two ships embarked reserve naval personnel from *Discovery*, the Vancouver naval division.

The Little Foxes

The accompanying story is robbed of its element of suspense for anyone who knows of the proclivities of PO T. E. (Ted) Dalglish for acquiring unusual pets.

When PO Dalglish, acting as a medical assistant, went to Padloping Island in the Arctic in 1945 he took along "Willie", a de-odorized skunk. Willie lies in a lonely grave in the frozen North as a consequence of tiring of canned beef and turning to live sailor to vary his diet.

The Arctic foxes, which PO Dalglish encountered as a member of the ship's company of the Labrador, took eagerly to civilized diet, without taking the same unreasonable advantage of human hospitality.

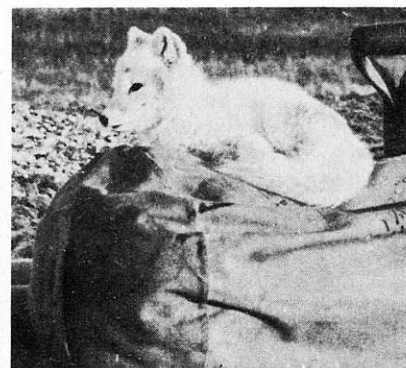
ON THE LAST day of August, 1956, a small white sound-boat, affectionately known as "Pogo", accompanied by a motor cutter, chugged to a stop about 100 yards from the shore of an island in Northern Foxe Basin.

There ensued a period of bustling activity ashore and presently two tents were silhouetted against the darkening Arctic sky; supplies were stowed, and a gauge for recording the rise and fall of the tide levels was installed. The gauge was referred to as the "tide-pole" but I was to call it many other names of less complimentary nature during the next two weeks. The evening's work done, the sound-boat's crew returned to Pogo while the cutter's crew and I crawled into our sleeping bags and settled down for the night.

The following morning both boats set off to take soundings while I remained ashore. Snow had fallen during the night and fox tracks were plentiful around the camp area, but little did I realize at the time how friendly and downright pesky the owners were going to be. Pogo returned in the evening and I was informed that one of her crew would stay ashore with me. (The cutter proved difficult to manage in rough seas and ice so was subsequently taken back on board the Labrador.)

The second night was more interesting than the first, by far. Sharp whines, snarls and weird, muffled cries sounded about the tent. There was repeated scratching and chewing on the canvas and the gravel, which we had piled industriously around the tent perimeter, was just as industriously dug away. I grinned weakly, assuring myself they were indeed foxes and not polar bears, meanwhile submerging further into my sleeping bag. Morning revealed a hole in the tent-flap but no damage otherwise. Outside, where I had carefully buried our garbage, was a small crater surrounded by cleanly-licked tins.

Up to that morning we hadn't actually seen our noisy visitors, but later on we noticed a fox close by. Our first efforts to photograph it were laughable.



We snaked painfully across the pebbles toward the subject, cameras "at the ready". My companion had mounted a telephoto lens. As the shutters clicked in unison, the fox looked up, then unconcernedly returned to his meal. We soon learned that the only trouble in focussing on these foxes was keeping them at a distance. Whenever a camera was extended toward them, they rushed over to see if it was edible. In fact, they did eat the leather casing for the telephoto lens.

The following days were enlivened by their presence about camp. They readily took food from our hands and one, especially, would come into the tent during meals and place both forepaws on the table in anticipation of a "hand-out". This same animal would come to me if I called quietly, place its forepaws on my knee, and stand on its hind legs to be fed. If they were at a distance, a low whistle would bring them running. They were never teased or molested and consequently remained quite tame.

The only disadvantages in having foxes about are the necessity of tightly closing and barricading the tent entrance whenever leaving it for extended periods and the difficulty of keeping garbage or empty tins covered over, as the foxes promptly dig them up again for a more thorough inspection. They proved, otherwise, to be excellent company.

After a week we struck camp and moved to another island where other foxes soon made an appearance. Only one of these became friendly, however, usually sleeping quite comfortably on a rolled-up tent after his meals. While there we were visited by a jet black fox, but as it was very nervous and timid compared to the others we were unable to get photographs of it.

We returned to HMCS Labrador after approximately two weeks, to our world of noise, machinery and schedules, leaving the foxes to their lonely world of cold and silence.—T.E.D.



'MAGGIE'S' LAST AND GREATEST MISSION

Historic Role Played as RCN Career Draws to Close

LIKE A GREAT stage star in her farewell performance, HMCS *Magnificent* took her last role as an operational unit of the Royal Canadian Navy and made it into the most notable of her career.

It was not a role designed for stardom. The transformation from an aircraft carrier into a toothless troop and cargo transport was something like John Wayne having to give up his six-shooters and being cast as an obscure mule-skinner.

But the *Maggie* played the part with the same flair that has characterized the whole of her nine-year career with the RCN, and there is no doubt that in the time she was on stage she stole the show.

To summarize briefly:

On the night of November 7 last, as the *Magnificent* was anchored off Greenock, waiting to go up to Glasgow to collect 50-odd RCAF Sabres for delivery in Canada, she received an urgent message to proceed to Halifax, at best speed, for United Nations duties.

The ship arrived in Halifax on the evening of November 13. Five days later she was ready to sail for Egypt, carrying an infantry battalion, 223 vehicles, a hangar full of stores and a peak load of provisions.

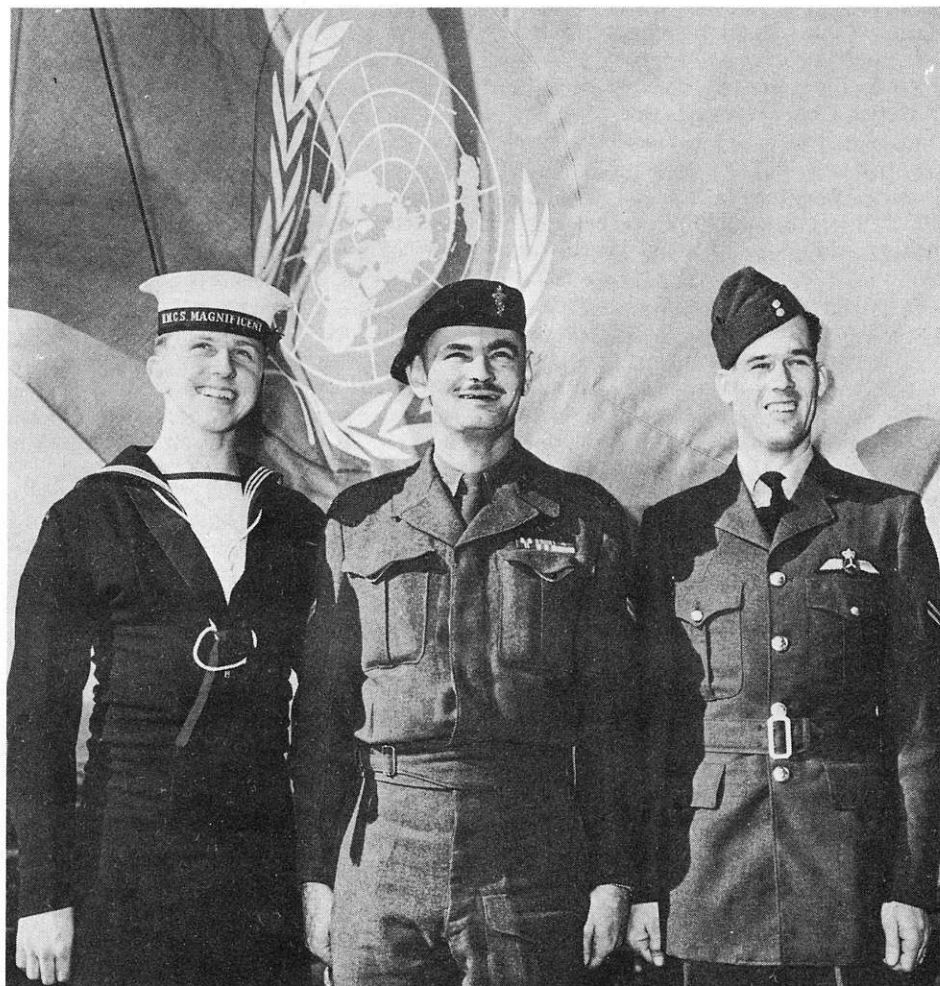
There came, however, at first a postponement, then a drastic change in plans. Vehicles and stores were unloaded and a fresh lot were taken on board. The infantry battalion went back west and in its place came administrative troops.

On December 29 the ship sailed from Halifax and on January 11 she entered the wreck-cluttered harbour of Port Said.

Given 20 days to unload, she did it in eight. And on January 20 she pulled out of Port Said, bound for Naples and four days of relaxation.

Naples, and the Isle of Capri, were left astern on Sunday, the 27th, and six days later the *Magnificent* steamed up the Clyde and berthed at the King George V Dock. On board came the Sabres—59 of them—and at 1300 on Wednesday, February 6, the carrier slipped and proceeded downstream to the Tail of the Bank to fuel.

Early the next morning she put to sea on the final leg of her voyage. And quite a leg it was. For one day she had reasonable weather. Then it began to get rough, and for the better part of



Men of the three Canadian services stand beneath the United Nations flag under which they were serving as members of Canada's contribution to the United Nations Emergency Force in the Middle East. Left to right are Ord. Sea. Paul D. Delaney, RCN; Cpl. Ernie S. Simpson, RCEME; and Cpl. George Lewis, RCAF. The photo was taken on the flagdeck of the *Magnificent*. (MAG-7592)

five days the *Maggie* found herself involved in a real old-fashioned North Atlantic slugging match.

It was a battered but triumphant carrier that emerged, with all of her cargo intact, into calmer weather on Wednesday, the 13th. From then on it was all downhill and, clipping along at an average 21 knots, the *Magnificent* made up almost all the time lost in mid-Atlantic. At 1124 on Friday, the 15th, she was secured alongside at Jetty 4 in HMC Dockyard, Halifax.

It was regrettable indeed that the only mishap of the entire voyage should occur at the very end, when, as the *Magnificent* was being berthed, the naval tug *Glendyne* capsized. One of her company was drowned, another died later, and five survived. It was a tragic occurrence and cast an air of sadness

over what was to have been a most happy homecoming.

THERE WAS an interval of three months and two days between the time the *Magnificent* arrived in Halifax in response to last November's recall message and the day she steamed into her home port for the last time.

November's crossing was a fast one and a busy one. It took just five days and 11 hours, and in that time a major start was made in getting the ship ready for her new role. In many departments, and particularly Supply, officers and men worked practically around the clock as they carried out instructions contained in the hundreds of messages that came streaming on board from Headquarters and the Command. The communications department itself had

to go on double and triple duty in order to cope with the traffic.

On arrival in Halifax the ship's company got something of a respite as personnel from *Stadacona*, *Shearwater* and elsewhere in the Atlantic command were organized in a temporary crew so the *Maggie's* men could have a little time with their families.

From the moment she berthed, the ship was like a beehive, with dockyard workmen and naval personnel swarming through her as Operation Rapid Step rocketed into high gear.

First her guns, ammunition, ready-use lockers and a quantity of avgas were removed. Then into the ship went all the equipment, paraphernalia and fittings needed to provide for 500 more than her normal complement. "A" hangar was converted into a vast dormitory filled with double-decker bunks; the sonobuoy flat became a 40-bed sick bay annex; additional washplaces and sanitary facilities were installed in the most ingenious places; extra galley equipment was fitted.

While all this was taking place, "B" hangar—94,770 cubic feet of it—was filling up with Army stores of all descriptions, and refrigerators and other storage places were being crammed to capacity with food and supplies.

The next task was to embark 203 vehicles and the Army's ammunition, and for this the *Magnificent* was shifted to Pier 9B. The trucks were all on board and firmly secured on the flight deck by 0330 Sunday, the 18th, and the ship moved back to Jetty 4 to take on

14 of the heaviest vehicles. By 0800 Operation Rapid Step was finished, except for the actual embarkation of the 950 officers and men of the First Battalion of the Queen's Own Rifles of Canada, who had been flown from Calgary to Halifax by RCAF transport to be taken to the Middle East by RCN carrier.

However, the Queen's Own were not destined to sail in the *Maggie*. While the UN took another look at the requirements of its newly-formed Emergency Force, the embarkation and departure were postponed. Then came orders sending the Queen's Own back west and replacing them with Army Signals (140), RCEME (140), Service Corps (91) and a Headquarters detachment (34). Total: 405.

This meant, too, that the stores in "B" hangar would have to be removed and the ammunition and vehicles unloaded. It was Operation Rapid Step in reverse.

THE NEXT PHASE was Rapid Step II—the reloading of stores, vehicles and equipment required by the new Army contingent. The stores again went into "B" hangar and most of the 240 vehicles on the flight deck. The ship also embarked four RCAF Otter aircraft and, separately, their mainplanes.

The original intention had been that the *Magnificent* serve as a headquarters ship for the UNEF, but this, too, was changed, and reduction to purely transport duties caused considerable reorganization within the ship. Communications, medical and other staffs were reduced and the helicopter unit was cut from two to one.

Operation Rapid Step II was completed and all troops were on board by the evening of December 28. At 1000 on the morning of the 29th the *Magnificent* slipped from Jetty 4 and proceeded to sea. It was an exciting occasion for all concerned, and particularly for the troops, who massed on the flight deck and sponsons for their last look at Canada in quite a while.

The soldiers didn't get too good a chance to acquire their sea legs, for on the first night out the ship found herself on the fringe of the same storm that played havoc in the Maritimes that weekend. It remained rough through Sunday but by New Year's Eve the weather had improved and for the next 10 days gave no cause for complaint.

After their initial siege of strangeness and discomfort, the troops settled in with amazing rapidity and, with a large helping hand from their naval shipmates, had little trouble picking up the routines. They were, in fact, fully integrated into the ship's company and, as



A popular feature during *HMCS Magnificent's* passage from Halifax to Port Said was the daily news broadcast delivered by Jack Brayley, Maritime Bureau Chief of the Canadian Press, who covered the operation for CP and remained in the Middle East when the carrier sailed for home. Mr. Brayley is well-known in the Maritimes through his weekly radio broadcast, "Neighborly News". (MAG-7590)

much as possible, duties were shared by sailors and soldiers. Since many of the Army personnel were skilled tradesmen, the technical departments in particular were able to capitalize on their presence.

The trip was not all work, by any means. A lively program of sports and recreation, supplemented by movies, helped to fill the off-duty hours and make the time pass swiftly.

Daybreak on Thursday, January 4, found the ship off the lush, green island of Terceira, in the Azores, where a mail drop was made by helicopter. Three mornings later she steamed into the Straits of Gibraltar and those who had not been that way before marvelled at the rugged Spanish coast on the one hand and that of North Africa on the other.

While the helicopter winged ashore with mail, Captain A. B. Fraser-Harris took the ship in close to the famous Rock so all could have a good look at it and those with cameras could get their fill of pictures. Then the ship's company, Navy, and Army, mustered on the flight deck for Sunday divisions. This was accomplished by forming the Army into two groups, on the after and forward lifts, and the Navy in one body on the heliport right forward.

ON TUESDAY, January 8, rendezvous was made with the USS *Mississinewa* (oiler) and USS *Hyades* (supply ship), of the U.S. Sixth Fleet,



PO William Sopko, plane captain, paints the UN emblem on the *Maggie's* helicopter. (MAG-7563)

to replenish with fuel, fresh water and provisions. For five hours the three ships steamed in line abreast as the *Magnificent* took on oil and water from the tanker and provisions were passed, via the tanker, from the *Hyades*. It was a routine evolution for the Navy but for the Army it was a pretty spectacular show, and more than one soldier admitted to nervousness at the sight of three ships surging along at 12 knots, seemingly almost at arm's reach of one another and with the seas piling and pounding between them.

At this point the *Magnificent* was well ahead of schedule and it was decided to anchor for a few hours in Marsaxlokk Bay, Malta, to renew the paint on the ship's side and make her look more presentable. However, a message received on the night of the 8th indicated Major General E. L. M. Burns, Com-

mander of the UN Emergency Force, was anxious that the carrier arrive as soon as possible, so speed was increased to 17 knots and the ETA at Port Said was advanced 17 hours, to 1300 on the 11th. Contact with Malta was limited to a helicopter landing with mail and an able seaman going on leave to his family home in Valetta.

The spell of tranquil weather that had prevailed for more than a week broke suddenly on the night of January 9, when one of those short, severe storms for which the Mediterranean is notorious struck the ship almost without warning. A motor cutter was badly smashed, another boat was damaged—and some of the soldiers who had begun to get pretty salty retreated to their bunks. Speed had to be reduced, but the weather moderated sufficiently the next day for the *Magnificent* to make

up lost time and hit her ETA at Port Said on the nose.

Long before their destination came in sight, the Canadians began gathering in curious groups on the flight deck and other vantage points, anxious to see the city which had figured so prominently in the news over the past two months. It was not the kind of day to stir enthusiasm (it was damp and chilly), but the atmosphere in the ship was electric with interest as the low-lying coast came in sight and the ship steamed past the breakwaters and into the harbour.

The *Magnificent* moored with two anchors forward and lines to two buoys aft, and even before she was secure the Canadian Ambassador, E. H. Norman; General Burns and Brigadier Amin Helmy, Chief of Staff, Egyptian Eastern Army Command, came on board, together with several staff officers.

