

# *The* CROWSNEST

Vol.1 No.1 The Royal Canadian Navy's Magazine Nov.1948



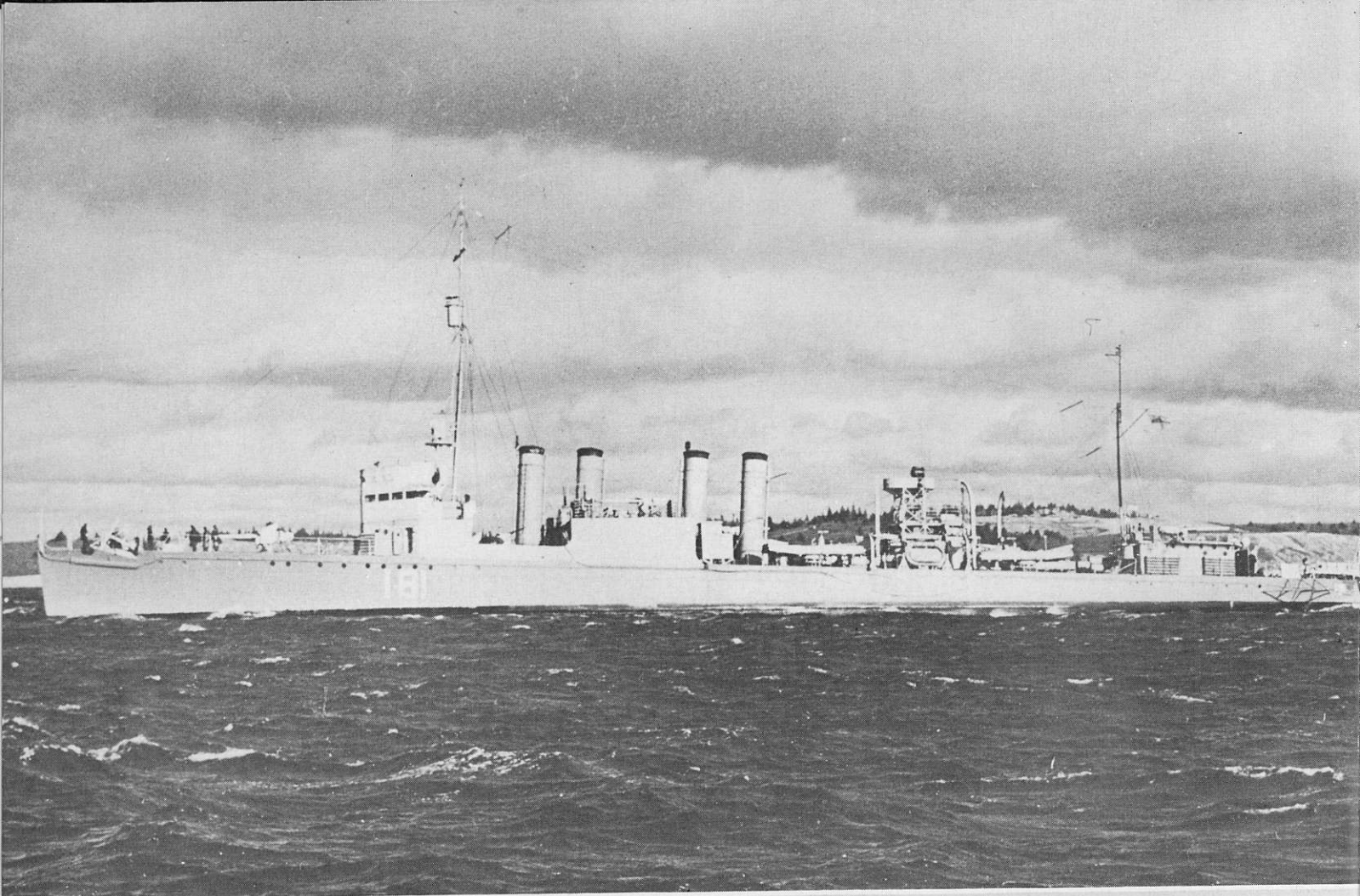
10<sup>th</sup>  
Anniversary



Vol. 11 No. 1

November, 1958





# The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1958

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*The Cover*—Reproduced in the upper left-hand corner is the cover of the first issue of *The Crowsnest*—Volume 1, Number 1, which appeared in November 1948. Symbolic of the passage of the years is the accompanying picture of HMCS *Ottawa*.

## LADY OF THE MONTH

There is a gap of forty years between the design of the first HMCS *St. Croix*, with her four funnels and towering masts, and the *St. Croix* which joined the Royal Canadian Navy in October. This is evident in the pictures of the two ships which appear on the opposite page.

Small in comparison with today's ship (1,250 tons to 2,900), skimpily and poorly armed by today's standards, wet, uncomfortable and frail, the first *St. Croix* nevertheless fought a good and brave fight up to the tragic moment in September 1943 when she plunged beneath the North Atlantic—the victim of a new weapon of the electronic age, the acoustic homing torpedo.

Her career and the memory of those who died with her for Canada offer a challenge and inspiration to the officers and men of the new *St. Croix*. (H-766; CN-3459)

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## RCN NEWS REVIEW

HMCS Bonaventure lies alongside her new jetty at HMCS Shearwater for the first time. The carrier, after she had completed a refit in Saint John, berthed there Tuesday, September 2. All the facilities of the jetty are not installed as yet but the carrier's stay was short. She sailed six days later on post-refit workups and, in early October, for the Med. (DNS-21573)

### **St. Croix Reaches Her Home Port**

HMCS *St. Croix*, brand-new, highly specialized anti-submarine warship, arrived Friday afternoon, October 10, in Halifax to begin service in the Atlantic Command. The story of her commissioning appears on another page.

The ship will carry out post-commissioning trials and work up her ship's company in East Coast waters, before joining the operational elements of the Atlantic fleet.

### **Banshees Brought Up to Strength**

The Navy has completed procurement of the twin-jet Banshee fighter used to re-arm 870 and 871 Squadrons.

A total of 39 Banshees was bought from the U.S. Navy to replace the piston-driven Sea Fury fighter. Acquisition of the Banshee began over three years ago.

In the anti-submarine field, the Navy has almost reached the half-way point in its Tracker program. A total of 100 of these twin-engine aircraft, replacing the Grumman Avenger, has been ordered from the de Havilland Aircraft of Canada Ltd. and more than 40 have been delivered so far, the majority now serving with 880 and 881 squadrons.

There has been a brief pause in production to allow the introduction of modifications which will provide the latter aircraft with improved anti-submarine equipment. It is expected that the 100th Tracker will have been delivered by the end of August 1960.

### **Helicopter Aids Trawler Skipper**

A helicopter from the *Bonaventure* braved rough weather off Halifax late in September to rescue the ailing skipper of the trawler *Quincy*, sailing out of Portland, Maine.

### **Lost Letters Found Again**

Five bags of airmail, despatched to RCN ships on the current Mediterranean cruise, were lost in the mid-air crash of a British European Airways airliner and an Italian jet fighter on October 22—and recovered.

The bags were addressed to the *Bonaventure*, *St. Laurent*, *Ottawa*, *Huron* and *Haida*. The mail had left No. 1 Base Post Office, Montreal, on October 20. No registered mail was involved.

Four of the bags were delivered to the ships on recovery. The fifth, damaged by water, was sent to the post office in Rome for expert attention and then delivered.

First aircraft on the scene was an RCAF Canso which was sent out in response to a request for aid. However, the flying boat was unable to land in the heavy swell and radioed for help to the *Bonaventure*, operating in the area.

The carrier flew off one of her helicopters which picked up Capt. James Farrell and transferred him to Camp Hill Hospital at Halifax.

### **First Sea Lord Visits Canada**

Britain's First Sea Lord, Admiral of the Fleet, the Earl Mountbatten of Burma, visited Canada during the early part of October—his first visit to this country since 1955.

During his time here he met with senior naval officials toured naval establishments and facilities, and observed anti-submarine exercises.

He was met on his arrival at Montreal on October 4 by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

Before proceeding to Ottawa the same evening, he attended a reception and supper given by the President and Dominion Council of the Navy League of Canada.

After a quiet Sunday at Government House, Ottawa, he began a busy Monday with the opening of the annual



meeting of the Dominion Council of the Canadian Legion. Later he spoke to a closed meeting of officers of National Defence Headquarters after which he called on the Hon. George R. Pearkes, Minister of National Defence, and then met with General Charles Foulkes, Chairman, and the members of the Chiefs of Staff Committee.

After luncheon with Mr. Pearkes, the First Sea Lord met members of the Naval Board and called on the Rt. Hon. John Diefenbaker, Prime Minister. He was the guest of the Navy at a mess dinner at HMCS Carleton in the evening.

On October 7, he visited the National Defence College and Royal Military College at Kingston, giving addresses at both colleges. Returning to Ottawa the same day, he left the capital city that evening for the West Coast, where he was the guest of Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, at Esquimalt from October 8 to 10.

On the first day of his visit to the West Coast naval base he toured HMC Dockyard, visited the Pacific Naval Laboratory and addressed the officer-cadets of the Canadian Services College, Royal Roads. He also inspected the ship's company of *Naden* in the afternoon and, after ceremonial divisions, addressed officers of the Pacific Command.

On October 9 he took a helicopter flight over the Esquimalt area and later made a similar air tour of Vancouver Island in a maritime aircraft of the RCAF's 407 Squadron at Comox. During this flight, the First Sea Lord witnessed an anti-submarine exercise at sea. Following his return to Esquimalt, he was entertained at a reception by Rear-Admiral Rayner and officers of the Pacific Command.

He was accompanied to the West Coast by Vice-Admiral DeWolf, Captain R. V. Brockman, RN, secretary to the First Sea Lord; Captain L. D. Empson, RN, naval assistant, and Captain R. G. Dreyer, senior naval adviser to the U.K. High Commissioner at Ottawa.

Admiral Mountbatten left on the morning of October 10 for the United States to visit San Diego, Calif., Norfolk, Va.; Washington, D.C., and New York before sailing for Southampton on the Queen Elizabeth on October 22.

### Plaque Recalls Rescue Effort

A unique presentation was made to the commanding officer and ship's company of the *Crusader* on October 7.

Dr. Gerhard Stahlberg, Consul-General of the Federal Republic of



Admiral of the Fleet the Earl Mountbatten of Burma, First Sea Lord, on October 10 ended a two-day visit to the Pacific Command of the Royal Canadian Navy. During his brief visit to Canada's West Coast, the First Sea Lord toured naval establishments, the Canadian Services College, Royal Roads, and made a three-hour trip in the destroyer-escort *Skeena*, during which he witnessed an anti-submarine exercise. Seen here inspecting a guard of honour in HMC Dockyard, he left Esquimalt October 10 for San Diego. (E-47314)

Germany, at Montreal, presented a plaque to the Canadian destroyer escort in recognition of aid rendered in the search for survivors of the German sail-training ship *Pamir*, which went down off the Azores last fall in a hurricane. There were only six survivors from the cadet training vessel, despite long searching by ships and aircraft of several nations.

The presentation took place on Jetty 4 in HMC Dockyard. The ship's company of the *Crusader* was at ceremonial divisions and Cdr. Frederick W. Bradley, commanding officer of the ship, accepted the plaque, and the gift of the government of West Germany.

Commodore Duncan L. Raymond, representing the Flag Officer Atlantic Coast, inspected the divisions, accompanied by Dr. Stahlberg.

The presentation party also included Colonel F. C. Schlichting, West German Consul at Halifax. There was a buffet

lunch in the *Crusader* for the principals after the ceremony.

The *Crusader* returned the previous week from exercises overseas in which she figured in another large scale rescue operation. The destroyer co-ordinated search for survivors and wreckage of a KLM airliner which crashed in the sea off Ireland in August.

### Danish Training Ship in Halifax

The Royal Danish Navy depot ship *Aegir* was an early arrival in Halifax. Due Monday September 29, she berthed a day earlier at the gun wharf to get into harbour ahead of Hurricane Helene, which swept the coast with gale force winds.

The *Aegir*, commanded by Captain A. Helms, RDN, remained in Halifax on an informal visit until October 3. There were 25 officers, 120 midshipmen and 87 sailors embarked.



The midshipman training ship displaces 2,620 tons, is 311 feet long and 44½ in the beam. A reception for the captain and officers was held in the wardroom of *Stadacona* and bus tours were arranged for the midshipmen and men.

### **Frigates on Visit To Rhode Island**

The frigates *La Hulloise* and *Buckingham*, which carried out anti-submarine exercises in late September and early October off the East Coast, visited Newport, Rhode Island, October 4 to 6. They returned to Halifax October 10 after further exercises.

### **89 Join New Venture Class**

Eighty-nine young men from across Canada have been enrolled this fall as naval cadets at *Venture*.

The *Venture* Plan was introduced in 1954 to extend the opportunity of a naval career to more young Canadians and to provide another avenue of advancement for regular force and reserve personnel.

Besides academic instruction, the cadets receive basic instruction, ashore and afloat, in pilotage and navigation, marine engineering, seamanship and other subjects. A comprehensive sports and recreation program is also followed.

*Venture* cadets intending to specialize in naval aviation receive sufficient flying training with the Victoria Flying Club to qualify for an "A" licence. Graduates are promoted to midshipmen and appointed for flying training at the U.S. Naval Air Station at Pensacola, Florida.

The other cadets are promoted, on graduation, to midshipmen and appointed for naval courses before being sent to sea to obtain watchkeeping certificates.

Graduates from the two-year course under the *Venture* Plan are entered in the navy on a seven-year short-service appointment, during which they may apply for a permanent commission.

### **Four 'Sweepers on Training Cruise**

Three coastal minesweepers—the *Resolute*, *Chignecto* and *Fundy*—left Halifax on September 29, on a training cruise to Saint John, N.B., ports in the U.S.A. and Bermuda. A fourth 'sweeper, the *Quinte*, joined them after the New Brunswick call. They all were to return to Halifax November 8.



In an ancient desk located in the Naval Supply Depot at Esquimalt, naval personnel recently opened a long-locked drawer to find two small canvas bags containing a total of 738 old coins. They were pennies and half-pennies, dated through the late 1880s and early 1900s. With the coins was a scribbled note reading "For Canteen Fund". No one knows when the coins were actually placed in the desk. Their discovery came toward the end of the Pacific Command's annual Community Chest money-raising drive, and most, if not all, of the old coins will go to the Red Feather organization. Any deemed of particular historic value will be retained for the Maritime Museum of B.C. Looking over the copper collection here is Cdr. M. E. Doyle, officer-in-charge of the Naval Supply Depot, and RCN co-ordinator for the 1958 Community Chest campaign. (E-47297)

The frigate *Swansea* sailed from Halifax at the same time on a new entry training voyage. She called at Digby, N.S., October 3-5; Portland, Maine 7-9, and returned to Halifax on the 10th.

### **Crusader Back From Overseas**

The destroyer escort *Crusader* returned to Halifax, Wednesday, October 1, from exercises overseas.

Commanded by Cdr. Frederick W. Bradley, the ship had been away from home port since July 15, operating mostly in United Kingdom and Gibraltar waters.

The *Crusader* took part in the recovery of wreckage of a KLM airliner off

Ireland in mid-August, co-ordinating the search by several ships in the vicinity. Last year she was involved in the search for survivors of the German sail training ship *Pamir* which went down in a hurricane near the Azores.

### **Ships, Aircraft Exercise in 'Med'**

Two squadrons of anti-submarine aircraft were embarked in the aircraft carrier *Bonaventure* when she sailed from Halifax October 8 to take part in a series of fall NATO exercises in the Mediterranean.

Twin-engined Trackers of 881 Squadron and helicopters of Helicopter Squadron 50 comprise the carrier's air component. Accompanying the *Bonaventure* are the *Huron* and *Haida* of the First Canadian Escort Squadron and the *St. Laurent* and *Ottawa* of the Third Canadian Escort Squadron.

The Canadian ships and aircraft are carrying out anti-submarine exercises with units of the British, Italian and French navies in the Mediterranean. Ports of call include Malta, Naples, Toulon and Gibraltar. A third exercise will be carried out by the Canadian units en route to the United Kingdom on conclusion of activities in the Mediterranean.

Following a visit to Portsmouth, the Canadian task group will sail for Halifax, arriving December 15.

### **Alderney Joins Sixth Squadron**

HM Submarine *Alderney*, commanded by Lt.-Cdr. R. A. Hedgecock, Royal Navy, returned to Canada on Friday, September 29.

The *Alderney* was last in Canada in October, 1956, when she completed a commission working with the Royal Canadian Navy. Since that date the *Alderney* has returned to England for a refit and face-lift. She now reappears as a streamlined submarine similar to HMS *Ambush* which arrived in Halifax in June.

