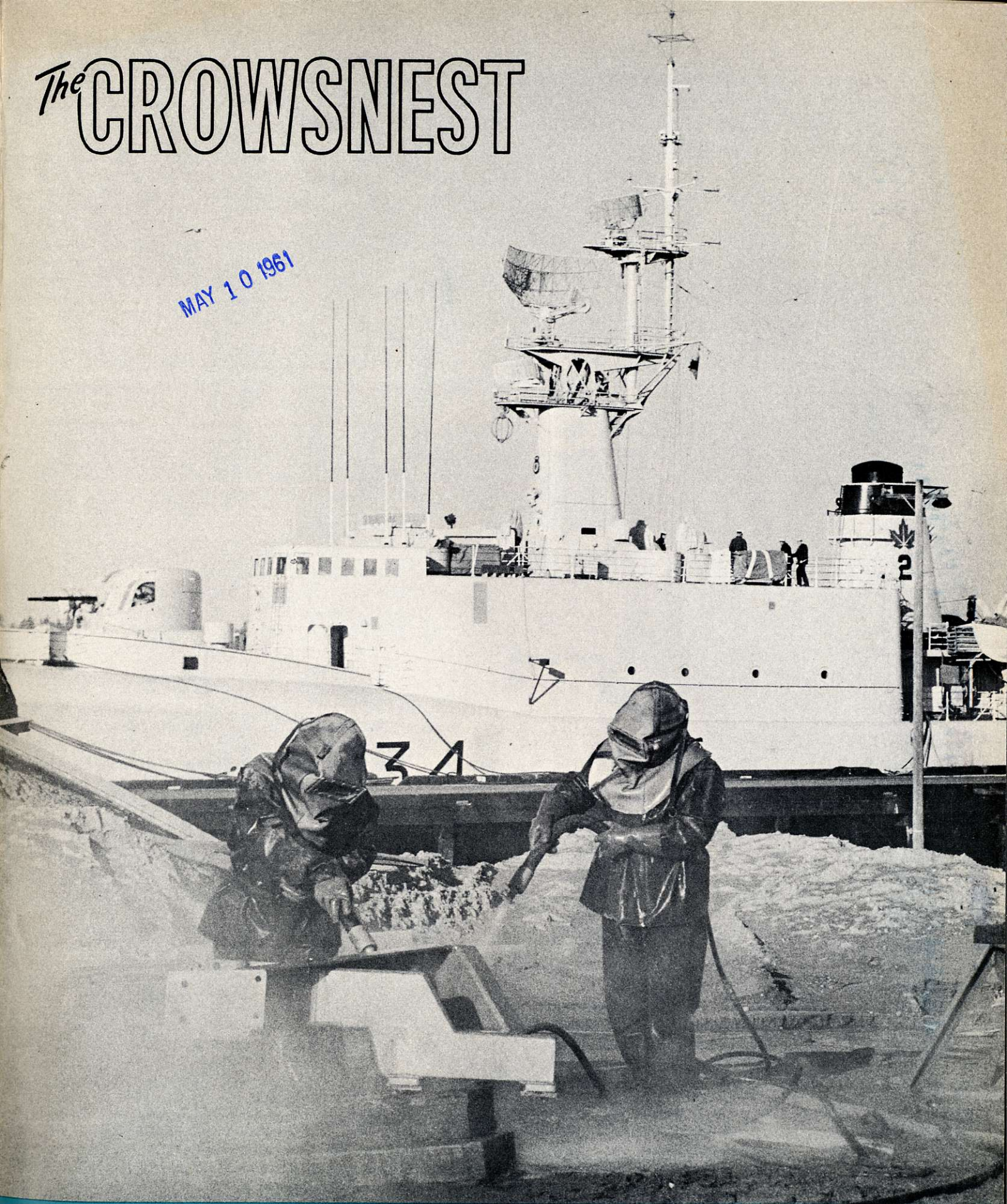


The CROWSNEST

MAY 10 1961





The CROWSNEST

Vol. 13 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH 1961

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<i>Naval Lore Corner No. 91</i>	Inside Back Cover

The Cover—Perhaps a space ship would be more appropriate than a warship as a backdrop to this eerie scene in HMC Dockyard, Esquimalt. The picture of sand blasters at work, with HMCS Assiniboine in the background, was taken by Ldg. Sea. Ernie Charles simply because he thought (rightly) that it would make a good photograph. (E-59661)

LADY OF THE MONTH

Although sailors may be too preoccupied with their duties about the ship to spend much time watching it, a ship's wake is one of the most fascinating sights the sea has to offer.

On the opposite page is pictured HMCS Ottawa, West Coast destroyer escort, framed by the sweeping curves of her bow waves and wake and the unusual cross-hatched effect of two series of swells almost at right angles to each other.

Ship designers take a negative view of large bow waves of the bone-in-the-teeth variety because of the power loss they represent. (E-58482)

Negative numbers of RCN photographs reproduced in The Crowsnest are included with the caption for the benefit of persons wishing to obtain prints of the photos.

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

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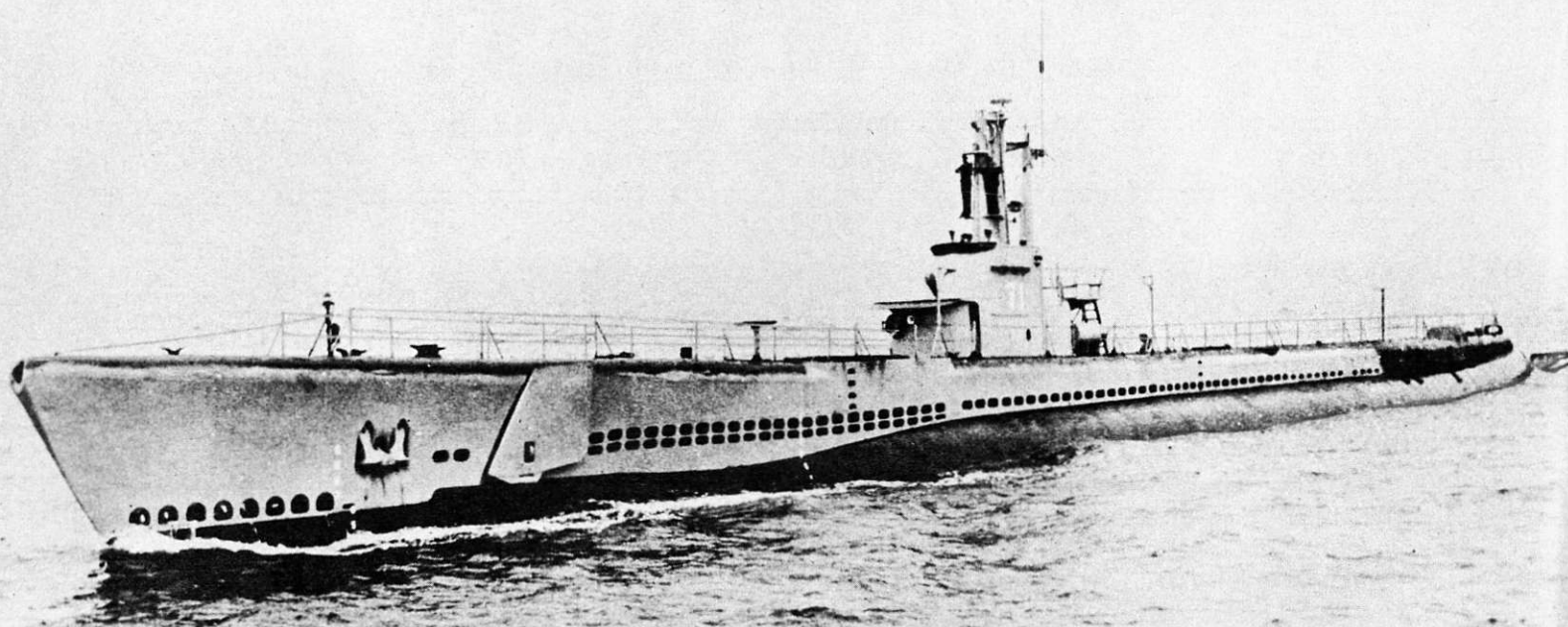
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RCN NEWS REVIEW

Until a portrait of the RCN's new submarine is available, this will have to do. The U.S. submarine *Burrfish* will become HMCS *Grilse* on May 11. This is a picture of a sister ship of the *Burrfish*, the *Archerfish*, with the *Grilse*'s pennant numbers on the conning tower. (CN-6173 from USN Photo)

RCN Presents ASW Display

Sixteen flag officers and nearly 100 staff officers representing 13 NATO nations gathered in mid-February at the headquarters of Admiral Robert L. Dennison, USN, Supreme Allied Commander Atlantic, to attend a three day anti-submarine warfare symposium. Included was an anti-submarine briefing and demonstration at sea conducted by Rear-Admiral K. L. Dyer, RCN, Commander Canadian Atlantic Sub-Area of NATO.

The ASW symposium was sponsored by Admiral Dennison to assess the present and future submarine threat to North Atlantic sea lanes. Means of expanding NATO's ASW capabilities were also discussed. It was the fourth symposium to be held.

The demonstration conducted by Admiral Dyer was in three parts. First was a demonstration of current ASW techniques in detecting, localizing and tracking by shore based aircraft and by RCN ships and carrier borne aircraft; next was a demonstration of present day live ASW weapons, and finally defence techniques against attack by submarines armed with ballistic missiles were shown.

Involved were four Argus aircraft from 405 Maritime Air Command at

Greenwood, N.S., five ships from the Fifth Canadian Escort Squadron, and HMCS *Bonaventure* with VS-880's Trackers and HS-50's anti-submarine helicopters embarked. The destroyer escorts were the *Columbia*, *Chaudiere*, *Restigouche*, *Kootenay*, and *Terra Nova*. Enemy forces were represented by HMS *Aurochs* and *Auriga*, of the RN's Sixth Submarine Squadron from Halifax.

In addition to the Supreme Allied Commander, Europe, the Commander-in-Chief Channel, and all major subordinate NATO commands in the Atlantic, members of Saclant's ASW Research centre at La Spezia, Italy, and members from the NATO Standing Group were also represented.

Nootka 'Ham' Relays SOS

Help for a yacht in distress 2,000 miles away in the West Indies was provided in mid-February through the efforts of a Toronto amateur radio operator and another "ham" in a Canadian destroyer escort at Puerto Rico.

The story, as reported by HMCS *Nootka*, was that the Belgian yacht *Jan* ran aground south of Dominica on February 13. Distress signals in Spanish were picked up by ham radio station VE3DOK, Toronto, which then called in

English to any station in the Puerto Rico area.

Ham radio station VEONA in the *Nootka*, operated by CPO K. J. (Moe) Lake, an electronic technician, intercepted the call and alerted the U.S. Coast Guard in San Juan.

USS *Newport News* (cruiser) was diverted to stand by the *Jan*. The last report received by the *Nootka* was that the *Jan* was out of danger and would refloat herself.

The *Nootka*, senior ship, and sister ships *Haida* and *Huron*, were in San Juan to paint ship following bombardment exercises on the U.S. Navy's *Calebra* range further away on the Caribbean island.

Winter Exercise Ends March 17

Wintex 61, a series of fleet exercises involving 26 ships, three air squadrons, and 5,000 officers and men of the Royal Canadian Navy's Atlantic Command, plus Maritime aircraft of the RCAF, ended March 17.

Commodore James Plomer, Senior Canadian Officer Afloat, Atlantic, who commanded the fleet, has termed the results, "never better".

"The ships and aircraft showed excellent progress in anti-submarine warfare

training", Commodore Plomer said. "Further, the Canadian sailor has proved his capacity for endurance, cheerfulness and hard work".

The exercises were conducted in Bermuda waters and included the aircraft carrier *Bonaventure*, 11 destroyer escorts, seven frigates, three minesweepers, plus supporting naval and auxiliary units. The submarine forces included two British boats from the Halifax station and the United States submarine *Amberjack*. Other RCN ships of the Atlantic Command took part while "working up" following refit.

Ships, anti-submarine "Tracker" aircraft, helicopters and the submarines ran the gamut of operational drills after the first units came to Bermuda in January. The gradual build-up of the Wintex 61 fleet has culminated in two operations off the islands. One, held at the end of February, was a problem which involved a convoy and a supporting hunter-killer group, opposed by frequently-attacking aircraft and two submarines, HMS *Auriga* and USS *Amberjack*.

The second, March 2 and 3, included trials of recently evolved screening tactics. The *Aurochs* was the only submarine in the second.

For a good portion of the time, direction of RCN activities in the area was exercised by Captain R. W. Murdoch, Commander of the Third Canadian

Escort Squadron, with headquarters in the *Cape Scott*. The *Cape Scott* not only carried out her own maintenance, but handled 525 work orders from other ships, expending approximately 4,100 man hours of labour. Her logistic role for the fleet was considerably enlarged this year and she acted as agent for the fuel and fresh provisions required by the ships.

The forces carried out a major exercise en route to Halifax where Wintex 61 concluded.

CNS Visits USN Establishments

Vice-Admiral H. S. Rayner, Chief of the Naval Staff, left for Washington, D.C., March 9, for visits to naval establishments in the United States at the invitation of Admiral Arliegh Burke, Chief of Naval Operations.

Admiral Rayner returned to Ottawa March 17.

Admiral Tisdall To Retire in June

Rear-Admiral Ernest Patrick Tisdall, Vice-Chief of the Naval Staff and member of the Naval Board since January 1958, will proceed on retirement leave June 30.

He will be succeeded by Commodore Jeffry V. Brock, who will be promoted

to the rank of Rear-Admiral on taking up his new appointment. Commodore Brock has served as Assistant Chief of the Naval Staff (Air and Warfare) at Naval Headquarters since July 1958.

Captain Robert P. Welland, Director of Naval Operational Requirements since August 1960, will be promoted to the rank of Commodore and will succeed Commodore Brock.

Essay Contest Rules Listed

The RCAF Staff College Journal has announced that an award of \$250 will be made to the member or former member of the Canadian Armed Forces or Civil Service who writes the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on a topical matter of military significance.

In addition to the prize money, the author of the winning essay will be paid a professional fee if his article is accepted for publication in the *Journal*. If the quality of "honorable mention" essays meets the *Journal* literary standard, up to a maximum of five will be selected for publication and the authors also awarded a professional fee for the printing of their work.