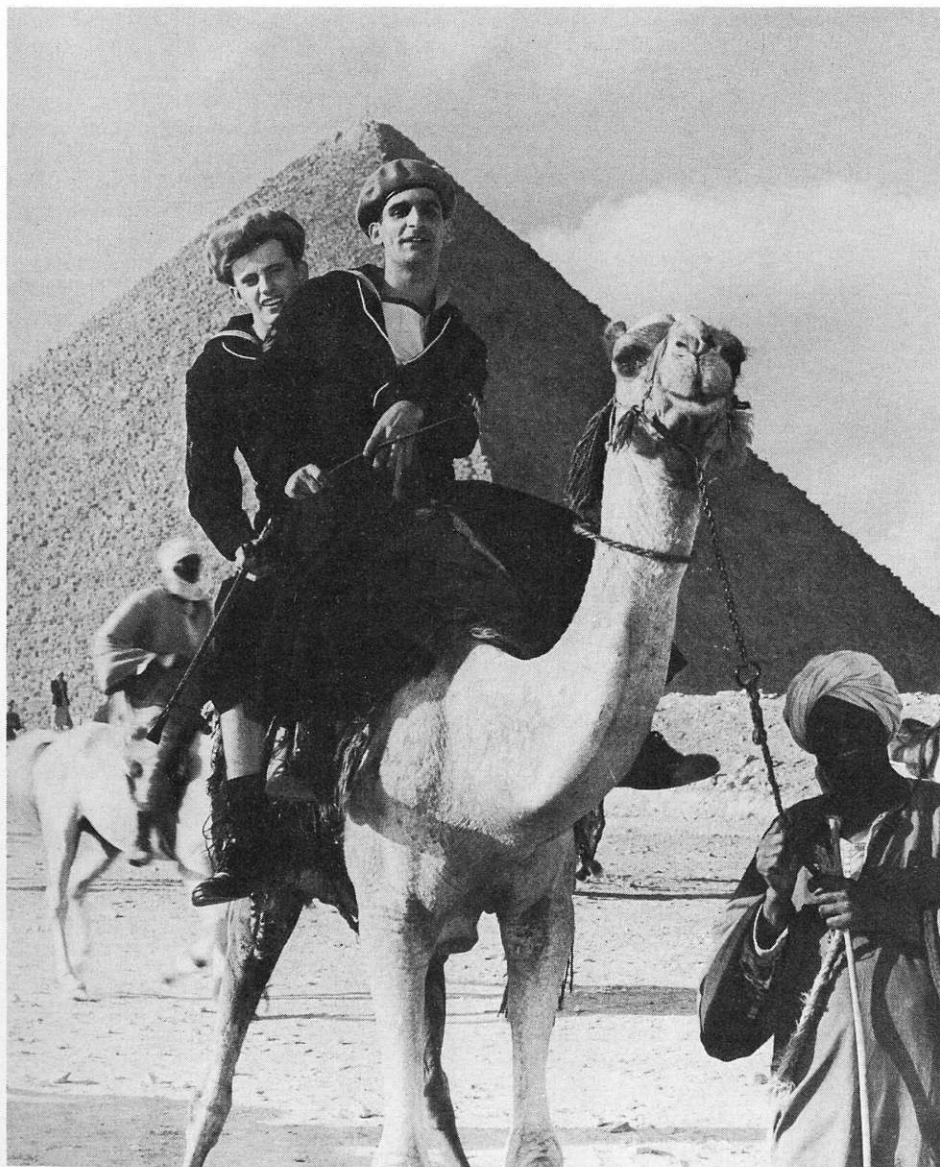
There came, too, a small swarm of press correspondents and photographers and, close astern, a gang of Egyptian stevedores hired by the firm that had the unloading contract. With tradesmen and peddlers trying to gain access to the ship, as well, either legitimately or through the scuttles, things were hectic for a time. Eventually, however, the situation settled down and the *Maggie* regained her usual composure.

UNLOADING began on the morning of Saturday, January 12, with the vehicles being the first items to be removed. Two floating cranes, provided by the contractor, and the ship's crane, at the after end of the island, lifted the trucks and lowered them on barges, which were towed to shore by tugs. The ship's crane distinguished itself in this operation, handling more than 150 of the 240 vehicles.

By 0230 on Wednesday all the vehicles and all the "B" hangar stores had been discharged. On Wednesday and Thursday some 160 tons of ship's stores—provisions, stationery, cigarettes, sports gear, canteen stores and other useful items—were landed. And on Saturday, after a 24-hour postponement because of wind conditions, the four Otters were flown off by RCAF pilots.

The next day, January 20, having fulfilled her duties to the United Nations Emergency Force, HMCS *Magnificent* sailed out of Port Said, bound for Naples.

With them her officers and men took a multitude of memories and impressions gained during the short stay in Egypt. It is probably safe to say, too, that the *Maggie* left quite a few memories—not to speak of a quantity of more tangible items—with the soldiers and airmen staying behind in the desert.



Egypt is the place where a camel will walk a mile for you, providing you pay the fellaheen. Able Seamen Raymond Baillargergeron (astern) and Gaston Beaulieu were among the 360 sailors from the *Magnificent* who took part in UN-sponsored tours of Cairo and the pyramids. (MAG-7688)



Major-General E. L. M. Burns, commander of the United Nations Emergency Force in the Middle East, wears the uniform he designed for his role in the Suez mission. The uniform is light blue-grey, with flap pockets, gold rank insignia, UN flashes and a large UN cap badge. His staff tabs are light blue and the cap band is dark blue. Gone is the traditional Sam Browne belt, but General Burns wears several rows of decorations earned during his career in the Canadian Army. The picture was taken while the *Magnificent* was at Port Said. Captain A. B. F. Fraser-Harris, right, commanding officer of the carrier, wears the UN flash and armband that were made a part of the uniform of those going ashore from the carrier. (MAG-7650)

Following a visit to the UN bases at El Ballah and Abu Suweir, Jack Brayley, correspondent for The Canadian Press, quoted UN authorities as describing the *Magnificent's* arrival in Port Said as "tantamount to the lifting of a siege—The Relief of the UNEF". As was to be expected in a force so quickly created and drawn from so many different countries, many essential items and services were either in short supply or totalling lacking in the initial stages of the UNEF's formation.

Whenever something was needed and could not be got, the stock comment was, "Oh, well, never mind, it'll be in the *Maggie*". Some didn't even know who or what *Maggie* was but they trusted in her just the same.

Whether the *Maggie* provided all that was expected of her is uncertain, but sure it is that she eased considerably the logistical strain under which the UNEF had been operating, furnished food and supplies to make life more comfortable

for the men in the desert, and boosted Canada's prestige in the international force to a new high.

The ship herself was thoroughly UN-ified during the stay in Port Said, what with Finnish, Swedish and Indian troops serving on board as security guards, and officers and men of those and other countries coming and going either on duty or as guests.

To the Canadian soldiers it was like a bit of home, and as many as possible were given an opportunity to visit the ship, spend at least a few hours in her and enjoy the amenities she was able to offer.

For all who came on board there was a warm welcome and a choice of services and comforts, from dental treatment to hot showers and cold beer.

To illustrate the international aspect the *Magnificent* assumed, the Captain himself was host at lunch or dinner to 42 senior officers and important civilians of 11 different nationalities. The wardroom resembled the lounge of a central London hotel in wartime, and it was normal to see a variety of uniforms in the men's cafeteria and the canteen lineup.

IN A MESSAGE received prior to arrival, the Army Staff already in Egypt advised that shore leave in Port Said was not practical, and for a time it looked as though the men of the *Magnificent* would not see any more of the country than they could sight from their ship. However, General Burns took the matter in hand and succeeded in arranging for three groups of 120 each to be taken on organized trips to Cairo and the pyramids, as guests of the Egyptian government. These trips were made on the 16th, 17th and 19th and were greatly enjoyed by all who went.

Limited leave (0900 to 1300) in Port Said was granted on the 18th and 19th, after the governor of the city had given his assurance the situation there had settled down and there would be no trouble. Nor was there any.

All those who did go ashore wore the blue UN beret and armband and most had the red Canadian patch on one shoulder and blue UN patch on the other. Never were sailors so colorfully dressed.

To compensate for the limited opportunities to go ashore, entertainments of various kinds were conducted on board. On the night of arrival in Port Said a ship's company concert, organized during the passage, was held in the after hangar space. So popular was the show that it was repeated the following night.

In the wardroom, on the 11th, a guest night was held in honour of the Army officers who had made the crossing and of Father Louis Dougan, who was leaving to become Chaplain (RC) in HMCS *Bonaventure*. Guests included the Canadian Ambassador, the United States Consul in Port Said and the U.S. Naval Attaché. It was a most successful affair.

On Thursday evening, January 17, Dr. Ahmed Fakhry, professor of ancient history at Cairo University, gave an extremely interesting talk on ancient Egypt to the ship's company, supplementing his talk with colour slides.

On Friday and Saturday evenings the entertainment tempo changed again. This time it was provided by a troupe of dancers, acrobats and jugglers brought especially from Cairo. The performers, and especially the dancers, got a rousing reception.

Throughout its stay in the ship the helicopter proved to be invaluable. From the men's standpoint, its mail drops alone justified its presence. But the machine proved its versatility and usefulness in many other ways. One small instance was when a power unit had to be moved from the after to the forward sections of the ship. Normally, it would have been a simple matter but now both the hangar and flight deck were blocked. So the unit was raised on the after lift, hoisted aloft by the "chopper", carried forward and lowered on the designated spot.

In Egypt, the helicopter distinguished itself. On Monday the 14th, General Burns was picked up at El Ballah, flown on an inspection flight over the canal,

It was a dull January day in Malta, but there was sunshine over the whole Royal Naval Air Station there when AB John Micallef landed by helicopter from the *Magnificent* to be greeted by his parents, three brothers and his young sister. AB Micallef was granted leave until the "*Maggie*" returned from Port Said. (MAG-7618)



and brought on board the *Magnificent* for lunch.

The next day the UNEF commander was flown from El Ballah to El Arish, which only that morning had been evacuated by the Israelis and was to be occupied by noon by a force of Yugoslavs. No sooner did the helicopter touch down than it was surrounded by an hysterically happy crowd of Arabs, who, in their enthusiasm, literally overwhelmed the Captain, who was the first person to step from the machine. They also endangered the aircraft, and themselves, until the pilot, Lt.-Cdr. William Frayn, was able to get it in the air again.

Subsequently a quieter landing spot was found and General Burns made his way into the town, carried out the formalities required of the occasion, then was flown back to El Ballah.

The helicopter made several other trips to and from the UN bases and on Wednesday the Captain and the Executive Officer, Cdr. F. C. Frewer, were flown to Cairo to call on and dine with the Canadian Ambassador.

AFTER THE first day, the weather left little to be desired and advantage was taken of it to give the ship's side and superstructure a much-needed painting. There was also a big clean-up job to be done, once the unloading was finished, plus a considerable amount of interior painting. Despite a reduced crew and the further losses of 100-odd men on three days, painting and cleaning were speedily completed, and it was a most respectable looking carrier that sailed out of Port Said on Sunday, January 20.

Spectacular scenery—the mountainous coast of Crete, the Straits of Messina and sombre Stromboli—made the three-day trip to Naples an interesting one.

Interesting, too, was the four-day stay in the famous Italian port city. Since it was to be a rest and recreational visit, the sports officer, Lieut. Colin Bird, had been sent ahead by air from Egypt to arrange as attractive a program as possible for the ship's company. He was most successful, organizing two all-day trips to Rome, with 15-minute audiences being granted by the Pope on both occasions; three half-day trips to Pompeii; an all-day trip to Pompeii and Mount Vesuvius, and a performance, on board, by an outstanding variety troupe.

The *Magnificent* left Naples on January 27 and on the evening of the 29th, having made a helicopter mail drop at Gibraltar, sailed out of the Mediterranean and into the Atlantic.

Except for a stiff blow in the Bay of Biscay, the next four days were un-



The last of the 240 vehicles which had been marshalled on the *Magnificent's* flight deck is swung over the side at Port Said. It was one of the most important of the lot—the only wrecker assigned to UNEF service. (MAG-7652)

eventful, and on the morning of February 2 the *Maggie* entered the Firth of Clyde. Fingers were crossed as she came abreast of Greenock, remembering what happened last November. This time, however, there was no recall, and at 1300 the ship berthed at the King George V Dock, in Glasgow.

It felt, in a way, like coming home, and the hospitable Scots did nothing to dispel that impression. Organized entertainment was provided by the Overseas League, Victoria League and the RN Air Station at Abbotsinch, and many

officers and men were invited to private homes as well.

Loading of the Sabres began on Monday morning, February 4, and by 1420 all 59 were on board, 11 in the hangars and 48 on the flight deck. And the *Magnificent* looked like an aircraft carrier once again.

In Glasgow the ship parted, regretfully, with "Angel", the helicopter that had served her so well in the preceding five weeks. The "chopper" flew to Belfast to join the *Bonaventure*. All told, four officers and 32 men went from the

old carrier to the new, while among those added to the *Magnificent's* ship's company were two officers and 18 men of the RCAF, to assist in tending the Sabres.

At 1300 on February 6 the *Maggie* slipped from King George V Dock and at 0100 the next morning, after having fuelled at the Tail of the Bank, proceeded to sea.

For the first day the weather was reasonable and hopes were expressed that the ship might get to Halifax as much as two days ahead of schedule. But on Friday it began kicking up and by Saturday evening it was rough. Having been through three bouts of bad weather already on the voyage, the ship's company took this latest one as a matter of course. But when it persisted through the better part of five days, and kept getting worse instead of better, it began to get a bit tiresome.

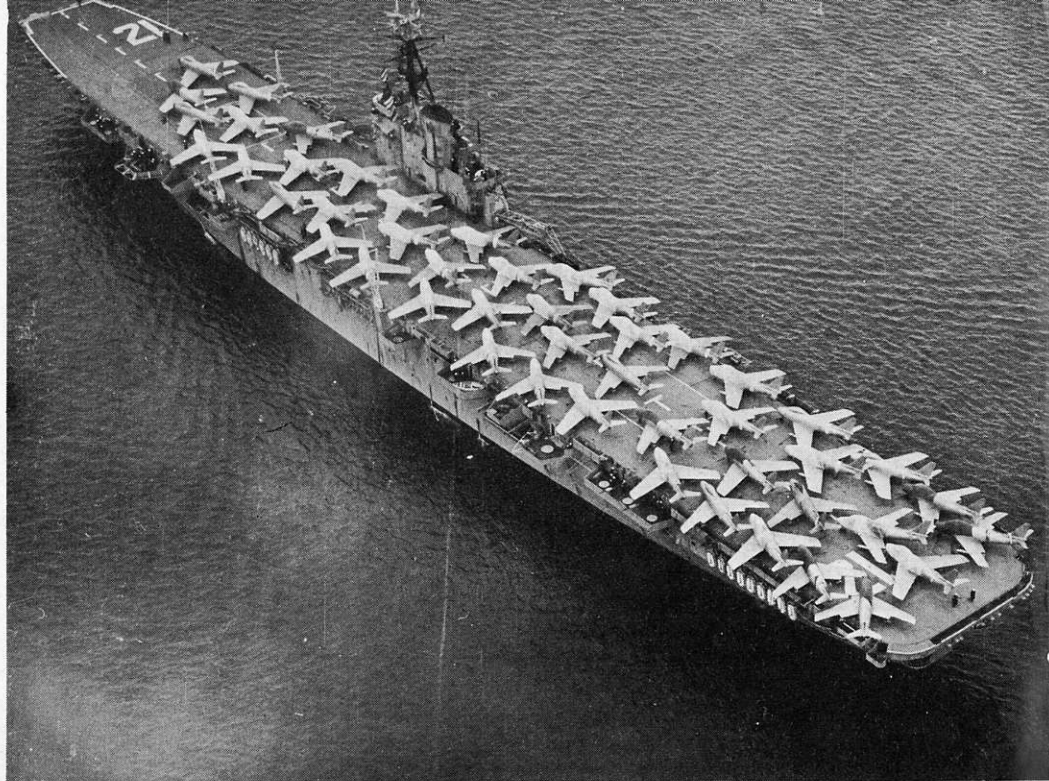
The unceasing motion and noise—the rolling, pitching, twisting, bucking and shuddering; the banging, slamming, rattling and pounding—made sleep, and even rest, almost impossible. In many compartments salt water that sloshed in through air intakes and other openings added to the discomfort.

For three nights the ship was hove to with the third night, Monday, being the worst. Estimated average height of the seas was over 40 feet, with some towering as high as 60 above the trough; wind speed was 50 to 60 knots, gusting to 85, and rolls up to 33 degrees were recorded.

This carried over into Tuesday and there was real concern over the safety of the aircraft on the flight deck. Two of the Sabres right forward had worked loose at their moorings and in the conditions that then prevailed it was considered too risky to send a securing party that far forward. Toward late afternoon, however, the weather abated sufficiently for the job to be tackled and the flight deck party quickly secured those two and some other aircraft whose lashings had become loose.

During the night, ship and storm parted company, and as the seas and wind subsided the *Maggie's* speed was increased, until by morning she was cracking along at 18 knots.

As souvenirs of the encounter, the storm left the *Magnificent* with a badly damaged starboard bow; four damaged plates on the port bow; a buckled sponson; multiple damage to safety nets, carley float racks, flight deck wind screens and drain pipes; one wrecked motor cutter and damage to two motor cutters and a barge. With it the storm took 13 carley floats, an accommodation



Unaccustomed deck cargoes were carried by the *Magnificent* during her journeys to and from the Middle East. Pictured are the cocooned RCAF Sabre jets which she brought safely through violent seas from Glasgow to Halifax. (DNS-17345)

ladder, a lower boom and the quarter-deck gratings and benches. The quarter-deck trophy cases also went over the side.

On Wednesday, as the ship's company turned to cleaning up after the storm, the Captain congratulated all hands, in all departments, on the manner in which they had carried on their duties and maintained the ship's efficiency during the bad weather. He did not wish, he said, to single out any group, but he did feel that the flight deck crew of 24 RCN and 16 RCAF personnel deserved special mention. That the aircraft had come through without loss was mostly due to their efforts.