HMS *Alderney* represents a class of conventional submarines built at the close of the last war which have now been modified to take advantage of the more advanced forms of equipment and techniques developed over the past few years.

There has been a turnover in the *Alderney's* complement since the previous visit, but it still includes a proportion of Canadians.

The *Alderney* is expected to remain in Canada and operating in support of RCN and RCAF air and surface units, as well as in the training role, for about a year and a half.



# ST. CROIX

*Honoured and Tragic Name Borne to Sea by Second Restigouche Class Anti-Submarine Destroyer Escort*

A SECOND Restigouche class destroyer escort joined the fleet of the Royal Canadian Navy on a bright October day. She is HMCS *St. Croix*, which commissioned at a St. Lawrence River jetty in Sorel, Quebec, on October 4 and arrived at her home port of Halifax six days later.

Unlike other commissionings of HMC Ships, that of the *St. Croix* was preceded on the same day by her christening. This unusual procedure has been followed in several other instances in RCN commissionings, notably those of HMC Ships *Labrador* and *Assiniboine*, both from the same yard, Marine Industries Ltd.

The reason is found in the method of launching by the yard which uses a marine railway to ease the hulls into the water, a process which takes several hours and robs a launching of the dramatic effect normally associated with such an activity.

The *St. Croix's* official birthday celebrations began at three in the afternoon with the arrival of the official party and guests. The first part of the joint ceremony took place on a dais at the bow of the ship where Mrs. H. F. Pullen, wife of Rear-Admiral H. F. Pullen,

Flag Officer Atlantic Coast, christened the new warship after prayers and benedictions, and an introduction by Jean Simard of Marine Industries.

After Mrs. Pullen had named the new ship, the ceremony moved down to the ship's port side aft where the commissioning ceremony began with an introduction by Cdr. (L) W. E. Smith, the Principal Naval Overseer at Sorel. After Cdr. Smith, Arthur Simard, representing Marine Industries, spoke to the guests and the ship's company.

Mr. Simard was followed by Rear-Admiral Pullen, representing the Chief of the Naval Staff, and by the Hon. Paul Comtois, Minister of Mines and Technical Surveys, who was the guest of honour.

Mr. Comtois paid tribute to both the builders and the Royal Canadian Navy.

A native of the area where the *St. Croix* was built, Mr. Comtois spoke of the technicians and craftsmen of Marine Industries Ltd. as "the lineal and collateral descendants of men who, more than 200 years ago, hewed down trees to build tiny wooden sailing ships, and in this way helped to develop the trade of our infant nation.

"Though their skill and draftsmanship are of the same high calibre as before," continued Mr. Comtois, "their products of today bear little resemblance to those tiny wooden ships of 200 years ago. Not only have the ships changed, but so have methods of construction. Modern in every way, this firm now employs the most up-to-date techniques."

In describing the ship herself, he praised the RCN's reputation as an anti-submarine force as "one worthy of envy from every nation and one also which might be feared by any enemy."

Following Mr. Comtois' speech, the ship was formally accepted by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services.

Next came the religious services which were conducted by Chaplain (P) H. Ploughman and by Chaplain (RC) C. Murphy. The religious services completed, Cdr. K. H. Boggild, the new commanding officer, addressed the ship's company.

"On this, the birthday of our ship," he said, "it is fitting that we take a look at our responsibilities and state our objectives.

"Our ship is the product of great technical skill and has the latest in equipment and weapons. But this intricate machine, which is our ship, can serve no purpose without men to sail her and to fight with her weapons. We are the team which has the responsibility of bringing her to life as an efficient unit of the fleet. And I emphasize the word 'team' because each one of us, in our several capacities, has an essential part to play.

"Individually, we bring a variety of experience and skills to the ship. We must now train ourselves as members of our team. We must remember that the principal function of our ship is to fight, should the need arise. We must therefore develop our 'skill-at-arms' so we can be prepared; and, having achieved the highest degree of fighting efficiency, we must maintain it, and if possible improve on our techniques.

"Hand in hand with our weapons training must go seamanship training. And by seamanship I mean the art of living in the ship, of sailing her and of performing the many tasks of ship's husbandry required to maintain her and her equipment.

"Our immediate aim is to attain the highest degree of operational efficiency



The name *St. Croix* comes alive for the second time in the Royal Canadian Navy as Mrs. H. F. Pullen, the sponsor, cuts the ribbon which sends the traditional bottle of champagne crashing against the warship's bow. With Mrs. Pullen is A. L. Simard, president of Marine Industries Ltd., the builders. (ML-7034)



Hon. Paul Comtois, Minister of Mines and Technical Surveys, the guest of honour at the *St. Croix* commissioning, here expresses his opinion "that the Canadian Navy's reputation as an anti-submarine force is one worthy of envy from every nation and one also which might well be feared by any enemy." (ML-7038)



as quickly as possible. This will demand the utmost from each one of us.

"First Lieutenant, man the *St. Croix*."

And so came to life the second *St. Croix* to serve the Royal Canadian Navy bringing with her the name of an honoured veteran, casualty of the Battle of the Atlantic.

The first *St. Croix* was one of the 50 over-age United States destroyers acquired by the United Kingdom government in the famed destroyers-for-bases deal with the United States in 1940.

The Royal Navy was unable to man all of them at the time and the Royal Canadian Navy agreed to take six ships and later a seventh. One of these was the USS *McCook*, which was to become HMCS *St. Croix*.

Following the agreement for transfer, the *McCook* and five other destroyers arrived in Halifax on September 20, 1940. Four days later she was handed over to the RCN and recommissioned as HMCS *St. Croix*.

After a refit, she sailed for the United Kingdom on November 20, 1940, but was damaged in a hurricane and forced to return. Repairs were completed in March 1941 and the *St. Croix* remained for a time in Canadian waters, carrying out escort and patrol duties. Toward the end of August, she joined the Newfoundland Escort Force.

Following a further refit which began in November 1941, she returned to duty in the spring of 1942, when she was assigned to the Mid-Ocean Escort Force, operating between St. John's and Londonderry, Northern Ireland.

Her duties were uneventful until she sank her first U-boat, the *U-90*, late in July when the convoy she was escorting was attacked by a wolfpack of 10 submarines.

By the end of October 1942 the *St. Croix* was again in need of repairs and

### Around the World In 60 Minutes

How long does it take to circumnavigate the globe? Magellan's expedition did it in about three years.

Drake took two years and ten months.

Phileas Fogg became a science fiction hero by doing it in 80 days.

Wiley Post flipped around the globe in about eight and one-half days.

And now—

USS *Skate*, the United States Navy's third atomic submarine, has done it in one hour.

How? During her trip under the North Pole last summer on the toes of the *Nautilus* (the *Skate* went the opposite way) she circled the earth's axis at distance of about two miles from the pole.



At this moment the strength of the fleet is being increased by another new destroyer escort as the Red Ensign is struck to be replaced by the White Ensign. (ML-7041)

she was sent to Saint John, N.B., for refit, returning to the convoy routes early in January 1943.

At the end of February she sailed from Londonderry to Gibraltar with a convoy which was one of a series between the United Kingdom and the Mediterranean organized to support the Allied forces in North Africa. It was during this convoy that the *St. Croix* took part in the sinking of her second submarine, the *U-87*, about 200 miles west of Vigo on the Spanish coast.

Later the *St. Croix* was allocated to a striking group newly formed for the offensive in the Bay of Biscay.

In September 1943 the group was despatched to the aid of a heavily beset westbound convoy. On the night of

September 20, third anniversary of her arrival at Halifax to join the RCN, the *St. Croix* was sunk, one of the first victims of the then new acoustic homing torpedo. Another escort, HMS *Polyanthus*, while closing to pick up survivors, was also torpedoed.

The following day, the British frigate *Itchen* picked up five officers and 76 men of the *St. Croix*'s ship's company, which had totalled 147, and one survivor from the *Polyanthus*. Tragically, the *Itchen* herself was sunk. A torpedo apparently struck her in the forward magazine and she blew up and went down immediately.

One *St. Croix* survivor and two from the *Itchen* were picked up . . . all that remained from the ships' companies of the three escorts.



# Picture Search Huge Success

## Only Fourteen Ship Photos Still Untraced

THE RESPONSE to the appeal in the August issue of *The Crowsnest* for photographs of one hundred of HMC Ships that served in the Second World War has been almost overwhelming. Counting the pictures received in the Naval Historian's office has been impossible—there was not time for it—but the number was hundreds in addition to one album containing 296 prints.

As it stands the RCN now lacks a mere 14 pictures of the 484 ships that served between 1939 and 1945.

Collectors checked the list against their stocks and selected wanted ships. People with a few unidentified pictures sent them in blind and, as often as not, two or three of the ships on the list were represented. The *Montreal Gazette* found several pictures in its morgue, including the war-time photo release of picture "A" at the head of page 15 of the August *Crowsnest*, thus identifying the ship as HMCS *Regina*, for the original caption was still attached. The *Gazette* even sent some half-tone printing plates from which the Queen's Printer was able to pull some fine proofs.

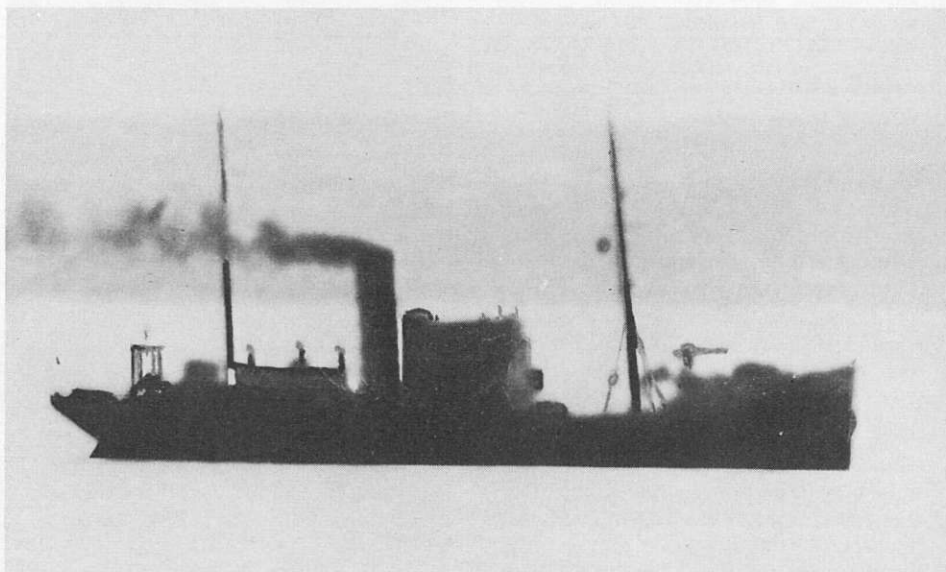
The daily and weekly press has helped also by reporting the appeal in the news columns, but usually without the list of ships' names. Some papers did this by themselves, but The Canadian Press picked up the story in September and passed it along by their wire service.

The RCN is grateful to the press for its generous interest in the search. It could not otherwise have attained the success it has.

The number of incoming pictures had slowed almost to a halt when Herbert Biggs revived the story of the search in his Toronto *Telegram* column, "Khaki and Blue". He ran a list of the pictures still required and the response was instantaneous.

Mr. Biggs' story appeared on Saturday, October 4, the first pictures arrived in Ottawa on Monday, a flood poured in on Tuesday and they continued to arrive in generous numbers for days afterward.

The search extended far beyond the shores of Canada with the publication of the story in *The Scottish Daily Express*, of Glasgow, Scotland. A resident of Kirkintilloch (shades of Colin Glen-cannon, the *Inchcliffe Castle* and Dugan's Dew), wrote to say that he possessed a large photograph of HMCS



HMCS *Bras d'Or* was built in 1918 and served in the Department of Marine and Fisheries fleet as a relief light vessel between the wars. Despite her long service, this blot was the only picture of her available for publication at the time of her loss with all hands on board October 19, 1940. Unbelievably, it is still the best picture available of her. Can anybody do better? (CN-3507)

*Monnow*, a ship in which he had served as a radio mechanic. It was one not reported from any other source.

Then came a letter from Michael Cope, Canadian correspondent of the London *Daily Express*, who said he had cabled the story to his paper—one of the world's largest dailies—and that a reply had been forwarded to him in Toronto. This was from a reader in Moulton, Northampton, who served (he was a radio mechanic, too) on board HMCS *Kootenay* from 1943 to the end of the war. He possesses a picture of his old ship—and so another gap is filled.

While the search for missing pictures was conducted primarily in the interest of the records of the Naval Historical Section, a pleasant side reaction was a number of additions to the list of *Crowsnest* subscribers.

Best of all were some pictures of groups of ships or incidents otherwise unrecorded: the surrendered *U-889* lying alongside HMCS *Lethbridge* in Bedford Basin in May 1945; HMCS *Vegreville* preparing to tow forward, having run out of fuel on an Atlantic passage; HMCS *Norsyd* leaving Quebec amid ice pans on December 26, 1943, having just commissioned; HMCS *Dauphin* entering St. John's harbour at the end of her last convoy run from Halifax, flying her paying-off pennant—to name a few.

In spite of the large number of pictures that have come in, however, there are 14 still missing:

- Asbestos* (K-358)
- Coquitlam* (J-364)
- Cranbrook* (J-372)
- Frontenac* (K-335)
- Lavalee* (J-371)
- Magog* (K-673)
- Mimico* (K-485)
- Otter* (Armed Yacht)
- Revelstoke* (J-373)
- Ribble* (K-411)
- Rossland* (J-358)
- Thorlock* (K-394)
- Transcona* (J-271)
- Trois Rivières* (J-269)

A number of the pictures was not of the best photographic quality and good copies cannot be made from them. Worst of this group is HMCS *Bras d'Or*—when she was sunk all that Naval Headquarters had to give the newspapers, as a portrait of her, was a much enlarged and heavily retouched blur, and this picture is again her only likeness.

When the present spate of pictures has subsided and copies have been made, another report will appear in *The Crowsnest* to let readers know the final results of the appeal. It will contain the copy negative numbers so that anyone who wishes can obtain pictures of their old ships. —Naval Historical Section.

# OFFICERS AND MEN

## Arctic Radio Station Closes

The naval communications facility, established for the summer Arctic navigation season at Frobisher Bay, Baffin Island, closed down on October 15—but not before it had received a congratulatory message from Rear-Admiral D. T. Eller, USN Commander Task Force Six, engaged in Arctic re-supply.

The message, addressed to Cd. Com. Off. J. L. Kay, officer-in-charge of the station, said:

"On October 15, RCN Radio Station Frobisher will terminate operations after a successful operational season. I wish to commend you and your men on the key achievement in this season's Arctic operations. Through your efforts you materially contributed to the success of MSTs Arctic Operations East 1958. Well done."

## Brockville Visits Nelson's Harbour

When the coastal escort HMCS *Brockville* left Esquimalt Harbour on September 9 on her way to join the Atlantic Command at Halifax, she paid a brief visit to English Harbour, Antigua, in the Caribbean Sea to unload an unusual cargo.

Carried south on the ship's decks were three ancient capstans which belong to English Harbour, Antigua,—the one-time base of Lord Nelson who was in command of HMS *Boreas* there between 1784 and 1787. At English Harbour is located the 18th century naval base, often referred to as "Nelson's Dockyard".

Early in 1956 the cruiser *Ontario* and the destroyer *Sioux* visited English Harbour in the course of a training cruise for Venture officer cadets. While there, officers, cadets and men of the ships devoted a brief but busy time to restoration work in and about the ancient naval base. When the two ships returned to Esquimalt they brought with them three capstans from the harbour—capstans quite possibly used by Nelson's ships in years of long ago.

The capstans were completely restored by officer cadets of the Canadian Services College, Royal Roads, during off-duty hours. Now they have com-



The generous co-operation which the Royal Canadian Navy has always received from Canada's news media continues with the newest of them—television. When Lt. (W) Fanta Tait, Naval Headquarters, visited Sault Ste. Marie in the interests of wren recruiting she was promptly invited to appear before the cameras of CJIC-TV, where she was interviewed by Lionel McCauley. Also present during the interview, as pictured here, was Lt. W. J. A. Black, recruiting officer with headquarters in North Bay.

pleted the long voyage to their place of origin.

The *Brockville*, commanded by Lieut.-Cdr. Lloyd Jones, Vancouver, left Esquimalt on September 9, and called at San Diego, Acapulco, Balboa, and Colon before reaching English Harbour on the island of Antigua on October 6. From there the *Brockville* proceeded directly to Halifax, arriving on October 12—a day and a half ahead of schedule.