Entries must not contain classified information. Manuscripts must be double-spaced, and submitted in dupli-



A cheque for \$1,644.50 was turned over in early February to Vice-Admiral H. T. W. Grant, RCN (Ret), president of the Royal Canadian Naval Benevolent Fund, by Gilbert A. Milne, of Toronto. The cheque represented royalties from initial sales of the book "H.M.C.S.", a photographic record of the Second World War as seen through the camera lens of Mr. Milne, war-time naval photographic officer. Others who contributed to "H.M.C.S." are well-known former RCNVR officers, Joseph Schull and Scott Young, who wrote the narrative, and Max Newton, who designed the book. Frank Lowe, former war correspondent, assisted in the editing. The presentation took place at Naval Headquarters in the presence of, left to right, CPO M. H. Keeler, a director of the Fund, Mr. Milne, Vice-Admiral Grant, Rear-Admiral E. P. Tisdall, F. D. Allen, publisher, Rear-Admiral R. A. Wright and Lt.-Cdr. Harry McClymont, general secretary of the Fund. (O-13462)

cate to The Editor, *RCAF Staff College Journal*, Armour Heights, Toronto 12, Ontario, by June 1, 1961.

The board of directors of the *Journal* will appoint the judges, whose decision will be final. Arrangements for the presentation of the award will be made known when the winner is announced. If no essay meets the standard of excellence set by the judges the right to make no award will be reserved by them.

Program Cuts Losses from Fire

The fire prevention program of the Canadian Armed Forces is showing excellent results and the fire loss for all National Defence establishments in 1960 was by far the lowest on record.

This was reported by Lt.-Cdr. N. A. Duval, Director of Fire Fighting for the RCN, at the headquarters ceremony during which Hon. Douglas S. Harkness, Minister of National Defence, presented the major awards in the 1960 NFPA fire prevention contest.

The major naval winner was HMC Dockyard, Esquimalt. The award, a framed certificate from the National Fire Protection Association, an international organization with headquarters in Boston, was accepted from Mr. Harkness by Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Sixteen naval establishments competed in last year's contest, the Esquimalt Dockyard placing first among large



Major winner among naval establishments competing in the 1960 fire prevention contest was HMC Dockyard, Esquimalt. Suitably attired for the occasion, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, receives the award on behalf of the West Coast Dockyard from Hon. Douglas S. Harkness, Minister of National Defence. The presentation of awards took place at National Defence Headquarters on March 7. (O-130505)

RCN establishments, HMCS *Cornwallis* first in the medium category and the RCN Magazine, Rocky Point, B.C., first among establishments with under 1,500 personnel.

The total fire loss for the 16 competing naval establishments in 1960 amounted to only \$7,771, a figure which Lt.-Cdr. Duval took as a clear indication of the value of the contest in fire prevention.

The average yearly fire loss for all National Defence establishments for the ten years 1950 to 1959 inclusive was approximately 2½ million dollars. The 1960 fire loss was only \$435,314 or about 17 percent of the average.

Altogether 95 DND establishments entered the contest in 1960, with RCAF Station Uplands being declared the Grand Award Winner.

RN Flag Officer Visits Squadron

Rear-Admiral A. B. Hezlet, the Royal Navy's Flag Officer Submarines, made an official visit to Halifax February 9-10.

Admiral Hezlet arrived at the Halifax International Airport Thursday afternoon, February 9, where he was met by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and Cdr. Stephen Jenner, Commander, Sixth Submarine Squadron. The afternoon was taken up with discussions with Admiral Dyer, followed by dinner at the Admiral's residence.

On February 10, he visited the headquarters of the Sixth Submarine Squadron. After lunch at *Stadacona*, Admiral Hezlet left by air for Norfolk, Virginia.



Another milestone was added to the *Bonaventure's* history early this year on completion of the 6,000th arrested landing. Lt. N. W. Judge receives an appropriate award from Captain J. C. O'Brien, commanding officer of the carrier, on completion of the landing. (BN-3692)

CANADA'S DEFENCE POLICY

Keeping up with the news is not always possible for the sea-going sailor and it may well be that he is not always fully informed on Canadian defence policy—a matter in which his career is directly involved.

At the request of The Daily Standard-Freeholder, published in Cornwall, Ontario, Hon. Douglas S. Harkness, Minister of National Defence, last January prepared a statement summarizing current defence policies.

In his article, Mr. Harkness expressed the opinion that "for the immediate future the prospects of continued peace remain good providing an effective deterrent is maintained. This involves not only military strength but also the intelligent use of economic, technical and political guidance to the underdeveloped countries of the world."

By permission of the minister, The Standard-Freeholder article is reprinted here.

IT WAS ONLY last October that I took over the responsibilities of Minister of National Defence and I appreciate that it will be some time before I am fully conversant with the many intricacies and problems that exist in a department as complex as defence.

From the outset I realized that one of the essentials to become acquainted with defence problems was to visit as many establishments as possible. Thanks to the efficiency of the RCAF Transport Command, already I have been twice to Europe and twice to the United States. On these visits I have had a quick look at our Brigade Group and the Air Division in Europe; at North American Air Defence Command Headquarters in Colorado and at Strategic Air Command Headquarters in Nebraska. The trips have provided me with the opportunity of having discussions with defence ministers of the United Kingdom, France, Germany, and the U.S.

The clear aim of Canada's government is to preserve peace and to strive towards an effective reduction in international tensions leading, we hope, to eventual common agreement on disarmament. That is the ultimate goal, but as long as the threat of aggression exists—and recent events at the United Nations and elsewhere have tended to decrease rather than enhance the possibility of international agreement—my responsibility as Minister is to ensure that our defence effort is as efficient and effective as possible in maintaining the security of Canada. We cannot maintain that security unilaterally. Geography and the development of new weapons and their delivery clearly indicate this fact.

Within the near future there are some serious and far-reaching decisions

which will have to be made both at the UN and by NATO. If a disarmament agreement is reached this will have profound effects on defence policy.

There are some Canadians today who advocate neutralism but in my view such a policy would not ensure the country's security. One has only to look at the map of the world to realize that we would inevitably be involved in any world conflict. If we could provide a complete defence on our own—and no one country can afford such a defence even if it were possible—there might be some validity to such a policy, but without such a defence, neutralism, as history has proved, is no safeguard for survival.

Suggestions that by adopting a policy of nationalism—in particular, the recommendations that we should withdraw from our present commitments in North American Air Defence and the North Atlantic Treaty Organization—we could act as a buffer zone between Russia and the United States do not merit consideration unless we are in a position to ensure, by force if necessary, that our security is respected. Canada on its own can not provide adequate forces to bring this about.

Despite the vast expenditures which have been made in the past in an effort to perfect an adequate defence, the fact is that as of today and for the immediate future, physical methods have not been devised that could directly and completely counter an attack either on this continent or anywhere else in the world.

While defensive weapons can do much to deny complete success to a would-be aggressor, the devastating power of even a limited number of nuclear weapons reaching their target

means that now more than ever before we must prevent the outbreak of war.

It is the belief of all the nations of the West that this objective can best be reached through collective arrangements within NATO and the UN which constitute an effective deterrent to aggression and thus minimize the possibility of war.

Just as 1960 was closing I returned from my first meeting of the North Atlantic Council in Paris and I am pleased to report that Canada has played an important part in the steady progress and build-up of the North Atlantic forces.

The forces committed to NATO now work as a team under unified command and with uniform standardized battle procedure. These are new achievements in the long history of man's efforts to combine together for peaceful purposes. Forces of NATO did not exist 10 years ago but today they are strong enough to make an aggressor hesitate before launching an attack.

In view of the heavy cost of modern armament there is an inherent advantage in alliances such as NATO in that the necessary combination of forces can be provided along the most economical lines. Thus, countries such as Canada are not required to strive for complete and balanced forces but rather each partner may concentrate on the provision of those elements which constitute its particular needs and which can be most effectively built up and maintained.

Joining such organizations as NATO and the UN and contributing to the defence of North America has led Canada to undertake certain military commitments—commitments made at the request of the two organizations referred to.

The prevention of war by creating the greatest possible deterrent to war is the basic NATO defence concept. NATO forces in combination with specialized U.S. and U.K. long-range retaliatory forces are designed to maintain this objective.

The retaliatory forces of the West, the long-range missiles and aircraft of Strategic Air Command, are in the main based on this continent. If the deterrent is successful, necessary arrangements must be made that in the event of an attack these retaliatory forces can be launched against designated targets before they themselves are destroyed.

We have, therefore, the Early Warning System—the DEW, Mid-Canada and Pinetree Lines—against attack by manned bomber, and the Ballistic Missile Early Warning System BMEWs coming into operation to give warning against the long-range missile. Air Defence forces consisting of aircraft and surface-to-air missiles are also maintained against the bomber threat.

We don't know if Russia has sufficient quantities of long-range missiles of enough accuracy to dispense with the use of manned bombers. On the contrary, it is a fact that they have a considerable number of said aircraft in operation and should an attack be decided upon it must be presumed that these aircraft would be used. This is the reason for the decision to improve our air defence by the acquisition of the Bomarc surface-to-air missile, new heavy radars and the SAGE (Semi-Automatic Ground Environment) control system . . .

I am of the opinion that for the immediate future the prospects of continued peace remain good providing an effective deterrent is maintained. This involves not only military strength but also the intelligent use of economic, technical and political guidance to the underdeveloped countries of the world.

Taking a long-range view, however, peace can only be maintained by removing the causes of war and to that end we look to effective leadership in the fields of foreign affairs leading to the lessening of international tensions and to the ultimate goal of permanent disarmament.



Rear-Admiral A. R. Hazlet, Flag Officer Submarines in the Royal Navy, speaks to Canadian submariner PO Kenneth Gerald Brooking, formerly of Port Hope, Ontario, during ceremonial divisions of the RN's Sixth Submarine Squadron in Halifax. PO Brooking is a hull technician on loan to the British submarine service. Admiral Hazlet was en route to Saclant headquarters in Norfolk, Va., from the U.K. (HS-64192)



Training, exercises and education have been responsible for a dramatic drop in the Navy's fire losses ashore in recent years. Here William Dimaurizio, DND fireman at Naval Supply Depot, Montreal, gets liberally coated with ice during an exercise at NSD. (ML-9561)

OFFICERS AND MEN

Shearwater TV Subject

Flying and maintenance activities at the RCN Air Station, Shearwater, featured a half-hour television presentation, entitled "HMCS Shearwater", shown on the CBC national TV network on February 11.

The video-taped program highlighted flying operations from the station, with footage showing Tracker anti-submarine aircraft, the Banshee jet fighter as an army support aircraft, and the versatile helicopter. Among the helicopter sequences are some taken during the severe Nova Scotia forest fire outbreaks last fall.

Captain T. C. Pullen, commanding officer of Shearwater, was interviewed, along with aircraft maintenance instructors. CBC commentators were Keith Barry and Jack MacAndrew.

USN Officer Promoted

A U.S. naval officer serving in Canada, Cdr. William C. Kistler, USN, was recently promoted to his present rank. He is on the staff of the Maritime Commander Atlantic (Rear-Admiral K. L. Dyer) at Halifax.

Cdr. Kistler is chairman of the 12th Dartmouth Group Committee, Boy Scouts, a Sunday School teacher at Wyndhelme Christian Church and a member of the "Independents" team in the H & D Senior Volleyball League.

Long Service Recognized

Two civilian employees of HMC Dockyard, Halifax, had their combined service of 73 years recognized by Com-

WEDDINGS

Able Seaman Robert J. Ruston, *Churchill*, to Harriett Ann Gordon, of *Churchill*, Man.

Able Seaman Richard Spurr, *Churchill*, to Theresa J. Donovan, of Renous, N.B.

Lt.-Cdr. Samuel G. Tomlinson, *Antigonish*, to Ann Landreth Lawrence, of North Battleford, Sask.

Sub-Lieutenant Jack E. Tucker, *Bytown*, to Maureen Power, of Victoria, B.C.

Chief Petty Officer Ronald D. Webster, *Naden*, to Barbara Anne Burge, of Duncan, B.C.

Sailor Takes Over As Midwife

It isn't in the manual for electrician's mates, but AB Mike Neeland on March 7 proved he knows how to deliver babies.

AB Neeland, a member of the staff of the Area Recruiting Officer, Calgary, called for a doctor and an ambulance at 0530 but by the time they arrived he had delivered his wife, Lorette, of a seven-pound, two-ounce son. The child is their second.

Driver of a mobile recruiting vehicle, AB Neeland says his early years on the family farm helped him when it came time to deliver the baby.

AB Neeland was born in Calgary on January 29, 1937, and entered the Navy as an ordinary seaman at Tecumseh in November 1955. Specializing as an electrician's mate he has served in *Cornwallis*, *Naden*, *Crescent*, *Skeena* and *Quadra*.

modore H. G. Burchell, Commodore Superintendent Atlantic Coast, on February 28.

Henry Streeter, an employee of 43 years standing, and Warren Douglas Beswick, with 30 years, were presented with pins and scrolls inaugurated recently by the Department of National Defence to recognize a quarter-century or more of service. The presentation took place in the Dockyard Management Association quarters.

CNA Directors Hold Meeting

Activities of member clubs of the Canadian Naval Association were reviewed at a directors' meeting at HMCS York, Toronto naval division, on January 22 at which the Pre-War RCNVR Club was host. Twelve directors and 31 guests were present.

Out-of-town clubs represented at the meeting included Kitchener-Waterloo, Brantford, Oshawa, Hamilton, Woodstock, Cobourg-Port Hope, Guelph and Peterborough.

Membership in the CNA was accorded the Main Brace Naval Veterans' Association, of Campbellton, N.B., and the Kitchener-Waterloo association.

The Guelph association, in its first year of operation, reported that it had already attained a membership of 80

and that its activities since the last directors' meeting had included two dances and a memorial parade.

Bob Johnston, of the Toronto Naval Veterans' Association, reported that his club is planning a chartered flight to Britain.

The meeting was presided over by H. Maynard, of the Oshawa club.

Six Suggestion Awards Made

The Suggestion Award Board of the Public Service of Canada in February made cash awards to three naval personnel and one naval civil servant.

Lt. Frank Anderson, *Bytown*, suggested corrective action in the event of a fire during "shut down" procedures involving RCN Banshees.

CPO C. G. Butterworth, *Naden*, suggested a design for an anchor-pocket-door indicator in St. Laurent and Restigouche class destroyer escorts.

CPO Reginald A. Kay, *Granby*, suggested a design for an aqua-lung cylinder clamp for holding cylinders while valves are being repaired or removed.