With fair weather continuing on Thursday, it was possible to set a firm ETA at Halifax, and all on board were delighted to hear that it would be 1100 on Friday. There had been a time, in mid-Atlantic, when it looked as though Sunday was the best they could expect.

Just before 1000 on Friday Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Mayor L. A. Kitz of Halifax landed on board by helicopter, and with the Admiral's flag flying from the peak, the *Magnificent* steamed proudly up the harbour.



There was an air of happy excitement in the ship and on the jetty as the carrier moved slowly toward her berth. Then there occurred the tragic accident that was to take the lives of two of the tug *Glendyne's* seven-man crew.

That the operation, or series of operations, should end on a note of tragedy was indeed unfortunate, but this did not detract in any way from the outstanding record of service, to both Canada and the United Nations, which HMCS *Magnificent* had achieved within a period of 100 days. The *Maggie* did all that was asked of her, and more. Except for the one instance when the elements intervened, she was invariably ahead of schedule, whether loading, unloading or on passage. In the face of a bewildering variety of new and challenging circumstances, the spirit of her ship's company remained remarkably high.

Maggie rose, as was said at the beginning, to the occasion.

And while this has been mainly her story, the same applies to all those who were involved: The naval personnel who organized and worked in support of the venture from ashore; the Halifax Dockyard, whose efficiency and ability to meet an emergency were thoroughly tested and just as thoroughly proven, and the Army and RCAF, whose contributions were equally as important and who, working in complete harmony with one another and with the Navy, made an outstanding success of this national effort in the cause of world peace.—R.C.H.

OFFICERS AND MEN

Officers Chosen

By Jill Tars

The Jill Tars Association in Halifax elected their 1957 executive in February.

Elected to office were: Mrs. C. S. Koley, president; Mrs. John Gibb, first vice-president; Mrs. Robert MacDonald, second vice-president; Mrs. S. Smith, secretary; Mrs. F. Walford, treasurer; Mrs. S. Simmons, program; Mrs. Arthur Geizer, telephone; Mrs. George McCue, hospitality, and Mrs. John Handley, press.

Montreal NOA Has Good Year

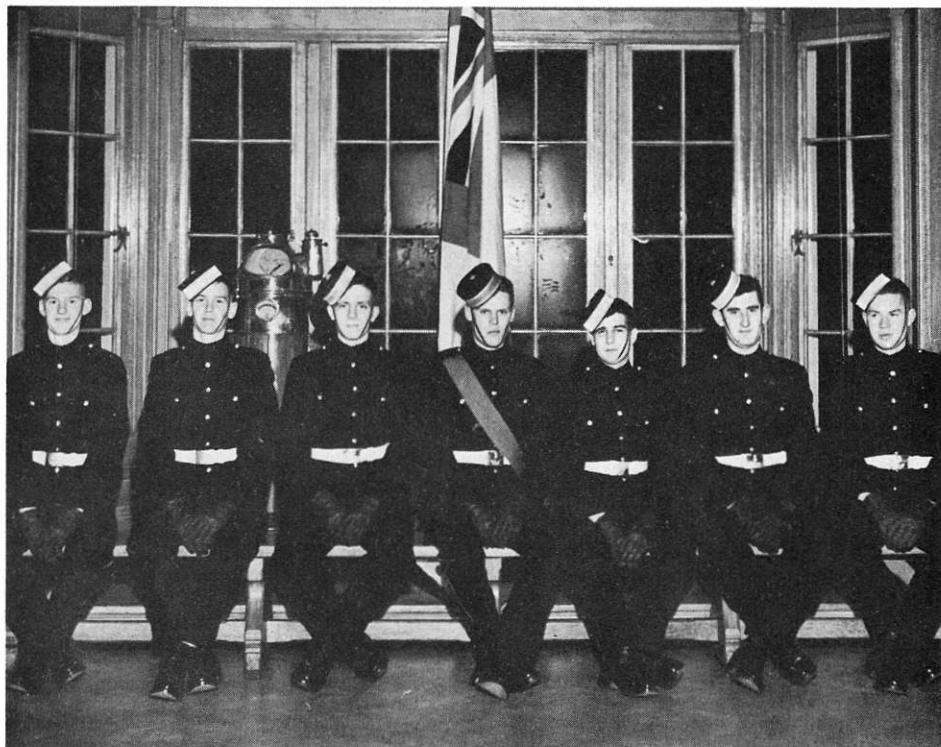
The busy, entertaining and successful program held during 1956 was reported on by the retiring president, C. Denys Heward, at the annual meeting of the Naval Officers' Association of Montreal, held in HMCS Donnacona in January.

The officers for 1957 are: David S. Jones, president; Peter M. MacCallum, vice-president; Jacques Mallet, second vice-president; J. M. Richardson, secretary; W. Charles Harrison, treasurer, and C. Denys Heward, past president. Directors are Jesse Cohen, Edward R. Burns, R. Barry Graham and E. H. S. Piper.

The association has provided a trophy for squadron drill at the Collège Militaire Royal de St-Jean. It is a magnifi-



Captain M. J. A. T. Jette, left, the new commanding officer at HMCS Cornwallis, goes over the syllabi at the new entry training establishment with his predecessor, Captain M. G. Stirling. (DB-8443)



Seven of the 172 Regular Officer Training Plan officer cadets undergoing training at the Canadian Services College, Royal Roads, are former Sea Cadets from various corps across Canada. From left to right, they are Cadet C. D. Evans, of Calgary; Cadet G. L. Taylor and Cadet W. H. Davidson, both of Wainwright, Alberta; Senior Cadet M. H. D. Taylor, of Red Deer, Alberta; Cadet D. W. Burningham, of Wainwright, Cadet M. Hodgson, of Toronto, and Cadet W. J. Roberts, of Vancouver.

cent sterling silver punch bowl, supported on dolphins and silver anchors, with winners' plaques in the shape of Tudor crowns mounted on the base. Presentation is planned at the spring graduation exercises.

Underwater Expert Retires from Navy

Following three years' service in the Royal Canadian Navy, Lt.-Cdr. Jack N. Bathurst retired in February to begin a new career as an "underwater consultant".

During most of his service with the RCN, Lt.-Cdr. Bathurst was Staff Officer (Clearance Diving) at Naval Headquarters, Ottawa, the clearance diving branch having been established in 1953.

Lt.-Cdr. Bathurst brought from the Royal Navy, in which he had served throughout the Second World War and subsequently a wealth of experience in underwater operations. For nearly two years he commanded HMS *Reclaim*, deep-diving and submarine rescue vessel, and pioneered in the use of under-

water television during the search for the sunken submarine *Affray*.

During the war, while serving in HMS *Pelican* and, in the third instance, while in command of that RN sloop, he took part in the destruction of three U-boats.

His first employment as an underwater consultant is with the United Nations. He left early in February for Montevideo, where he will advise the Uruguayan government on the reorganization of its marine salvage operations.

Submarine Crew 40 Per Cent RCN

When the Royal Navy submarine *Amphion* arrived here January 15 to join the Sixth Submarine Squadron, 40 per cent of her ship's company were home. The *Amphion's* officers are all from the Royal Navy, but 22 of her men are submariners of the Royal Canadian Navy, some of whom are returning after as much as 2½ years in the United Kingdom for training and service in RN submarines.

The *Amphion*, seventh Royal Navy warship to bear her name, is the first of 15 "A" class submarines, all completed between 1945 and 1948, displacing 1,600 tons and 279 feet long. Like her sister-sub, she is armed with six torpedo tubes.

The *Amphion's* commanding officer is Lt.-Cdr. K. Vause, RN, a veteran of 13 years submarine service.

Cdr. F. C. Frewer Going to Niagara

Cdr. Frederick C. Frewer, 37, of Toronto and Halifax, formerly the executive officer of the aircraft carrier *Magnificent*, has been appointed to HMCS *Niagara*, RCN establishment in Washington, as joint secretary and executive assistant to the Chairman of the Canadian Joint Staff (Washington). His appointment was effective April 1.

Carillon Given to Shannon Park Church

A memorial carillon, donated by officers and men of HMCS *Magnificent* in anticipation of the aircraft carrier's return to the Royal Navy, was dedicated at divine service at the Church of the Redeemer, Shannon Park, Sunday evening, February 24.

A comparable cash donation has been made by the *Magnificent's* ship's company to Our Lady of Fatima Church, Shannon Park. The gifts to the two churches amounted to \$3,500 each.

The executive officer, of the *Magnificent*, Cdr. F. C. Frewer, unveiled the memorial plaque. The inscription reads:

"In memory of the personnel in the Royal Canadian Navy who gave their

lives to maintain the liberty of free men upon the seas of the world".

The prayer of dedication was offered by Chaplain (P) W. W. LeVatte, Protestant chaplain in the ship. Chaplain (P) A. G. Faraday, chaplain at Shannon Park and rector of the Church of the Redeemer, delivered the sermon "Glad Hymns of Praise from Land and Sea."

Re-Entry 'Happiest Man in Town'

"Happiest man in town" is the way a reporter for The *Vancouver Sun* describes the feeling of Ldg. Sea. Ralph E. Lehan, shortly after re-enrolment in the RCN after being on "civvy street" for 18 months.



The picture above seems to bear this out and shows Ldg. Sea. Lehan shortly after being re-attested by Lt.-Cdr. (S) F. J. Heatley, Area Recruiting Officer for British Columbia. CPO E. W. Clark looks on with the expression "it must be good if you can make a chief stoker smile like that".

Following is the article in The *Vancouver Sun* of February 18, 1957:

Happiest man in town this week is Ralph Lehan, 27, of 1828 Alberni. After a year 'on the beach', he's bound back for the navy which he says "will be just like going home".

Mr. Lehan ought to know about that. He spent five years in the service, half the time as a stoker, half as a steward.

("Stewards," he says for the information of anyone thinking of joining, "have the best deal of all branches under the White Ensign.")

Since leaving the service a year ago he's put in time in a shipyard as a house-to-house brush salesman, and as a department store clerk. But he never found "the contented, purposeful life" he had experienced in the navy.

"I've kicked myself for leaving" he told me. "I only wish I were a recruiting officer—just to tell the boys what they're missing."—Photo courtesy Graphic Industries Ltd., Vancouver.

Stratford Players At Cornwallis

The Welfare Committee at Cornwallis, in conjunction with the Annapolis Drama Group, Annapolis Royal, Nova Scotia, sponsored Shakespeare's "Hamlet" as performed by the Canadian Players of Stratford, Ontario, on Monday January 21.

Cdr. Cogdon New CO of Huron

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.

Recruiting Drive Given Air Time

During this year's recruiting campaign at HMCS *York*, the Navy received valuable air time over station CFRB.

The program was the popular "Youth in Action", a two-hour radio program in which teenagers spin the discs, conduct interviews and discuss current topics. It is sponsored by CFRB and The *Telegram* of Toronto.

Lieut. (E) W. H. (Harry) Lang was interviewed by Miss Joey Ayers of Branksome Hall, and Ian MacDonald, of the University of Toronto.

BIRTHS

To Leading Seaman D. A. J. Allan, Assiniboine, and Mrs. Allan, a son.

To Petty Officer M. J. Arbique, Outremont, and Mrs. Arbique, a son.

To Able Seaman R. G. Beaulieu, Assiniboine, and Mrs. Beaulieu, a son.

To Leading Seaman J. R. Breux, D'Iberville, and Mrs. Breux, a son.

To Leading Seaman R. R. Carriere, D'Iberville, and Mrs. Carriere, a son.

To Petty Officer J. F. Cavanaugh, Assiniboine, and Mrs. Cavanaugh, a daughter.

To Leading Seaman A. E. Derepentigny, D'Iberville, and Mrs. Derepentigny, a son.

To Leading Seaman T. H. Earl, Naval Radio Station, Massett, B.C., and Mrs. Earl, a daughter.

To Able Seaman R. A. Freeman, Assiniboine, and Mrs. Freeman, a son.

To Petty Officer R. J. Harvie, Assiniboine, and Mrs. Harvie, a son.

To Able Seaman A. G. LeBossiere, Churchill, and Mrs. LeBossiere, a daughter.

To Able Seaman R. J. LeClair, Churchill, and Mrs. LeClair, a daughter.

To Able Seaman D. G. Lee, Churchill, and Mrs. Lee, a daughter.

To Petty Officer J. D. R. Lepage, Outremont, and Mrs. Lepage, a son.

To Able Seaman T. R. Morgan, Assiniboine, and Mrs. Morgan, a daughter.

To Leading Seaman W. D. Moores, Assiniboine, and Mrs. Moores, a daughter.

To Commissioned Gunner (TAS) Frank E. Rushton, Outremont, and Mrs. Rushton, a daughter.

To Able Seaman R. E. Shier, Churchill, and Mrs. Shier, a son.

To Leading Seaman J. C. Wilson, Churchill, and Mrs. Wilson, a daughter.

WEDDINGS

Petty Officer Eldon J. Ash, Outremont, to Miss Audrey Lorna Chafe, of St. John's, Nfld.

Sub-Lieutenant Eric S. Bolli, Naden, to Miss Sharon Elizabeth Ruth Gilmore, of Toronto.

Able Seaman D. J. Boisjoli, Assiniboine, to Miss Doris Stuart, Halifax.

Able Seaman R. M. Bourquin, Churchill, to Miss Granton, of Port le Herbert, N.S.

Able Seaman Frederick Dickenson, Stadacona, to Miss Helen Aucoin, Newfoundland.

Able Seaman B. L. Hamilton, Churchill, to Miss Betty Ann Jessiman, Ottawa.

Able Seaman R. J. Hiltz, Churchill, to Miss Ola Larocque, Ottawa.

Petty Officer H. J. Johns, Churchill, to Miss Evelyn Trotter, of Redwood City, California.

Able Seaman Gerard C. Laliberte, Outremont, to Miss Genevieve Praught, of Charlottetown, P.E.I.

Lieutenant (P) John A. MacKay, Shearwater, to Miss Elizabeth Anne Miller, Bedford, N.S.

Able Seaman M. J. O'Donnell, Churchill, to Miss Beverley Quinn, Toronto.

Leading Seaman T. J. Tischart, Churchill, to Miss Shirley Hagan, of Ottawa.

Leading Seaman Dennis M. Vincent, Athabaskan, to Miss Barbara Ann Cathcart, of Regina.



The new anti-submarine destroyer escorts of the Royal Canadian Navy are designed to operate away from base facilities for as long as two months—nearly twice the length of time a Second World War destroyer could go without dockyard attention. With shore bases knocked out in an atomic war, the ability of warships to continue the fight at sea might spell the difference between defeat and victory, according to some military experts.

ENDURANCE

With the passing of sail, ships lost much of their freedom. Now the pendulum begins to swing back.

IN 1802 the first practical steamboat, the *Charlotte Dundas*, began to ply the Clyde and Forth canal in Scotland. The following year Lord Nelson proposed to Admiralty that warships be powered by steam—a proposal that did not bear fruit for more than 20 years.

During the Burmese War, 1824-26, the *Diana*, a small steel paddle vessel owned by the East India Company was assigned to the British fleet, at the suggestion of Captain Frederick Marryat. It was intended that the *Diana* be used for what would today be regarded as tugboat duties. She was to steam among the tall men-of-war and nudge them into position so they could bring the full weight of their broadsides on the enemy. This humble fask was not wholly to the taste of the midshipman who commanded the little steamboat and on one occasion he approached the Burmese shore, hammered an enemy stockade into silence with his small guns and churned his way out to sea almost unscathed.

More than a century after steam had first gone to sea many warships of the world's navies were still provided with

sail, steam serving as an auxiliary source of power or the chief means of propulsion, according to the ship's duties.

Looking from the lofty electronic heights of the latter half of the 20th Century, this reluctance to convert to steam can readily be put down to lack of vision and to brassbound stubbornness in high places. In fact, the real motives went deeper than adherence to tradition and the love of tall masts and great spreads of canvas.

Coal and engines cost money; the winds of heaven, though coquettish, are free. But above all, the reliance on steam as the only source of power meant the sacrifice of something of extreme importance in naval operations—*endurance*.

Engines, boiler rooms and fuel bunkers deprived ships of valuable space for the storage of food and ammunition, although these handicaps weighed less heavily as ships increased in size and steel came into general use for their construction. But new and strict limits had been put on the time a ship could remain at sea before she had to put into port to fill her yawning bunkers.

This was why the smaller warships of the Royal Navy, gunboats and sloops, assigned to duty in the far reaches of the Pacific Ocean or in the Arctic, continued to carry sail despite the iron machinery in their bowels. It was the age of "up funnel—down screw"—a phrase which has become the title of a book about this transitional period in maritime history.