## Souvenirs for Town of Ajax

The young Ontario town of Ajax, midway between Oshawa and Toronto on Lake Ontario, has been presented by the Royal Navy with souvenirs of the Battle of the River Platte. The town was named in honour of the cruiser HMS *Ajax* following the battle.

Presented on September 25 by Captain R. G. Dreyer, naval adviser to the United Kingdom Commissioner in Canada, were a silver cup given to the ship by her officers in 1938, the quarterdeck nameplate of the *Ajax*, shell fragments from the German pocket battleship *Admiral Graf Spee* and the pedals from the *Graf Spee's* seaplane catapult.

The town, whose streets are named after officers and men who served in the *Ajax*, was also presented with a mould of the crest of the ship by Mrs. B. C. Robinson, president for the Association for Retarded Children.

The *Graf Spee* was scuttled in shallow water at the entrance to Montevideo harbour on December 17, 1939, after being damaged in the action involving HM Ships *Exeter*, *Achilles* and *Ajax*.

## Heavy Influx of Ships at Esquimalt

Friday, September 26, presented a busy scene at headquarters of the RCN's Pacific Command—with a total of 16 ships entering the naval harbour within a few hours of one another. Eleven of the ships were units of the Pacific Command, while the remainder were visiting vessels of the United States Navy.

Units of the Command's Second Canadian Escort Squadron and the Fourth Canadian Escort Squadron, returned to their home port following joint United States Navy-Royal Canadian Navy anti-submarine exercises off the British Columbia coast.



# STADACONA'S SEA SCOUT TROOP

IN DECEMBER, 1957, a group of officers and men of HMCS *Stadacona* decided to form a troop of Boy Scouts, and, because of the association with the sea, that it should be a Sea Scout troop, under the sponsorship of the Commodore, RCN Barracks, Halifax.

After various preliminary meetings, a group committee was formed with Captain Victor Browne in the chair and, in January, recruiting began. At the beginning the troop was limited in membership to sons of naval personnel until the response was known.

There was no lack of interest from the very first and soon no fewer than 26 boys ranging in age from 11½ to 15 had been enrolled. Under Sea Scout Master Lt. W. L. Verrier and his assistants, CPOs Harry Buck and J. N. Smith, the troop met each week in the Seamanship School, and work to qualify boys to the level of tenderfoot was quickly progressed.

The original scouters had all left *Stadacona* by mid-May, on other appointments, so leadership was then assumed by Lt.-Cdr. J. I. Manore and Ldg. Sea. John Seaward. Work on tenderfoot badges continued, so that by the end of June, the following boys had been invested: Murray Abraham, Peter Bray, Colin Browne, Graham Faraday, Patrick Fears, Charles Gray, Richard Helpard, Lawrence Jones, Patrick Moore, Ted Murphy, Richard Powell, Mark and Kent Ritchie, and David Rogers. Troop



Stadacona's new Sea Scout Troop is already a booming affair. Here three members are being invested at Tenderfoot level. Left to right are Lt.-Cdr. J. I. Manore, Sea Scout Master; Patrol leaders Jackie Hickson and Dennis Mader and newcomers Graham Faraday, Ted Murphy and Pat Fears.

Leader Ray Docker, and Patrol Leaders Bill Bowditch, Dennis Mader, and Jackie Hickson had already been invested in other troops.

During the spring, the troop observed a Halifax District Camparee, and a few weeks later put into practice the tricks learned in the first overnight troop camp at Echo Lake. This was a memorable occasion right from flag raising on Saturday, through Saturday night's campfire and waterfights, to camp break

on Sunday afternoon. After it all, everyone was tired, tanned, fly-bitten, but happy. During the summer holidays, activity was on the patrol level, under the patrol leaders.

The fall program is a full one. Some boys have left the troop, owing to their fathers' change of appointments, but there is a new crop of recruits and the "veterans" are continuing on second class work. All were looking forward to a busy winter season.—J.I.M.

Destroyer escorts returning were the *Crescent*, *Fraser*, *Margaree*, *Skeena*, *Cayuga* and *Athabaskan*; while the home-coming frigates were the *Stettler*, *Antigonish*, *New Glasgow*, *New Waterford* and *Jonquiere*.

Also arriving at Esquimalt that afternoon were four United States Navy submarines and the U.S. destroyer-escort, USS *Hanna*. The underseas craft were the *Caiman*, *Rock*, *Charr* and *Razorback*.

The USN ships were in for the weekend, leaving again Monday morning, September 29. Between them they carried a total of 45 officers and 425 men.

The day before the big influx units of the Pacific Command's Second Canadian Minesweeping Squadron—the *Fortune*, *James Bay*, *Miramichi* and *Cowichan*—returned to Esquimalt, having completed minesweeping exercises that commenced August 29 and took the 'sweepers into California waters.

## Naval Hero's Son Enters Service

The 16-year-old son of a naval officer who sacrificed his life for one of his men has entered the Royal Canadian Navy as a cadet under the Regular Officer Training Plan.

Robert Anderson Rutherford, of Chester, N.S., has been admitted to Royal Roads, for academic and professional courses leading to a naval officer's career. As an ROTP, his four-year course is under the sponsorship of the Department of National Defence, which finances his education.

His father, the late Lt.-Cdr. Clark A. Rutherford, of Montreal, was in command of the first HMCS *Ottawa* when that destroyer was torpedoed on the Atlantic on the night of September 13-14, 1942. She was part of the ocean escort for a west-bound convoy of 33 merchantmen which, over a period of

five days, suffered repeated attacks from two "wolf packs" totalling 13 submarines, with a loss of seven cargo ships in addition to the Canadian destroyer.

The *Ottawa* was torpedoed twice when about to be relieved some 500 miles off Newfoundland. Five officers and 108 men perished, including the captain. He had given his life jacket to a seaman without one.

His son attended LeMarchant Street School in Halifax, Chester High School and was a first-year science student at Acadia University in Wolfville. He was 1957 holder of the Chester Canadian Legion Scholarship and the IODE Bursary for Nova Scotia. A Queen's Scout, he was also a Red Cross swimming instructor.

The school for dependent children at Cornwallis, perpetuates Lt.-Cdr. Rutherford's name. Attending the opening of

the Clark Rutherford School almost two years ago were Mrs. Clark Rutherford, of Montreal, widowed mother of the hero, his wife, now Mrs. Marjorie Norris, of Chester, and Robert, who has long been interested in a naval career.

### **Senior Officers Re-appointed**

Two senior officers of the Royal Canadian Navy have been given new appointments.

Captain Patrick F. X. Russell, took command of HMCS *Algonquin* (destroyer escort) on September 24. He holds the additional appointment of Commander First Canadian Escort Squadron. He has been Director of Undersea Warfare at Naval Headquarters, Ottawa, since January, 1956.

Captain Russell succeeds Captain Dudley G. King, who will take up the appointment of Director of Sea and Air Lines of Communications on the staff of the Supreme Allied Commander Atlantic in Norfolk, Virginia.

### **Petty Officer Commissioned**

A former petty officer of the Royal Canadian Navy, Joseph E. Blanchard has been promoted to the rank of acting commissioned writer officer. On completion of his officers' divisional course at *Cornwallis* he was appointed to *Stadacona* for duty on October 21.

A/Cd. Wtr. Off. Blanchard was born in Grand Anse and entered the navy as a writer in September 1946. Since completing his early training at *Naden*, he has served in establishments on both coasts, at naval divisions in London, Ont., Montreal and Halifax, and at sea in the destroyer escorts *Iroquois*, *Haida*, *Huron* and *Algonquin*, and in the frigates *St. Stephen* and *Prestonian*.

### **Naden Bandsmen Hold Reunion**

Old friendships were renewed at the first reunion of the *Naden* band September 20 at the Gold Slipper Supper Club in Victoria.

Lt. (SB) Stan Sunderland, bandmaster, and present members of the *Naden* band renewed or launched friendships with about two-thirds of the band's original 50 members of 18 years ago at the event, which included a reception, dinner and a dance.

Most of the original bandsmen still reside in British Columbia. Some came from the Prairie Provinces.

The event was attended by a number of original band members who are still

with the organization. In addition to Lt. Sunderland, they include Chief Petty Officers Emil Michaux, Walter Delamont, Tom Tucker and Herbert Botten; and Petty Officers Charles Griffiths, Bob McKay and William Smith.

Among former members of the band now out of the naval service and living in Victoria are Clifford Rutledge, in charge of displays and promotion at a department store, and Ed Rowley, who operates his own drug store.

Invited guests included: Lt. E. A. MacFayden, now serving in *Naden*. He was a petty officer at the time the *Naden* band was formed, and instructed the bandsmen in parade procedure. Others included James Green, Victoria, the original parade instructor; and Lt. William Peakman, now physical and recreational training officer in *Naden*.

At the reunion, special messages were relayed from Captain W. B. L. Holms, who is retired, who was commanding officer of *Naden* when the band was formed; and from Lt.-Cdr. (SB) H. G. Cuthbert, original bandmaster at *Naden*, serving in Halifax as Staff Officer (Bands) for the Atlantic Command.

Over the years, members of the original *Naden* band have become scattered across Canada and other parts of the world. Mickey Crawford and George Gorse are members of the Victoria Symphony Orchestra. Max Snyder is with the Glasgow Symphony in Scotland, while John Shamlian is playing with the Philadelphia Symphony. Former member Mark Sinden has played several seasons with the Toronto Symphony.

Lt. E. T. Jones, formerly with the *Naden* band, is the bandmaster of the Navy's band at *Cornwallis*, and Cd. Off. (SB) L. Palmer is bandmaster of the naval reserve band at *Discovery*, Vancouver naval division.

### **York Announces 'Man of the Year'**

PO Jack London of VC 920 is HMCS *York's* "Man of the Year".

The selection was made by a board of officers of the Toronto naval division

#### **Bottoms Up!**

The *De Havilland Gazette*, published in England, quotes without comment from an Admiralty circular:

"It is necessary for technical reasons that these warheads should be stored with the top at the bottom and the bottom at the top. In order that there may be no doubt which is the bottom for storage purposes, it will be seen that the bottom of each head has been labelled with the word 'top'."

late in September and the presentation of the bronze plaque was made on October 1, by the wife of the area Recruiting Officer, Mrs. Harry Lang.

The award was originated by the Naval Women's Auxiliary to commemorate the memory of members of the Royal Canadian Navy and the Royal Canadian Navy Volunteer Reserve who lost their lives during the Second World War. Presentation has been made annually since 1947.

PO London was selected because of his outstanding contributions to the promotion of naval activities in Toronto. He has been one of the most active members of *York* since he joined six years ago.

He is an air fitter with VC 920 and as well as serving week-ends at Downsview with the squadron, takes lectures and drills every Thursday. He is one of the most regular attenders, and is always on hand when volunteers are required for guard or gun-run duties.

A junior accountant in civilian life, his hobby, other than the Navy, is flying—he has around 175 hours as a pilot.

### **Captain Pullen New XO of Niobe**

Captain Thomas C. Pullen will take up the appointment of executive officer of HMCS *Niobe*, in London, England, on December 15, 1958. He will hold the additional appointments of Chief Staff Officer to the Naval Member Canadian Joint Staff, London, and Canadian Naval Member to the Military Agency for Standardization.

Captain Pullen succeeds Captain Ralph L. Hennessy, who has taken up the appointment of Director of Naval Training at Naval Headquarters. Captain Pullen has been attending the Imperial Defence College since January 1958. His course ends in December.

### **Cadet Corps Wins National Award**

Royal Canadian Sea Cadets Corps *Warspite*, of Kitchener, Ontario, has captured the national award for the most efficient Sea Cadet corps in Canada.

The award was presented by Hon. Louis O. Breithaupt, former lieutenant-governor of Ontario, at the annual convention of the Ontario division of the Navy League of Canada, held in Toronto in early October.

The convention re-elected Oliver B. Mabee, of Toronto, as provincial president, and presented certificates of meritorious service to C. M. Mutch, of Toronto, George Harrower, of Timmins, and Roy Higgins, of St. Thomas.



# LOGISTICS FOR EVERYBODY

In accordance with the "general list" principles established by the Ad Hoc Committee on RCN Personnel Structure, steps are now being taken to make management and logistics training available to officers from all branches.

The five-week Supply Officers' Management and Logistics course now includes officers from all branches of the service. Lieutenant-commanders and senior lieutenants have been selected by Naval Headquarters for the last two courses in order to ensure that as many different specializations as possible are included in this course.

Although presented in the Naval Supply School HMCS *Hochelaga*, the material covered in the course has been designed for officers employed at the deputy director level and is no longer specialized for any one branch. The program is based on the premise that, as an individual progresses in the naval service, greater demands are made upon his managerial as opposed to his technical capacity.

It is anticipated that two courses a year will be held, one in April and the other in September with a maximum of 16 candidates per class.

The 150 instructional hours are divided approximately into 100 periods of management training and 35 periods of logistics training, with the remaining periods set aside for industrial field trips.

The management phase of the course is divided into four parts:

- I. Human Relations
- II. Organization
- III. Functions of Management
- IV. Personal Resources.

In Part I, Human Relations, the curriculum deals first with individuals—their motives, needs, and problem sources. Secondly, groups and group behaviour are studied, then compared and contrasted with individual behaviour.

In Part II, Organization, principles of organization are studied, followed by organization structure and special organization problems such as the delegation and use of staff.

Functions of Management, Part III of the management phase, is itself divided into three facets:

- A. Planning
- B. Direction
- C. Controls



Here is first Supply Officers' Management and Logistics Course at the Naval Supply School, April 14 to May 16 last. Shown are: Left to right, front row, Con. Cdr. G. F. Yelland; Lt. (S) N. W. Denny, Course Officer; Lt.-Cdr. (S) K. H. Doolittle, Senior Instructional Officer; Cdr. (S) H. McGregor, OIC, Naval Supply School; Lt. C. W. Rixey, SC, USN, instructor; Lt.-Cdr. (L) C. L. Hortie; centre, Lt.-Cdr. (S) G. S. Wilder; Lt.-Cdr. (S) T. C. Treherne; John S Martin, Dept of Defence Production; Lt.-Cdr. (S) R. A. Darlington and Lt.-Cdr. (S) A. S. Bronskill; rear, Lt.-Cdr. (S) R. D. Fulton; Lt.-Cdr. (L) J. E. Insley; Lt.-Cdr. (P) M. Wasteneys; Lt.-Cdr. (S) J. D. Agnew; Lt.-Cdr. (E) J. K. Inglis and Lt.-Cdr. (S) H. McClymont. (ML-6727)

In studying the subject of planning, the curriculum explores the planning process, types of plans and limitations on planning as a management sphere of action.

Section B, Direction, involves problems of drafting and promulgating directives and orders. Special consideration is given here to personnel communications, and divisional problems.

Control measures are considered as a final but continuing management area. It is here that performance evaluation is discussed, along with motivation and training.

Part IV of the management phase, Personal Resources, represents a brief self-appraisal by the trainees themselves. Information gathering, perception and decision-making are examples of the introspective angles explored in this final phase of management study.

The entire management phase of this course is pursued via the case method of instruction. A small number of these case studies are naval cases, prepared at HMCS *Hochelaga*. The majority are drawn from civilian industrial case books.

At the beginning of the management course, each trainee is required to prepare case work individually, but early in the second week, the class is divided into "syndicates" for collective case study.

Along with the case books, daily assignments in several text books are required to provide background material for the attendant cases. Although these text assignments are reviewed in class, the emphasis in the classroom is on case study.

During the five weeks of the logistics phase, the mornings are spent in management study. One afternoon each week is given over to an industrial field trip. The remainder of the afternoons are devoted to naval logistics.

This phase of the course is overview of the functional elements of logistics:

- Supply
- Transportation
- Personnel
- Construction
- Maintenance
- Repair

The RCN facilities for the provision of these logistics functions are compared with theoretical logistics precepts. Additionally, the special logistics areas of mobile support and logistics plans and directives are discussed.

Although guest speakers such as the Supply Officer-in-Chief and the Director of Naval Plans and Operations are invited to address the logistics class, class lectures by the course instructor are the primary instructional media.

The logistics course is concluded by a ten-period group staff study of some important element in the RCN logistics network.

The logistics course is designed to be no more than an overview of the RCN's logistics problems and efforts. It, along with the weekly industrial field trips, is provided as a necessary adjunct to "middle management" training for naval officers.

The whole question of management and logistics training is, to a degree, still

under development. However, provision has been made in the general list officers pre-fleet course for management and divisional officer training. It is also planned to introduce more advanced management and logistics training in the course which will be given to general list officers after the second sea-time phase.

## LOUISBOURG FIESTA

**D**URING THE WEEK-END of July 26-28, the violent struggle which heralded the birth of a nation was recalled by the thousands of people who visited Louisbourg, N.S., for the colourful ceremonies marking the two-hundredth anniversary of the fall of this "Dunkerque of America".