BIRTHS

To Petty Officer Ken Beaver, *Cornwallis*, and Mrs. Beaver, a son.

To Commander P. C. Benson, *Stadacona*, and Mrs. Benson, a daughter.

To Leading Seaman R. E. Boon, *D'Iberville*, and Mrs. Boon, a daughter.

To Able Seaman Donald Britnell, *Cornwallis*, and Mrs. Britnell, a daughter.

To Able Seaman G. R. Burton, *Churchill*, and Mrs. Burton, a daughter.

To Petty Officer Frank Chambers, *Cayuga*, and Mrs. Chambers, a son.

To Able Seaman Gordon Edward G. Collins, *Churchill*, and Mrs. Collins, a son.

To Leading Seaman Kenneth Dorush, *Churchill*, and Mrs. Dorush, a son.

To Able Seaman L. C. Jewer, *D'Iberville*, and Mrs. Jewer, a daughter.

To Able Seaman C. E. LeForte, *Montcalm*, and Mrs. LeForte, a daughter.

To Able Seaman Gordon Mooers, *Churchill*, and Mrs. Mooers, a son.

To Petty Officer Joseph O'Reilly, *Cayuga*, and Mrs. O'Reilly, a daughter.

To Able Seaman Lucien Petit-Clerc, *Churchill*, and Mrs. Petit-Clerc, a son.

To Leading Seaman B. J. Power, *D'Iberville*, and Mrs. Power, a daughter.

To Leading Seaman O. K. Steinberg, *D'Iberville*, and Mrs. Steinberg, a son.

Appointments and Promotions

J. A. Sadler, HMC Dockyard rigger, suggested a "grip set" for fastening tow wires for certain types of minesweeping equipment to lessen likelihood of loss of expensive equipment and wire.

Two members of the civil service were rewarded in January for suggestions submitted to the Suggestion Award Board of the Public Service of Canada.

Walter E. Brown, a technician at HMC Dockyard, Halifax, earned a cash award for a plate wastage chart and a description of a new method of determining plate wastage during the construction of RCN ships.

Alfred Neuman, an ammunition worker at the RCN Magazine, Rocky Point, B.C., was presented a cheque for designing an apparatus and suggesting a method for using it to test the electrical components of torpedo warheads.

Librarian at 'Stad' Honoured

The naval library at *Stadacona*, was the scene recently of the presentation of an engraved clock-calendar to Mrs. O. E. T. Marr, who has retired after eight years as Naval Librarian. Cdr. W. H. Fowler, Command Education Officer, made the presentation on behalf of the staffs of the education office and the library.

Admiral Heads Ontario Navy League

Rear-Admiral E. R. Mainguy, RCN (Ret), was elected president of the Ontario Division of the Navy League of Canada at the annual meeting in Toronto March 18. He succeeds O. B. Mabey of Toronto.

'Bonnie' Cares For USN Seaman

The aircraft carrier *Bonaventure* was diverted from exercises 200 miles south of Halifax at noon on January 13 to race to the position of the USS *Calcaterra* 100 miles away to take off a seriously ill seaman.

The *Bonaventure's* medical officer, Surgeon Cdr. H. D. Oliver, of *Shearwater*, was lowered to the rolling, pitching deck of the U.S. destroyer from a rescue helicopter piloted by Lt. George Nickson, of Dartmouth, N.S.

The patient, Seaman Francis Nelson, Jr., of Johnston, Penn., ill with appendicitis, was placed in a stretcher and hoisted on board the helicopter for transfer to the *Bonaventure*. The patient was placed in sick bay for treatment and, after recovery, was returned to his ship several days later.

Radio Specialists Commissioned

Two former chief petty officers, Willard Yorga and Laughlan C. Laurie, have been promoted to the rank of Acting Commissioned Officer. Both were members of the Communications (Radio) division.

Following an officers' divisional course at *Cornwallis* they were to take up appointments, A/Cd. Off. Yorga at HMCS *Churchill* and A/Cd. Off. Laurie at Frobisher.

Outremont Under Lt.-Cdr. Fulton

Ld.-Cdr. James Andrew Fulton has taken command of the frigate *Outremont*.

Born in Ottawa, Lt.-Cdr. Fulton entered the RCN as a midshipman in July 1946. His appointments have included the destroyer *Huron* in Korean waters, the United Kingdom for gunnery courses, Royal Military College for Science for a course and Naval Headquarters, Ottawa.

TAS Specialist Gains Promotion

Lt.-Cdr. William G. Kinsman, Assistant Chief of Staff (Plans) to the Canadian Maritime Commander Atlantic, has been promoted to the rank of commander.

Cdr. Kinsman served with the Royal Navy from April 1940 until June 1946 and from May 1951 to June 1952 at which time he entered the RCN. He has since held appointments at the Torpedo Anti-Submarine School at *Stadacona*, in the destroyer escort *St. Laurent*, at Naval Headquarters, Ottawa, and in command of the frigate *Lauzon*.

Lt.-Cdr. Vondette Stettler's CO

Lt.-Cdr. Harry William Vondette has been appointed in command of the frigate *Stettler*.

Lt.-Cdr. Vondette entered the RCNVR in January 1942 as an ordinary seaman and transferred to the regular force in September 1944. He received his commission in 1948.

He has served in the destroyer escort *Cayuga* in Korean waters, at HMCS *Naden*, and in the cruiser *Ontario*. He was appointed to the Operations and Weapons Division of the Fleet School at *Naden* in April 1960.

Cdr. Nixon in New Position

Lt.-Cdr. Charles R. Nixon has been promoted to the rank of commander in the Royal Canadian Navy and appointed Director of Shore Electronics on the staff of the Director General Fighting Equipment at Naval Headquarters.

From February 1960, he had served on the staff of the Electrical Engineer-in-Chief at Naval Headquarters.

Cdr. Connors CO of St. Croix

Cdr. Thomas Edward Connors took over command of HMCS *St. Croix* effective March 14. The *St. Croix* is attached to the Fifth Canadian Escort Squadron based at Halifax.

Cdr. Connors was born April 17, 1922, at Outremont, Quebec, and entered the RCNVR as an ordinary seaman in 1942. He was promoted to commissioned rank in August 1943. He was promoted to his present rank and appointed to the staff of the Fleet School at *Stadacona* in March 1960.

Eastern Command Chaplain Promoted

Chaplain James Anthony MacLean, has been promoted to Chaplain Class IV (RC).

Chaplain MacLean entered the Navy in September 1951. He served in Korea on the staff of the Commander Canadian Destroyers Far East from November 1952, until June, 1953. Since September 1960 Chaplain MacLean has been interservice Command Chaplain (RC), Eastern Command, at Halifax.

Promotion for Officer at HQ

Lt.-Cdr. Vincent Henry, on the staff of the Director of Naval Plans at Naval Headquarters, Ottawa, has been promoted to the rank of commander.

Cdr. Henry entered the RCN as an ordinary seaman in July 1941 and was promoted to acting sub-lieutenant in May 1946. He has since served with the Royal Navy and in the aircraft carrier *Warrior*, ashore in Ottawa, Halifax and Toronto, and in the destroyer escort *Crusader* in Korean waters.

New Captain For Nootka

Lt.-Cdr. Stanley Mackenzie King has been appointed in command of the destroyer escort *Nootka* and promoted to the rank of commander.



THE TIDDLIEST BOATS in the Navy are claimed by the destroyer escort *Columbia* and it is to be presumed that her claim will not go unchallenged.

When the *Columbia* commissioned on November 7, 1959, she carried two standard 27-foot gray, drab motor cutters. Within a short time an amazing transformation took place. The cutters now have gleaming mahogany decks, seats and stern gratings, white canopies, pleasantly-coloured interiors and shining bright work.

The man responsible for the boats as well as the smart appearance and efficiency of their crews is Ldg. Sea. George Paden, a boatswain.

Ldg. Sea. Paden, originally from Gravenhurst, Ont., joined the RCNVR in June 1939. During the

war, he served in HMCS *St. Laurent*, motor gunboats and HMCS *Ribble*.

While serving in the first "Sally" he was carried overboard in the North Atlantic during a gale and was recovered some 30 minutes later. He also participated in the rescue of 860 prisoners of war who survived the sinking of the *Arandora Star* in July 1940. He took his release in July 1945, having by that time become a Torpedo Coxswain.

In 1956, Ldg. Sea. Paden joined the RCN(R) as a P1QM3 and transferred to the RCN in January 1957 as an LSQM2. Since then he has served in HMCS *Chaleur* and joined the *Columbia* on commissioning. Ldg. Sea. Paden is married and has four children. He now makes his home in Shannon Park. (HS-62936)

Cdr. King was born in Halifax and entered the RCN as a cadet in October 1942.

Since the Second World War he has served in the cruiser, *Ontario*, the frigate *La Hullose*, the destroyer escorts *Algonquin*, and *Micmac* and the aircraft carrier *Bonaventure*.

In January 1958 he was appointed hydrographer at Naval Headquarters,

Ottawa, and in April 1960 took command of the frigate *Outremont*.

Promotion With New Command

Lt.-Cdr. William J. H. Stuart has been promoted to the rank of commander and appointed in command of the destroyer escort *Micmac*.

Cdr. Stuart served in the Royal Navy before transferring to the RCN in December 1948. He has served ashore on both coasts and in the frigate *Swansea*, the destroyer escort *Crusader*, the cruiser *Quebec* and the aircraft carrier *Bonaventure*. Cdr. Stuart was also Staff Officer (Navigation Direction) to the Flag Officer Atlantic Coast, and since September 1960 had commanded the frigate *La Hullose*.

N - B - C - D

SOME OF the more ferocious methods of modern warfare had their beginnings in the dim, far past. There is a parallel with chemical warfare in the story of the destruction of Sodom and Gomorrah by brimstone and fire, and biological warfare is most vividly portrayed in the account of the seven plagues of Egypt.

Only one new hazard has been introduced by the advent of the nuclear age. That single new hazard is nuclear radiation. Heat, blast, shock—the other effects of nuclear weapons—have been with us since man first burned his finger or fled from volcanic eruptions.

Let us go back to antiquity and find out what effects heat, blast and shock have had on the evolution of seapower.

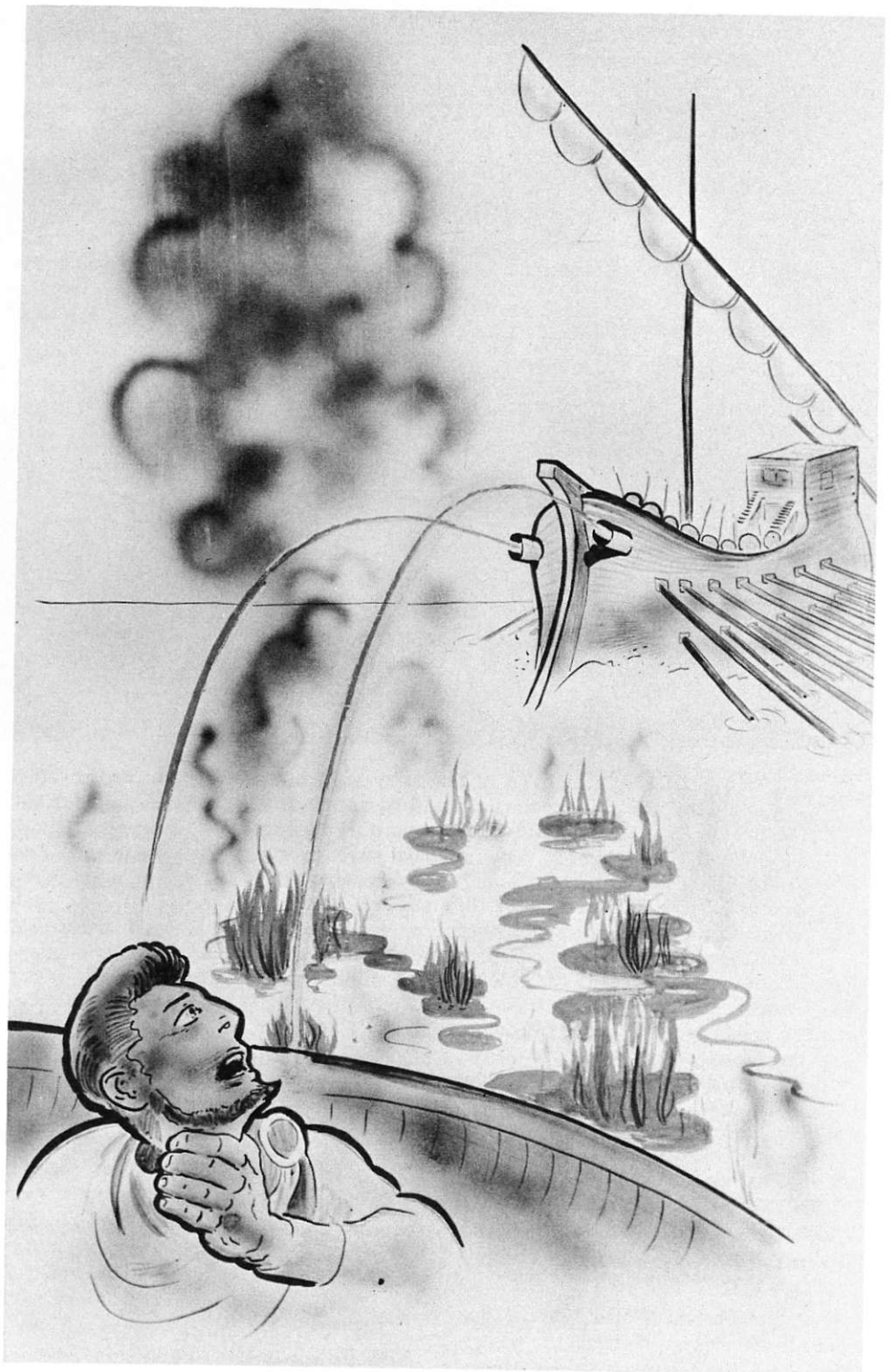
Our first maritime ancestor, who braved the waters clinging to a log, soon recognized the need for buoyancy in his maritime pursuits. Sitting on the floating log in an effort to remain dry, he probably received his first soggy lesson in stability when his added top-weight rolled him under. As he braved greater stretches of water, fishing or trading, the size of his vessel grew from a hollow log to something more substantial.

The vessel's increased endurance led to larger carrying capacities and higher living standards; but with its increased efficiency went increased complications. The elements, faulty navigation, or his enemies, all had a nasty habit of reducing his reserve buoyancy and stability to zero. A hole rammed in his ship's hull was sufficient to neutralize his offensive power.