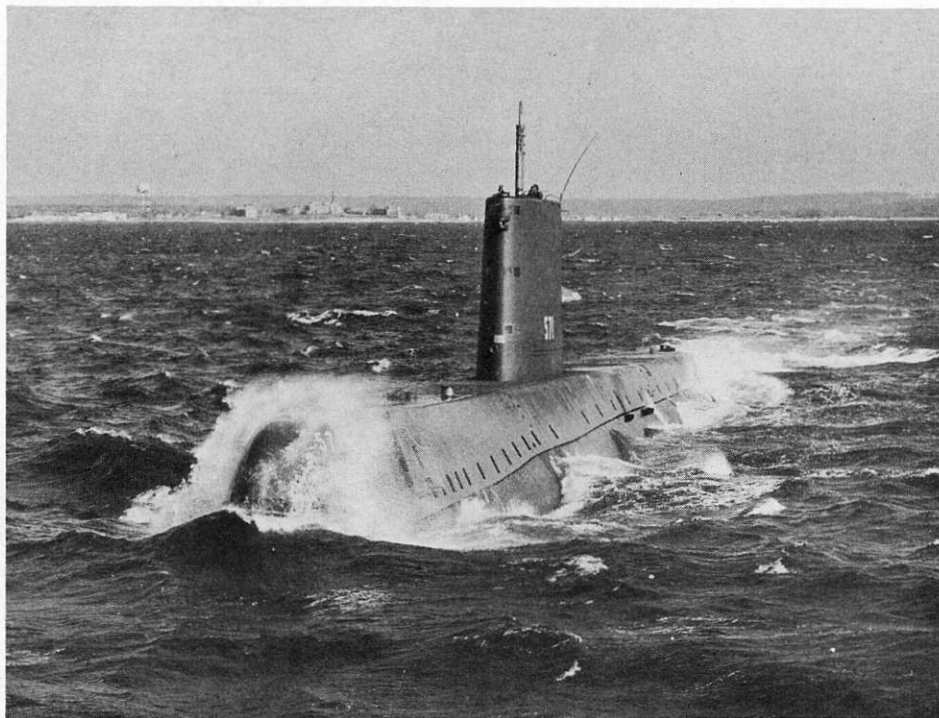
The voyages of Drake and Magellan took years to accomplish, their ships never once in that period going into dockyard hands. In those ancient days of sail, crews were decimated by scurvy, bottoms became foul in tropic seas, sails rotted in the sun and rain, masts tottered and snapped before hurricanes. But at last it was learned that fresh food or the juice of lemons or limes could halt scurvy, that ships could be careened on beaches and their bottoms scraped and restored. Sailmakers on board ship plied skilful needles to replace the canvas which had been whipped away by gales and a jury-rigged ship could hope to reach a forested land where broken masts might be replaced.

The age of sail was one in which endurance was limited only by disease, mutiny, starvation and, above all, thirst.

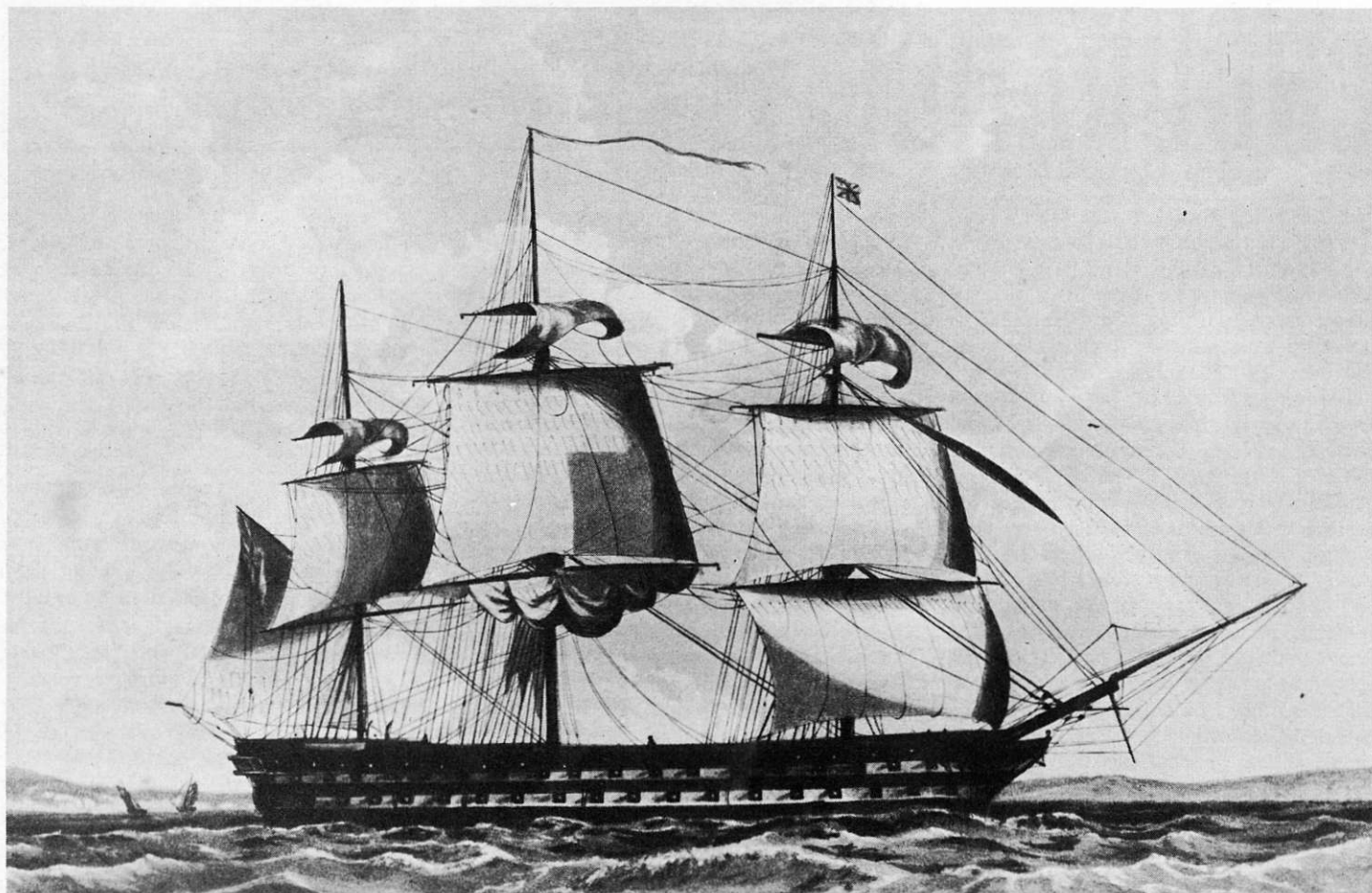
There is no intention to argue that the world ought to return to sail for, as legend has Galileo saying in a voice his inquisitors could not hear, the world does move. Proponents of sail are still with us—those who maintain that a yacht-rigged clipper ship, her sails hoisted and lowered by electric winch, could more than compete in shipping costs with modern ships consuming expensive fuels. Logic and statistics may be on their side, but they overlook the modern demand for speed.

WHEN STEAMERS began to venture on the world's trade routes, it was essential that coaling stations be established along their routes. Under this impetus, economic and political colonialism attained its full flowering two generations ago. Friction developed over the control of steamer routes and coaling stations, and actual clashes between shipping powers resulted.

From the standpoint of the navies of the world, reluctant as they were to adopt it wholeheartedly, steam had many and obvious advantages. Increased



During the first year of service the nuclear-powered U.S. Submarine Nautilus steamed 60,120 miles without replenishing her fuel. The New York Times estimated that if the Nautilus had been diesel-powered she would have consumed 720,000 gallons of oil during her journeying. Once again warships have attained the freedom from reliance on fuelling bases enjoyed during the great days of sail. (Official United States Navy Photograph)



Fine seamanship, bad water and worse food attended the Age of Sail. Navies were reluctant to adopt steam power because it means ships would become dependent on coaling stations. Here is HMS Rodney, second rate line-of-battle ship as she appeared in 1844. (CN-1930)

speed meant that warships could more quickly reach a trouble spot; heavier armour tended to offset the development of more powerful and more accurate guns, and there was a marked improvement in living conditions on board.

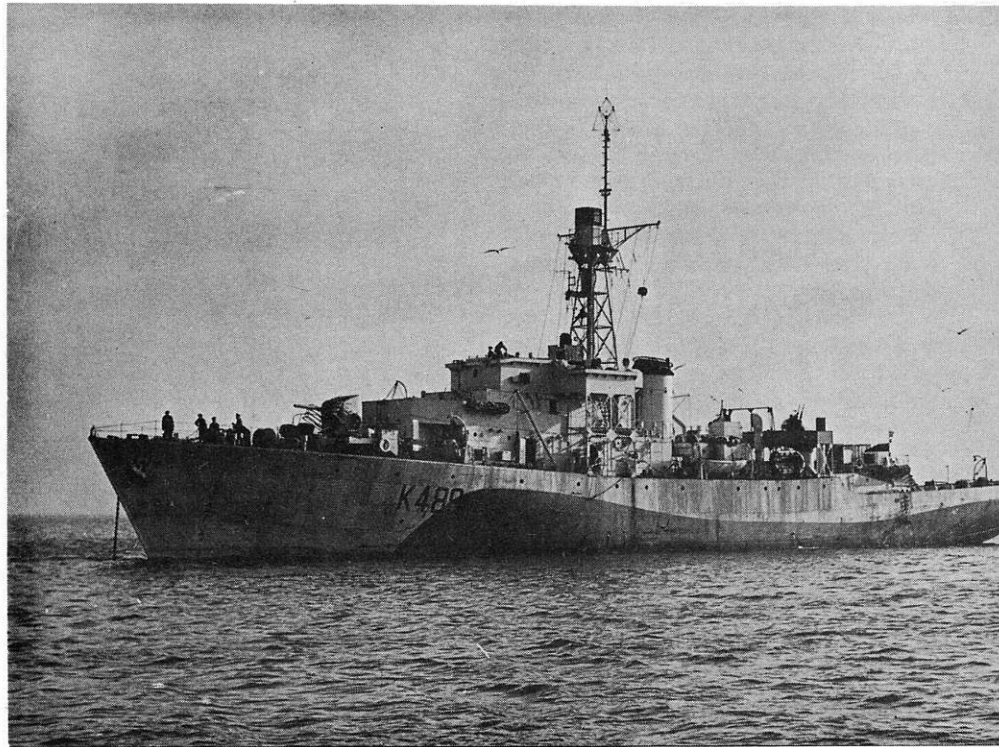
A dark cloud developed on the horizon, however—a lot darker for Germany, say, than for Britain with her far-flung Empire and naval bases—and that was the shadow of endurance. As the years passed the endurance of ships was increased by the introduction of oil instead of coal, by improved engine design, by the use, in suitable cases, of diesel engines instead of steam. At the same time there was the need for even higher speeds to defeat the accuracy of new weapons and an inexorable equation wrote itself on the ship designer's plans: more speed equals less endurance.

The equation was a completely reversible one, exemplified by the corvettes of the Second World War: more endurance equals less speed. In the final years of the war, the corvette had the staying power but lacked the speed to successfully close with the enemy. The destroyers had enough speed and to spare, but all too often they had to break off the search for a U-boat because fuel tanks were nearly empty.

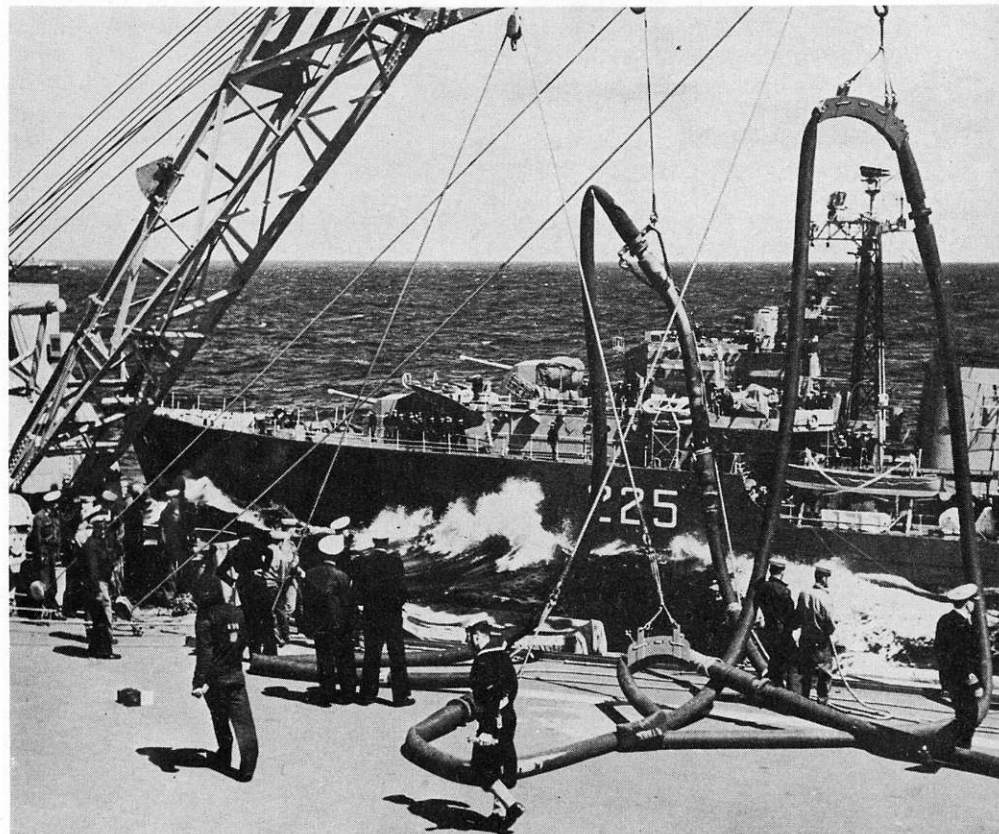
Lack of endurance can often mean the difference between victory and defeat. The breakdown of fuelling arrangements was an important factor in the defeat of the Russian navy at the hands of Japan half a century ago. If the German commerce raiders of two World Wars had not been so dependent on supply ships they might have wreaked far more havoc on Allied trade than they did.

The Germans, a people whose mechanical genius is legendary, were fully aware of the endurance obstacle. The all-diesel pocket battleships of the Second World War had a cruising radius of 20,000 miles—still not enough to keep the *Graf Spee* from being hunted down and hounded to her doom by three comparatively lightly-armed cruisers. The medium battleships, the *Scharnhorst* and *Gneisenau* were powered by steam, supplemented by diesels to increase their endurance.

The diesel engine has the advantage of doing away with a boiler room, which means that larger fuel bunkers can be installed. However, it lacks the flexibility of the steam turbine, contains many more moving parts and its noise and vibration are particularly objectionable in small ships. It is not denied that it is economical and that models are coming on the market which operate



As the Second World War progressed, the urgency of building staying-power into warships was realized. The Revised Single-Screw (Increased Endurance) corvette was one answer. Others were the frigate (originally styled "super-corvette") and the Castle class corvette, such as HMCS Hespeler, shown above, which was armed with squid. (A-389)



Oiling at sea, developed into an art during the Second World War and subsequently, can be carried out smoothly and efficiently with oiler and warship travelling parallel courses at moderate speed. Although replenishment at sea has greatly increased the endurance of warships, it is a manoeuvre not to be lightly undertaken in the suspected presence of the enemy. The Sioux is seen approaching the Magnificent to top up her bunkers from the larger ship. (CN-3017)

efficiently and smoothly over a wide range of speeds. The arrangement whereby diesel generators drive a ship through motors geared to the propellers is particularly admired for the instantaneous control which can be exerted directly from the bridge, without resort to voice pipe or telegraph.

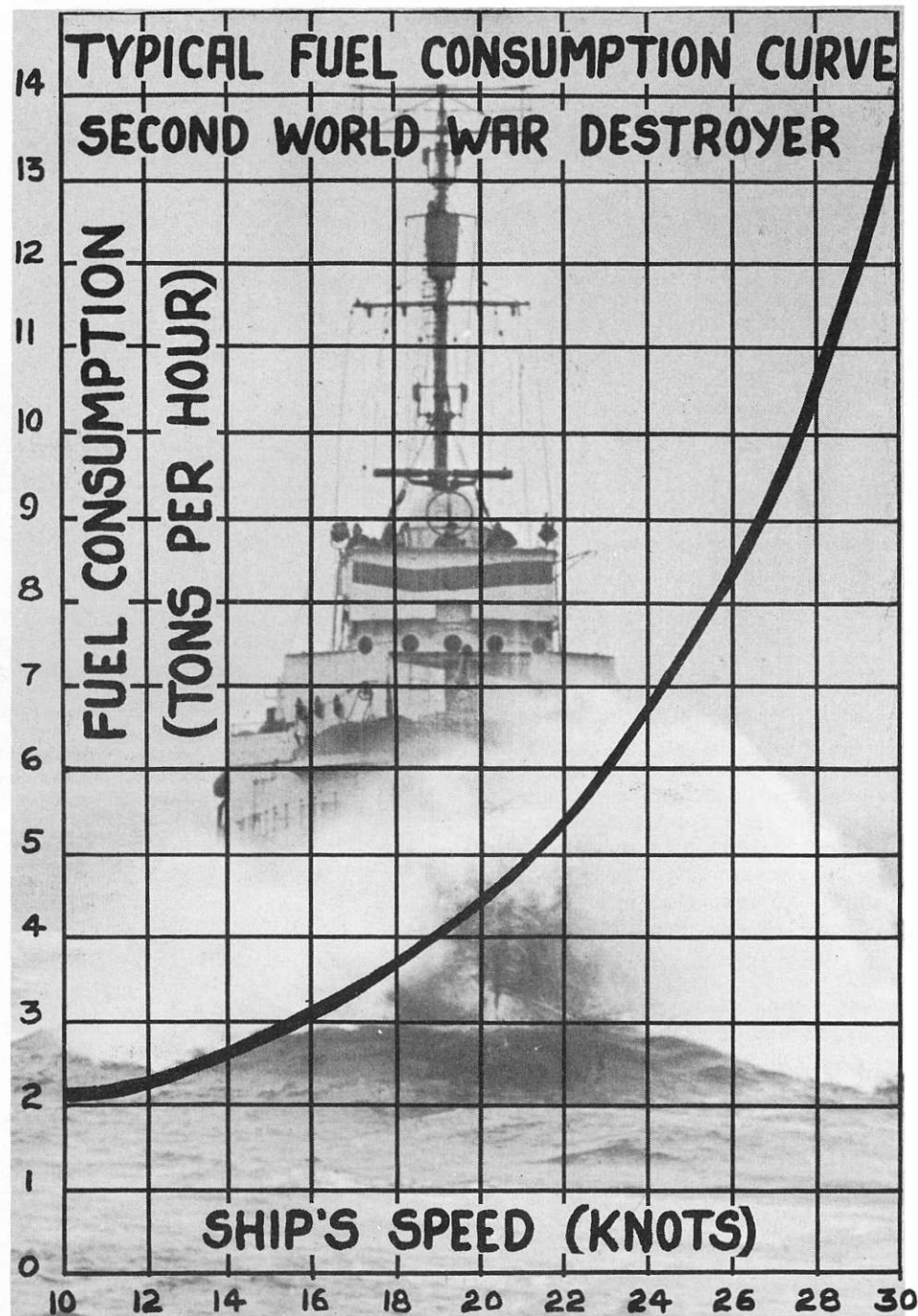
Refuelling at sea has been one answer to the endurance problem. This practice was highly developed during the closing years of the Second World War and subsequently. It is, however, a hazardous operation in heavy seas and extremely dangerous in the presence of the enemy. It could spell the doom both of the ship which is taking on fuel and the supply ship.