Two ships of the First Canadian Escort Squadron, HMC Ships *Algonquin* (Captain D. G. King) and *Haida* (Cdr. John Husher) were representatives of the Royal Canadian Navy, while Her Majesty's Submarine *Alcide* (Lt.-Cdr. J. H. Blacklock, RN) and the USS *Raymond* (Lt.-Cdr. R. L. Volk, Jr., USN) represented their respective services.

The naval units began to arrive early Friday, July 25, when the USS *Raymond* entered harbour and anchored at 0930. At 1530, the *Algonquin*, wearing the flag of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, with the *Haida* in company, entered the historic harbour of Louisbourg and moored in full view of the old fortress. It was the first time a Canadian flag officer had entered Louisbourg wearing his flag in a warship. On Friday night, the three ships were illuminated and, with the *Alcide* arriving early Saturday evening, the four ships dressed overall in honour of the celebrations.

Rear-Admiral Pullen and the four commanding officers were among the many official guests at the opening of the three-day program which began at 1600 Saturday, when a 200-year-old French cannon boomed a cloud of black smoke, and trumpeters sounded a fanfare from the ramparts of the old fortress.

Nationwide television viewers watched the raising of a barnacle-encrusted cannon from the floor of the harbour. The cannon belonged to a French ship sunk in the harbour entrance in a vain attempt to stall the British Fleet. The cannon had been located by naval divers from Halifax, working from the gate vessel *Porte St. Jean*, and was hoisted by the USS *Yazoo*, a net layer. The television cameramen were embarked in

the patrol craft *Cormorant* to televise this event for the nation.

At the fortress, His Honour the Lieutenant-Governor of Nova Scotia, Major-General E. C. Plow, unveiled an IODE memorial to the hundreds of British, French and Americans who died in the Louisbourg battles. A flypast of RCAF Sabre, Neptune and Argus aircraft was held during the afternoon and a girls' pipe band, posed atop the crumbling ramparts, played stirring highland marches to the end of the program.

A highlight of the day was an impressive Sunset Ceremony smartly executed by Sea Cadets from HMCS *Acadia*, the Sea Cadet summer camp at Point Edward Naval Base, Sydney.

On Sunday morning, July 27, the four ships proceeded alongside at Louisbourg to be hosts to upwards of 4,000 visitors during the afternoon. In the forenoon 400 officers and men from the ships paraded to church at the fortress and the Stella Maris Church, according to their faith. Sailing races were held during the afternoon and the naval divers who had located the French cannon gave diving demonstrations.

A hundred men of the 2nd Battalion, Nova Scotia Highlanders, half of them in English uniforms of the siege era, the other half in eighteenth century French uniforms, paraded the grounds of the fortress to symbolize the lasting peace which came to Canada after the fall of Louisbourg.

A naval sailing regatta with entries from the *Algonquin*, *Haida*, *Alcide* and *Acadia*, was held Monday forenoon with the *Algonquin* gaining first and third places and *Haida* second.

In the afternoon, two performances of the impressive Sunset Ceremony were given by the Sea Cadets and the cannon raised from the harbour was formally placed on view near the museum.

The ceremonies drew to an end Monday evening with a twilight concert of Scottish piping, dancing and marching. At 2200, a three-gun salute, fired from

ordnance, unused for two hundred years until that day, formally signalled the ending of the bi-centenary.

## WEDDINGS

Ordinary Seaman Barry Agnew, *Sioux*, to Miss Thora Donaldson, of Digby, N.S.

Able Seaman James P. Bach, *Antigonish*, to Miss Shirley Patricia Gaspardone, of Victoria.

Able Seaman Ronald G. Bainbridge, *Margaree*, to Miss Joella Ardeth De Frane, of Fort Langley, B.C.

Able Seaman William J. Beck, *Margaree*, to Miss Audrey D. Robart, of Greenfield, N.S.

Leading Seaman Jerry P. Chester, *Antigonish*, to Miss Ruth Jones, of Victoria.

Able Seaman Gordon R. Crichton, *Naden*, to Miss Mary Lynn MacPherson, of Victoria.

Sub-Lieutenant Norman J. Etheridge, *Niagara*, to Miss Katherine Jane Buckle, of Victoria.

Leading Seaman Robert B. Ellis, *Nootka*, to Miss Leona Bernard, of Summerside, P.E.I.

Ordinary Seaman Walter W. Gale, *Hochelega*, to Miss Martha Keeping, of Corner Brook, Nfld.

Leading Seaman Allen Gardiner, *Sioux*, to Miss Carolyn Lachance, of Halifax.

Leading Seaman A. Paul Gordon, *Shearwater*, to Miss Gwen Britten, of Toronto and Halifax.

Sub-Lieutenant David H. C. Gurr, *Fraser*, to Miss Judith Mary Deverell, of Victoria.

Lieutenant (S) Douglas L. Hicks, *Unicorn*, to Miss Margaret Ann Culham, of St. George, Sask.

Sub-Lieutenant Frederick Gordon Loney, *Shearwater*, to Miss Janice Carolyn Brinkworth, of Victoria.

Able Wren Marion Patricia McGarry, *Stadacona*, to Leading Seaman Kenneth W. Gill, *Stadacona*.

Able Seaman Terrence W. Seal, *Naden*, to Miss Gracia Celia Carlsen, of Victoria.

Able Seaman Donald A. Solway, *Antigonish*, to Miss Loretta Joan Tubbs, of Richmond, B.C.

Leading Seaman Robert B. Stephenson, *Assiniboine*, to Miss Doris Mae Wheaton, of Halifax.

Able Seaman Carl P. Wisemiller, *Naden*, to Miss Elizabeth Ann Normand, of Port Renfrew, B.C.

## BIRTHS

To Leading Seaman John Campbell, *Buckingham*, and Mrs. Campbell, a daughter.

To Able Seaman Fred Demars, *Buckingham*, and Mrs. Demars, a son.

To Leading Seaman T. L. Downer, *Buckingham*, and Mrs. Downer, a daughter.

To Petty Officer John Dunn, *Buckingham*, and Mrs. Dunn, a son.

To Leading Seaman W. T. Evans, *Crescent*, and Mrs. Evans, a son.

To Petty Officer Fred Finter, *Sioux*, and Mrs. Finter, a daughter.

To Lieutenant (S) P. C. Fortier, *Antigonish*, and Mrs. Fortier, a son.

To Leading Seaman William McBride, *Sioux*, and Mrs. McBride, a son.

To Able Seaman Lester M. McConaghy, *Antigonish*, and Mrs. McConaghy, a son.

To Leading Seaman Jack Noon, *Sioux*, and Mrs. Noon, a son.

To Chief Petty Officer R. J. Pendlebury, *Cornwallis*, and Mrs. Pendlebury, a daughter.

To Leading Seaman William E. Semple, *Antigonish*, and Mrs. Semple, a daughter.

To Lieutenant Gerald E. Van Sickle, *Antigonish*, and Mrs. Van Sickle, a son.

To Petty Officer Douglas Williams, *Buckingham*, and Mrs. Williams, a son.





Entrance to the naval portion of the Armed Forces Exhibit at the Pacific National Exhibition in Vancouver. (E-46672)

## CANADA'S ARMED FORCES ON VIEW

**T**RI-SERVICE displays and demonstrations brought the defence story of the Navy, Army and Air Force closer to several thousand Canadians in August and September at exhibitions in Toronto, Vancouver and Quebec City. The stories of Canada's Armed Forces were also told on smaller scales in various towns and villages across the country where fall fairs, sportsmen's shows and trade fairs featured the Canadian Armed Forces.

As in previous years the Canadian National Exhibition topped the list for attendance with a record of just under three million paid customers in 1958. Some 300,000 visited the Armed Forces exhibit.

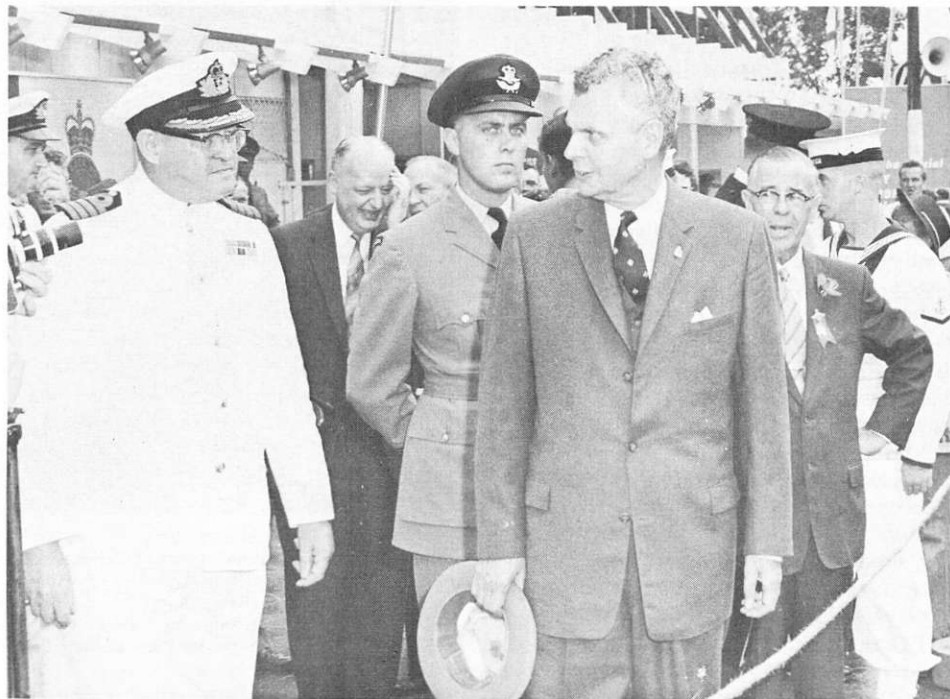
The main naval display at the CNE was a theatre where a combination of films and colour slides were employed to demonstrate the RCN's role in the NATO defence community. Schools relations officers were chosen to tell the navy's story against the vivid background afforded by the visual aids.

An RCN helicopter was flown to the CNE by Lt. (P) William Jones for a static display outside the theatre. A Sidewinder guided missile from VF-870 Banshee squadron and a homing torpedo loaned by Westinghouse Company added teeth to the naval armament display.

The Army and RCAF had similar theatre displays at the CNE to tell their

respective stories. A full scale model of the Silver Dart, the aircraft that introduced power flight to Canada in 1909 drew considerable public interest. By contrast to the Silver Dart, the RCAF also displayed an actual CF-100 jet fighter.

For the first time the general public who attended the CNE this year saw the Army's remarkable vehicle—the "Rat". The "Rat" is an all-weather overland, oversnow, overwater tracked transport that can do just about anything.



Prime Minister John Diefenbaker is shown with Captain (SB) William Strange, chairman of the Armed Forces Exhibition Committee, during his brief visit to the Armed Forces display area on the opening day of the Canadian National Exhibition. The prime minister walked around the various displays and later visited the United States Armed Forces display area nearby. (COND-4887)



Six-year-old Lynn Antonaci, of Thornhill, Ont., was all eyes for PO Leslie Westbury of HMCS Shearwater during her visit to the Armed Forces display area at the CNE in August. PO Westbury was on duty with the RCN Sikorsky helicopter static display and was ready for any questions Miss Antonaci or any other visitor to the display might ask. (COND-4945)

The evening grandstand performance throughout the CNE was opened with a display of precision drill carried out by a tri-service drill team under the command of Squadron Leader F. S. Steele. Lt. Fred Copas and Lt. W. A. Schroeder were in charge of the RCN section of the team.

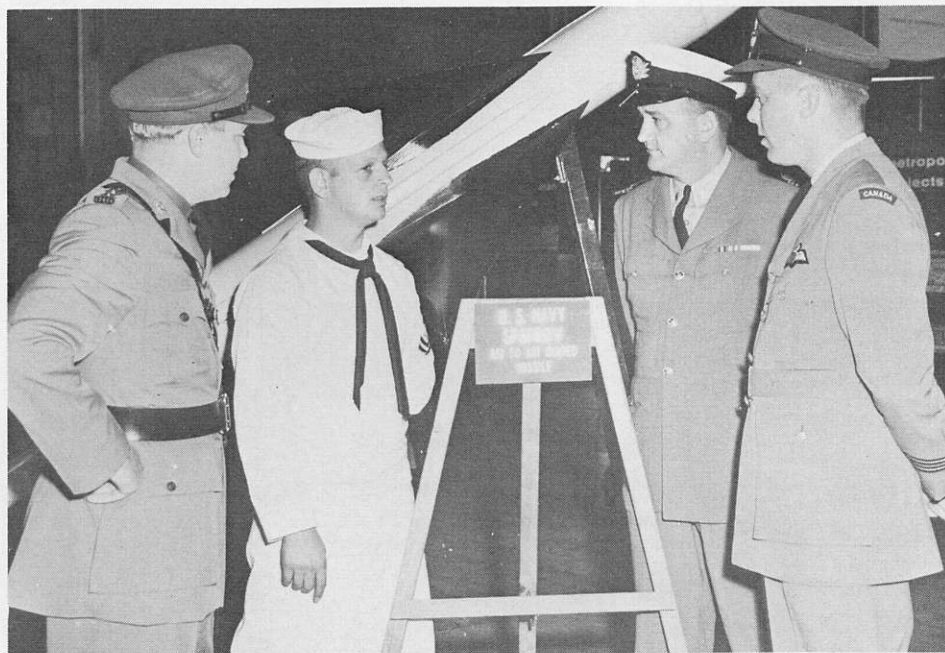
After taking the salute at the march past Commodore R. I. Hendy, Senior Naval Officer, Toronto, sent the following message to the drill team:

"Please convey to all ranks my congratulations on their performance before the grandstand last Saturday in which I had the privilege of taking part. The standard of drill displayed was well up to the high standard of previous years and reflected great credit on all concerned."

Captain A. F. Pickard, Chief of Staff to COND, also represented the RCN one evening on the saluting base. His message read:

"I was very impressed with the bearing and the smartness of the Armed Forces representatives at the CNE Wednesday night and I am certain that you are creating a most favourable impression in the minds of the public also. Well done!"

Prime Minister John Diefenbaker paid a friendly visit to the Armed Forces displays during opening day ceremonies. He was met by Captain (SB) William Strange, chairman of the Armed Forces Exhibition Committee, and other members of the committee



United States Armed Forces were represented at the Canadian National Exhibition in 1958 for the first time. Most of their displays, set up in the International Building, were built around the various types of guided missiles. In the above photo officers in command of the Canadian tri-service displays are shown getting the details on the USN air-to-air "Sparrow" missile. Left to right are Capt. Larry Jones, Army; Seaman James Lomberdi, USN, Niagara Falls, N.Y.; Lt.-Cdr. (SB) B. J. Gillespie, RCN, and Flt. Lt. Bill Read, RCAF. (COND-4938)



"Traditions that Live to Serve the Future" was the slogan that provided the title to a striking display at the Canadian National Exhibition this year featuring the Regular Officers' Training Plan and the Canadian Services Colleges. Personnel shown above around one of the old cannons from the Royal Military College, Kingston, during the CNE, represent three different generations. Cadet Kent Hawkins, left, belongs to today's classes at RMC while Commodore D. W. Piers is the commandant and a graduate of the college. (COND-4943)

who provided an escorting party for the prime minister while in the Armed Forces area.

VF 870 Banshee squadron from HMCS Shearwater, under command of Lt.-Cdr.

W. J. Walton, took part in the International Air Show over the CNE waterfront Friday, September 5. The air show had been scheduled as a two-day affair but the Saturday performance had





Whether it was in Vancouver, Toronto or Quebec City there was a constant rush on the RCN's nautical quiz displays. All the young would-be sailors were looking for a King Neptune certificate which was handed out when the questions about naval matters were answered correctly. This photo taken at the CNE quiz display booth shows John McGregor, 14, of Fergus, Ont., getting his Neptune certificate from Wren Betty Fitzsimmons of HMCS Stadacona. (COND-4936)

to be cancelled due to weather conditions. Lt.-Cdr. Harry Swiggum took over the microphone while the Banshees were airborne and he described the various formations and weapons and capabilities of the Banshee.

At the Quebec Provincial Exhibition Lt.-Cdr. Rene Gratton was in charge of the RCN displays.

New entry sailors from *D'Iberville*, accompanied by the *Cornwallis* band, staged the sunset ceremony. This was undoubtedly the highlight of the whole exhibition. Every evening thousands of people gathered in the floodlit square and watched with wonder as the young recruits, some of them only in the Navy for two months, went through their paces.

Members of the RCN(R) from HMCS *Montcalm* and *Champlain* Sea Cadets helped with manning the exhibits at the QPE including the nautical quiz which again attracted many people looking for a King Neptune certificate.