The history of marine weapons, therefore, from the ram, through cannon, gunnery systems, torpedoes, bombs and now nuclear weapons, is merely the evolution of still more sophisticated methods of reducing us to the old, log-clinging status of our early ancestors.

Fire has been an ever-present hazard in ships since the day man decided to cook a meal on board. Centuries before Christ the Greeks attempted to set fire to enemy ships with reflected and concentrated sun's rays. They also fired burning arrows into the hulls of enemy vessels.

Flaming arrows gave way to the red-hot cannon balls and incendiaries which were important weapons of the great wooden fleets of the 18th and 19th centuries. Preparations for the Battle



Modern flame-throwers were anticipated by the "Greek fire" of 13 centuries ago. Flaming chemicals were ejected against the enemy from tubes mounted in the bows of warships of the day. "Greek fire", whose composition was a well-guarded secret, was the most sophisticated chemical weapon of the ancients.

of Trafalgar included filling and placing sand and water buckets for action, wetting and sanding down the decks, running out the hoses and manning the hand pumps.

This fire hazard is with us today. We must still reckon with the enemy but our increased electrical loads, inflammable liquids, fuel and ammunition provide a continuous fire hazard which cannot be ignored in peace or war.

The history of chemical warfare is a long one. The Spartans used gas against the defenders at the siege of Plataea in 426 BC. Suffocating and incendiary mixtures were used by the Greeks 100 years later to discourage besiegers attacking the walls under the protection of a "tortoise". The most famous ancient war chemical was "Greek Fire", first produced about 674 AD. Its composition was so well guarded that it is unknown

today. It ignited on contact with water, had an incendiary effect and gave off choking gases. It was discharged from tubes in the bows of ships.

(Although the ancients (like the moderns) tried to guard their military secrets, the chemicals available in those times are known and it is assumed that the "Greek fire" of the 7th Century was simply a mixture of sulphur, naphtha and quicklime. This was ejected from



This group of pictures gives some idea of how the Canadian sailor is taught to defend himself in the event of a nuclear attack at sea. Centre photo: the warship is sprayed during attack so that radio-active fallout is rapidly washed away. Top photos, left to right: A monitor in protective garb and respirator, checks the weather decks for "hot spots" with a counter, reports findings to the defence organization headquarters in the ship, then proceeds by scrubbing with soap and water to eradicate the clinging dust. Bottom photos, left to right: Mission over, he is carefully checked for radio-activity and after disposing of his protective garb, showers thoroughly to eliminate all traces of radio-active dust on his person. Thus he survives to spruce up for shore leave once the ship's mission is done. The series was taken at the Nuclear Biological, Chemical Defence and Damage Control Division of the Fleet School in Halifax during a decontamination exercise. The ship is HMCS Skeena during "pre-wetting" trials. The monitor is PO Bruce McKone, HMCS Terra Nova. Manning the NBCD Headquarters phone is PO Reg Southern, HMCS Shearwater. Checking PO McKone for radio-active traces are Lt. Hugh Silver, HMCS Kootenay, and CPO Rupert Curry, HMCS Gatineau. All were on course in the NBCB Division at the time. (HS-62664)

a tube by water pressure, the heat produced by the contact of the water and quicklime igniting the other substances.

(Six hundred years later, in the 13th Century, refined saltpetre was available and this formed an important ingredient in a mixture also known as "Greek fire" or, more often, as "wildfire". It was a sticky mess that contained sulphur, tallow, rosin, turpentine, antimony or other ingredients, which would burn even under water. It was but a short step from this to gunpowder, for which a crude formula was written in the same century by Roger Bacon.—Ed.)

Plans were made to use "gas" warfare in the Crimean and American Civil wars. The Japanese used chlorine to reduce Port Arthur in the Russo-Japanese war. But the First World War was the first conflict in which chemical warfare played a dominant role. Seventeen thousand gas troops on both sides, using 120,000 tons of chemicals, succeeded in inflicting 1,250,000 casualties. Twenty-five per cent of American casualties were caused by gas, attributed to poor gas discipline. Troops refused to wear protective clothing. Although gas was not used in the Second World War, its potential was not ignored.

Attempts to employ biological agents against specific targets have not been too successful. Plagues and epidemics in war have been the results of lapses in hygiene and sanitary conditions. Their deterioration has been hastened at times by polluting water supplies and hurling rotten carcasses over city walls to starving defenders. The German army used "glanders" in the drinking water to infect the horses of the Rumanian

cavalry in 1914. Although no man-made plague or epidemic has proved successful, its potential against populations and their food supplies must be reckoned with.

And so, in the light of history, let us examine matters as they appear today. Nuclear weapons, although new, present us with hazards which can be met by protective measures employed in defence against conventional and chemical weapons. The need to protect against blast and heat is not new. Closing ships down for protection against gas, as today for fallout, was an expedient adopted in the First World War. As in the case of chemicals, we require instruments to assist in detection of harmful radiation.

Nuclear weapons, however, have multiplied the effects of blast and heat to the extent that the whole ship or task unit may be affected by a single detonation. Gone are the days when a party can be raised and sent on an isolated repair mission. Survival may well depend on the men being prepared to take instant action in the vicinity of their battle station to repair damage and extinguish fires.

A modified concept of protection has had to be evolved from the old damage control and fire-fighting systems. It is known as Nuclear, Biological, Chemical Defence and Damage Control (NBCD). The problems in the nuclear age war at sea can be met. The success achieved in providing protection for men and equipment and the speed with which material repairs can be made will be the measure of efficiency of the NBCD organization and the effectiveness of training given the NBCD teams and the remainder of the ship's company.

The Naval Board has long recognized the need for increased emphasis on nuclear, biological and chemical defence and in 1949 a section was set up in Naval Headquarters to combine this responsibility with damage control and fire-fighting. The beginnings of a school were set up in Halifax and a training centre in Esquimalt in 1950. The need for universal training in NBCD was soon evident. Facilities have been expanded on both coasts to provide training and to exercise ships' NBCD teams and organizations in all phases of this responsibility in ships.

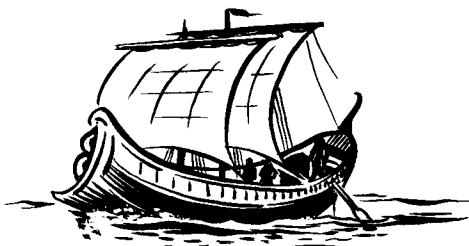
The NBCD Division of the Fleet School at Sandwich Battery near Halifax has a modern school building which includes lecture rooms, stability, fire-fighting and damage repair demonstration rooms. It accommodates approximately 2,000 students annually in short courses. It includes lunching facilities for the staff and 90 students daily. These facilities are capable of expansion if circumstances so require.

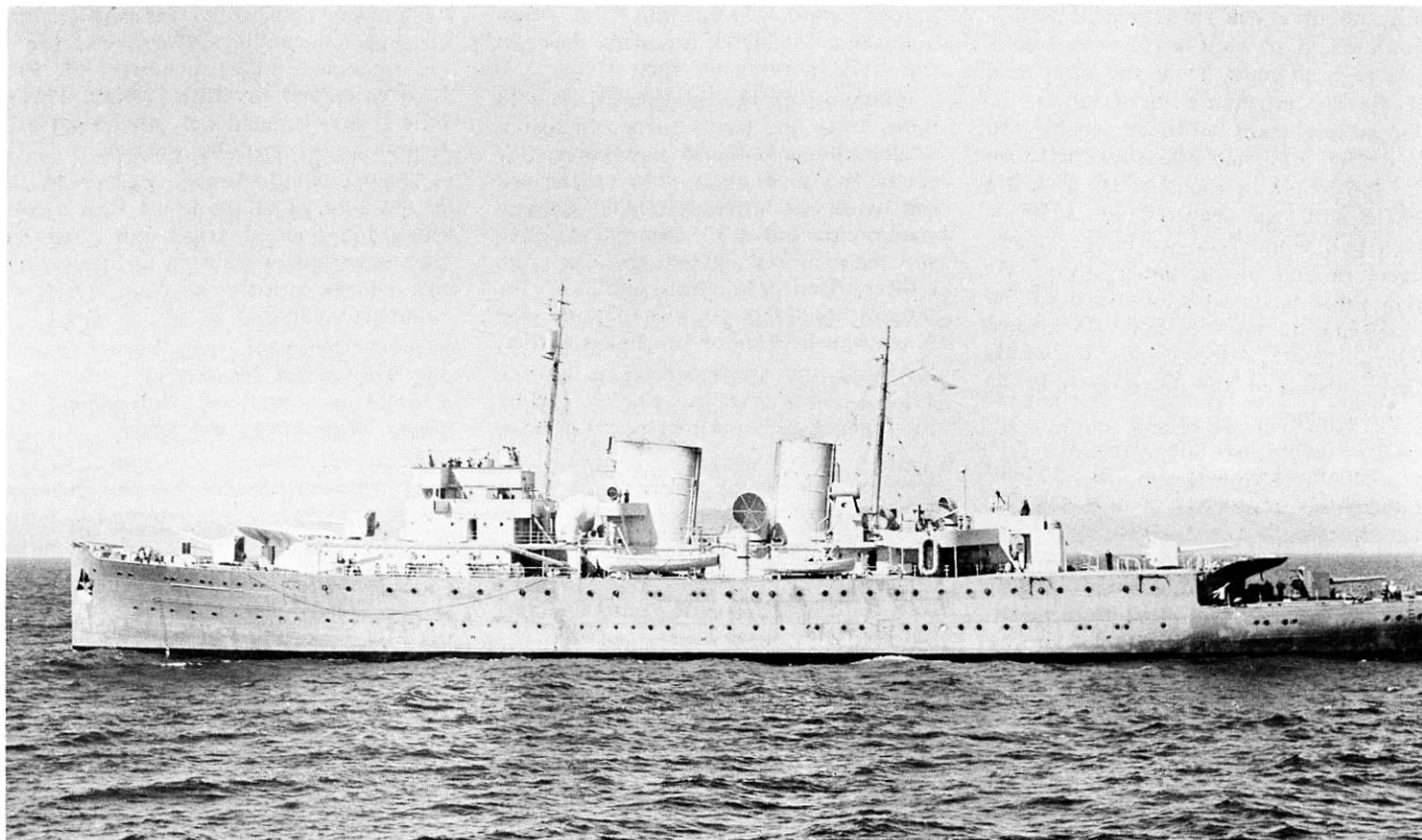
The fire-fighting section is probably as well equipped as any in Canada to teach modern fire-fighting techniques. Its facilities include mock-ups which simulate fires of all types and in all parts of ships, including galleys, bilges, boiler and engine rooms.

Our navy is just over 50 years of age, but it has a heritage reaching into antiquity. Our sailors have faced elements whose fury can belittle any man-made effort.

NBCD training staff and facilities in the RCN are dedicated to equipping officers and men to surmount the trials of the future as their predecessors have overcome the hazards of the past.

—J.P.K.





The armed merchant cruiser, HMCS Prince Henry, as she appeared in August 1941. She was later converted into an infantry landing craft ship and took part in the invasions of Normandy and southern France and the re-occupation of Greece. (E-999)

PRINCE HENRY'S HALF VICTORY

HALF A LOAF is better than no bread and half a victory is at least some consolation.

This was the situation for HMCS *Prince Henry* 20 years ago, in March 1941, when she succeeded in depriving the Germans of two cargo vessels but was unable to salve them for use by the Allies.

HMCS *Prince Henry* was an armed merchant cruiser under Cdr. R. I. Agnew, assigned to operate with the cruiser, HMS *Diomedé*, along the coast of South America. Her nearest base was across the Panama Isthmus in Jamaica and the Royal Fleet Auxiliary *Bishopdale* was her oiler.

On March 24, 1941, the *Prince Henry* called in at Callao, Peru, for fuel. Two cables away were four German merchantmen, *Hermonthis*, *Muenchen*, *Leipzig* and *Montserrate*.

While the ship was refuelling, Cdr. Agnew and his officers made official calls, which included briefings by a British intelligence officer in Callao, made careful observations of the four ships and then departed for patrol on

March 25. Once at sea, Cdr. Agnew moved inshore only in the dark hours, and waited patiently for the merchant ships to make their break.

At 1830 on March 31 the *Prince Henry's* patience was rewarded. A message from Lima radio advised that the *Hermonthis* and *Muenchen* had requested permission to proceed at 0500 GMT. The *Prince Henry*, then steaming some miles to the south, remained well out of sight until the lumbering cargo ships were clear of the three-mile limit and then moved northward to intercept.

Based on intelligence reports and observation, Cdr. Agnew decided first the ships could make 11 knots, but later revised this to ten knots.

He had surmised that at least two ships would come out and possibly all four. He felt they would leave as soon after dark as possible and proceed on diverging courses to cross the trade routes at about 90 degrees and be spread out over miles of ocean by daylight. He also suspected that if only two appeared they would put at least 50 miles of ocean between them and that if one was intercepted she would

warn the other to take avoiding action. He decided they would have adequate fuel, that their speed would not be impaired due to fouled bottoms, since he had observed their cleanly painted water lines in Callao and knew they had been careened at anchor. He was also aware that they all had been wired to fire and scuttle in the event of interception. He had little doubt that their mean course would be about 250 degrees for Japan.

By 0400 (ship's time) April 1 the *Henry* was searching the ten-knot curve and at 0540 her speed was increased to 20 knots. At dawn action stations were exercised and secured at 0620. Ten minutes later a ship was sighted, hull down bearing 260 degrees, distant about 15 miles and steering approximately 300 degrees. The stranger immediately altered to about 340 and the *Henry* at once steered a collision course to intercept. The ship was identified as one of the four from Callao and the boarding party was called away.

At 0645 the German was ordered: "Stop immediately or I will open fire." At 0700 a shot was put across her bows

from about 12,000 yards and at 0701 a small cloud of cordite-coloured smoke was seen to burst from the after end of the superstructure. In a minute or two a low train of black smoke ran fore and aft from the superstructure the full length of the ship. By 0705 the whole ship was covered by a dense back pall with vivid fire in the superstructure and on all hatch covers. At 0715 three boats were observed in the water and 15 minutes later the *Prince Henry*, passing two cables to windward, identified the burning hulk as the *Muenchen*.