FUEL CONSUMPTION mounts rapidly with the increase in velocity. If a ship travelling at 15 knots steps up her speed to 30 knots, her rate of fuel consumption will increase not twice but many times. Extra fuel is required not only to counter the inertia of the ship (which may amount to thousands of tons) but also to overcome the resistance of wind and water. (A rough formula says that the resistance of a fluid to a moving object increases as the cube of the velocity, but this is complicated by factors such as hull design and the fact that ships other than submarines are not fully submerged when they are under way).

Under some circumstances it is neither important nor desirable to build long endurance into a warship. The efficiency of a minesweeper, for example, is not particularly affected by the fact that she has to return to port for fuel and water every few days. At the other extreme are Arctic patrol ships, which may be away from port four to six months at a stretch.

The needs of the submarine for endurance lie somewhere in between. The menace of the German U-boat fleet was greatly inflated by the seizure of the Norwegian and French Atlantic bases, which increased the length of time a U-boat could operate in mid-ocean or the Western Atlantic by many days. For a time, also, Allied reckonings of the fighting strength of the U-boat fleet were upset by the fact that the Allies were unaware that the U-boats were being replenished in mid-ocean from "milch cow" submarines.

Life in a submarine imposes considerable physical and mental strain on the crew and it would not seem desirable for them to remain on operational duty away from their base for more than a few weeks at a time. At the same time it is obvious that a submarine capable of remaining at sea for several months without refuelling would represent a

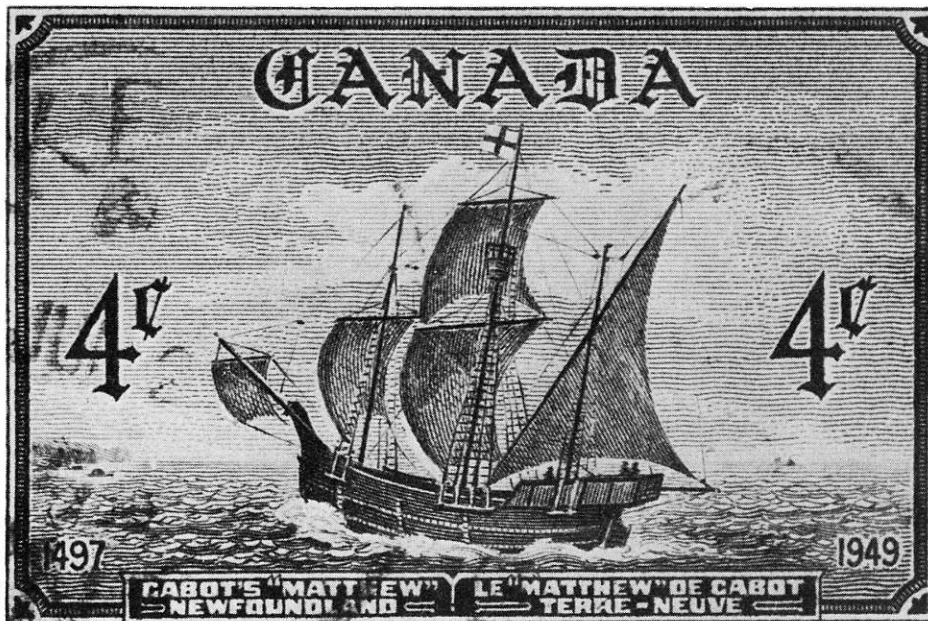


formidable danger to merchant shipping. It could select unpatrolled shipping lanes in any part of the world to carry out its attacks.

This degree of endurance has already been attained in the U.S. Navy's nuclear-powered submarines, which represent in their freedom from reliance on fuelling bases, either afloat or ashore, a return to the freedom of the old sailing ship. Oddly enough, they also represent a return to the first form of mechanical power ever used to drive a submarine—steam—since their atomic reactors merely supply the heat which fires the boilers.

The U.S. Submarine *Nautilus* not long ago completed a year of operations with her original supply of atomic fuel not yet exhausted. It is fortunate for the world that expense and technical considerations may put a firm limit on the number of atomic submarines which may be built in the coming years.

Whether or not nuclear propulsion is likely to be generally applied to shipping was discussed more than a year ago in *The Nautical Magazine*, published in Glasgow, Scotland. The article referred to the attention which is being given the problem in the United Kingdom, the United States and elsewhere.



Dependent only on the wind for their power, the ships of the early explorers were capable of undertaking voyages which lasted for months and years. Even the three-month voyage of John Cabot's little *Matthew* in 1497 would be beyond the capabilities of most coal- or oil-powered ships of today.

It reported wide divergence of opinion about the possible appearance of the atomic ship within the next 50 years.

"There is no secret about the difficulties to be overcome," the article concluded. "First there is cost of enriched nuclear fuel, estimated by different British authorities as anything between six and over 12 times per BHP-hour that of an up-to-date motorship. Others are the amount of cargo space which will have to be sacrificed for the protective shield around the reactor, the disposal of the products of nuclear fission and heat transfer".

THE INTRODUCTION of nuclear energy is the spectacular way of solving the endurance problem. The navies of the world, at the same time that atomic submarines are coming into existence, have been quietly working on other answers. These have involved designing more efficient engines, steam and diesel, improving hull design and perfecting methods of refuelling at sea.

In addition, they have been showing an increasing interest in the gas turbine, which can use low-grade fuels, requires no boiler room and thus increases the capacity of the ship for fuel and stores. Several small ships of the Royal Navy have already been equipped with gas turbines.

The present age is one which puts heavy pressure on the ingenuity of ship designers. In the case of the Royal Canadian Navy, for example, which has chosen to specialize in anti-submarine warfare, they were required to produce a ship which would be able to cope with

any speed likely to be possessed by submarines for years to come and simultaneously, have sufficient endurance to hunt a submarine to exhaustion. It would not be enough to give the ship every modern weapon and every other desirable attribute of a fighting ship if

she had to abandon a convoy or give up the pursuit of an enemy submarine because her fuel was running low.

One by one the new destroyer escorts are coming into commission and evaluation tests are proving that they are efficient, deadly submarine-killers, powered as they are by compact steam turbines of a new standard of performance to give them the staying power and speed suited to their function.

The fact that the endurance of ships once again matches the endurance of men brings with it problems which have to be met by improved habitability, greater opportunities for recreation on board ship and increased attention of the temperamental suitability of recruits to life at sea.

Ships, in the event of an atomic war, will be able to disperse themselves on the face of the water and thus present uneconomic targets for nuclear bombs. This has been referred to by Field Marshal Viscount Montgomery and others as a strategic advantage not enjoyed by land-based forces.

Such an advantage would only extend to ships of considerable staying power and it may be this thought, conscious or unconscious, which is dictating the current trend toward greater endurance in both surface warships and submarines of today.—H.M.C.



Similar but not the same are the words to be applied to the inset picture of a River class destroyer on the inside front cover of the February "Crow'snest". Readers with a keener memory for pennant numbers than the editor's will have immediately recognized the ship as the first Skeena—not the first Saguenay. The comparison drawn between the pre-war destroyer and the new destroyer escort still applies. The picture of the first Saguenay, which appears here, was taken in October 1940. (H-363)



Fifteen-year-old Robert Rutherford, son of Lt.-Cdr. Clark A. Rutherford, who lost his life in the sinking of HMCS *Ottawa* in 1942, chats with Lieut. Donald S. Taylor, DSM, a survivor of the destroyer's sinking. Robert Rutherford officiated at the opening of the new Cornwallis school, dedicated to the memory of his father.

SCHOOL'S NAME HONOURS HEROIC NAVAL OFFICER

THE CLARK RUTHERFORD Memorial School was officially opened Friday, February 15, at ceremonies held in the RCN new entry training establishment, HMCS *Cornwallis*.

Fifteen-year-old Robert Rutherford, of Chester, son of the lieutenant-commander who lost his life while in command of the destroyer *Ottawa* in 1942 and for whom the school is named, unveiled a plaque in memory of his father

after declaring the school officially opened.

Also attending the ceremonies were Mrs. L. H. Norris of Chester, widow of Lt.-Cdr. Rutherford, and his mother, Mrs. S. F. Rutherford, of Montreal.

Guests were welcomed to the modern 10-classroom school by D. St. C. Buckler, principal.

The school, staffed by 12 teachers, is attended by 280 pupils from primary to

grade eight. Most of the students are children of naval personnel stationed at the base.

Captain M. G. Stirling, commanding officer of *Cornwallis*, introducing Robert Rutherford, paid high tribute to the young man's father whom he knew well.

Lt.-Cdr. Rutherford was in command of HMCS *Ottawa* when, on the night of Sept 13-14, 1942, she was torpedoed and sunk by a U-boat in the North Atlantic. Five officers and 109 men lost their lives.

"When HMCS *Ottawa* was sunk", Captain Stirling said, "the RCN lost an extremely promising officer. His last act, in giving someone else his life belt, was typical of Clark Rutherford."

Lt.-Cdr. Rutherford's son, who plans a naval career, has donated a memorial shield to the new school. The shield is to be awarded annually to the grade eight student attaining excellence in general scholastic endeavour. Prayers were conducted by Chaplain (RC) J. A. Eves and Chaplain (P) A. J. Mowatt.

Cdr. J. C. Smyth, executive officer at *Cornwallis*, Instr. Cdr. C. H. Little, Halifax, command education officer, and Instr. Cdr. W. H. Fowler, education officer at *Cornwallis*, also attended the ceremonies.

PLANE'S POSITION GIVEN IN SECONDS

The Royal Navy's Fleet Air Arm has established the first of two automatic "fixer" stations which can give an aircraft pilot a fix by radiophone in five seconds, according to an Admiralty announcement in London.

Known as the Southern and Northern Fixers, the stations have their central controls at the RN air stations, Yeovilton in Somerset and Abbotsinch near Glasgow. The stations blanket the whole of the United Kingdom, the Irish Sea, the English Channel and some of the North Sea.

Bearings of an aircraft requesting its whereabouts are obtained by directional finding sets installed over a wide area at four or more other naval airfields and are instantly sent by land line to control stations where they appear as lines of lights on a ground glass screen.

On the screen is engraved a map of the whole area marked out in a grid system. A wren operator can immediately note the intersection point of the bearing lines and give the pilot his position or the bearing and distance of towns and airfields.

Before the new automatic fixer stations were installed it took as long as a minute to give the pilot a fix. (From *United Kingdom Information Services*)

AFLOAT AND ASHORE

RADIO STATIONS

HMCS Churchill

In spiritual company with the rest of the fleet, HMCS Churchill passed from the old to the new year with traditional observances of the festive season. It had been a good year for the ship, a year marked by operational success, sporting victories and official visits by Very Important Personages.

It was during 1956 that combined U.S.-Canadian forces undertook to supply the far-flung outposts of the DEW line and Churchill's part in these operations, acting as she did as communication link, brought an official commendation from the U.S. Navy Department.

In August, the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf, paid a visit to the station. After ceremonial divisions, he spoke to the ship's company, telling them of the future plans for the Royal Canadian Navy.

Later in the year, Senior Officer Supplementary Radio Stations, Commander (SB) D. S. K. Blackmore, made his annual tour of the station during which he presented the Canadian Forces Decoration to Commissioned Officer (SB) J. M. Kempton and PO Herbert Dick.

There was, of course, the lighter side of the year's activities. The ship's

softball team won the Garrison League trophy after a stiff final play-off with the U.S. Army, taking two out of three games. In November, an open air hockey rink was built alongside the accommodation building and was used (until the mercury dropped past 30 below) for broomball, skating parties and hockey practice. Undoubtedly, this extra hockey practice was responsible for the fact that the base was able to ice two teams in the Garrison "A" and "B" leagues and, as the New Year dawned, was leading in both. Other members of the ship's company were taking part in basketball and volleyball, both on inter-service and inter-part levels.

On another tack entirely, the ship had been engaged in fairly unusual BCA activity. For, Churchill being the site for experimental rocket firing, the base was able to obtain the services of Lt.-Cdr. E. Diehl, who addressed the ship's company on the subject of guided missiles and space flight, a lecture made doubly interesting by the fact that the rocket firing is visible from the base.

The ship observed Christmas in the customary fashion. Santa Claus arrived by helicopter, much to the delight of the ship company's children and a party of Eskimo children who had been invited from their nearby camp. Christmas Day

found AB F. W. Finnessey elevated to the position of commanding officer, a part he played with extraordinary acumen and icy zeal—and Lt.-Cdr. (SB) W. R. Howard demoted to leading seaman quartermaster—a role he handled as though of long, albeit cheerful, experience.

So, with the striking of sixteen bells, Churchill filed away her memories of 1956 and looked over the Sub-Arctic with anticipation for 1957.

ATLANTIC COMMAND

HMCS Outremont

During February, the Outremont carried out new entry training visits to Portland, Maine, and Bridgeport, Conn.

Late in January, two of the Outremont's life rafts were carried away during a heavy gale. These, inflated automatically, were discovered by fishermen and landed at Seal Island and Abbott's Harbour, N.S.

The Outremont retrieved the life rafts, sending away the motor cutter, coxswained by Ldg. Sea. L. MacLean, to accomplish the evolution under the supervision of Cd. Gnr. (TAS) F. E. Rushton. The notorious shore line of Seal Island was approached on a calm day, and the motor cutter was put in the water about a mile offshore at Crowell's Cove.

The life raft here was found frozen, a little the worse for wear, and inflated. The recovery proved to be straightforward, as had been the case at Abbott's Harbour.

At Abbot's Harbour, with the aid of a "walky-talky" set, the local fishermen were prevailed upon to part with a few choice lobsters at a few choice prices, so that a number of hands brought home something in addition to their mid-month pay that week.—A.D.

No. 1 RCN Drone Target Unit

The angry buzz of small pilotless aircraft has been heard amidst the resounding thunder of anti-aircraft guns at the Osborne Head Gunnery Range many times during the past year. These aircraft, which wing their way through a flak-filled sky, are the Royal Canadian Navy's answer to the problem of providing the gunners with a fast realistic target.



AB Laurence Chase receives the award for being best all round man in a class of 13 communicators graduating recently from HMCS Gloucester, naval radio station near Ottawa. Making the award is Cdr. (SB) D. S. K. Blackmore, commanding officer. Also shown is Master at Arms William Leggett. (O-9317)

The Drone Unit consists of an officer and ten men, who launch, operate, repair, and maintain the aircraft. The equipment includes catapults and radio transmitters for full mobile operations. Already the unit has been aboard the *Magnificent* and the *Quebec*, during which time about 15 ships have had an opportunity to fire at the drone targets. The vital necessity for the unit is fully evident, as the Navy is certain to require drones for the evaluation of better and longer range anti-aircraft weapons.

The targets are painted red with white wings for better visibility. They are controlled from the ground by radio and their speed is over 200 knots. Since they have no undercarriage a parachute has been installed for recovery purposes. Some of the targets have landed in the sea and some on land, and one even landed on a man of the Unit. Operating from shipboard is always fascinating both for the drone crew and the ship's company concerned. The gunners look forward to firing at the drones and take great pride in their efforts to shoot down the elusive little "birds".

The Drone Unit is made up of a happy little team of men, who feel they are pioneers of the future pilotless aircraft and who know that they are providing a real challenge to the Fleet's gunners. A great deal of work goes into the operation of the targets, and many a face is glum when a drone is hit and shot down in flames, but this reaction is more than offset by the glee of the victorious gun's crew.—M.H.S.



The squadron commanding officer, Lt.-Cdr. (P) H. J. Bird, greets the pilot and co-pilot of the first CS2F Tracker anti-submarine aircraft to join 881 Anti-Submarine Squadron. Left to right are Lt.-Cdr. Edward A. Fallen, co-pilot; Lt.-Cdr. Bird, and Lt.-Cdr. Douglas Ross, pilot. The plane was ferried in early February from Malton Airport, near Toronto, to HMCS Shearwater. (DNS-17301)

VS-881

Originally air anti-submarine Squadron 881 was known as 826 Squadron and was equipped with Fairey Firefly aircraft. In the summer of 1950 Squadron 881 was formed and armed with Grumman Avenger aircraft, purchased from the U.S. Navy.

Since the squadron formed in 1950 it had been fully operational at all times, until the fall of 1956, when cross training of all pilots started in preparation for the new CS2F Tracker anti-submarine aircraft.

The squadron has participated in every major NATO exercise and many Canadian exercises since 1951 and was embarked in the *Magnificent* for a large portion of the last five years.

On January 1, 1957, Air Anti-Submarine Squadron 881 commenced a conversion, rearming and training cycle which will result in the squadron utilizing the American-designed Grumman S2F, built in Canada by de Havilland Aircraft Corporation and designated the CS2F. Named the Tracker, the CS2F embodies the latest concept of the "single package" anti-submarine aircraft, capable of detecting, localizing and destroying submarines on the surface or while submerged.