Attendance at the Pacific National Exhibition was in the neighbourhood of one million paid customers with the Armed Forces area receiving more than 150,000 visitors.

The PNE was opened with a two-and-a-half-hour parade through the downtown streets of Vancouver, with the famed band from *Naden* leading the colourful procession. Following were

units of the RCN, the United States Army, the Canadian Army and RCAF, and the RCMP. The salute was taken by Hon. George Pearkes, Minister of National Defence, who was accompanied by top ranking officers of the Canadian services.

The Armed Forces Exhibit was opened on the afternoon of August 18 by the minister immediately following an inspection of a tri-service guard. Among those taking part in the ceremony were Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast; and Commander A. L. Wells, chairman, Armed Forces Sub-Committee for the PNE.

The minister and his party then toured the Armed Forces Exhibit.

Among features of the Navy's section was an anti-submarine display featuring a large panel of which, by combining a motion picture and clever illumination of ships and submarines, the audience learned how Canada is prepared to meet a challenge of the undersea menace.

Forty-foot models of the destroyer escort HMCS *Margaree* and *Sioux*, on display outdoors, attracted considerable attention. The interior attractions included a showing of interesting items from the B.C. Maritime Museum at Esquimalt.

And again the King Neptune's Nautical College booth, at which audience members could answer naval questions

either "true" or "false" by means of pressing buttons, was the usual success. Several thousand special Neptune certificates were distributed.

Interest also ran high in the RCN's other static displays which included the homing torpedo, models of fleet units, and naval aircraft.

Guard and band personnel of *Naden* presented the dramatic Sunset Ceremony each night of the exhibition.

HMCS *Ontario* was at Vancouver for the entire duration of the PNE this year, serving as headquarters and accommodation quarters for all naval personnel participating in the PNE.

## BOWLING ALLEYS FOR SEA GULL CLUB

The Navy League's Sea Gull Club on Hollis Street has increased its facilities with the addition of six bowling alleys. The alleys, which have been constructed below the auditorium, were officially opened September 15.

Built with funds donated by HMCS *Shearwater* and additional funds for painting from HMCS *Stadacona*, the bowling alley, like all of the club's facilities, is open to all three services. As a further source of revenue, the alley will also be open to leagues and to the general public at specified times each evening.

The area below the auditorium now housing the alleys, was once known as the "Mardi Gras", which in the "old days" was the scene of dances and parties. With regular dances being held in the auditorium, this room was not being used. At the end of last June, construction of the bowling alleys began, and it was finished in early September.

The Sea Gull Club itself, owned and operated by the Navy League of Canada, is part of a program providing hostels for seamen ashore. It has sleeping accommodation for 167 service men, with a baggage room, and lockers for civilian clothing. Its facilities include a television room; a games room; a billiard room; cafeteria; snack bar; refreshment bar, and the auditorium, where dances, wedding receptions and an occasional talent show are held.

Manager of the club is Ivor D. Hambling, who is aided by a board of local businessmen and naval personnel who donate their time voluntarily to the club. B. A. Renouf is chairman of the management committee, which includes Rear-Admiral R. E. S. Bidwell, V. L. Brett, A. I. Lomas, H. O. Mills, F. H. Kernaghan and a representative of the Flag Officer, Atlantic Coast.

# HERE AND THERE IN THE RCN



When the Outremont returned to Halifax from a 4,500-mile northern cruise, Albert, Jr., the sailor-suited son, of AB Albert Piercey was promptly posed by the ship's bell with a reunited mom and dad. (HS-54274)



Fourteen naval recruits from various parts of Nova Scotia were attested at the one time in Halifax recently by the RCN Recruiting Officer. Front row, left to right, are Ordinary Seamen Frederick Morgan, Rockingham; Clarke Baker, Yarmouth; Joseph Bowers, Halifax; Lt.-Cdr. W. E. Williams, recruiting officer; Ordinary Seamen James McEachern, Glace Bay and Norman Whiteley, Sugarloaf, Victoria County; Rear row: Ordinary Seamen William Whitehead, Spryfield Dales; Leslie Smith, Wentworth Station; Harold Borden, Halifax; John Pinkerton, New Waterford; Ivan Corkum, Port Bickerton; Robert Fogarty, Hazel Hill, Guysborough County; Robert Williamson, Halifax; David Carter, Yarmouth, and Joseph Jamieson, Glace Bay. (HS-54719)



Looking jaunty in a commander's cap and with three gold stripes on her arm, wee Deborah Near "runs" the minesweeper Resolute from the captain's chair on the bridge during a dependents' day cruise in Halifax harbour. Three-year-old Deborah is the daughter of Ldg. Sea. Gordon Near. (HS-54323)



Cadet Captain H. L. Davies, Toronto, receives a sword from Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, for being the most outstanding third-year UNTD cadet in training with the RCN on the coast. The award was made at the Cadets' annual inspection in Stadacona July 11. (HS-53643)



# The First Ten Years

## How The Crowsnest Got Started and Kept Going

**T**HE CROWSNEST came into being in November 1948, but the magazine really had its beginning more than a year earlier.

It will be remembered that it was in 1947 that Canada's Armed Forces finally shook clear of their "interim" status and were able to turn their attention to organizing and planning for the future.

In the Navy's book were many plans and proposals, from the development of dramatically new types of ships—to the establishment of a monthly magazine.

The magazine idea had been widely and favourably discussed at Naval Headquarters for some time, and in August 1947 it was put on paper and submitted to the then Vice-Chief of the Naval Staff. The VCNS fully concurred in, and put his signature to the recommendation and the show, as they say, was "on the road".

The road, however, was not to be an easy one. Plans and specifications had to be prepared, production costs estimated and, most important of all, financial approval obtained to go ahead.

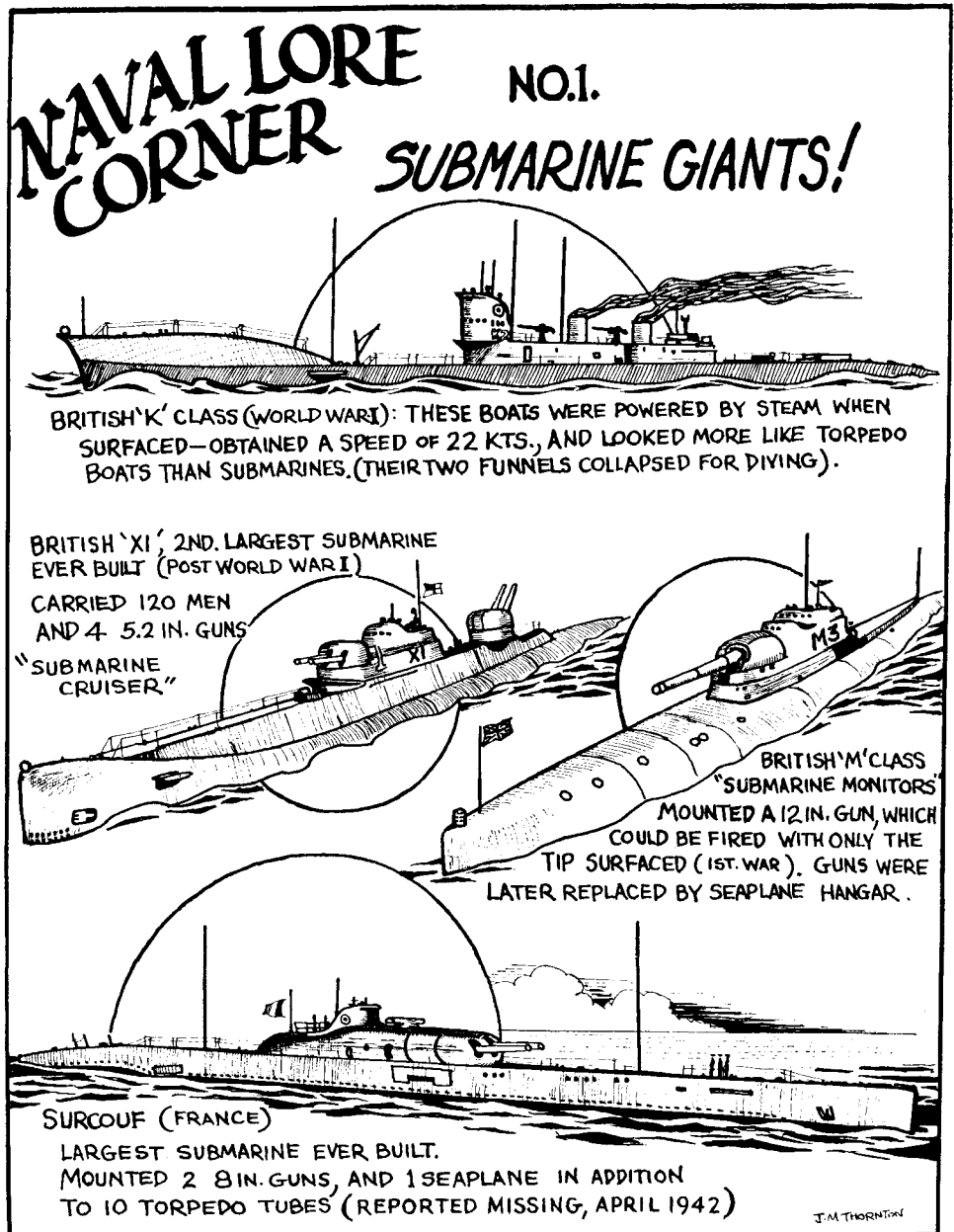
The driver now became the Director of Naval Information. Having made the initial recommendation and prepared the original plans, and being engaged in the business of word production, he was the obvious choice for the job of putting the thing together and making it go.

This was easier said than done. Since the venture was brand new, DN Inf had

to start from scratch. No staff existed, none was provided. Personnel already serving with DN Inf. became the staff, more or less "doubling in brass" as they hopped back and forth between regular duties and magazine assignments. Of magazine experience there was practically none, and everyone was learning

— often the hard way — as they went along.

The real problem, though, was material. Funds were granted for printing and distribution only. If the service wanted its magazine, it would have to write it itself. For its written content (photos were no great worry,



### Proud Claim— Two Parents!

Whence this magazine's name?

The common assumption would appear to be that it was inherited from HMCS Cornwallis' war-time publication, *The Crow's Nest*.

A check of inter-office correspondence, pre-dating publication of the magazine, shows that this assumption is largely correct.

However, *The Crowsnest* was fortunate enough to have two ancestors.

One was the aforementioned *Cornwallis* monthly, the other was the Sea-going Officers' Club in St. John's, Newfoundland, known throughout the fleet as "The Crowsnest". The memory of both institutions is perpetuated in the present magazine.

The first "Naval Lore Corner" appeared in the February 1952 issue of *The Crowsnest* and with the present issue the number in the series has reached 65. The artist, Lt. (SB) J. M. Thornton, RCN(R) of Vancouver, had earlier prepared a two-page spread of ships and aircraft of the RCN, which appeared in the October 1951 issue.

thanks to the naval photographic organization) the magazine was going to have to depend partly on articles and items composed "in line of duty", but mostly, and decisively, on material contributed voluntarily by personnel serving throughout the Navy.

In August 1948 a letter of some length was dispatched from Naval Headquarters to the Commands and divisions. It announced that approval had been given for the publication of a monthly magazine. It was to be known as *The Crowsnest*, and its purpose would be "to provide unclassified material of news, information, and to some extent entertainment value as a broad contribution to the internal morale of the Royal Canadian Navy and Royal Canadian Navy (Reserve), and to maintain interest in the Naval Service amongst former naval personnel . . ."

The letter emphasized that material for the magazine would be required monthly from all ships, establishments and divisions; described the departments and the type of material desired, and, as October 1 had been set as the publication date of the first issue, appealed for an immediate response.

It closed with the declaration: "The success of *The Crowsnest* will be in direct proportion to the measure of support given to it by naval personnel."

For a month there was nothing—not a word—from anywhere. Publication date was postponed to November 1 and a firm follow-up letter was dispatched. This brought a few contributions but still not enough to fill requirements. A further postponement was considered, and ruled out. By digging and scraping, the part-time editor and staff assembled enough material for the first issue and for a start on the second.

Early in November 1948 *The Crowsnest* was born, and to say those involved in the operation were happy is a considerable understatement. They had known the agony of the delivery room, and now they knew the unbounded joy of the father who sees his first-born.

The child may not have been any prize-winner, but to them it was a thing of unsurpassed beauty. Secretly they had had some misgivings as to whether it would ever come to life; and when it did, they were in no mood to see or find fault.

But the time for rejoicing was short. December's issue was already in the



## BRICKBATS AND BOUQUETS, TOO

All magazines get brickbats and bouquets.

The newborn and defenceless *Crowsnest* was once the subject of an editorial which said:

"The *Crowsnest* is not worth half what it costs . . . It is a straight propaganda sheet . . . Its uninspiring material would be just as effective in mimeograph format . . ."

Ouch!

Some of our bouquets have been indirect, such as inquiries concerning how to put similar magazines into production, or the numerous occasions on which newspapers, magazines and wire services have considered *Crowsnest* stories of sufficient interest to pass them on to their readers.

We also get letters like this:

"I should like to take this opportunity of saying how much I enjoy your magazine, both as a newspaperman and as a ex-Naval type. It is a credit . . . to the service."

That's more like it.

Then there was the occasion when shipping difficulties and the vast distances held up for three issues the delivery of the *Crowsnest* to the Canadian destroyers serv-

ing in the Korean war. Commander Canadian Destroyers Far East penned a message:

"No *Crowsnest* received subsequent to September. Request investigation and expedition of further delivery as this magazine is popular with the ships' companies and is eagerly awaited."

Just about that time one of the naval divisions gave evidence that it felt representation in the pages of *The Crowsnest* mattered. An urgent message was requested from the division requesting that space be reserved or a photograph "showing Santa Claus on a breeches buoy at our annual Christmas party".

This was the kind of flattery that could not be ignored. The space was reserved and six complimentary copies of that issue were despatched to the old saint's residence at the North Pole.

Let not the foregoing be interpreted as begging for sugared favours. As long as enough nice things are said to keep our hearts warm, as long as enough constructive criticism comes through to keep us on our toes, we'll be happy.—The Editors.

mill and January's deadline was fast approaching. Editor and staff turned to with a will.

As encouraging as the sight of that first issue was the reception it got in the Fleet. Many people went out of their way to write letters or pass verbal congratulations, and those who were critical were sympathetically and constructively so.

Best of all, there came a quick and considerable response in the form of contributions. Once it saw the magazine in tangible form, the Navy rallied royally to the support of *The Crowsnest*.

That support has persisted ever since and has been primarily responsible for the continued existence of the magazine. It has fluctuated, and its form has varied from month to month and year to year. The editor has to depend on what comes in for what goes out, and considerable editorial attention is often needed; but never once has he been short of material at deadline time.

In fact, soon after *The Crowsnest* got under way, so much copy accumulated that the type size was reduced to permit more wordage per page. And when finances permitted, the size of the magazine was increased from 28 to 32 pages.

*The Crowsnest* has never pretended to be a professional publication and, indeed, has prided itself on the fact



that it is not. For all of its life it has relied for most of its content on voluntary, unpaid contributors who have seen active support of *The Crownsnest* as one more way in which to serve the Navy. In the Service, there have literally been hundreds of them, from ordinary seamen to admirals. And there have been more than a few outside—former officers and men and others without naval connection but with a strong interest in the Service.

All of these have been a part of *The Crownsnest*, and to all of them, on its

### **Many Changes In Past 10 Years**

The ten-year period between 1948 and 1958 saw the Royal Canadian Navy rise from its post-war decline to become the largest peacetime naval force ever to serve the Dominion of Canada and also saw the RCN reconstituted as a highly-specialized anti-submarine force.

At the end of 1948, there were 14 of HMC Ships in commission and a total of 7,575 personnel in the regular force. In the autumn of this year, 52 ships were in commission, more than a score in reserve, and regular force personnel including officer cadets and apprentices, totalled 20,369.

The active list of the RCN(R), however, remained fairly constant in size during the same period. At the end of 1948, the total number of personnel on the active list, including UNTDs, was 4,201. In the autumn of this year, the total was 4,229 officers and men.

The fact that the Reserve showed little change in strength was partly due to a re-assessment of the function of the reserves of the three armed services and a consequent reduction in the officer strength early this year.