Cdr. Agnew decided that the fire was too far advanced for salvage and immediately proceeded on a search for the *Hermonthis*. At this time the *Muenchen's* boats were spread out to leeward and two were under sail standing for the coast. The *Henry* passed word to RFA *Bishopdale* to pick up the boats.

When the *Hermonthis* was sighted hull down at 1225 she was on fire and her boats were turned out. Thirty-five minutes later, stopped beyond gun range, the *Hermonthis* abandoned ship. In another half hour the *Prince Henry* was alongside one of the boats, about five cables to windward of the burning vessel, and six minutes later the boarding party under Cdr. Alfred C. Wurtele was away with orders to get on board as soon as possible, taking the German crew members with them. The other German boats were ordered by loud hailer to return to their ship, but one kept going.

The boarding party had the seacocks closed within five minutes of boarding and then, quickly assessing the situation, Cdr. Wurtele signalled the *Prince Henry* that the fire was out of control.

The *Hermonthis* had a 15-degree list by now and it took two attempts to lay *Prince Henry* alongside the weather side. By 1540 eight to 12 hoses were playing on the *Hermonthis' fire*. None of the freighter's hoses could be used, since her generators were under seven feet of water and all power was off.

By 1700 it was clear that the fire was out of control in the oil-soaked dunnage in four and five holds and, in the face of worsening weather which was battering the two ships together unmercifully, the *Prince Henry* rounded up the prisoners and cast off, picking up the boarding party in the boat later.

It was now decided to sink the *Hermonthis* and 35 rounds of common and HE from the *Henry's* main 6-inch

battery were poured into her, many along the waterline. She went down in the early morning of April 2.

Rounding up the other boat, now 15 miles away, the *Henry* turned in search of the *Muenchen* and her boats. She raised the position by 0800 on the 3rd but there was no *Muenchen* in sight so she commenced a box search. At 1145 she sighted and closed the Peruvian cruiser *Almirante Grau* and was informed that the *Grau* had sunk the *Muenchen* by gunfire two hours earlier.

Among the prisoners taken by the *Prince Henry* was one singled out by Intelligence as an Allied secret service

agent, who apparently was causing the Gestapo some anxiety. The other prisoners included nine members of the Nazi party and ten Hitler youth. Three others were singled out for special attention to be carefully watched.

The *Hermonthis' cargo* was made up of 625 tons of oil fuel, 400 tons of oil cake, 150 tons of scrap iron, and 60 tons of cotton in addition to lubricating oil, a large quantity of wine and miscellaneous cargo.

Later the other two German ships, the *Leipzig* and *Montserrate*, attempted a breakaway and were intercepted by Royal Navy forces and sunk.



An appendix case from a U.S. destroyer in the Atlantic was transferred to the *Bonaventure* for successful treatment in January after the Canadian aircraft carrier was diverted from exercises 200 miles south of Halifax. The photo shows the patient being received on board the carrier via "Pedro", the rescue helicopter. (BN-3776)

THE SINKING OF U-877

- A Radar-Eye View -

A BRIEF ACCOUNT of the sinking of the *U-877* on December 27, 1944, by the Castle class corvette *St. Thomas* and the subsequent friendship between the first lieutenants of the two vessels appeared in the August 1960 issue of *The Crowsnest*.

The story told how Lt.-Cdr. Stanislas Déry, RCN(R) (Ret), former first lieutenant of the *St. Thomas*, came to possess German naval officer's sword. It was given last summer by Dr. Peter Heisig, former first lieutenant of the *U-boat*, to Mrs. Déry when she visited the Heisigs in Germany. Dr. Heisig had been a prisoner-of-war on board the *St. Thomas* and it was there his acquaintance with the St. Johns, Quebec, lawyer began.

Now, from Dr. D. W. Clarke, of the Charles H. Best Institute, University of Toronto, come some embellishments of the story. He was at the scene of the *U-boat's* destruction as staff radar officer to the senior officer of C-3 mid-ocean escort group. He was an Electrical Lieutenant, RCNVR, and, because there wasn't room for him in the senior ship, he was sailing in the *St. Thomas*.

His story may not be identical with the one told when the medals were handed out, but here it is:

DURING the winter of 1944 I was serving as Group Radar Officer of C-3 Group, to which the *St. Thomas* belonged. Group Radar Officers were the Johnny-come-latelies attached to the staff of the senior naval officer of the convoy. Our senior officer was Cdr. C. A. King, RCNR, who earlier in the war had commanded the *Oakville* when she had snagged a sub in the Caribbean waters. In common with other senior officers, he was loaded down with his staff gunnery officer, staff signal officer, staff asdic officer, and once he even had a staff electrical officer. Finally, as if the senior officer didn't have enough to worry about, he was given custody of a staff radar officer.

Most of the staff, or group, radar officers were fairly recent graduates of the specialized schools which introduced them into this black art. They were also "green-strippers", and so on two counts were quite junior to the rather knowledgeable and experienced types who made up the rest of the staff. We were important figures at the convoy conferences which preceded each convoy sailing, however. Here met the

naval captains of the escort vessels, as well as the captains of the merchant ships. The degree of our importance may be gauged by what would be a typical portion of a conference:

Senior Naval Officer: "What range can a 271 pick up a sub conning-tower at, Staff?"

Group Radar Officer (importantly): "Two thousand yards, sir. Depends on the sea, sir."

Senior Naval Officer: "Two thousand yards?"



Convoy Captain: "Two thousand yards?"

Group Radar Officer: (Nods owlsh-ly).

Because of our lack of seniority, our accommodation was frequently somewhat primitive. In theory, I suppose, the staff of the senior officer should travel in the same ship as he does, but with the limited accommodation available in corvettes and such, the lower echelons found themselves cast off into other ships of the convoy group. Thus it was that I found myself, not in the ship carrying the senior officer, but in the only other ship which seemed to have any extra space, the *St. Thomas*. In time, I gradually took up a more or less permanent residence there.

I guess the rest of the wardroom got tired of having breakfast with my hammock swaying above their heads, because during a short refit the ship's office was converted into a small cabin

which became home to me. A mattress spread on the former long desk, a steel clothes locker, and a drop-leaf desk which barred ingress or exit when it was in position—who could ask for more?

I have suggested that the residence was more or less permanent, and with reason. The infant radar was nothing if not temperamental and, if one of the sets on the escorts became balky beyond the capacity of the rating who mothered it to handle, the group radar officer was supposed to transfer to the ship which had the ailing set, and to administer, as it were, paternal discipline. It was generally agreed amongst GROs that a hard kick in the region of the modulator cured most ills.

Since transfer and return were subject both to the whims of the weather and the tactical situation, one always took along a certain amount of personal gear, as well as the tools of the trade. You never knew how long you would stay. What with one thing and another, the result was that your belongings soon became scattered over most of the ships in the group, and you sometimes found that your only remaining clean shirt was in a ship which was detached to proceed to Halifax for refit.

But to return to *U-877*. On a wet December day in 1944 we pulled out of St. John's with a new A/S operator who had recently been in the *Edmunston*. I understand that there may have been some personality difficulties in the latter ship—what ship doesn't have them?—and who was to blame I don't know. At any rate, the new A/S rating proved to have excellent pitch discrimination—a very valuable asset for picking up Doppler effects from moving objects such as submarines. On the day that we met the *U-877*, it is true that, as the story in *The Crowsnest* stated, the *Edmunston* did pick up the sub, but very shortly thereafter classified it as "non-sub". The *St. Thomas* then came across the same echo and attacked the object, which subsequently proved to be the submarine. After the action was all over, the *Edmunston* signalled her congratulations, to which our captain dryly replied: "Thanks. Credit largely due to your late HSD."

The captain, incidentally, was a man who was very economical in his habits and, in those days when depth charges were liberally tossed about, it was considered only proper that he should be

the one to get a sub with only two salvoes, involving a total of only six charges.

The nature of the destruction of the sub must bring up another correction. The papers reported that it was sunk with "deadly accurate gunfire". Though we fired everything in the ready-use locker, and the *Seacliffe* was coming up fast, also shooting, it seems from the stories of the survivors that not a darn thing hit the sub. Perhaps I should take some of the blame here. With one of our first shots, the radar shook itself into inactivity again, so that ranges could not be supplied to the gunnery officer. Later in the action, we did get it working.

When the sub surfaced nearby, I remember looking at the distinctive silhouette of the conning tower, and thinking, "Why, that's a German submarine." As we came upon the survivors (and I would be willing to bet that this was the only sub,* sunk by depth charges,

from which all the crew were rescued) I felt that I should do something more martial, and with the permission of the bridge, I grabbed the Bren gun stored there, took a couple of magazines of ammunition, and clattered down to the main deck where I set up the gun, pointing it in the general direction of the rafts and floats. After a while it slowly dawned on me that a gun won't fire unless it is cocked and that did pose a problem, till I remembered a demonstration I had witnessed a few years previously, as an unwilling member of the Auxiliary Battalion of the COTC at University. A Bren gun had been shown, and I remembered there was a little handle that you flipped out, and pulled back, and then you were all set. Fortunately, the gun was not needed, and it somehow found its way back to the bridge, without causing casualties on either side.

We picked up many of the crew, and the *Seacliffe* picked up the rest. The officers were lodged in one of the cabins, and ate their meals in the wardroom after we had finished. I well remember observing the U-boat captain taking

some butter for his bread. I suppose he was accustomed to butter shortages, and assumed we were, too, for he courteously sliced from the bar of butter on the table the thinnest slice of butter I have ever seen anyone manage.

There was, nevertheless, a certain amount of fraternization, and I think the last chess game I played (I never did play much) was played with a Lieut. Mildenstein. He won the game handily. Perhaps naval life was not conducive to my learning processes for games, for subsequently, some of my patient shipmates undertook to teach me bridge. They did their part but I could not have been an apt pupil, for a couple of years later, after the war had ended, and I found myself doing graduate work in the United States, I was persuaded into a bridge game with three people who loved the game. On one of the hands, I went down about five tricks. Subsequent consideration of the hand by the experts indicated that I should have bid and made a little slam. I haven't played much bridge since then, either. That, though, can't be blamed on the U-877.

* Perhaps the only German sub, but a British group in the Mediterranean depth-charged an Italian submarine and rescued not only the entire crew but, more important, all the CBs.—Ed.

Yesterday's Navy



Nothing nautical is apparent about this picture and most people would classify it as a collection of wooden tables and benches or an unpopulated picnic. Show it to an old-time West Coast sailor, however, and he would immediately identify it as Saturday morning on Naden's parade ground before the war. Every Saturday morning all tables, benches, mess lockers, bread barges, mess fannies and caddies were brought out on the parade and while some of the cooks-of-messes scrubbed and waxed indoors the remainder scrubbed the tables and benches white and polished the metalware. When all was again shipshape, the captain carried out his rounds at 1100. Leave was usually piped from about 1300.

EXERCISE BONNY BOY

BANSHEE PILOTS man your aircraft!

Briefed fighter pilots slip on Mae Wests, grasp hard hats and scurry for the flight deck. They strap into their aircraft and anxiously await the starting signal.

All day Monday, December 5, HMCS *Bonaventure* steamed to position herself by the next morning off the "enemy" coast for the first air strike in support of Blue land forces. At this critical period, Blue land was under the threat of invasion by neighbouring Fantasia. Intelligence reports indicated that the Fantasian army was massing its forces on the banks of river "X", which is the topographical border between the two countries. The enemy was attempting to establish a bridgehead across the river. Blue land patrols with their integrated air control teams had penetrated the advanced Fantasian zone of concentration to serve as a delaying force.

On the flight deck, the Banshees commence their slow accelerating whine to starting RPM. Parking chocks are removed and the aircraft directors guide the twin-engine jets to the catapult.

Soon, beneath the deafening roar of full power, the hiss of the catapult can be heard and its strength felt, as it hurls the 21,000-pound load into the air. The mission is to deliver conventional air-to-ground weapons in support of the Blue land armies. The weapons are bombs and 20mm cannon shells.

The flight leader and his wingman join up shortly after launch, and, once over the coast, they fly up river "X", remaining at tree-top level to avoid radar detection. Briefed landmarks flash by until the final check point is identified. The leader then gains altitude to establish radio contact with the air control team in the battle area. After being given a target by topographical grid reference, he quickly sets up the direction of attack, and the strike is on.

Time on target is kept to a minimum, reducing the enemy's chances for fighting back. Once the mission is completed, the attackers disappear down the river as fast as they appeared. As the expended unit retraces its route, another section is being briefed for a similar mission. Hour by hour, this same procedure is carried out. Understandably,

a flurry of activity is taking place on the carrier's flight deck as the servicing crews refuel, rearm and respot the aircraft for another launch.

For the purpose of the exercise, the enemy territory, Fantasia, encompasses the southern coast of New Brunswick, up the Saint John river to Gagetown and the territory to the west of the bordering river. The battlefield is a section of Camp Gagetown training area. Physical representation of the two armies is on a skeleton basis only—a considerable difference from the mass organization which incorporates the Canadian Infantry Brigade during the

On board the aircraft carrier *Bonaventure*, jet fighter pilots of 870 Squadron, flying in defence of Blue land during an invasion from Fantasia, are briefed by Lt. S. Cote, Army Liaison officer. The pilots are Lt.-Cdr. J. K. Dawson, Lt. F. A. White, and serving on exchange, Lt. E. C. Craig, USN.

(BN-3746)



annual summer training period in which the squadron has always been an integral factor.

The element that is very real in this exercise is the carrier, HMCS *Bonaventure*, and its embarked fighter squadron, VF 870. The exercise is designed to test the squadron in its role of air-to-ground support and also its compatibility with maximum operation from the aircraft carrier. Real, indeed, and much alive are the bombs and the 20mm cannon firings.

No part of such an operation can be successful unless close co-operation and liaison exist between the Army ground forces and the carrier. To meet these requirements, an Army liaison officer is borne in the *Bonaventure*. Currently serving in this capacity is Lt. Stan Cote of the Lord Strathcona Horse (RC). In the battle area the liaison officers are Major C. T. Grenier, of the Royal 22nd Regiment, assisted by Captain D. Creighton, of the air control team. Constant communication between the air control team and the carrier provides the air liaison officer with the latest information on tactical developments, target positions and strike requests and results. Through the ALO's briefings before each mission, the pilots are able to get first hand knowledge of the situation in the target area.

The war is over! The results were extremely satisfying—as was to be expected.

Missing only seven sorties, because of maintenance reasons, the squadron completed 34 sorties in the two and a half days of sustained operations in the Gagetown area. To support the intensive flying schedule, working hours were necessarily long for all squadron personnel. The satisfaction of a job well done was worth the extra demands.—J.J.V.