The CS2F carries a crew of four, the pilot, co-pilot and two aircrewmen.

The first CS2F was officially accepted by the Squadron on February 7, 1957,

and these aircraft will operate from the new aircraft carrier *Bonaventure*, utilizing a new means of landing on, by means of the landing mirror.

The first Tracker aircraft for Squadron 881 was ferried from the de Havilland Aircraft Corporation to *Shearwater* by Lieutenant-Commanders (P) D. Ross and E. A. Fallen.

The commanding officer Lt.-Cdr. H. J. Bird officially accepted the aircraft into the squadron on its arrival.

First Canadian Escort Squadron

HMC Ships *Algonquin*, *Huron*, *Micmac* and *Iroquois* held commemorative services during their last European cruise for the victims of the sinking of the *Athabaskan*, in the English Channel, on April 29, 1944.

The *Athabaskan* went to the bottom in a pre-D-Day action with two Elbing class destroyers. Hit by a torpedo and gunfire, which put much of her armament out of action, she kept firing until the explosion of her magazines ripped her apart.

Forty-eight of her ship's company were rescued by the *Haida* and her detached motor cutter; 85 survivors were made prisoners-of-war and 128 officers and men, including her commanding officer, went down with their ship.

When the four destroyers of the First Canadian Escort Squadron passed through the geographical position of the



HMCS Saguenay, fourth destroyer escort of the St. Laurent class to join the fleet, was commissioned at Halifax Shipyards, Ltd., December 15. During the ceremony the White Ensign is raised and the Red Ensign lowered as the ship officially becomes a unit of the RCN. (HS-46781)

sinking on All Saints Day, the commanding officer of the *Algonquin*, Lt.-Cdr. Robin Hayward, a survivor of the *Athabaskan's* sinking, laid a wreath. Chaplain (P) James Williams asked the invocation and offered the closing Prayer. Ship's companies observed a minute's silence during the service.

HMCS D'Iberville

During the evening of Monday December 17 an HO4S helicopter of HU21, based at Knob Lake, landed behind the Civic Hospital in Quebec City. The pilot Lt.-Cdr. J. C. Runciman, was forced to spend the night in Quebec City due to icing conditions and poor visibility. *D'Iberville* provided the necessary guards for the aircraft which was able to continue on its flight plan to Montreal the next day.

The annual Christmas party for orphans and needy children of Quebec City was held in *D'Iberville* on Wednesday December 14. CPO G. Girard's efforts, seconded by CPO Alfred D. Canning, contributed to the success of this party where more than 100 orphans had the best time of their lives.

The next day naval dependents from *D'Iberville*, *Montcalm* and the Principal Overseer's staff greeted Santa Claus, personified by PO Fernand Lepage assisted by two ice fairies. Over 200 children were in attendance.



A voluntary collection among officers, men and civilian employees at HMCS Stadacona provided \$45 at Christmas for each of the families of the 39 victims of the Springhill mines disaster. Commodore E. W. Finch-Noyes, CD, commanding officer of HMCS Stadacona, right, hands Hon. Stephen Pyke, provincial minister of mines and chairman of the Springhill Disaster Relief Fund a statement of the contribution totalling \$1,919.21. The Stadacona collection brought to nearly \$6,000 the total of voluntary contributions from naval ships and establishments. (HS-46345)



Four wrens of the RCN(R) at HMCS Star were formally presented with St. John Ambulance certificates during a February drill night at Hamilton's naval division. Cdr. J. H. Curtis, the commanding officer, made the presentations. The wrens who qualified for the certificates are: Ruth Sim, Celia Pipe, Catherine Sutton and Constance Parker, all of Hamilton, Ontario. (COND-4121)

Midnight Mass was celebrated in *D'Iberville* on Christmas Eve by Chaplain J. E. Gravel. On this occasion, a mixed choir from Laval University was in attendance under the direction of Surg. Cdr. Jean St. Martin.

Other seasonal festivities in *D'Iberville* included the chief and petty officers' annual ball, and the wardroom New Year's Eve receptions.

PO Maurice Jones has joined the training staff from *Stadacona*.

NAVAL DIVISIONS

HMCS Scotian

An observant policeman in the small town of Amherst, Nova Scotia, was responsible for five members of the Halifax naval division, HMCS *Scotian*, making a sudden change in plans last fall.

They had gone to Mount Allison University, N.B., to give medical examinations to UNTD candidates and were homeward bound when they stopped off in Amherst for a couple of hours' relaxation in the movie theatre. They were buying their tickets when the policeman approached them to verify what he had gathered from their distinction cloth, that there were doctors among them.

A few minutes later the whole party, preceded by police escort car with screaming siren, was speeding to Springhill 16 miles away where 113 miners

had been trapped by an explosion. At 2120, when they were buying their theatre tickets, the members of the medical group had heard nothing of the disaster; at 2140 they were at the pithead ready to administer to the injured.

In the party were Lt.-Cdr. (SB) V. L. Coade, medical stores officer; Surg. Lieut. C. D. Vair, Surg. Lieut. J. A. Myrden, CPÖ A. D. Vickers and PO G. B. Kelly.

After long hours of waiting, Surg. Lieut. Myrden accompanied two injured miners who were flown from Springhill to Halifax in a naval helicopter. Lt.-Cdr. Coade returned to Halifax to facilitate the flow of medical supplies to the disaster area. The other members of the party remained to give what assistance they could on the spot.

Another *Scotian* officer, whose plans were suddenly changed so he could help in the disaster, was Lt.-Cdr. J. J. Ennett, who was passing through Riviere du Loup when he heard that there were survivors of the Springhill mine explosion and that medical help was required.

He drove directly to Springhill where he dressed to enter the mine but was later asked to remain at the pithead and give medical assistance to the survivors as they were brought up.

The next morning he drove to Halifax to bring back additional assistance and, while there, checked blood tests which had been taken to determine how

seriously some of the draegermen had been gassed. On his return to Springhill he remained until there was no hope of further survivors (there were 88 in all) being brought from the mine.

Lt.-Cdr. E. H. Williams, formerly commanding officer of the *Granby*, has taken up the appointment of Area Recruiting Officer for Nova Scotia and Newfoundland.

He relieves Lt.-Cdr. R. G. Cannell, who was transferred to the RCN(R) from the regular force. Since 1951, Lt.-Cdr. Cannell has been connected with *Scotian*. In civilian life, he is the Maritime manager of Brandram-Henderson Ltd., Halifax paint manufacturers.

Lt.-Cdr. A. D. Haley has joined *Scotian* permanent staff as officer in charge of Mobile Recruiting Unit No. 6.

A very successful new entry dance was held Friday night, November 9, in the seaman's mess for all seamen. Dancing was done to the rhythm of the juke box and was sponsored by the new entry division.

HMCS Unicorn

Captain O. K. McClocklin, RCN (R), has retired as commanding officer of HMCS *Unicorn*, in Saskatoon. His successor is 36-year-old Lt.-Cdr. Carl McLeod, the former executive officer of the ship.

Captain McClocklin spent almost 17 years in the Navy, 11 of them as commanding officer at *Unicorn*. In point of service he was the oldest of any of the COs of naval divisions in Canada.

At 45, pressure of business forced him to leave the Navy to devote his full energy to a thriving real estate venture in which he is a partner. But the memory of his six years service during the Second World War, and in the reserve since then will never leave him, and he will be fondly remembered at *Unicorn*. The wardroom officers of the division presented him with a pair of binoculars at a reception marking his retirement.

Lt.-Cdr. McLeod, in private life, is the personnel director of the City of Saskatoon. He has spent 16 years in the navy, five and a half of them on active service during the Second World War. He became executive officer at *Unicorn* in 1951.

HMCS Queen

A decorated cake, in the shape of a ship, graced the table at HMCS *Queen* birthday party tea recently, commemorating the fifth anniversary of the recruiting of RCN(R) wrens in peacetime. Wrens of the Regina naval division were



Turning over his duties as Deputy Chief of Staff to the Flag Officer Naval Divisions, Cdr. W. A. Childs (left), explains an administrative matter to his successor, Cdr. L. P. McCormack. Cdr. Childs retired in December after 18 years of active naval life, of which the last four were spent at the command headquarters of the RCN(R) in Hamilton. (COND-4042)

hostesses in the wardroom and tea honours were performed by Mrs. Haggett, wife of Captain William Haggett, commanding officer and Mrs. J. Dumurs, second wren to join the division.

A glittering white banner arranged in front of the fireplace proclaimed the anniversary and a blue and white sailboat and three anchors were placed about the fireplace. Blue and white streamers decorated the wardroom. During the tea a musical interlude was provided by Ord. Wren Angela Reiss, soloist, accompanied at the piano by Ord. Wren Virginia Woods.

Before the tea the Sea Cadet Band performed on the main deck, and after the tea two tours were conducted by Sub-Lt. Alice Curry and Sub-Lt. Winnifred Fisher.

The guests of honour were Captain Haggett and Mrs. Haggett, and the executive officer, Lt.-Cdr. H. J. Dow and Mrs. Dow.

HMCS York

Enemy submarines had better beware. HMCS *York* reservists know how to defend themselves, launch an attack, and the methods used to sink the undersea craft.

A fair number of citizen-sailors brushed up on the rudiments of anti-submarine warfare this past month when the Royal Canadian Navy's Mobile Anti-Submarine Training Unit

visited the establishment during the first two weeks of this month.

In the process of learning however, a large number of *York's* sailors were "sent to the bottom" as the expert crews of the simulated submarines used some crafty schemes to outwit the reserves.

But it was all part of the training. And those that took the course felt better qualified to meet any emergency if ever in a position to require the knowledge.

The MASTU, as the unit is called, was under the command of Lieut. Frederick Lubin. He has been training reservists in this type of work all across the country.

A coffee-maker, worth around \$9 in a normal retail outlet went for \$6 million at *York's* Monte Carlo night, February 16.

A cup and saucer set, worth \$3 at par, was bid to a fantastic price of \$4 million.

These are just some examples of the manner in which *York* officers and their guests threw money around that night.

Of course, the money was "phoney". It was won in games played throughout the evening and spent on the auction for several articles at the close of the annual "do" in *York's* wardroom.

About 200 officers and guests attended, making it one of the most successful parties in the three years that "Monte Carlo" has been going at *York*.



A group of stained-glass windows, the gift of officers and men of HMCS Gloucester, radio station and naval communications training centre near Ottawa, was dedicated in All Saints Cathedral, Aklavik, by Chaplain (P) H. A. Mortimer. At the right are AB Ronald J. Brown, of Aklavik Naval Radio Station; Cdr. (SB) D. S. K. Blackmore, Senior Officer Supplementary Radio Stations, and Ven. J. H. Webster, Archdeacon of Aklavik.

WINDOW PRESENTED TO FAR-NORTH CATHEDRAL

AT EVENSONG, Sunday, December 4, a stained glass window portraying the Prophet Isaiah was dedicated in All Saints Cathedral, Aklavik, N.W.T.

Over a period of nearly two years the officers and men of HMCS Gloucester, near Ottawa, have subscribed more than \$325 towards the purchase of a stained glass window, to be made in three sections following the pattern of previously installed windows in the cathedral. The window bears the inscription across the bottom of the three sections: "Donated by the men of the Royal Canadian Navy."

The Naval Radio Station at Aklavik (tender to Gloucester) is manned by 50 naval personnel under the command of Cd. Off. (SB) W. C. Wilkinson. The men, of whom about a dozen have their families along with them, spend two years in the station.

The unveiling and dedication ceremony was witnessed by a congregation that filled the church to capacity. The church normally seats 250 although 300 can be accommodated for special services such as the naval unveiling and dedication ceremony.

The service was taken by the Ven. J. H. Webster, Archdeacon of Aklavik, while Chaplain (P) H. A. Mortimer, command chaplain, dedicated the window and preached the sermon. Cdr.

(SB) D. S. K. Blackmore, Senior Officer Supplementary Radio Stations, read the first lesson and Lt.-Cdr. (S) B. E. Smith, command supply officer, read the second lesson. The service was broadcast over the local radio station for the benefit of the many who were unable to attend the service.

To travellers arriving in Aklavik, the Cathedral Church of the Diocese of the Arctic comes as something of a surprise. They do not expect to find a cathedral 120 miles inside the Arctic Circle, at the mouth of the Mackenzie River.

In 1919 an Anglican mission was established in Aklavik, when the settlement consisted of less than a dozen houses, but through the years the need for a large church became a necessity as Aklavik assumed increasing importance as a trading post and distribution centre. Initial subscriptions for this church came from the natives, Loucheux Indians and Eskimos, but construction was only able to begin after substantial donations had been received from England. In 1939 the cathedral was completed and consecrated, taking just two years to build.

Today Aklavik is a flourishing town of about 300 Indians and Eskimos with an equal number of non-natives. Aklavik also supports in the surrounding area an additional 748 Eskimos and 70

Indians, according to the latest census figures.

Apart from recent DEW-line construction jobs and various government projects, the major livelihood of the Aklavik townspeople is muskrat trapping. The Mackenzie River delta represents one of the greatest muskrat breeding grounds in the world today.

Elaborate and extensive plans are now under way to move the town of Aklavik to a new site, some 43 miles to the eastward, where the ground conditions can more suitably accommodate a growing community. The move will not, in all probability, be completed before 1960 and then this new town will comprise mostly government buildings, the Naval Radio Station, hospitals, and schools. The native trapper will more than likely require considerable persuasion to move away from what he considers to be home and a spot more centrally located to his trap lines.

Everybody Happy But the 'Band'

Not every commissioning ceremony can attain the precision and pomp which has attended the current wave of new ships entering the Royal Canadian Navy.

Relevant to this observation is the account of the commissioning of HMS *Atlantic Isle*, the naval shore establishment set up on Tristan da Cunha lonely southern Atlantic island, during the Second World War.

The ceremony is described by the maritime writer, A. Cecil Hampshire, in the January 1957 issue of *The Trident*, published in London, England:

"At first Tristan was known to the Navy as 'Job Nine'. Later the Admiralty decided that the island should be commissioned as a warship. Accordingly on January 15, 1944, Tristan da Cunha became HMS *Atlantic Isle*. A West African surf-boat was used for the naming ceremony, which was performed by Mrs. Woolley [wife of the commanding officer, Surg. Lt.-Cdr. Edward Woolley, RNVR] using an empty champagne bottle filled with fruit salts and a dash of rum! The ship's company was paraded, together with the Tristan da Cunha Volunteers, a 'Home Guard' provided by the islanders. In the boat sat a penguin, one of the ship's company pets, and the Tristan da Cunha brass band played 'Heart of Oak', the National Anthem and other appropriate tunes.

"The 'band' was one naval rating with an accordion, who had to render his music seated in a bullock cart as he had a broken ankle. But when at the conclusion of the commissioning ceremony the Tristan Volunteers fired three volleys from their rifles in salute, the bullocks incontinently bolted, tossing the unfortunate rating, his instrument and his crutches in all directions."

THE NAVY PLAYS

Boxing Contests Produce Tie

The Atlantic Command Boxing Championships in February saw a tie between HMC Ships and HMCS *Cornwallis* for the Charles McDonald Memorial Trophy. Scoring nine points each, each team will hold the trophy for six months. *Cornwallis* held the championship last year.

In the preliminaries there were 21 bouts, leaving ten bouts to be fought in the finals the following day. Bouts covered every weight from flyweight to heavyweight.

The contestants competed on an individual basis as well as a team basis, with the teams consisting of *Cornwallis*, *Stadacona*, *Shearwater* and HMC Ships.

Curling Climbs New Popularity Heights

The "Roarin' Game" hits its stride in naval circles again this winter and, from the turnout of sailors in ships, establishments and naval divisions across the country, appears to be the most popular winter participation sport ever taken up by the navy.

The popularity of the sport reached a climax this year in the first Royal Canadian Navy Curling Association Bonspiel, held in Hamilton, Ont., and in the first Tri-Service Bonspiel which was held at Kingston, Ont.

In Halifax, long time sports rivals Army and Navy curled a 'spiel in which the RCN Curling Club of Halifax won out 174-121 over Halifax Garrison Club in 15 matches. It was their first meeting since the clubs were formed. Of the 15 games curled Navy won 13 and tied another.

At Kingston in the Tri-Service Bonspiel two navy rinks, one skipped by Ord. Sea John Fraser, *Gloucester*, and the other by Sub-Lt. E. W. Smith, *Shearwater*, won the second and third events.

On the East Coast at Bridgewater a Navy rink skipped by Cdr. (L) Hugh Crawford won three games in the Nova Scotia Curling championships, while in the West a rink from the RCN Curling Club of Victoria reached the Vancouver Island British Consols playdowns to represent Victoria.

A highlight of the early stages of play in the tournament was when a rink



Smiles of victory on their faces, members of the rink from the RCN Curling Club, Halifax, are shown minutes after winning the Westinghouse Trophy, top prize of the first national Royal Canadian Naval Curling Association Bonspiel, held in Hamilton, Ont., in March. Naval rinks from Dartmouth, Montreal, Ottawa, Hamilton and London also competed in the event. Above left to right, are: Lieut.-Cdr. R. A. Billard, Lieut. A. T. Levy (Skip), Lieut. (S) D. W. Swan, and Lieut. R. J. Banchand. (COND-4157)



This *Shearwater* team captured the Halifax and district tri-service curling crown, and won the James Trophy in the Tri-Service Bonspiel at Kingston, Ont. Left to right: Sub-Lt Edward W. Smith, Lieut. (P) David A. Oliphant, PO Derald J. Richardson and Ldg. Sea. Herbert N. Parsons. (DNS-17262)

skipped by Ord. Sea. Fraser, *Gloucester*, defeated another Ottawa rink skipped by Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff. Ord. Sea. Fraser later won the Commodore Ross Trophy in the "B" division of the meet.