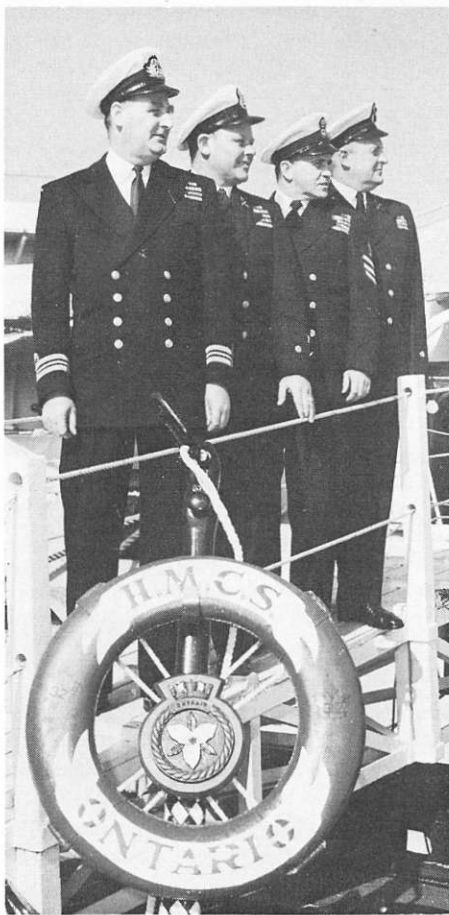
Both training cruisers—the Quebec and the Ontario—which operated so successfully during the past ten years, have gone. Their departure is making it possible to man, without undue strain, the continually growing number of new anti-submarine destroyer escorts, the first of which, the St. Laurent, was commissioned three years ago, on October 29.

The past decade has been a period of growth and rapid change. It seems hardly venturesome to predict that there will be as drastic changes in the make-up of the Navy in the next ten years as there were in the last.

10th birthday, *The Crownsnest* takes the opportunity to express its sincere thanks.

*The Crownsnest* is most grateful, too, for the staunch support it has consistently received from successive Chiefs of the Naval Staff, Naval Boards, Flag Officers and others in senior positions. Not only have they encouraged interest, but they have made many helpful suggestions and submitted personal contributions. *The Crownsnest* appreciates, too, the fact that there has never been even a hint of management from on high.

During its lifetime the magazine has had two editors, the founding editor serving until 1953 and the present one for the past five years. Both editors (and it is to be hoped that this fact has not been too evident) are former prairie newspapermen; both joined the Navy in 1940; both served in the North Atlantic, both had a whirl at



With her at the start and at the finish four members of the ship's company of HMCS Ontario could claim a special interest in the paying off of the cruiser for disposal on October 15. They joined her when she commissioned for the first time in April 1944 and the four or more appointments which each of them served in the ship since then added up to more than 20 years. From left to right they are Ordnance Lt.-Cdr. George Moyes, CPO Tom Angus, PO Rick Bridges and CPO Adam Cochrane. (E-47232)

"civvy street" and, as requires no saying, returned to the Navy again.

They are agreed in this, that the editorship of *The Crownsnest* is a most interesting and rewarding task. The friendly reception that has been accorded the magazine both in and beyond the service, the active interest of the contributors, both officers and men, and the fact that the position offers an unequalled vantage point from which to observe the activities and progress of the Navy contribute immeasurably to the satisfactions of the job.

### **Poetic Envoi in First Crownsnest**

On the page to which readers now turn to study the Naval Lore Corner, the first issue of *The Crownsnest* in November 1948 carried a poem by "F.B.W." The writer was Cdr. (SB) E. F. B. Watt, who has since retired. A well known Canadian poet, Cdr. Watt won wide acclaim for his epic of the North Atlantic convoys, "Who Dare to Live"

If you've seen Cape Flattery flashing,  
If you've heard the Race Rock bawl,  
If you've glimpsed the short swell  
smashing

Sambro Lightship through a squall,  
If you've stirred to fishes fighting  
Where Bermuda's sea turns blue  
You're the man for whom we're writing—

Yes, this magazine's for you.

If you've heard arresters screaming  
As the Furies pancake in,  
Seen a Tribal's bow-wave creaming,  
Pulled a whaler to win,  
If you've felt a turret fighting  
As a single-hearted crew,  
You're the man for whom we're writing—

Yes, this magazine's for you.

If you've heard the beefers natter  
And the brainy lads give tongue  
When the messdeck stops to chatter  
Just before the micks are slung,  
If you've done your own reciting  
Of what Naval Board should do,  
You're the man for whom we're writing—

Yes, this magazine's for you.

If you've learned and kept on learning  
Since you joined the RCN  
That to keep the screws a-turning  
It takes more than steel and men,  
If you've felt a spirit biting  
That no landsman ever knew,  
You're the man for whom we're writing—

Yes, this magazine's for you.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS *Ottawa*

The past summer gave the "Eager Beaver" her first chance of visiting her birthplace and getting as near as possible to the river after which she is named. The visit to Montreal in early June opened a month of visiting St. Lawrence River and Gulf ports, which included participation in "Champlain Week" in Quebec City and visit to Trois Rivières, Que., and Chatham, N.B.

The river cruise produced its odd moments, including the pursuit of a supposed surfaced submarine (which turned out to be the *St. Croix* on her builders' trials with her appearance distorted by a temperature inversion).

July was the summer leave period and saw a change of commanding officers when Cdr. W. H. Willson succeeded Cdr. C. R. Parker.

An event of interest took place in July when Lt. Max Reid and his merry men carried out a "treasure hunting" expedition for HMS *Tribune*. The *Tribune* was sunk off Tribune Head near Herring Cove, in the late 18th century, with hundreds of immigrants aboard. Captain Cook's own charted position of the tragedy was used but no trace of the vessel could be found. Nevertheless, AB Ronald Austin and other divers from the Third Squadron gained some invaluable experience from their venture into the deep.

### HMCS *Sioux*

The *Sioux* sailed early in August for one of her many visits to the Newfoundland area in the past year. On this occasion, the ship sailed under the command of Cdr. A. B. C. German, who was previously Assistant Director of Naval Training at Naval Headquarters. Cdr. German relieved Cdr. P. G. Chance, now officer-in-charge of the Navigation Direction School in Stadacona.

Another change for the *Sioux* is the executive officer, Lt. H. D. W. Bridgman, who previously served in the *Saguenay*. Lt. Bridgman relieved Lt.-Cdr. (P) J. N. Donaldson, who is on headquarters staff in Ottawa.

The *Sioux* landed a softball team at St. John's, Newfoundland on Saturday, August 23. The team trounced a combined Army-Navy team from *Avalon*



Dockyard employees wrestle the 2,200-pound centre section of the Royal Arms which once adorned the Customs Building onto a flat bed truck to take it from the Ralston Building to the Dockyard for refurbishing and eventual display on a site overlooking the parade square. The Arms, made of bronze, weigh three tons when flanking lion and unicorn are included. (HS-53937)

25-13. Home runs were scored by Ldg. Sea. Carr and PO Leppard.

Subsequent to departure from St. John's the ship spent another week in the Newfoundland area before returning to Halifax and undergoing the annual admiral's inspection.

### HMCS *Lauzon*

October 3 marked the end of an eventful five-year commission for HMCS *Lauzon*, but it is expected that the frigate will resume old duties on completion of her six-month refit.

Since December 12, 1953, some 700 officers and men have served in the *Lauzon* under four commanding officers—Lt.-Cdr. (now Captain) H. A. Porter, Cdr. (now Captain) M. J. A. T. Jette, Lt.-Cdr. J. C. Carter, RCN (Ret'd) and Lt.-Cdr. D. O. Campfield, respectively. This postwar commission included the steaming of about 200,000 miles.

A detailed review of ship activities in 1958 had the frigate returning to Halifax February 26 after three weeks in the Bermuda area. The ensuing two

months of docking and self-maintenance saw the ship's hockey team active. When the Seventh Canadian Escort Squadron returned to Halifax from Maple Royal, the *Lauzon* contributed players for a squadron team which eventually won the consolation round of the Atlantic Command competition.

On April 26, the ship sailed for Newfoundland for a three-week period of operational training during which she paid two refuelling visits to St. John's and was very well received on each occasion. PO W. H. Warner, a shipwright, won the beard-growing contest on this trip and *Newfy News*, a twice-weekly paper complete with comics was published by Lt. (S) G. W. Blackburn.

The ship returned to Halifax in mid-May for a brief stay alongside, then returned again to the waters of Canada's tenth province. Early in June, the ship began service on the new entry training run, by the end of August having provided nine *Cornwallis* divisions with one-week cruises. The average strength per division was 65 men.



By September 1, the ship's destoring program was in effect in preparation for paying off. Most of the refit is being done at Ferguson Industries, Pictou, N.S.

The *Lauzon's* first commission began in June, 1944, on her completion at Lauzon, Quebec, the shipbuilding town after which she was named. She was employed on escort duties on the North Atlantic and on one of her first wartime crossings, carried out an extensive but inconclusive attack on a U-boat. She was paid off into reserve on the East Coast at the end of the war.

The ship was taken in hand and extensively modernized at Sorel, Que., to begin her first postwar commission near the end of 1953. She is a Prestonian class frigate, 2,360 tons displacement, 301 x 36 feet, with a usual complement of 140 officers and men.

### HMCS Cornwallis

Included in the large number of drafts to and from *Cornwallis* was an outgoing chit for CPO George Coles, president of the Chief and Petty Officers' mess, to join the *Bonaventure*. Welcomed aboard as mess president was CPO James Paige, of RCNH staff.

Another familiar face now absent is that of CPO Sam Rumson of the training office staff, who has joined the *Saguenay*. He has been replaced by CPO John Rogers, recently arrived from *Naden*. Chief Rogers was the proud recipient of a pewter stein, presented to him by the mess president on behalf of the chief petty officers of *Naden*, where he had served for the past two years as mess manager.

First on the social calendar was the Sixth Anniversary Ball on September 13. Dancing to the music of the naval orchestra continued until the small hours. The mixed bowling league, with 18 teams participating, rolled off to a good start on Monday, September 15. To start the winter season off with a bang, the mess held a hard times square dance and corn boil on September 27.

The summer quiet that hung over the ship's company seamen's mess at *Cornwallis* has been broken by the Fall Formal held on October 11 and the Wednesday night bingos and Monday night shows.

### Leadership School

September marked the beginning of the autumn training program in the Leadership School at *Cornwallis*. Following close upon the heels of the departing Reserve classes came No. 47 Officers' Divisional Course and No. 94 Petty Officers' Leadership Course.

One of the more successful projects this fall has been the class debate. An assignment of this type was given to the officers' course on a trial basis early in the month.

The subject for debate was "Resolved, that father is a steadily declining force in the home" and sides were chosen by the course members themselves. A/Instr. Lt. H. E. Comstock, was chosen chairman of the team in favour of the resolution while A/Sub-Lt. (W) E. H. Leadbetter, headed the team upholding father's position. A lively discussion ensued under the Oxford University rules in which everyone took an active part. It was decided on a free vote of all present at the conclusion that father, indeed, was losing his position in the family.

It was then the turn of the petty officers' course to display their powers as parliamentarians and to this end an equally successful debate was held. PO J. Williams was chairman of the side upholding that "Husbands and wives should have separate vacations". The affirmative side was unsuccessful in putting across this point against the able argument of PO D. E. Bruce, and his cohorts who felt that families should spend their vacations together.

### HMC Communication School

A considerable change in the officer staff of the Communication School in *Cornwallis* occurred in August. Among the departures were Lt.-Cdr. R. F. Gladman to Cancomft's Staff, Lt. B. M. Saper to *Bonaventure* and Lt. A. E.

Young to *Stadacona* for JOLTC 'Q'. Officers who joined the staff were Lt.-Cdr. F. I. Dunbar from the *Bonaventure*, Lt. K. M. Young from the *St. Laurent*, and Lieutenants Donn Carmichael and H. R. Wilcox, who have just completed their Long (C) qualifying course.

Staff changes also were evident among the staff Chief and Petty Officers. CPO Bouchard, PO Hindle and PO R. V. Connor joined from the West Coast, PO G. K. Lonar joined from the *Lanark* and P2CV Marsh came via leave from *St. Laurent*. CPO D. L. Palmerston left for *Stadacona* (temporary) en route to a new DDE.

The visit of HRH the Princess Margaret, enabled CPO B. L. Roberge to have the pleasure of watching his daughter Carol, with others of the children's ballot group, in a special performance of the group for the Princess at the Digby Pines Hotel.

Instruction of Trade Group I candidates continued at a steady pace. CV100 completed its course August 4 and Ord. Sea. G. W. Snooks was awarded a prize for gaining top marks in his class. Four men of CR 119 completed their course and were drafted to their first ships.

On August 29 the officer in charge presented qualifying (C) certificates to four officers of the RCN(R) who successfully completed a ten-week course. The officers who achieved this qualification were Lt.-Cdr. Wm. Mellalieu from *Brunswick*, Lt. J. P. Hylton, of *York*, Sub-Lt. J. C. Leefe of *Scotian* and A/Sub-Lt. D. R. Brillinger from *York*.

Members of the Commonwealth Association visited *Cornwallis* during a tour of Nova Scotia that preceded their presence at the opening of the bicentenary session of the Nova Scotia legislative assembly. Shown left to right at the head table during luncheon at *Cornwallis* are: Sir Velepula Kwomaramswamy, High Commissioner of Ceylon; Captain M. J. A. T. Jette, commanding officer, *Cornwallis*; Attorney-General R. A. Donahue, of Nova Scotia; Hon. Roland Mitchner, speaker of the House of Commons, Ottawa; Cdr. W. S. T. McCully; R. Russell, MP, of the United Kingdom, and Premier A. W. Matheson, premier of Prince Edward Island.



## RADIO STATIONS

### Naval Communications Facility (Frobisher)

Late summer was a busy one for the personnel at Navcomfac Frobisher. With Operation Sealift in full swing the radio operators at the RCN Radio Station (CFII), supporting the Military Sea Transport Services in their sea lifting operation, gave a good account of themselves in the world of radio communications.

Some 50-odd ships have taken advantage of the facilities set up by the RCN at Frobisher by mid-September—some on DEW Line supply, and others on ice patrols through the Northland. The service was extended to include Lancaster aircraft of the RCAF.

Meanwhile life in Frobisher continued to throb and pulse as in any larger community much further to the southward. The airport was constantly busy with the commercial air lines (both passenger service and supply line), aircraft landing and taking off at all hours.

The model village for the Canadian Eskimo is a scenic little group of houses situated not too distant from the airstrip and one's first impression on topping the last hill and looking down at the multi-coloured bungalows nestling among the craggy shore-side rocks is not unlike that experienced when visiting some small fishing community along Canada's east coast.

The villagers, numbering a few hundred, include a mixture of school teachers, nurses and Northern Affairs administrators necessary to make the village possible for the remaining residents who are Eskimos.

The month of August was a memorable one for some members of the staff, for HMCS *Outremont* paid a short operational visit to Frobisher and a small number of eager naval ratings went to meet her as she came to anchor a few miles from the base. It was good to see Canadian sailors again and the excited tones of the landlocked sailors as their small boat pulled alongside the jumping ladder was indicative of that feeling of brotherhood of the sea which is predominant among sailors.

Later during the early stages of September, Frobisher was host to a group of senior naval officials headed by Commodore James Plomer, who inspected the naval facilities.

At a later date Frobisher was visited in turn by Minister of Transport George Hees and party, Vice-Admiral John M. Will, USN, (COMSTS), Rear-Admiral Donald Eller, USN, and Rear-Admiral

H. F. Pullen, Flag Officer Atlantic Coast, Commodore O. C. S. Robertson, first commanding officer of HMCS *Labrador*, and several other senior officers. Toward the end of the month still another VIP party, consisting of Hon. George Pearkes, Minister of National Defence, and his group paid a visit to the isolated northern post.

As September wore on the caribou and seal hunters among the Eskimos began to display their wares. Not an uncommon sight was that of drying caribou and seal skins stretched out in the waning sun. Soon winter would be upon the area and scattered ice floes would be joined by a solid mass of ice and snow, with us until next July.

Navcomfac was scheduled to cease operation about mid-October and it was with perhaps a twinge of regret that the days appeared to be sliding by rather rapidly.—J. L. K.



## PACIFIC COMMAND

### HMCS *Antigonish*

The *Antigonish* was employed throughout the summer months as a junior member of a three-ship task unit committed to officer cadet training.

The first cruise of the period began on May 19, when the *Antigonish*, with 24 cadets of *Margaree* division embarked, sailed in company with the *New Waterford* and *Beacon Hill*, for Pearl Harbour and Hilo, Hawaii. Competitive evolutions, general drills, seamanship and ships routines were climaxed by the hula gyrations exhibited by the commanding officer, Lt.-Cdr. R. W. J. Cocks, guided capably by Miss Aloha Hawaii of 1958, upon arrival in Hilo.