RN Submariners Hosts at Party

The submariners of the Royal Navy's Sixth Submarine Squadron based at Halifax brought joy and Christmas spirit to themselves and 64 orphans from Halifax and surrounding district.

The submariners, only one quarter of whom have their families in Canada, played host to the children at a Christmas party in the drill shed of HMC Dockyard.

The highlights of the party were a trip through the submarine HMS *Auriga* and a visit from Santa Claus, who gave out the gifts.

The children were also treated to swing and ferris wheel rides, slides, a cartoon movie, ice cream, cookies, sandwiches, cake and soft drinks.



The motto of Helicopter Utility Squadron 21 is "Omnibus Paratus", which can be translated "Shoot the Works" or "Don't Let the Side Down—You Might Fall Out", depending on how ignorant you are of Latin. Under the delusion that the motto meant "Ready for Anything", Ldg. Sea. "Ace" Nash and PO "Tailspin" Thompson viewed with alarm the state of unreadiness of a little Tiger Moth in their hangar at Shearwater. So they armed it with home-made torpedoes, bombs, machine guns, sidearms and rifles, as a contribution to the Christmas gaiety at the naval air station. (DNS-26772)



With a point score of 77, the Stettler has captured top honours in the anti-submarine proficiency competition conducted among frigates of the Pacific Command's Fourth Canadian Escort Squadron. The annual contest saw the Ste. Therese take second place with 74 points and third spot went to the Sussexvale with a point score of 73. Here, at a ceremony held onboard the Stettler, Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, presents the A/S Proficiency Trophy to PO Irvin Nixon, representing the ship. Looking on (centre) is Lieut.-Cdr. R. A. Evans, commanding officer of the Stettler. (E-59613)

AFLOAT AND ASHORE

ATLANTIC COMMAND

Leadership School

The Leadership School was a hive of activity in January as No. 57 Officers' Divisional course and No. 112 Petty Officers' Leadership Course passed the half-way mark. No. 57 course was a rather small one, having only seven members, five of whom were direct entry officers, the remaining two being newly promoted branch officers of the Supplementary Radio Branch.

Although small in number, No. 57 course was large in athletic achievement. Members defeated the numerically superior No. 112 course in a water polo match and volleyball tournament. This took the edge off the defeats suffered in broomball, athletic and aquatic tournaments.

A number of interesting branch lectures were given by the members of both courses. These lectures were started about two months ago and have proved to be very interesting and informative. They are of special value to direct entry officers and petty officers, as they provide an up-to-date picture of the activities of all branches.

No. 113 Petty Officers' Leadership Course commenced training in the school on February 13. This means that there were three courses in the school for a week before Nos. 57 and 112 courses left to take up their new drafts and appointments, or return to their ships.

There is a preponderance of radiomen in No. 113 Course. Seven petty officers are completing the leadership course before going on to the Communication Division to start a trade group III course.

HMCS Cayuga

In January, the *Cayuga* joined the ranks of ships that have temporarily "gone ashore" when she entered the graving dock in Halifax Shipyards.

Long before the ship went into dock, Cayugans had gone ashore literally, and were to be found working in several locations in the Halifax area. Stores from every department were landed in Halifax Shipyards, Dockyard, NAD and PNO Stores by CPO Chester Lay, of

Halifax, and department heads, storekeepers and working parties moved out to check and repair or replace all the upper deck gear and technical spare parts required when the ship goes to sea again.

The biggest shift of all was when more than 50 members of the ship's company went into temporary accommodation in *Stadacona's* "A" block. Under the supervision of Ld. Sea. James MacGregor, they faced the difficult transition from hammocks aboard ship to the motionless bunks and sheets of barracks life.

That they were successful was shown when they were awarded the cake for the best section during Commodore's Rounds.

HMCS Micmac

The *Micmac* spent early December alongside at Sydney, N.S. The visit was highlighted by a squadron concert and a smoker. Keen competition was evident in the many inter-ship sports events.

Good Story But Can It Be True?

Nobody, but nobody, will vouch for the authenticity of this story. But, if nothing else, it just goes to show how such stories are born, and that the sailor is equal to the occasion even in times of stress.

It happened just a while ago when firefighters from HMC Dockyard in Esquimalt rushed to a fire in one of the radio rooms of a destroyer escort. The danger area was close to the wardroom.

In the course of his duty, so the story goes, one of the firemen apparently had good use for any and all pieces of cloth. These were soaked with water and used to plug and smother some of the smouldering radio room equipment.

With his immediate supply of cloth exhausted, the fireman dashed into the nearby wardroom and whisked away a large table cloth. One of the ship's loyal stewards grabbed it, and a brief tug-o'-war ensued.

"What the h...s more important," rasped the fireman, "this table cloth or saving the ship?"

To which the young steward retorted: "But I didn't sign for the ship!"

The *Micmac* returned to Halifax, exercising en route, on December 16 and was in port for a quiet, pleasant festive season. In mid-January, she and the *Sioux* became duty squadron and North Atlantic gales featured this period.

In sports, the *Micmac's* curlers were active, with departmental and mess rinks enjoying close competition. The hockey team continued its successes, defeating the *Sioux*, *Athabaskan*, *Victoriaville*, *Granby*, *New Waterford*, *Minron One*, *Nootka*, *Haida* and *Crescent*. A tie with the *Cape Scott* and a loss to the *St. Croix* completed the record.

HMCS Cornwallis

(*Restigouche Division*)

Restigouche 2/60 new-entry division entered competition during December against *Ottawa*, *Gatineau* and *Margaree* divisions.

During the month, however, *Restigouche* took only the basketball trophy, and second place in swimming events and bowling. All teams were enthusiastic and were determined to do better.

Experience gained in December proved to be most valuable in January. The swimming team, a close second in December, took both swimming trophies. The bowling team managed a first by the close margin of six pins. The basketball team ran a close second to *Kootenay*, losing this trophy by two points. The hockey and rifle teams, faced with stiff competition, placed third. All these trophies and positions in sports were given a number of points toward Cock-o'-the-Walk. *Restigouche* compiled 77 points with *Fraser* placing second with 68.

Efficiency standards improved vastly in January putting *Restigouche* on top in morning inspection, march pasts and the trophy for cleanest block. The division, thrilled by its achievements, sent a message to the Commanding Officer, HMCS *Restigouche*, informing him of its accomplishments.

HMCS Resolute

Lt. Gerald William Garrad has been appointed in command of HMCS *Resolute* effective March 23. The *Resolute* is attached to the First Canadian Minesweeping Squadron based at Halifax.

SCIENCE AND THE NAVY

Starfish Enemy Of Food Resources

The possibility that the sea can be made to produce ten times the quantity of edible fish that it does today was suggested in an address by Sir Alister Hardy to the Zoology section of the British Association at Cardiff, Wales, last year.

How? By destroying creatures, such as starfish, which make great inroads into the sea's available food supply.

Sir Alister (as reported in the British scientific journal *Nature*) referred to the researches of Dr. Gunnar Thorson, distinguished Danish marine biologist, who had found there is a much heavier competition on the sea-bed, from various animals such as starfish, for the food available for fish, than had formerly been thought. Dr. Thorson had demonstrated that predators of this kind eat about four times as much food as would a quantity of fish of the same total weight.

Dr. Thorson had concluded that this led to "the amazing fact that only one to two percent of the (potential) fish food is actually eaten by the fish."

Sir Alister said that, if Dr. Thorson's calculations were correct and if it was possible to eliminate just a quarter of the pests, then 20 instead of just two percent of the food supply would be available to fish and could support a correspondingly large quantity of fish.

The future may see combing or other devices dragged over the sea floor to weed out the pests, which could, perhaps, be converted into poultry food.

Looking to the still more distant future (says *Nature*), he believes that the fishermen of a hundred years hence may include frogmen working tractor-driven trawls sent down from parent ships above and pulling starfish eradicators over the sea bed.

Tower Aids in Ocean Studies

A unique oceanographic research tower has been built by the United States Navy on the sea floor about a mile off shore from San Diego, California.

About 90 feet high, with a main deck about 27 feet above the high tide mark, the tower is designed for all sorts of

shallow water investigation. It was set up under the auspices of the Navy Electronics Laboratory and is proving extremely useful for meteorological, sea surface, water temperature, biological and acoustical studies.

The main deck is a 22-foot square slab of concrete supporting an instrument house. On a flat upper deck are electrical transformers and meteorological instruments. A catwalk surrounds the tower for handling equipment. A diving bell is installed inside the tower framework.

The tower is considered the last word in oceanographic research. Recent uses have been the measurement of waves and photographing of underwater turbulence.

Automatic Pilot For Carriers

Look, Ma! No hands!

With a new "automatic" landing system pilots flying from certain carriers in the U.S. Navy will be able to land in any weather, day or night, without touching the controls according to the U.S. *Navy Times*. Some high-performance jets, however, will require a little work on the part of the pilot. He will have to adjust the speeds until the automatic throttles are ready.

The device, designated SPN-10, is to be installed in the nuclear-powered carrier *Enterprise* by March 1962. Twelve of the "Spin-Ten" systems are on order, ten for carriers and two for mounting as trailer sets for training ashore.

Sea-Floor Fuel Tanks Under Test

Sea-floor fuelling stations all over the world may come into being if tests by the U.S. Navy are successful, according to recent press reports.

The USN, to test undersea liquid storage systems, has built a prototype 50,000-gallon (about 1,250-barrel) plastic container and submerged it in about 52 feet of water on the floor of the Gulf of Mexico. It is only a segment of a system of interconnected containers with an eventual 25,000-barrel capacity.

It is felt that these future underwater warehouses could be made large enough to hold more than a million gallons of fuel, enough to supply several destroyers

and smaller vessels. They are held to the ocean floor by a tubular framework and nylon harness. Other liquids could also be stored, including fresh water.

Porpoise Has Secret Of Submerged Speed

A three-year old porpoise may revolutionize underwater weapons, says the *Navy Times* published in Washington.

The porpoise is being studied at Marineland of the Pacific by the U.S. Naval Ordnance Test Station China Lake, California, to find out what enables them to swim at great speeds with so little drag or disturbance, how they send out and receive sounds over distances of several miles and how they can withstand the terrific pressures at 1,000 feet to which they can descend.

The porpoise, called Notty after the first letters of the station, is six feet long and weighs 180 pounds. She has been trained to wear plastic rings and rubber suction cups, swim through hoops and around obstacles, and swim at full speed or make crash stops.

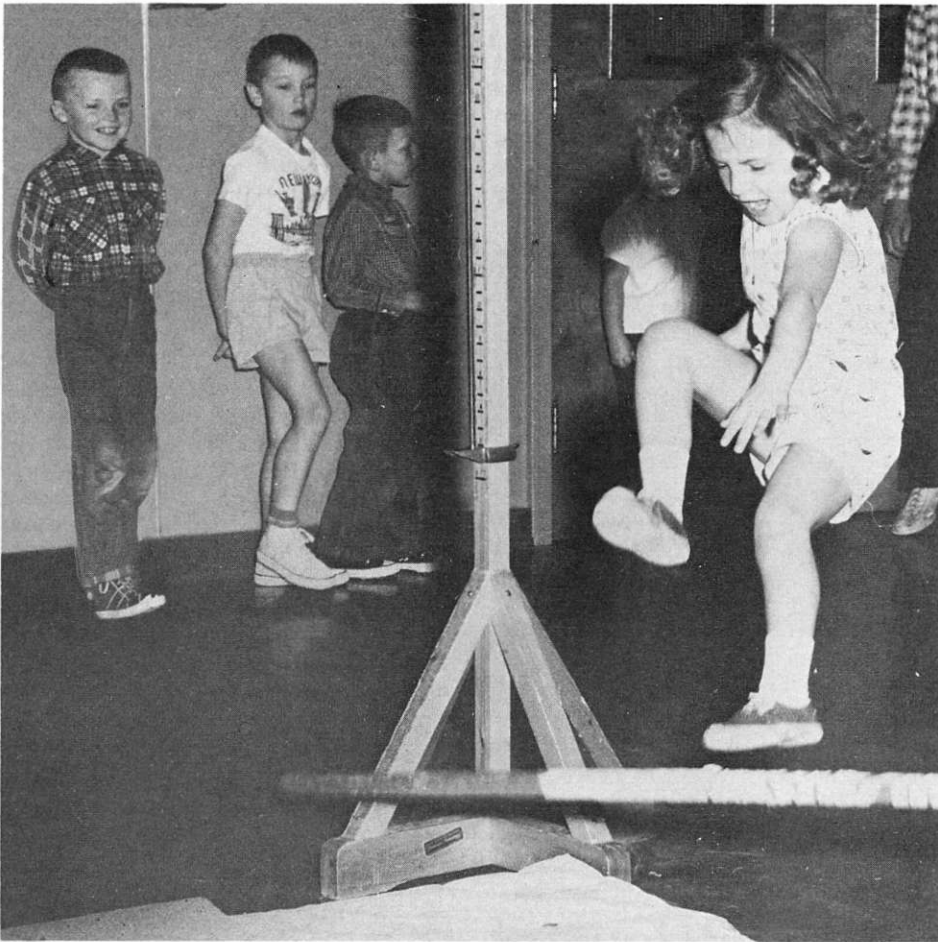
Observations of porpoises have determined they can swim at speeds up to 25 or 30 knots, apparently can deliver ten times more muscle power relative to weight than humans or dogs, can absorb enough oxygen to remain submerged for long periods, seem to have greater underwater sound range capability than the Navy's sonar, can navigate while blindfolded by sending out and receiving their own echoes, and have more blood vessels at the tail end than the front end.

Drive-In 'Shots' For Lucky Airmen

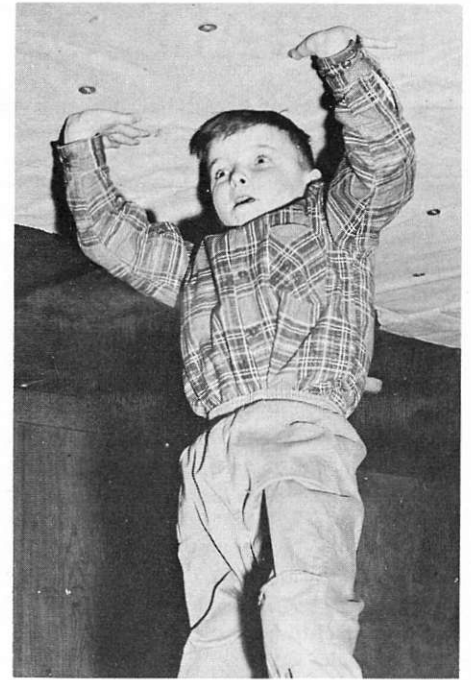
Technology is catching up with the MO.