Shearwater Teams Collect Trophies

HMCS *Shearwater* seems to be the "man to watch" in any sport with a trophy for competition.

In basketball the *Shearwater* Flyers, in Tri-Service Tournament play, defeated the mighty RCN/USN Station Shelburne team 57-25 to win the Tri-service Basketball Trophy in its first time up for competition. Later the Flyers defeated *Cornwallis*, 37-29, *Stadacona*, 53-40, and the Eleventh Escort Squadron, 43-26, to take the Atlantic Command Annual Naval Basketball Championship trophy.

Lieut. (P) Brian Bell-Irving, *Shearwater*, downed Lieut. Jim Arnott in three final games of squash, 15-9, 15-7, 15-8, to take the Senior Atlantic Command Squash Tournament Trophy.

In addition the famed *Shearwater* Flyers Canadian Football team captured the coveted Purdy Trophy for the second consecutive year, the *Shearwater* Cricket Club won out in the newly-formed Halifax and District Cricket League, and the *Shearwater* soccer team won the Tri-Service Soccer Tournament.

Not content with this, the *Shearwater* Flyers hockey team completed the scheduled league play in the Armed Forces Senior Hockey League in second place, 6 points behind the league leading RCAF Greenwood Bombers.

Nor is this all. Under the guiding hand of Skip Sub-Lieut. (P) Edward W. Smith, *Shearwater's* curling team defeated *Stadacona*, 17-4, to win the Atlantic Command Curling Championship, won the tri-service curling crown for Halifax and district, and with it the right to represent the area in Kingston, Ontario, in the Tri-Service Curling Bonspiel.

Need it be said?

At this first Tri-Service Bonspiel the *Shearwater* rink won the James Trophy with a 10-9 win over an Oakville, Ontario, rink.

2 Corps High in Shooting Test

Two Royal Canadian Sea Cadet Corps made splendid showings in the International Sea Cadet Small Bore Rifle Competitions. The Daerwood Corps from Selkirk, Manitoba, placed second

in the meet and the New Waterford Corps of New Waterford, N.S., placed third. Top honours went to the Sea Cadet corps from Southend-on-Sea, England.

The contest, which was highly successful, was sponsored by the Navy League of Canada, and hundreds of Sea Cadets from eight countries participated. The contest was judged by the Dominion of Canada Rifle Association and the top prize, the Duke of Edinburgh's Ship's Bell Challenge Trophy, may be presented by the Duke at the forthcoming Commonwealth and Empire Sea Cadet camp to be held in England during July.

CMR Captures Claxton Trophy

Collège Militaire Royal de Saint-Jean, Quebec, romped to victory in the annual Canadian Services Colleges sports tournament, held this year in February at Royal Military College, Kingston, Ont.

In the official standings, CMR out-classed the Royal Roads cadets and the RMC cadets to win the Claxton Cup for the second time, having previously held it in 1955.

In volleyball CMR won three times over RMC to take the event with one loss in six games. Basketball resulted in a three-way tie, while CMR amassed 43 points in swimming and diving against Royal Roads' 27 and RMC's 11.

CMR lost to Royal Roads in the only hoop game, 60 to 30, and to the Kingston cadets in rifle shooting. The rifle shoot ended up 490 for RMC, 480 for Royal Roads and 429 for CMR.

Outremont Teams Two-Sport Winners

In basketball, the *Outremont* Globe-trotters defeated the *Cornwallis* Communications School team 31 to 21, while the *Outremont* Orioles battered away to a 5 to 3 win over the school's hockey team.

The *Orioles* played three other games; they lost to the *Cornwallis* Trojans 4 to 6, and to the *Wallaceburg*, 5 to 6, and they eked out a win over Bowdoin College, Brunswick, Maine, 9 to 5.

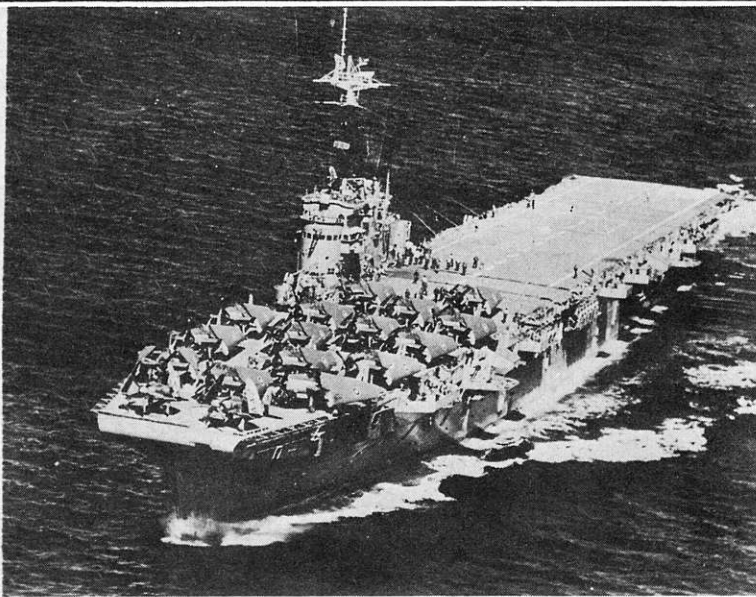
Weighty Chain

The giant carrier, USS *Forrestal*, has two 30-ton anchors and 2,160 feet of anchor chain, weighing 246 tons. Each link of the cable is 28½ inches long, 17¼ inches wide and weighs 360 pounds.

SAILOR'S DAY



VE
ND



During the six and a half weeks that the *Maggie* was voyaging from Halifax to Halifax via Port Said and Glasgow, Cd. Communications Officer Don McGee, principal operator of amateur radio station VE-Zero-ND raised 350 other "ham" operators throughout the world and brought on himself the chore of mailing out 350 acknowledgement cards (as shown above) on the carrier's arrival home.

HOW TO MAKE FRIENDS ALL OVER THE WORLD

ONLY the beginning of the story was told in the January "Crow's-nest" account of AB Robert Bentley's telephone call from home to Sarnia, Ontario, from 400 miles at sea.

The call resulted from a contact established between HMCS *Magnificent's* amateur radio station, VE-Zero-ND, and Rowland Beardow, a "ham" operator in Sarnia, who happened to know Bentley's family.

It was the first of 50 ship-to-shore telephone calls "laid on" free of charge by Commissioned Communication Officer Don McGee, the "father" and principal operator VE-Zero-ND, and helpful "hams" in various parts of Canada, during the six-and-a-half weeks the *Maggie* was away from Halifax on her mission to the Middle East.

In addition, 90 formal messages from men in the *Magnificent* were passed to amateur operators and relayed by them to families ashore, either direct by telephone call or through other "hams".

Most of the phone calls and messages were concentrated into the eight days spent on the homeward passage to Halifax from Glasgow. The rough weather that prevailed for much of the trip did not interfere either with the operation of the station or the reception, which was almost always good.

Those who availed themselves of the service were grateful indeed to VE-

Zero-ND and to the amateur operators ashore, whose co-operation, in the words of Mr. McGee was "terrific". "Nothing was too much for them."

He singled out, in particular, Brit

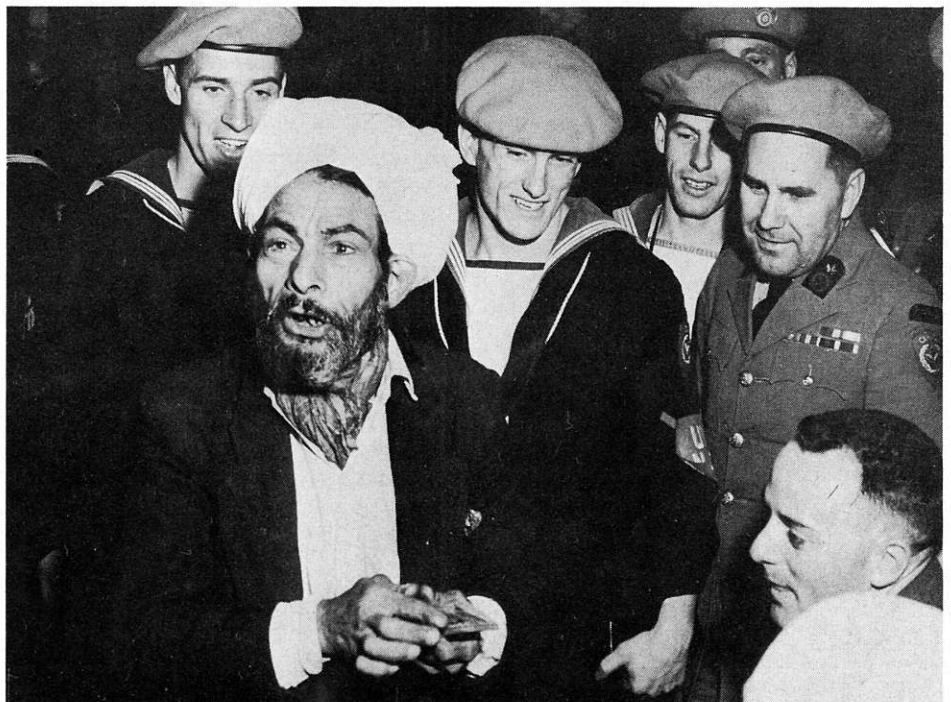
Fader, of Halifax, who in one night took 21 messages and passed them all; Mr. Beardow, in Sarnia, who served as the main link with Ontario, and Rene Nussbaumer, of Ottawa.

Mr. McGee spent much of his off-watch time in the radio office in which VE-Zero-ND was located. Besides providing a communications service for ship's personnel, he indulged in the "ham's" favorite occupation—chatting with other amateurs in various parts of the world.

In the course of the voyage, he made contacts on every continent, and in one 24-hour period spoke with "hams" in every province of Canada and the Northwest Territories as well.

While the *Magnificent* was in Glasgow, Mr. McGee was invited to the home of Hugh McConnel, in Ayr, with whom he spoke by short wave when the ship was en route to Scotland from Naples.

While other ships had had amateur radio stations, this was the first time for the *Maggie*. Application for licence was made some time before she was scheduled to sail for the Middle East but it wasn't received until the day of departure, December 29. In the ensuing six weeks, VE-Zero-ND not only proved its value as a morale factor, by establishing and maintaining personal contact with home, but also did much to spread the name of HMCS *Magnificent*, and the Royal Canadian Navy, throughout the world.



Playing cards—unknown in the days of Aladdin and his wonderful lamp—were used by this Egyptian street magician to mystify and entertain Canadian sailors and soldiers during their conducted tour of Cairo.

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.

ABRAMS, John A.....LSNS1
 AMBROSE, Patrick J... ..LSAM2
 BALLS, John R.....P2AW2
 BEAUDRY, Everett J.....P2EM2
 BENDER, Bruce F.....P2RS3
 BESSEM, Nicolass I.....P2RT3
 BIDINOST, Louis A.....LSAO2
 BIGONESSE, Jacques B.....LSAA1
 BJORNSON, Keith S.....LSCK1
 BLACKLOCK, Murdock A... ..LSRT2
 BLAND, Edward A.....LSRT3
 BRADFORD, Dale G.....LSAA1
 BRAYBROOK, Victor A.....LSCS2
 BROOKS, Douglas J.....LSRA3
 BROWNLEE, George R.....LSCK2
 BRUBACHER, Ralph T.....P2EG3
 BRUNER, Peter C.....P2OM3
 BRYANT, Ralph C.....LSCR1
 BRYSON, Dennis C.....LSPW1
 BUCHANAN, William F.....C2EM4
 BUGG, Charles E.....LSAM2
 BURR, Ronald F.....LSBD2

BUTLER, Leo J.....LSRP1
 BYER, Donald W.....P2OM3

CAMPBELL, David J.....LSAM2
 CANTELON, William B.....LSRA3
 CARLEY, Thomas C.....LSCS2
 CARRIE, Charles M.....LSNS1
 CARROLL, Ernest H.....C2ER4
 CHANDLER, Wallace T.....LSPW1
 CHAPMAN, James.... ..LSQM1
 COLBOURNE, Charles R.....LSEM1
 COLBURN, George E.....C2ER4
 CURRIE, Robert L.....P2EM2

DAMORE, Donald A.....LSRP1
 DAVIDSON, Walter J.....LSCK2
 DeROSIE, Kenneth B.....LSEM1
 DEW, Norman A.....P1EM4
 DICKSON, Lewis A.....LSAF2
 DONOVAN, Terrence.....LSSW1
 DOUGANS, Robert W.....LSEM1
 DOUGLAS, Clifford N.....P1GA4

EMBERTON, Ivor.....C2OT4

FLINN, Harold J.....LSVS1
 FOREMAN, William L... ..LSTD2
 FOX, Donald S.....C1ST4

FRECHETTE, Jean-Marc J.....LSCS2

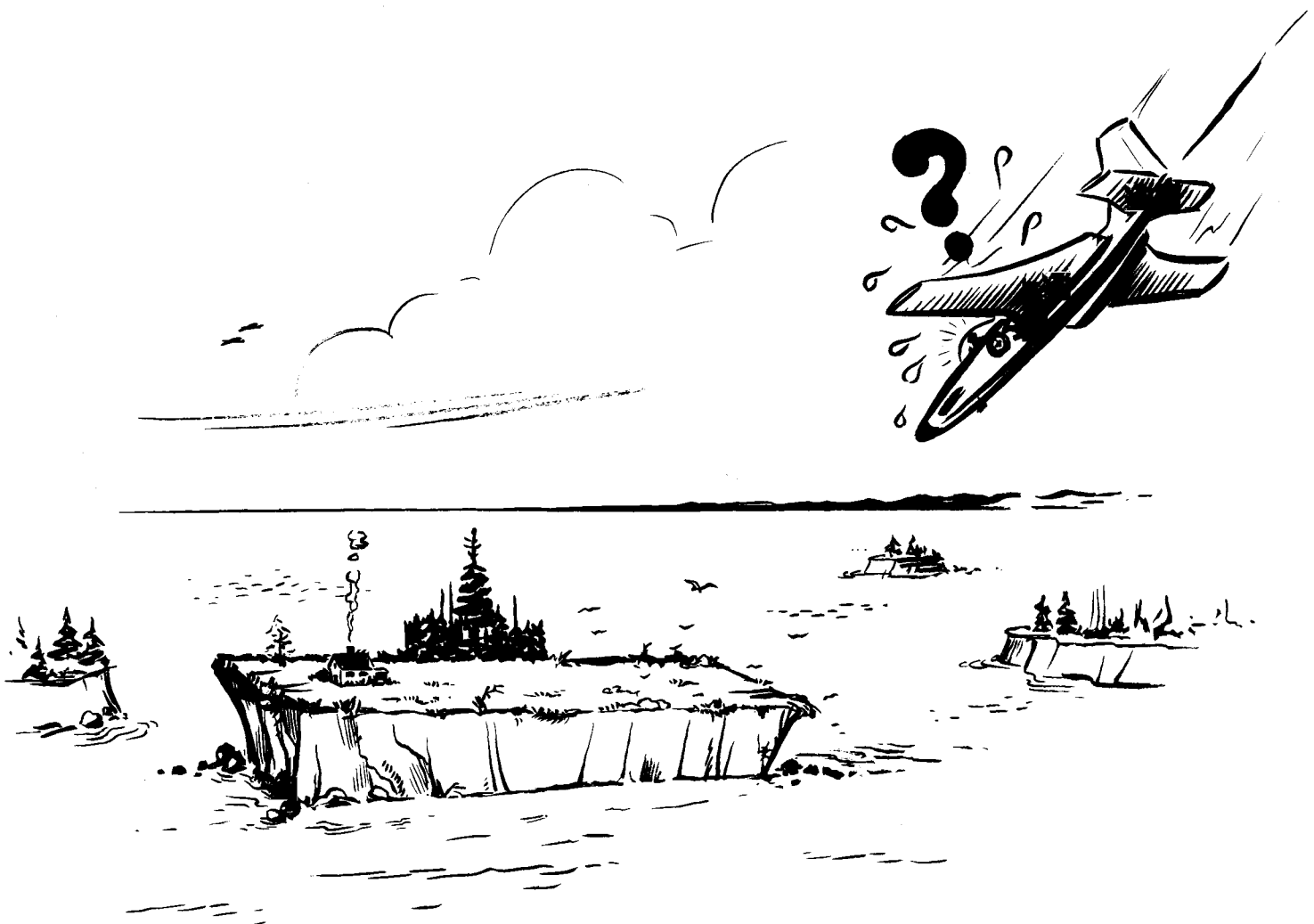
GADSBY, Albert E.....LSCR1
 GALLANT, Romeo J.....LSCS2
 GAREAU, Alfred J.....LSRA3
 GAUTHIER, Ronald A.....LSRT3
 GILHOOLY, William H.....C2EM4
 GILL, Cyril R.....LSSW2
 GIRVIN, Dennis J.....LSCR1
 GIVENS, John.....P2EF3
 GRANT, Donald.....LSSW1
 GREEN, Simon.....P2OM3

HAMILTON, William K.....P2VS2
 HARRISON, Kenneth.....P2EF3
 HARVEY, John G.....LSCS2
 HATTER, Marven K.....LSAM2
 HENDERSON, Olive A.....LSRT3
 HIGGINS, Royce D.....LSRP1
 HOBSON, David P.....LSAA1

JAMIESON, Robert W.....P2EM2

KEARNEY, Patrick J.....LSCK1
 KEEPING, Burton Y.....LSCK1
 KEY, William D.....LSAO1
 KRUL, Edward M.....LSSW2

LABEREE, Maurice A... ..LSAM2



LACROIX, Charles J.....LSSW1
 LACROIX, Maurice J.....PISW3
 LANDRIault, Jean-Guy L....LSCK1
 LANDRY, Robert J.....LSPW1
 LUCAS, Harry G.....LSRT3