"Roster" position of the ship did not affect the enthusiasm and efficiency of either the ship's company or the cadets

since both had earned for the *Antigonish* the privilege of wearing the "Cock o' the Walk" on return to Esquimalt.

The second cadet cruise saw Everett, Washington, as the first port of call. The task unit was honoured in that marching units from the three ships occupied the leading position in a two-hour, 4th of July Independence Day parade.

Following cadet training at Nanoose Bay, the *Antigonish* took her anchorage off Royal Roads for the Royal Fleet Review by HRH the Princess Margaret, the highlight of British Columbia's Centennial Year.

This momentous occasion preceded Fleet Week in Vancouver, at which all units of the Pacific Fleet were represented. Daily "open-house", athletic competitions and sundry entertainments provided by citizen groups and HMCS *Discovery*, culminated at week's end in an impressive night illumination and fireworks display.

Cruise "Charlie" was one of more familiar routine — competitive drills, general seamanship and ship familiarization. Highlights included visits to Prince Rupert, Juneau, Alaska and Seattle, Washington. *Kootenay* division cadets, excelling in their participation, topped the competition offered by *New Waterford* cadets and once again the "Cock o' the Walk" was at the masthead.

### HMCS *Naden*

A guard and band from *Naden* played a leading role in the fanfare and ceremony held in Victoria on September 29 to officially open the city's annual Community Chest's fund-raising campaign.

The "Chest" ceremony was held in front of Victoria's famed Empress Hotel, with Hon. Frank Ross, Lieutenant-Governor of British Columbia, heading a group of civic leaders taking part in the program. It was hoped Greater Victoria would donate a total of \$300,000 before the money-raising drive ended.

Symbolic of the drive was a large plastic balloon carrying a Community Chest banner. It floated high above a central downtown building, and was raised as donations to the Chest increased.

Before the actual ceremony, in which the Lieutenant-Governor cut a ribbon to release the symbolic balloon, the *Naden* band led a parade through the downtown streets of Victoria. In the procession were Army and RCAF contingents, and a motorcade carrying representatives of Community Chest agencies, and various civic organizations.



# THE NAVY PLAYS

## **Softball Champs Fourth Year in Row**

For the fourth year in succession, HMCS Churchill, naval radio station, won the Fort Churchill Garrison softball championship after hard-fought battles with Canadian Army, RCAF, United States Army, Defence Research and Canadian Legion teams.

Churchill's team lost but three games during the season—a season that was followed with high partisan interest by the servicemen and civilians in the area.

The semi-finals were played between U.S. Army and Defence Research on the one hand and Canadian Legion and RCN on the other. RCN won against the Legion two to one in a three-game play-off and squared off against Defence Research for a best-of-three championship series. Playing in increasingly deteriorating weather with high winds and rain, the Navy swamped their opponents in two straight games.

Colonel N. J. W. Smith, the Garrison Commander, presented the championship trophy to the Navy captain, AB Bob Barker, who, with his team-mates, returned it to its honoured place on the quarterdeck of HMCS Churchill.

## **York's Sailing Season Closes**

The first season of racing is over for HMCS York's Royal Canadian Naval Sailing Association, and all members were sorry to see the fall end the cooling cruises. The "crystal ball department" envisions an even better season in 1959.

The year's racing ended September 21 when the Toronto squadron held a two-day regatta at York. Captain John Goodchild presented the four awards.

Fleet Champion was Ord. Sea. Ted Avis; runners-up were Leading Seamen Dave Gasser and Robert Stone. The squadron award went to Robert Stone;

runners-up in this group were Sub-Lt. Mike Scarlett and Alf Edwards.

The third award—Regatta Champion—was won by Robert Stone with runners-up Surgeon Captain John Duckworth and Ord. Sea. Avis. Fourth and last away for the best crew went to AB Phillip Smith and the runners-up were Sub-Lt. (W) Jane Weld and Wren Moyra Haney.

The squadron was formed in May 1958 and since the middle of June has taken part in five regattas at the Hamilton RCNSA in Ottawa, and in Toronto at the RCNSA, National Yacht Club and the Queen City Yacht Club. Of the 53 members, 17 have skippers' qualifications.

## **Navy Juniors Defeat UBC**

Navy juniors cracked out a 14-point win against UBC Jaycees in an exhibition Canadian football game in Vancouver.



Civilians and Canadian or U.S. servicemen are all grist to the mill of the men of HMCS Churchill when it comes to softball. For the fourth year in a row the landlocked sailors have trounced everything in sight to take the Fort Churchill Garrison softball championship and send the handsome silver trophy back to its well-earned spot on the quarterdeck. (Canadian Army Photo)

UBC, with 13 of their Western Conference Thunderbirds in the lineup, failed to hit the scoring column.

### Net Championship For Stadacona

Stadacona emerged on top of the Atlantic Command tennis championships, finishing ahead of Cornwallis, with Shearwater third. Play concluded August 24, on Stadacona courts.

Lt.-Cdr. Charles La Rose, commanding officer of the Fort Erie, won the men's singles by beating Sub-Lt. (E) Yves Lemieux of Stad 6-3, 6-1 in the semi-finals, then toppled Capt. Gerry Boucher, Army 6-4, 6-0 in the finals.

Later he teamed with Boucher in a 6-2, 6-4 men's doubles victory over Lemieux and Sub-Lt. (E) Pierre Bedard of Stad. The ladies' doubles went to Mrs. Pimenoff and Mrs. M. Wellman of Cornwallis and the Pimenoffs, husband and wife, won the mixed doubles.

### Shearwater Debut Spectacular

Shearwater Flyers made a promising debut in the 1958 inaugural of the Nova Scotia Football League, blanking Stadacona 38-0 on September 20. About 3,000 people turned up to see if the loss of 16 of last year's players would harm the air boys.



Talking backfield kinks to big guns of the West Coast football team is Chaplain Ivan Edwards, head coach. From left are Chaplain Edwards, Ldg. Sea. Bill Shirley, AB Gerry Porter, Ldg. Sea. Will Lennox, and assistant coach, Lieut. Vince Greco. (E-46661)

Flyers, 1957 Canadian Intermediate Champs, produced two new stars instead from junior ranks and a third who has put the foot back into football for the Dartmouth air station team, very weak last year in this respect.

Up from the junior league is Kerry Briard, a glue fingered end, and Brent Steele, a fullback who lugged leather 124 yards in 26 trips from scrimmage. Guard Eldon Johnston kicked two field goals, both 18-yarders, and converted two touchdowns.

The Flyers concentrated on aerial attack, which they expect will be a strategic necessity this year due to the loss of Bob Hayes, Bruce Walker and Buck Taylor who were last year's scoring stars. The aerial attack sewed up the game, because the ground advances were more or less the same as those for Stad. Most of all, the Shearwater crowd was alert, picking up a Stadacona first play bobble and running it to score in just two plays from the 26-yard line.

The hapless Halifax squad never got into the game from this first, costly, fumble. Only twice did they even get across the centre line throughout the game, played on the Flyer-leased Dartmouth ball grounds. They did make one courageous goal line stand, but once was hardly enough.

Here is a quarter-by-quarter tally of the rout: First—Steel and Briard, a TD apiece, and Johnston's toe tooled a convert and field goal. Second—Davidson rouged and Harper teedeed. Third—Johnston booted another 18-yard field goal. Fourth—Another Davidson rouge, two Axeford safeties, a Briard TD and a Johnston convert.

Stadacona had a pre-season tryout the previous Saturday at Saint John, N.B. They ran up an 18-0 lead only



Construction of a curling rink for the RCN Curling Club of Ottawa commenced the latter part of September at HMCS Carleton. On hand for a sod-turning ceremony were, left to right, Commodore W. G. Ross, past president and initial organizer of the club; Cdr. W. R. Inman, commanding officer of Carleton; M. J. Sulpher, the contractor and Lt.-Cdr. Vic Skinner, president of the club. The contract calls for a single-storey building with four sheets of ice to be laid on elevated reinforced concrete slabs, a type of curling rink construction new to the Ottawa area. Present membership of the RCN Curling Club, Ottawa is 120, and it is planned to extend membership to some 60 wives of members. The new rink was scheduled to be ready by December 1, 1958. (O-10802)



to have the Wanderers come back in the final frame for a 19-18 storybook finish. An exhibition game, it showed *Stad* could pay good ball with its young, quick team, provided inexperience didn't get the best of them. In the tiff with *Shearwater* the following week, unfortunately, the *Stad* team blew up on the first play and never quite caught up with the Flyers.

### **Junior Gridders Score 3 Wins**

Both the Intermediate and Junior football team at *Naden* were shaping up nicely by mid-October.

In the Intermediates' early games they were defeated 32-0 by Oak Bay Drakes, came back to defeat the Mayo Vampires 26-6, and then lost again to the Drakes 33-15.

The Junior swamped the Mayo Vampires 42-13 in one games, blanked them 33-0 in a second, and then took an exhibition game from the University of British Columbia 14-0.

### **Track and Field Meet at Naden**

Gunnery and Supply won the Team Aggregate trophy with 52 points in the *Naden* track and field meet in September.

*Naden* Technical School was in second place with 51 points, Medical and RCNH held third spot with 39, NDTC and TAS were fourth with 36 and Communications and Wardroom trailed with 34 points.

One purpose of the meet was to select a team for the Command Track and Field Meet.

### **Naden Children Learn to Swim**

Swimming classes for children of naval personnel have commenced at *Naden*, with 400 registered in the non-swimmers, beginners and advanced beginners classes.

One of the main points stressed in the classes is water safety.

### **Softball Team Charters Plane**

Naval Radio Station Aklavik eked out a 9 to 8 win over a construction crew softball team at Inuvik (Man's Place), the new townsite of Aklavik.

The Navy team members chartered a Beaver float plane to take them across the McKenzie River delta for the game, played on the partially completed airport runway.

The return game, played at NRS Aklavik, saw Navy squeeze out an 8

to 6 victory over the construction men.

Following the game the teams held a wiener roast on the banks of the McKenzie.

### **Technical School Barracks Champs**

*Naden's* 12-team inter-part league fought the first week at softball, the second in a tabloid of sports, and the third and fourth weeks in softball and volleyball.

Naval Technical School "A" took the monthly make and mend with a total of 24.8 points, followed closely by Communications with 23.8 and by NTS "B" with 22.

NTS "A" Division also captured the summer Cock-o'-the-Barracks trophy with the highest total points in the Inter-Part sports April through September.

### **82 Take Part In Golf Tourney**

Eighty-two participants competed in the three-day annual Corby Wiser-Ontario Trophy 54-hole golf tournament in Victoria.

CPO John Shea, captured the Corby Wiser Trophy, while the Ontario Trophy went to Ldg. Sea. Conway Bergstrom.

CPO Shea's three-day net scores were 67, 63 and 57, for 187, and Ldg. Sea. Bergstrom's net points were 86, 78 and 80, for 244.

### **Soccer Title For Shearwater**

*Shearwater's* soccer side won the Atlantic Command title, downing *Cornwallis* 5-0 on home pitch September 20.

The *Shearwater* eleven knocked out RCAF Greenwood 6-0 in the semi-final on the naval air station field and the new entries got into the final by blanking the Seventh Escort Squadron 3-0 at *Cornwallis*.



### **Stadacona Keeps Water Polo Title**

*Stadacona* hung on to the water polo championship of the Command by dousing *Cornwallis* 8-4 in the *Shearwater* pool, September 13.

Each posted two wins in the single round robin among four teams. *Cornwallis* crested *Huron* 11-6 and *Outremont* 5-1 while *Stad* drowned *Outremont* 17-0 and *Huron* 11-4. Completing their set, the *Huron* also had it in for *Outremont* 15-1. The frigate's long stay up north was reflected in her scores.

### **Army Captures Patterson Trophy**

In West Coast Tri-service softball, Army downed a Navy representative team 8-5 to win the O'Patterson Trophy. The Navy team earlier had scraped out a 6-5 victory over RCAF Comox in an 11-inning game.

### **Brunswick Wins Softball Title**

The Saint John, N.B., naval division Brunswick became the first champions of the Armed Services Softball League in the Saint John area when they upset the Royal New Brunswick Regiment 10-4 to take the best-of-five in three straight.

Emblematic of victory in the League, which has just completed its first season of play, is the Thorne Trophy.

### **Cornwallis Plays Miniature Golf**

Harking back to the 1930s, *Cornwallis* has revived the once popular game of miniature golf by installing the first course of its kind in the RCN and Nova Scotia.

Purchased by the Ship's Fund for the use of personnel at the establishment, the course has already proven so successful that consideration is being given to lighting it to extend the season.

### **Submariners Top Cricket League**

The Sixth Submarine Squadron topped a four-team cricket league by edging the Naval Research Establishment in a thrilling last match. The other teams included *Stadacona* and Cossors of Canada.

In the last game, with NRE batting first on a matting wicket, submariners bowled them out for a mere 31 runs. But, with a very slow field and extra keen fielding by NRE, SM-6 batters were hard pressed to make the necessary runs. PO Boore, ninth man in, got the winning runs with a mighty hit for two to save the match for the subs.

# A GUIDE TO BOOKS ABOUT THE SEA

THE SEA has a long and voluminous literature and, in "The Sea Story", Frank Knight points the way to the best of it. At least that is the stated purpose of his book but, besides being an annotated bibliography, it is a concise history of seafaring before the days of steam.

Frank Knight holds an "Extra Master's" ticket and writes a vigorous, seamanlike style worthy of a master mariner. What is not so usual about the author is his knowledge of literature. He has spent his watches below and time on the beach profitably, reading deeply in the history of his chosen element from Jason to C. S. Forester.

The matter is arranged chronologically. There is a chapter of history followed by a list of books (or sometimes with several small lists scattered through it) then another chapter of history. The lists include history and fiction either written at the time or referring to it and written later. You can read the text and ignore the bibliography the first time through and then the book is a series of fascinating stories. If any chapter interests you particularly, you can go back to it and follow up the leads provided in the list of books.

The book has its weaknesses: a historian might quarrel with many of the opinions; a literary critic might wish that Knight's reading had been wider (he dismisses a phrase of Wordsworth's as "modern cant"); North American librarians will wish that the book citations were fuller—their English opposite numbers seem to get along with much less; but the book is not intended for them—they can just keep their noses out of what is not their business. If the historian presses his objection, it can be pointed out that the book provides its own remedy by directing the reader to the sources of information so that he can form his own conclusions.

An interesting feature of the last chapter, "The Swan Song of Sail", is a precise definition of the term "wind-jammer". Most people think of it nowadays as a journalist's word or a derogatory term used by the early steam-navigators and meaning any sailing vessel. Knight says: "Big ships were built of 3,000 tons and more, mostly of iron or steel, which old sailors said 'jammed themselves into the wind'; and others were said built by the mile and cut off in lengths as required." They were

mostly three- four- and even five-masted barques and they followed the era of the clipper, which lasted only a quarter of a century, 1849-1875.

There are two appendices useful to beginners in studying the history of seafaring: "The Hakluyt Society and Others", which gives information about English societies and institutions interested in the subject, and "On the Use of Public Libraries" with a few notes on techniques of book finding and the Dewey Decimal System of classification.

## THE NEW 'DUTTON'

"DUTTON'S NAVIGATION and Piloting" replaces "Dutton's Navigation and Nautical Astronomy" as the official teaching text for this subject in the United States Navy. The complete reference text on this broad subject is the "American Practical Navigator", popularly known as "Bowditch", the name of the original author.

Published by the United States Naval Institute on July 1, 1958, "Dutton" has been brought up to date by a more detailed treatment of loran and new chapters have been added on polar and lifeboat navigation. It is perhaps unfortunate that the treatment of radio aids to navigation has not been more comprehensive.

While the basic problems of navigation and pilotage are, of course, common

## RCAF JOURNAL AGAIN APPEARS

The third issue of the RCAF Staff College Journal, an annual publication for officers and other students of military affairs, was due off the press in late October.

This year's issue contains articles on air power in the missile age by Air Vice-Marshal E. J. Kingston-McLoughry, Colonel Shelton, USAF, Wing Commander John Gellner, RCAF, and E. Wall, of de Havilland. Also to be found in this year's Journal is the \$250 prize essay, articles of general military interest and book reviews. Instructor Captain Martin H. Ellis, RCN, is numbered among the writers.

Naval officers and men desiring copies should forward their subscriptions (one dollar a copy) to: "Editor, RCAF Staff College Journal, Armour Heights, Toronto 12, Ont."

## BOOKS for the SAILOR

The index, by author and title, makes up for the somewhat haphazard order of books in the lists.

For anyone wishing to study the subject, "The Sea Story" is an excellent introduction.—Ph. Ch.