At the U.S. Naval Air Station, Memphis, Tenn., personnel going for inoculation use what is probably the first "Drive-in Inoculation Station" in any of the services, according to the U.S. Naval Air Training Command magazine *Fly*.

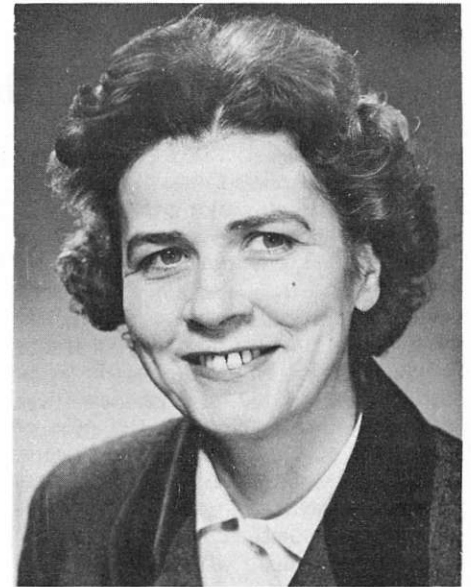
Use of the drive-in station has been an overwhelming success, obviating as it does the long waiting line and search for parking spaces. The shop is set up in a covered ambulance ramp and medical corpsmen station themselves on either side with their needles.



This is NOT a picture of a little miss missing the lowest high jump ever attempted. Actually the bar was set at 18 inches before Louise MacDonald, aged seven, took off and—oops—missed. She was one of 200 youngsters taking part in a tabloid of sports in the Shannon Park school gymnasium, where teen-agers act as leaders for a weekly junior gymnastic program sponsored by the Shannon Park Sports Council. (HS-64294)



Atlas, Junior, holding up the world? Nope—just an inverted picture of eight-year-old Joseph Williams doing a head-stand during a tabloid of sports at Shannon Park School. (HS-64292)



Miss Jessie Rita Casey, of Halifax, has been appointed social worker for the Atlantic Command of the RCN. Following service in the RCAF, she received her diploma in 1948 from the Maritime School of Social Work and since then has been employed by the Nova Scotia Department of Public Welfare. (HS-64296)



A drum and a cheque for the purchase of two more are presented to the all-girl, 38-member Thunderbird Drum Corps, of Victoria, on behalf of the Naden petty officers' mess. The presentation was made by PO Charles Griffith, a bandsman, who is president of the mess and supervisor of the drum corps. The girls, who are unsponsored by any organization, have played several engagements in the U.S. and have appeared in Vancouver parades. (E-60230)

TALE OF A VANISHING INDUSTRY

WILLIAM HAGELUND, a native British Columbian of Norwegian-Irish descent, has in his short, autobiographical "novel", *Flying the Chase Flag*, given us a simply-told yet vivid description of what is now the vanishing industry of West Coast whaling.

The author describes briefly his early life in the Vancouver area, but the main story begins when he and a chance acquaintance, young lads of about 17, make their way to Esquimalt to join the RCN and, unable to fulfil the conditions of entry, manage to get signed on with an old whaler about to set out for the Queen Charlotte Islands. The subsequent adventures of the two youngsters in the old SS *Carmel* (presumably a fictitious name as are most of those mentioned) make up the body of the book.

Though Hagelund is certainly no Melville, the descriptions of whale hunting off the Queen Charlotte's are unusually interesting and presumably quite accurate. Incidentally, Hagelund's

book has historical as well as entertainment value, in that he writes of a phase of Canadian maritime enterprise that has now been forgotten, judging

BOOKS for the SAILOR

from the article on Canadian whaling in the *Encyclopedia Canadiana*. This article, apparently based on one that appeared in the Department of Fisheries' Trade News in July, 1951, states that the whaling industry on the West Coast died out in the 1930s and was not revived again until 1947, when the present whaling station was established at Coal Harbour, Vancouver Island.

From the point of view of content, there is little that a reviewer with no

whaling experience can criticize in Hagelund's book. He occasionally expresses the hard-bitten merchant seaman's scorn for the professional navy in his comments on the RCN and USN, but there is no bitterness in his occasional "digs".

There is one point that might be mentioned. Hagelund states that the "chase flag" flown by the whalers when in pursuit of their quarry is the "inverted blue ensign." The blue ensign, as is well known, is the flag of the Royal Naval Reserve, and may only be flown by authority of an Admiralty Warrant. That any whale catcher could meet the conditions laid down by Admiralty for the flying of this flag is exceedingly doubtful. Very likely Hagelund's statement is correct; it would be interesting to know whether the Admiralty is aware of the practice—T.T.

FLYING THE CHASE FLAG, by W. A. Hagelund; published by The Ryerson Press, 299 Queen St. W., Toronto; 194 pages; \$4.

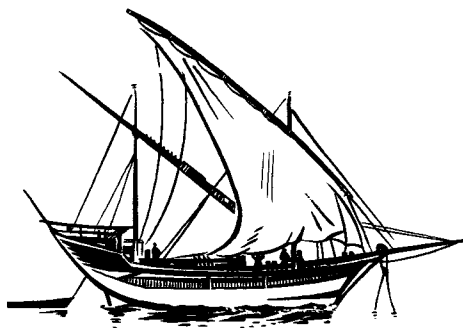
A Woman's-Eye View of the Sea

THE MISGIVINGS which a title such as *Annie's Captain* cannot fail to awaken in any sailor are to a large extent lulled by the words, elsewhere on the jacket, "Author of *The Nun's Story*." But they rankle. Masculine prejudices, especially when they relate to such traditionally masculine domains as the sea and ships, die hard. When the reader finds that he must view these things not merely through the eyes of a woman but refracted, as it were, sometimes through the eyes of three women, he turns the pages with apprehension. He turns them, however. He continues to turn, with grudging but growing admiration.

Annie and her Captain were the author's grandparents. The book purports to show us the Captain through the adoring eyes of Annie, and as is perhaps inevitable we see far deeper into the heart of Annie than we do into the life of the Captain. This is the book's salvation and strength.

The events are all there, of course, recorded with a meticulous regard for fact. The Captain's years at sea spanned the transition from sail to steam; a transition which he was helped to make when his beloved clipper was sunk by

a Confederate warship. He became one of the best and most respected steamer captains in the Pacific. Without the vivifying touch of Annie's love and devotion, however, all this would have added up in print to a career distinguished but dull. As it is, the whole thing is handled with such skill and sensitivity that one is tempted toward the conceit that all life, even at its most manly and adventurous, is but an image in the magic mirror of womanly love.



If there are rare moments when the narrative becomes "chintzy" and finicking, with a woman's weakness for details of dress and decor, there are others when it becomes as robust as even a sailor could desire; if sometimes the pathos leads to the brink of sentimentality, it always, after dropping its tear, turns clear-eyed back to reality; and if, very occasionally, we can bounce in triumph upon evidence of feminine fallibility in the realm of practical things (as when we read of the engineer's reporting to the captain that his engines were doing 54 revolutions per mile), we find ourselves acknowledging that this merely emphasizes the general competence and accuracy of the account.

The sailor will read it with enjoyment and lay it down with grudging admiration. His wife will read it, as it was meant to be read, with her heart, and love every word.—H.R.P.

ANNIE'S CAPTAIN, by Kathryn Hulme; published by Little, Brown and Company (Canada) Limited, 25 Hollinger Road, Toronto 16, 330 pages; \$5.50.

THE NAVY PLAYS

Ship Enters Team In Rifle League

The *Cayuga* has entered a .22 rifle team in the Halifax Garrison Indoor Rifle League. This is the first winter in more than five years that any ship has entered this league, which includes nine junior and five senior teams from Navy, Army, Air Force and RCMP and City Police in the Halifax Area.

At the end of January, the *Cayuga* team stood fourth in junior team standings. Lt. A. E. Sexsmith, high man for the team, held down top place in the individual scoring race in the junior division.

Shearwater Takes Volleyball Title

In volleyball, *Shearwater* downed Camp Gagetown 3-1 in a best-of-five series to take and annual Atlantic Armed Forces championship in late February.

Six service teams took part in the two-day tournament.

Shearwater topped the final standings with five wins, followed by Gagetown with four, *Stadacona* and Halifax Garrison tied with two each, and RCAF Greenwood and RCAF Beaverbank scored one each.

Stadacona battled to the top in the tri-service basketball tourney by defeating finalist *Cornwallis* 60-50. It was a round robin, schedule with a sudden death final. Competing were *Cornwallis*, *Stadacona*, Maritime Air Command and Camp Gagetown.

Lone Navy Winner In Squash Tourney

Navy took one title in the B.C. squash championships, played at the Victoria Squash Club and *Naden*, when Ldg. Sea. Tom Sloan defeated Dave Leversham of Vancouver 17-16, 10-15, 15-5, 13-15, and 15-11.

In other games CPO Jack Waldron lost to Bob Wade of Vancouver, 3 games to 0.

PO Mel Padget defeated George Evans of Victoria, 3-1, and lost to Graham Moffatt of Victoria 3-0 in the semi-finals.

Lt.-Cdr. L. R. (Doc) Savage lost 3-0 to Dave Leversham.

Ldg. Sea. Stu Duffy downed Dave Auston of Victoria 3-0, defeated George



AB "Moe" Levesque, strapping heavyweight boxer from the *Algonquin*, is presented with an award by Commodore M. A. Medland, Commodore, RCN Barracks, Halifax, for gaining the Nova Scotia judo championship February 11 at *Stadacona*. Levesque was also advanced from a White to a Green Belt for his fine showing in the tournament. (HS-64202)

Campbell of Vancouver 3-2, and then lost 3-1 to Andy Pichatchey of Victoria.

AB Ray Bootland lost to Ron Miller of Victoria 3-0.

Lt. John M. (Stretch) Turner won 3-0 over Charlie Fields of Victoria then lost to Ldg. Sea. Sloan 3-1.

Ships' Team Wins At Badminton

Lt. Vic Fast, of HMCS *Athabaskan*, proved to be the outstanding player and shared in three titles in the Atlantic Command badminton tournament at *Stadacona* in January.

The team championship went to Ships again this year.

Men's singles—Fast defeated Heath 15-8, 15-3.

Men's doubles — Fast and Heath downed Eden and Thompson 15-3, 16-14.

Ship's Hockey Team Big Winner

The *St. Croix* team is making a name for itself in East Coast hockey. In 37 games this season the team has won

30, lost four and tied three. All the games have been exhibition since they play in no particular league. Most of the games have been with other ships and establishments, and a few with civilian teams.

The *St. Croix* now has its sights set on the Atlantic Command hockey championships at *Cornwallis* in March, and hopes to give the fleet establishments and larger ships a run for the silverware. They now hold the Gatineau Cup, symbolic of sports supremacy in the Fifth Escort Squadron.

'Moe' Levesque Judo Champion

The Nova Scotia judo championships were held in the *Stadacona* P&RT centre on Saturday, February 11. The tournament turned out to be highly successful.

Clubs participating were *Stadacona* and RCAF Station Greenwood, N.S., with a total of 20 competitors. The tournament was run off as a single elimination and the new Nova Scotia Champion is AB "Moe" Levesque, of HMCS *Algonquin*. Levesque was also advanced for his fine showing throughout the tournament from a White Belt to a Green Belt.

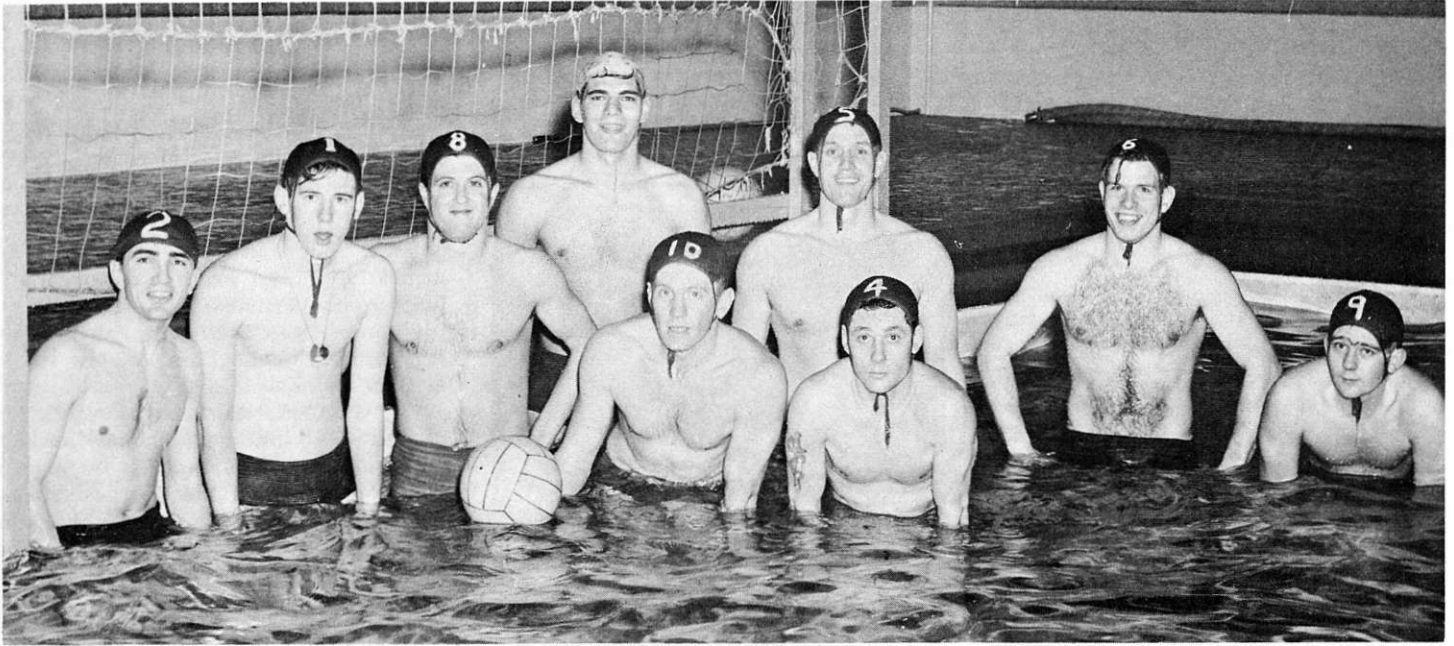
The next tournament was scheduled for Greenwood in the latter part of March.