MacMILLAN, Andrew J.....LSAA1
 McGAW, Harold S.....C2ER4
 McINNIS, Lloyd J.....C2EM4
 McINTOSH, George R.....LSVS1
 McLAUGHLIN, Edward G.....LSEM1
 MILNE, Thomas E.....LSRT3
 MONTPETIT, Paul J.....LSAM2
 MOONEY, Arthur W.....C2CK3
 MORTIMER, William J.....LSTD1
 MANSON, James R.....LSEM1

O'GORMAN, George F.....LSSE1
 ORR, Thomas J.....LSAF1
 OWEN, Hugh L.....LSVS1
 OXTOBY, Leslie.....C2EM4

PAQUIN, Andre J.....LSRP1
 PANTRIDGE, Denis B.....LSRP1
 PFISTER, Robert L.....P2EM2
 PHILLIPS, Paul R.....P2NS2
 PREMACK, Roy J.....LSCV1
 PROULX, Ronald J.....LSPW1

QUIRBACK, Charles.....P1CK3

REGIMBAL, Marcel G.....LSSW2
 RIGGS, Bruce A.....P2NS2
 ROBERTS, Ernest H.....C1MR4
 ROLFE, Charles V.....P2AR2
 ROSE, Gordon I.....LSSW1

SANDERSON, William G.....C2OT4
 SANDYS, William E.....P2VS2
 SAUNDERS, Edward H.....P2RA3
 SCOTT, Gordon A.....LSCK2
 SHAND, Russell W.....LSAF1
 SIMPSON, William A.....LSCR1
 SMITH, Cecil.....C1ER4
 SORENSEN, Earl N.....LSAM2
 SPENCE, Thomas L.....LSNS1
 STEEL, Russel G.....P1ER4

TEMPAN, John.....LSEM1
 THOMAS, Grant W.....LSQR1
 TINER, Donald E.....P2BD3
 TREMBLAY, Philippe J.....LSRT3

WHYTE, James R.....C2EM4
 WILLIAMS, William.....LSAM2
 WILLITS, Lawrence E.....LSAO2
 WILSON, William J.....LSCS2
 WOOLLETT, Charles J.....LSAA1

ZIPFEL, Ronald H.....LSRP1

RCN (R)

BAIRD, Charles E.....ABARS
 BENDALL, Donald W.....LSQMS
 BERNARD, Joseph I.....P1SH2
 BORTHWICK, Kenneth R.....ABCV1
 BREWER, Albert G.....P1GA3
 BRYANT, Geraldine W.....WP2VS2

CHANT, Marilyn L.....WLSS(X)1
 CRAIG, John P.....P1SH3

DEAL, Rose B.....WASN(X)1
 DENHOLM, Vera G.....WLNP(X)S
 DESGARNE, Robert G.....P2RP1

DOWNEY, Dawn M.....WANFS
 DUFF, Katherine L....WLCO(R)

EDIE, Kenneth S.....ABEMS
 EDIE, Norman B.....P2EM2

FERGUSON, Sheila G.....WP2SA(X)2
 FOGWILL, Douglas.....ABQMS

GOULD, Donald L.....ABLMS
 GROVEN, Dalice.....WLSDS
 GRUDY, William R.....ABCR1

HARPER, Ronald G.....LSRPS
 HARRIS, Florence Mae....WACO(R)1
 HAWLEY, Marion F.....WLSS(X)1
 HIPFNER, Edwin L.....ABMMS
 HUGHES, Arthur R. E.ABMMS

IRVING, Archibald, M...P1AA3

KOVACS, Clara L.....WACO(R)1
 KRAMBLE, William A.....ABEMS

LEGGE, Barbara AnnWASS(X)1
 LESLIE, Marion W.....WP2CO(R)2
 LEVALLIEY, Kenneth C.....P2RPS
 LIDDICOAT, Allan D.....P2PW2

MacKAY, Robert M.....ABAAS
 MACHALEK, Julius.....P2AAS
 MARSHALL, John F.....AB(NQ)
 McCALLUM, Lawrence E....LSAM1

McTAGGART, Archibald..LSCR1
 MILLEY, Andrew F.....LSAW1

NELSON, Bruce J.....ABQMS

OMAN, Garry J.....LSLM1

PARTRIDGE, Warren D.....ABAW1
 POTTER, Robert Colby.....ABCR1
 PRIDDLE, George B.....AB(NQ)

QUINN, John E.....C2TD1

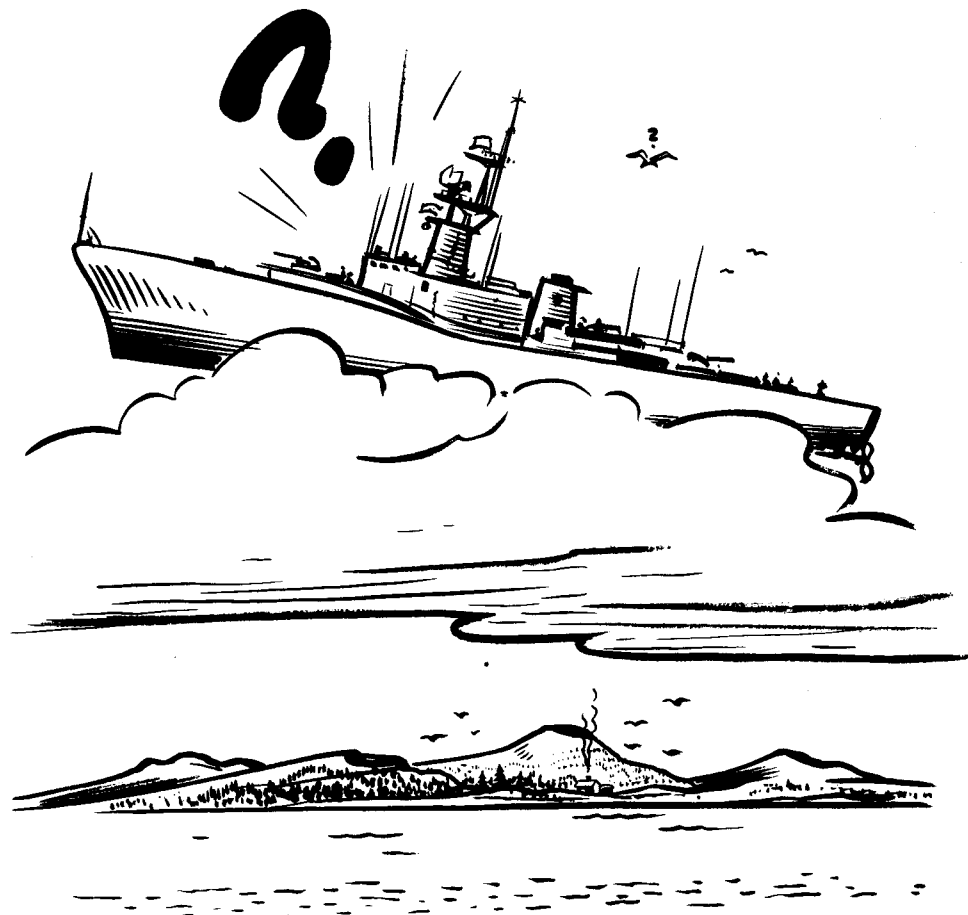
RICHARD, Robert W. E.....LSSW1
 RILEY, Allan J.....C1CR3
 ROGERS, Ellen M.....WACO(T)1

SANTO, Ronald G.....ABEMS
 SAUVE, Gerald F.....ABAAS
 SHAW, Glen Arthur.....ABAAS
 STRUTT, Gerald C.....LSQMS

TACKABERRY, Lyle D.....P1SH2
 THACHUK, Harry N.....ABARS
 THOMPSON, Leon R.....ABEMS
 TUCKER, Arthur R.....LSPW2

WESTON, Gordon H.....AB(NQ)
 WIGHTMAN, William C....AB(NQ)2
 WISEMAN, Richard O.....P2EM2
 WOOD, Edward Harold.....P2EM2

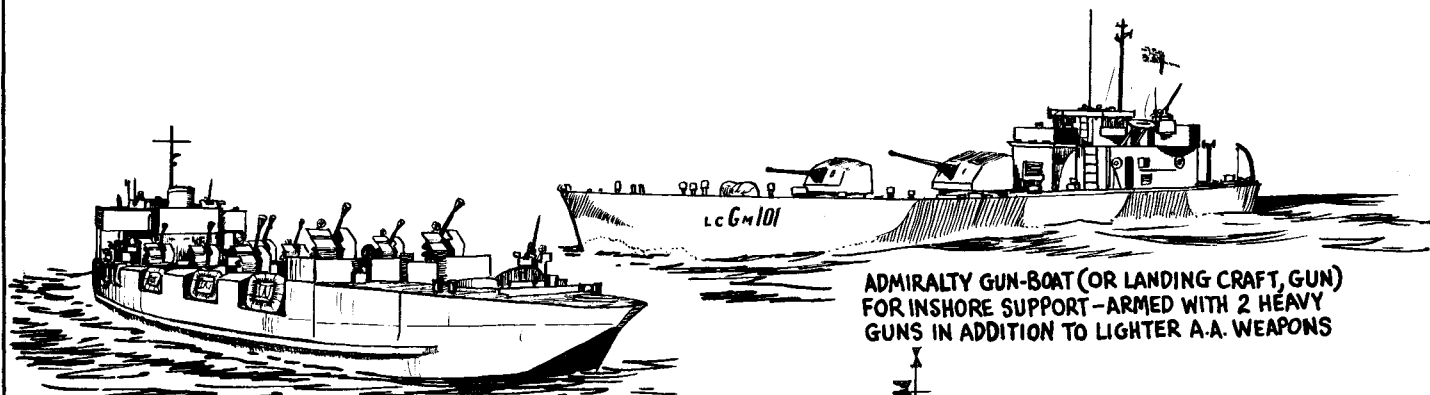
ZASTRE, Maurice A.....ABCR1



"Aluminum! You can keep your aluminum. This happens every time the fog lifts."

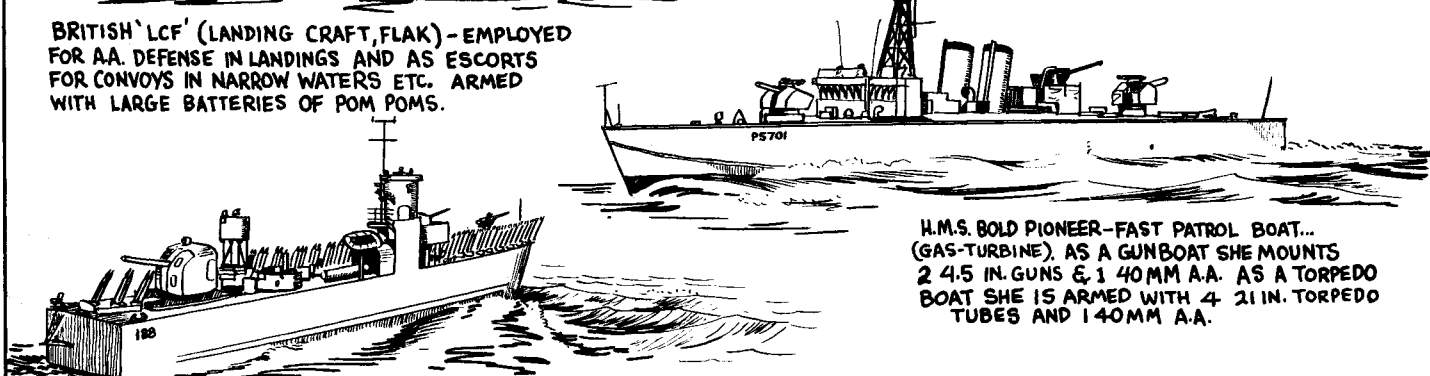
Naval Lore Corner

Number 45
Little ships with big stings



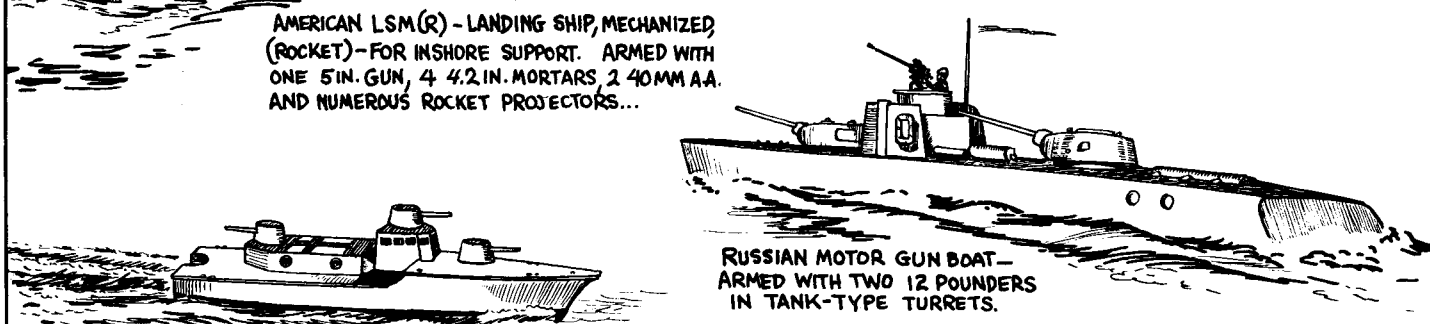
BRITISH 'LCF' (LANDING CRAFT, FLAK) - EMPLOYED FOR AA. DEFENSE IN LANDINGS AND AS ESCORTS FOR CONVOYS IN NARROW WATERS ETC. ARMED WITH LARGE BATTERIES OF POM POMS.

ADMIRALTY GUN-BOAT (OR LANDING CRAFT, GUN) FOR INSHORE SUPPORT - ARMED WITH 2 HEAVY GUNS IN ADDITION TO LIGHTER A.A. WEAPONS



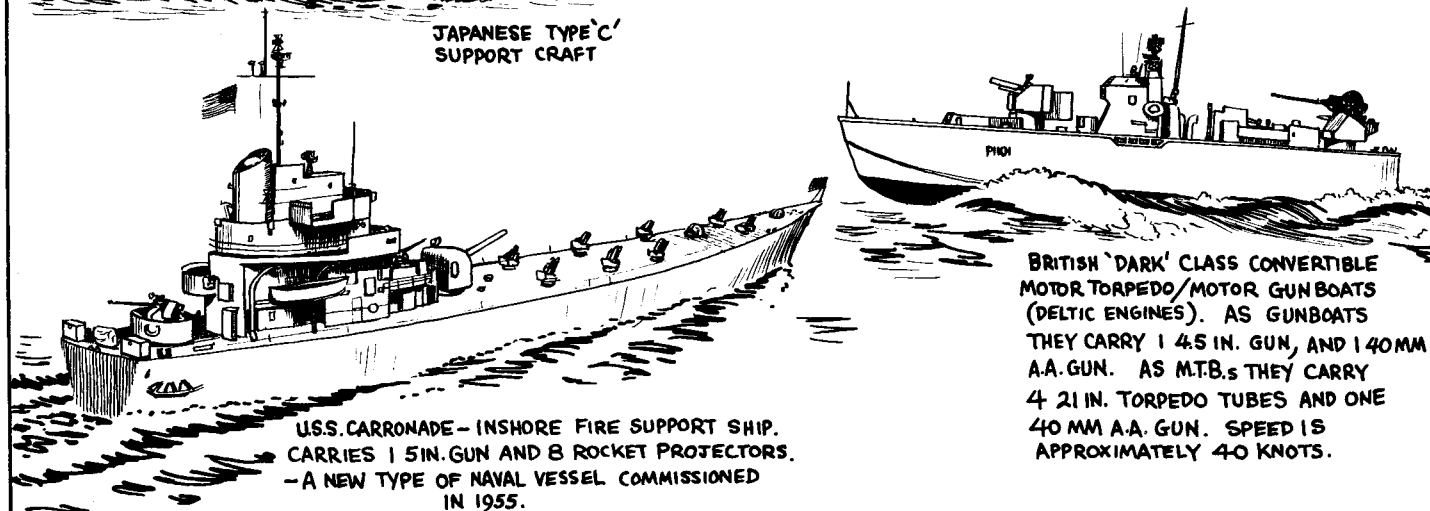
AMERICAN LSM(R) - LANDING SHIP, MECHANIZED (ROCKET) - FOR INSHORE SUPPORT. ARMED WITH ONE 5 IN. GUN, 4 4.2 IN. MORTARS, 2 40MM A.A. AND NUMEROUS ROCKET PROJECTORS...

H.M.S. BOLD PIONEER - FAST PATROL BOAT... (GAS-TURBINE). AS A GUNBOAT SHE MOUNTS 2 4.5 IN. GUNS & 1 40MM A.A. AS A TORPEDO BOAT SHE IS ARMED WITH 4 21 IN. TORPEDO TUBES AND 1 40MM A.A.



JAPANESE TYPE 'C' SUPPORT CRAFT

RUSSIAN MOTOR GUN BOAT - ARMED WITH TWO 12 POUNDERS IN TANK-TYPE TURRETS.



U.S.S. CARRONADE - INSHORE FIRE SUPPORT SHIP. CARRIES 1 5 IN. GUN AND 8 ROCKET PROJECTORS. - A NEW TYPE OF NAVAL VESSEL COMMISSIONED IN 1955.

BRITISH 'DARK' CLASS CONVERTIBLE MOTOR TORPEDO/MOTOR GUNBOATS (DELTIC ENGINES). AS GUNBOATS THEY CARRY 1 4.5 IN. GUN, AND 1 40MM A.A. GUN. AS M.T.B.s THEY CARRY 4 21 IN. TORPEDO TUBES AND ONE 40MM A.A. GUN. SPEED IS APPROXIMATELY 40 KNOTS.