THE SEA STORY; being a Guide to Nautical Reading from Ancient Times to the Close of the Sailing Ship Era, by Frank Knight, Extra Master Mariner; London, Macmillan, 1958; published in Canada by the Macmillan Co. of Canada Ltd., \$4.00; 240 pp., plates.

to all the navies of the world, and this book deals in a workmanlike way with most of them, it must be pointed out that the official guide in the RCN is the "Admiralty Navigation Manual", published in three volumes, and this is the standard text both for instruction and for practical use. There are several important differences in the methods used—particularly the employment of a "piloting team" in the USN, while in the RCN pilotage is performed by one officer. It would therefore be unwise to apply some of the practices advocated by "Dutton" to the pilotage of HMC ships.

Nevertheless, it is a most interesting book for any navigator to read. It provides an insight into the U.S. Navy's methods of navigation, and the chapters on astronomical navigation are particularly well written for a student of the subject. Now that the Admiralty and the American Nautical Almanacs have a common format, the differences in this aspect of navigation are diminished and the value of this part of the book is correspondingly enhanced.

The chapters on polar and lifeboat navigation and the Appendix on Navigational Aids in United States waters are not to be found together in any other publication.

The book is a worthwhile contribution to the science and art of navigation and pilotage.

This latest edition of "Dutton" has been prepared by Cdr. John C. Hill, II, USN, Lt.-Cdr. Thomas F. Utgaard, USN, and Gerard Riordan of the U.S. Navy Hydrographic Office.

DUTTON'S NAVIGATION AND PILOTING, published by the United States Naval Institute, Annapolis, Maryland; 771 pages; photographs, charts, graphs and diagrams; U.S. price \$8.



# LOWER DECK PROMOTIONS

Following is a further list of promotions of lower deck personnel. The list is arranged in alphabetical order, with each new rating, branch and trade group shown opposite the name.

ACKERMAN, William E. ....LSTD1  
ALLEN, Douglas G. ....P2SW2  
ANDERSON, Lloyd J. ....P1RP3  
ANDREWS, Lodrick ....LSRC1  
ANNESTY, Gordon ....LSTD1  
ARNSTON, Maurice J. ....LSQM2

BAILEY, Ralph W. ....C2RA4  
BARNES, Robert B. ....P1QM3  
BARRETT, Clyde L. ....LSEM1  
BARWIS, Dewey ....C2PT3  
BEAMISH, Douglas V. ....LSAR1  
BELANGER, Leo J. ....LSAA1  
BELLEAU, Emile J. ....P2SE2  
BENNETT, William J. ....LSQM1  
BERWICK, Edward B. ....LSAA1  
BISHOP, Duncan M. ....C1ET4  
BLACKWELL, George E. ....C1PC4  
BLAIR, Robert R. ....LSTD1  
BOARDMAN, George W. ....C2GI4  
BONNER, Andrew R. ....LSQT3  
BOOTHBY, Norman H. ....LSTD1  
BOSQUET, Ronald ....P1RA4  
BOWLES, Robert S. ....P2RD3  
BRAITHWAITE, Richard A. ...P1RA4  
BRENTON, John S. ....LSQM1  
BROOKS, Robert O. ....LSAA1  
BROOKS, William R. ....P1BD3  
BROWN, John ....LSEF2  
BROWNLEE, Edgar W. ....LSTD1  
BRUCE, William ....P2RD3  
BURCHILL, Paul A. ....P2EA3  
BURCK, David ....LSRP1  
BUSH, William J. ....LSRP1  
BYRNE, James P. ....LSRT2

CAIN, Donald ....LSCK2  
CARPENTER, Stanley J. ....P1RA4  
CASSEL, Lloyd C. ....LSQR1  
CATCHPOLE, Eric A. ....LSAP2  
COADE, Vincent P. ....P1RA4  
COLLINS, Ralph N. ....LSRP2  
CONNOR, David C. ....LSTD1  
COOPER, Robert K. ....P2RD3  
COVERDALE, Francis H. ....P1SH4  
COX, Frederick E. ....P1PR3  
CRAWFORD, Arthur L. ....LSBD2  
CUSSON, Richard J. ....P2LA2

DARCHE, Louis E. ....P2RS3  
DARK, Donald B. ....P2EF3  
DeSALABERRY, John C. ....P1RA4  
DEJEAN, George J. ....LSRT2  
DIEBOLD, Servin M. ....P1QM3  
DOBING, Sydney ....C1QI4  
DOHERTY, Terrence P. ....LSAF1  
DOLLMONT, Gerald J. ....LSAR1  
DOOLITTLE, Francis C. ....P2RP2  
DORMAN, Alan F. ....P1RA4  
DUBE, John D. ....LSRT2  
DUNGALE, Anthony J. ....LSAF1  
DUNMALL, Robert T. ....LSOM2  
DUNN, John ....P1QM3  
DUPCHAK, Richard M. ....C1RA4



When the Pacific Command conducts a fire prevention campaign, it pulls out all the stops—and it gets results. This year they even had a "Miss Firefighter 1958" and they didn't have to go further than the Naval Armament Depot to find a suitable candidate in Miss Beverly Tocher, who is also a member of that famous organization, the Victoria Girls' Drill Team. Her specifications (a la beauty contest) are not given, but it would appear she is prepared to defend her title.

ELLIOTT, Ronald E. ....P1QM3  
ELLIS, Robert B. ....P2TD3

FAIRSERVICE, John G. ....LSTD1  
FARMER, Reginald M. ....LSTD1  
FERRIS, Alfred W. ....LSEA2  
FILLION, Lionel P. ....LSRP1  
FITZPATRICK, Maurice A. ....LSOM2  
FITZPATRICK, Robert ....LSTD2  
FLETCHER, Richard J. ....P2RT3  
FORNATARO, Raymond J. ....P2EA3  
FOSTER, Francis B. ....P2VS2  
FOWLIE, William D. ....LSQM1

GALE, Andrew B. ....P2QM2  
GARDINER, George M. ....LSTD2

GIBBON, George ....LSQM1  
GRANT, Harold B. ....C2ET4

HAMMER, Robert A. ....P2OM3  
HAMMOND, William M. ....LSRP1  
HARPER, John R. ....LSTD2  
HARRISON, Ghislain J. ....LSTD1  
HARTZ, Edward E. ....LSPW1  
HARYETT, James R. ....LSTD2  
HASTINGS, William H. ....LSBD2  
HEIGHT, Malcolm E. ....LSLR1  
HELMAN, Leslie M. ....LSRT2  
HENDERSON, John S. ....C2AT4  
HENDERSON, Michael E. ....P2RN3  
HICKS, Dennis G. ....LSRT3  
HODGSON, Thomas ....LSRC2

HOGUE, Bruce F. ....LSAF1  
HUGHES, Kenneth J. ....LSRP2  
HUTLEY, Ronald A. ....LSVS2

JEAN, Joseph C. ....PIEM4

KELLY, George W. ....LSTD1  
KLUG, Charles J. ....LSEM1  
KNIGHT, Donald G. ....LSAO1  
KOSTAL, Joseph W. ....LSEF2

LABRIE, Gervais J. ....P2AC3  
LA FAVE, John K. ....LSRT2  
LAHEY, Murray A. ....LSEF2  
LAKE, Raymond L. ....P2TD3  
LEA, Richard ....C1ET4  
LEECH, Richard ....LSEM1  
LITTLE, James A. ....P2EF3

MacDONALD, Keith W. ....C2AT4  
MacKNIGHT, Ronald D. ....LSRT2  
MacMILLAN, Charles B. ....LSQM1  
MacMILLAN, Richard W. ....LSQM1  
MacPHAIL, Gordon B. ....LSQM2  
McBRIDE, William J. ....LSTD1  
McCARTNEY, Dennis W. ....LSRP1  
McDERMOTT, William J. ....P1RA4  
McINTYRE, John L. ....P1AA3  
McKINLEY, Donald J. ....LSRT3  
McLEOD, Frank D. ....LSAA1  
McMILLAN, Gordon I. ....LSAF2  
MAKARA, Roy D. ....C2LR3  
MALONE, Sidney M. ....LSAA1  
MANNING, Eric N. ....LSAA1  
MANNING, Vivian C. ....LSRP2  
MARTIN, Abraham R. ....LSEF2  
MARTIN, Eldon L. ....C1ER4  
MARTIN, Paul ....C2OM3  
MELVIN, Reginald S. ....P2SW2  
MORIN, Pierre J. ....LSPW2  
MOSER, Robert R. ....LSQM1  
MURCHIE, Hedley J. ....P2EF3  
MURPHY, Leo C. ....LSQR1

NICHOLLS, John H. ....C2ET4  
NOBLE, James H. ....LSRP2  
NORTHEAST, Aquilla ....P2AA2

OJA, Elgin B. ....PIET4

PARKER, Peter C. ....P2OM3  
PAYNE, Gerald D. ....LSED2  
PENDLETON, Jack S. ....LSTD2  
PEPIN, Roy O. ....LSAA1  
PERRY, Douglas M. ....LSCK2  
PHARAOH, Robert J. ....P2RD3  
PLAYER, Reginald H. ....C1Q14  
POIRIER, Henry J. ....LSEM1  
POULIOT, Leo P. ....P2EG3  
POULSON, Larry ....LSAA1  
PRATTE, Roch J. ....LSEF2  
PUSHIE, Donald R. ....P2ED3

REID, Richard C. ....LSRA2  
ROBERTSON, Bruce A. ....LSTD1  
ROBINSON, Paul A. ....P2RT3  
RODEN, Murray R. ....LSCS2  
ROEMER, George J. ....C2AC4  
ROSBOROUGH, James A. ....LSRA2  
ROSS, Andrew J. ....P1RA4  
ROY, Jacques J. ....P2RD3  
RUSSELL, David J. ....P1TD2  
RUSSELL, James A. ....C2ET4

SACHETTI, Ronald ....LSCS2  
SALTER, Leslie E. ....LSAA1

SAULNIER, Edward J. ....LSQR1  
SAVAGE, David A. ....P2EF3  
SCHELL, Ramsay R. ....LSSW2  
SCHNEIDER, Barry E. ....LSRP1  
SCHWIEG, Wilbert F. ....LSEG2  
SCOTT, Charles L. ....C1T14  
SHAH, Mohamed-Sheriff ....P1PC4  
SHANNON, William D. ....P2QM2  
SHAW, Dennis B. ....C1EA4  
SHIPP, George A. ....LSRA2  
SHORT, Francis E. ....LSCS2  
SMITH, Kenneth R. ....LSSE1  
SMITH, Stewart C. ....LSAA1  
SOUTHALL, Allan D. ....PIEM4  
STALKER, Frederick G. ....LSQM2  
STANWAY, John P. ....LSRP2  
STEPHENSON, Lionel G. ....LSQM1  
STEVENSON, Duncan G. ....C1ET4  
STEWART, Gordon C. ....LSTD1  
STRATTON, Ralph B. ....LSRT2  
SUTO, Harry S. ....LSTD1

THERIAULT, Alyre J. ....P2EF3  
TERRIEN, Bernard J. ....LSRP1  
THOMAS, Royal E. ....LSAA2

THOMPSON, Clayton W. ....LSQR2  
THOMPSON, Henry D. ....LSAP2

VENNE, Jacques J. ....LSQM2

WAHL, Peter ....LSSE1  
WALSH, Earl H. ....LSCS2  
WALSH, George C. ....LSQM1  
WALTER, John R. ....LSRT2  
WATTS, Stanley F. ....LSCD1  
WELLS, Harry E. ....LSPW2  
WHITBY, Joseph E. ....P2TD3  
WICKSON, John A. ....P2RD3  
WILEY, Stuart B. ....P1ER4  
WILLIAMS, Donald P. ....C2AT4  
WIPER, James G. ....LSTD1  
WOODER, Frank K. ....P1OM4  
WREN, John D. ....P1ER4  
WRIGHT, Carl J. ....P2SE2  
WYTHE, Stanley J. ....P2RS3

YAWORSKI, Joseph J. ....P1RT4

ZWICKER, Gary A. ....LSRA2

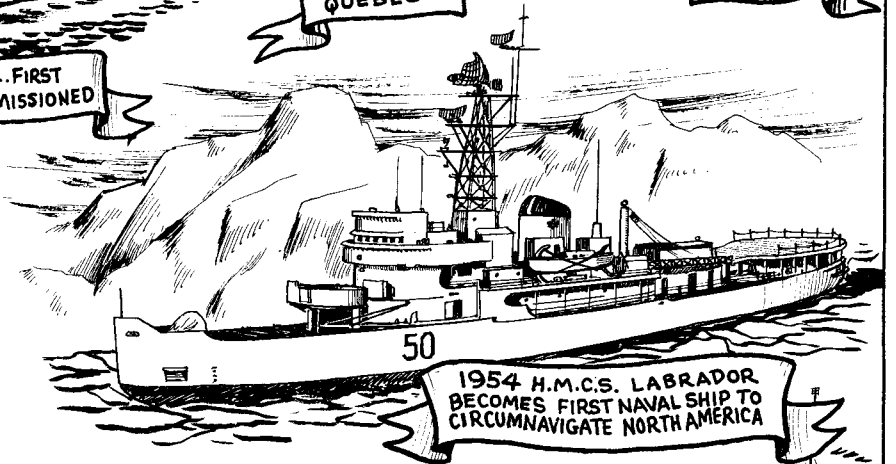
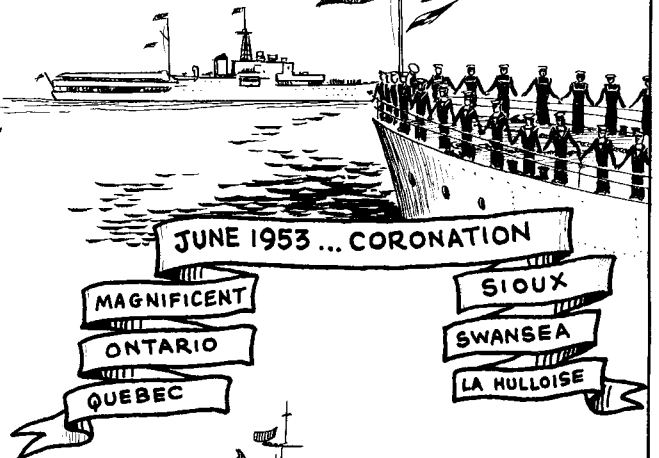
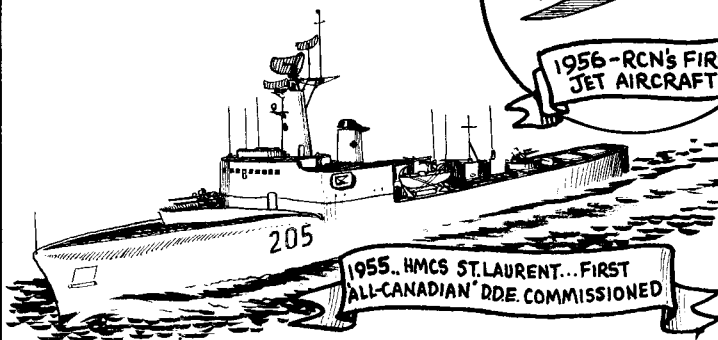
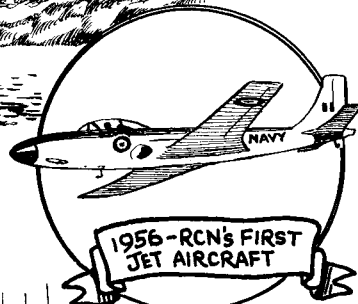
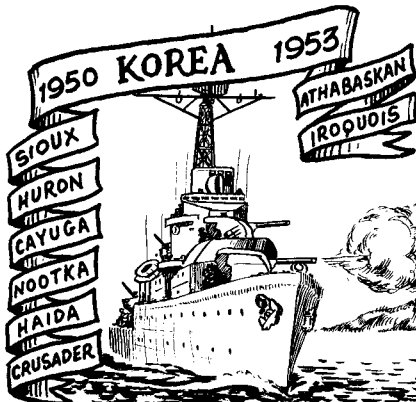


This is one of those television "suspense" dramas—like "Flight into Danger" for example. Navy Day in Halifax this past summer was filmed for the popular Halifax program "Gazette" and one sequence showed CBC commentator Jack McAndrew being hoisted 50 feet into the air over the parade square and being carried and lowered to the RN submarine Ambush. McAndrew interviewed Lt.-Cdr. William Frayn, commanding officer of Helicopter Utility Squadron 21 and, on this occasion, pilot of the "chopper", and Lt.-Cdr. Peter Roe, captain of the Ambush. Ldg. Sea Harold Thomas was crewman in charge of the helicopter's winch and assured a safe and gentle landing. (HS-54202)



# Naval Lore Corner

Number 65  
R.C.N. 1948-1958  
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and progress



*Edmond Cloutier*

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