The *Stadacona* Club is still open to new members and training is held in the Upper Gym on Tuesdays and Thursdays from 7:30 to 9:30 p.m. CPO Ed Fraser at local 2229 is the contact.

Stadacona Wins Basketball Title

HMCS *Stadacona* captured the Maritime tri-service basketball championship in February with a 60-50 win over the other finalist, *Cornwallis*.

In the two-day round-robin tourney six teams battled for a place in the finals. Tournament results were First day: Gagetown defeated *Shearwater* 50-29; *Cornwallis* beat Greenwood 49-36; Greenwood overcame Gagetown 60-54; *Cornwallis* defeated *Stadacona* 38-35; *Shearwater* beat Greenwood 31-28; *Stadacona* won over Gagetown 32-26; *Stadacona* swamped Maritime Air Com-



The water polo team of HMCS Naden, as it lined up in early February. Left to right, AB Joe Kitson, AB J. (Boots) Boutilier, AB Gordon Mee, AB Wally Patton (goalie), PO Jerry Vowels, Cd. Off. Fred Cox, Ldg. Sea. D. E. (Hut) Hutson, AB J. M. (Whit) Gray and AB Clark MacGuire. Missing from photo are team members AB Chris Foot and PO Gordon Lawrence. (E-59654)

THE ROUGHEST GAME AFLOAT

The water frothed and the swimmer's cry of "Let go, you . . ." ended in a gurgle as a vicious judo chop drove the man's head under the surface.

THESE WORDS are not taken from the text of a dime murder novel but are merely descriptive of normal play during a game of water polo in Victoria City Water Polo League play where four teams, Victoria College, Navy, the Victoria Amateur Swimming Club and Royal Roads, battled each other tooth and nail for the championship. Victoria College was the winner, with Navy running a close second.

Navy's coach, PO Alf Aylward, agrees with a leading sports magazine in its description of water polo as one of the toughest sports in the world.

"In any other game a man can usually breathe," says PO Aylward, "but it is quite a feat in water polo to catch your breath without taking in half the pool."

Because the referee cannot see what is going on under water many fouls go undetected. Holding an opponent's trunks, or pushing off from a check by planting a pair of size twelves in the pit of his stomach causing him to double up like a jackknife, is all part of the game.

Other cute tricks, though fouls, but accepted as fate by water polo enthusiasts, are taking a swipe at the ball with a fist or with the open hand. In both these the ball is missed intentionally and the fist connects with a chin or the open hand reaches past the head to become a judo chop that nearly decapitates the victim.

Water polo is a game for strong swimmers with great endurance. A player must swim most of the time in the water. Four ten-minute periods make up a game but since this is stopped time the tilt generally extends to one and a half hours. It is not a sport for the faint-hearted.

Water polo is extremely popular in Hungary and Australia, but it has not caught on to any great extent in Western Canada. In fact the Victoria Public Library has the only water polo coaching manual in the city. "To get it," says PO Aylward, "you almost have to go on a roster."

A player requires little equipment, beyond a pair of swim trunks, but he needs muscles which can withstand terrific strain, and a tremendous amount of "plain guts".—J.B.

mand 104-6; *Shearwater* swamped MAC 95-10; and *Cornwallis* massacred MAC 121-30.

Second day: *Cornwallis* edged *Shearwater* 36-34; *Stadacona* defeated *Shearwater* 52-36; *Gagetown* downed *Cornwallis* 60-49; *Greenwood* trounced MAC 94-23; *Stadacona* edged *Greenwood* 46-25, and *Gagetown* clobbered MAC 106-18.

Shearwater Best In Small-Bore Shoot

HMCS *Shearwater* headed the Tri-Services' small-bore rifle meet in February with a score of 1,760. The shoot was held at *Shearwater*.

Stadacona took second place with 1,748, followed by *Cornwallis*, *Halifax Garrison*, *Gagetown Dragoons* and *Gagetown First Regiment*.

In addition to *Shearwater* taking the award, *Shearwater's* CPO J. P. Mason shot the only possible and PO Jack Marsden, also from the air station, won the individual aggregate award.

Shearwater Golf Club Re-Organized

Plans are going ahead for the re-organization of the *Shearwater Golf Club* under a temporary executive

headed by Chaplain J. E. Williams as president. CPO D. E. Worthington is acting as vice-president, PO W. Kramp as secretary and CPO T. M. Mottershead in charge of publicity.

The new club's basic aims are to promote golf in the air station area through tournaments, inter-establishment competitions, golf clinics, indoor and outdoor driving ranges, and eventually the construction of a *Shearwater* or possibly a tri-service golf course.

Squash Title Kept

By Captain Frewer

Captain Fred Frewer, commanding officer of *Cornwallis*, retained his Atlantic Command squash title in January by defeating Cdr. H. H. Smith, the *Huron's* captain, 15-10, 18-15, 9-15 and 15-10.

In the "B" class, CPO John Stoddard, of *Cornwallis*, captured the title by defeating Cdr. Joe Paul, the *Bonaventure's* executive officer and last year "C" class holder. Scores were 15-7, 12-5, 17-16.

Ldg. Sea. Earl Thomson, *Stadacona*, upset Cdr. Kevin Power, FOAC, in "C" class, 15-11, 12-15, 15-18, 15-9.

In team standings, *Stadacona* won with 31 points, *Cornwallis* was second with 28, *Shearwater* and Ships tied at third with 21.

Veteran's title went to Cdr. W. H. Fowler with a victory over Lt.-Cdr. Reg Mylrea.

Army Edges Navy In Boxing Card

Fighting before a sellout crowd at *Stadacona* gymnasium, an Army-Navy boxing card in late January saw Army take the card 6 to 5, but in the last bout of the night Army's Dominion welter champion John McNeil lost by a decision to Navy's Hugh Mills.

Bill Zillio, Navy, 156, decisioned Nelson Solomon, 153½, Army.

Maurice Fraser, 165, Navy, TKO 1:43 of third over George Moss, 148, Army, exhibition bout.

Joe Butts, 145½, Army, decisioned Chuck Wurzer, 147, Navy.

Ron Sawchenko, 152, Navy, decisioned Ernie Ryer, 156, Army.

Gerry Drew, 178, Army, decisioned Dave Todd, 174, Navy.

Percy Stein, 160, Army, TKO 1:17 of first over Gord White, 160, Navy.

Walter Dill, 178, Army, TKO 1:25 of third over Moe Levesque, 190, Navy.

Joe Foley, 149, Army, decisioned Ben McCardie, 146, Navy.

Bob Downey, 132, Army, TKO 1:29 of first over Bill Hodgson, 142, Navy.

J. Fowler, 147, Navy TKO 1:27 of first over Al Kendall, 147, Army.

Hugh Mills, 146, Navy, decisioned John McNeil, 145, Army.

LETTER

Dear Sir:

As a former midshipman (blue patch division), I comment on the interesting article, "The Last Midshipman", in the February issue. An otherwise nostalgic account, the story was marred by a horrifying statement in the final paragraph of the story. I refer to the line . . . "Those of the RCN wore white, RCNR (young men with seagoing experience in merchant ships or yachts) wore blue. . . ." The italics are mine.

The Canadian *Navy List* of April 1939 lists three RCNR midshipmen . . . John Arthur Mitchell, John Cowan Smith and myself. I don't recall the exact wording of the terms of entry as a "snotty" in the RCNR, but I do know a young man had to be an indentured apprentice or cadet serving in a Class A merchant vessel of the British Merchant Navy. Mitchell and Smith served their time in the impeccable white *Empresses* of the CPR, sailing between Vancouver and Japan, while I served in deep-gutted freighters of the Donaldson line of Glasgow, Scotland, trading between the Pacific Coast and the United Kingdom, and later on the Atlantic. Yachtsmen, indeed!

With all respects to the yachting boys (many of whom rose to splendid heights in the RCNVR, and later in the RCN), I think the writer's reference is rather like suggesting that entry into the ranks of "pro" tennis is open to Wimbledon finalists or members of the Little Woking Croquet and Tennis Club.

Yours sincerely,

CHARLES T. McNAIR,
Lt.-Cdr., RCN.

341 Stewart St.,
Ottawa, Ont.



Tow of the dragger *Marjorie and Dorothy* is turned over to the commercial tug *Foundation Victor* off Halifax by HMCS *Sioux*. The destroyer escort had picked up the powerless schooner on the morning of January 27 after unsuccessful attempts to receive a tow the night before. The *Marjorie and Dorothy*, of Halifax, was broken down off the northeast tip of Sable Island, named the Graveyard of the Atlantic for the hundreds of wrecks on its shoals. Captain Garfield Anstey, 52, and a crew of 10 were unsuccessful in repairing the vessel's engine after water had leaked into the main bearing. The *Sioux* broke off from patrol to succor the schooner, wallowing in zero weather, heavy icing conditions and 35 mph winds. The 120-mile tow over, the destroyer escort had a quick "top up" of fuel in Halifax and returned to sea. (Photo courtesy Maurice Crosby, Halifax)

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is December 1, 1960.

Atlantic Command

For promotion to Chief Petty Officer First Class

W. A. Ansley	25350-H
G. D. Clark	25468-H
R. Ellison	6957-H
L. L. Girling	4929-H
R. F. Honour	22924-H
C. C. Hynes	50953-E
R. C. Jenkins	50896-H
G. H. Jones	6272-H
J. A. Kirk	3262-H
S. G. Lemon	50992-E
L. G. MacArthur	40827-H
B. C. McCallum	51710-H
J. E. McSweeney	50058-H
P. J. Nicholson	6094-H
H. T. Parkyn	25490-H
A. D. Singer	40730-H
G. W. Smith	3618-H
E. L. Spiers	24333-H
R. J. Steep	4904-H
J. H. Stewart	5333-H

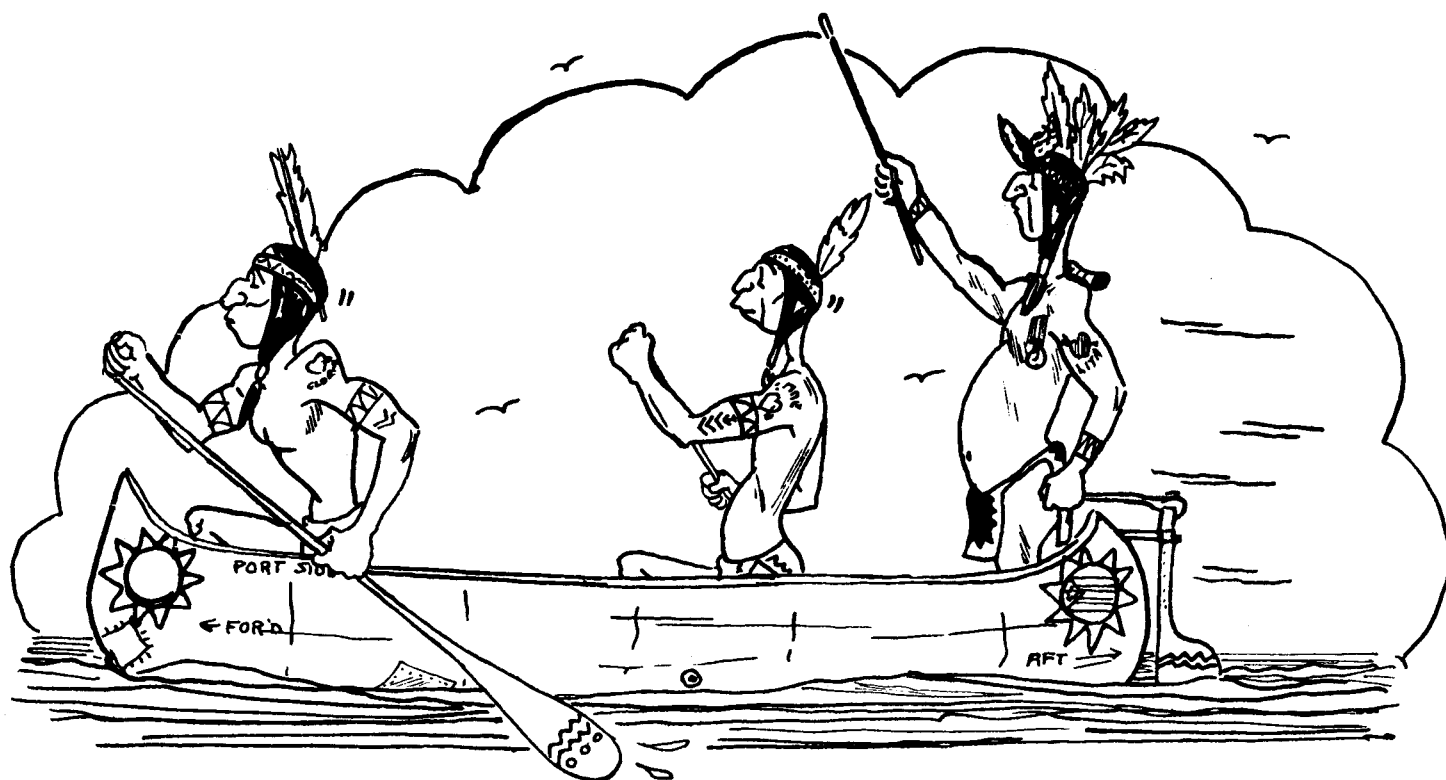
For promotion to Chief Petty Officer Second Class

R. B. Aggas	29284-H
G. Ainsworth	11305-H
M. V. Andrews	50268-H
H. F. Bailey	11416-H
H. R. Baron	4867-H
J. Bond	6054-H
B. L. Burroughsford	50286-H
H. K. Chapman	6368-E
A. W. Chater	6723-H
F. P. Conway	6297-H
R. F. Crawford	5978-H
G. A. Dickie	50203-H
R. W. Estes	7335-E
J. W. Forsyth	7080-H
M. J. Gerrior	50610-H
J. J. Grimard	5808-H
F. J. Guinta	4831-H
S. L. Hart	25518-H
R. J. Haycock	6731-H
H. G. Hicks	4831-H
E. B. Irwin	5957-H
L. P. Keen	5479-H
C. E. Lamb	8467-E
P. J. Lewis	5228-H
A. MacArthur	6093-H
F. R. MacDonald	50446-H
G. H. Mallett	22210-H
R. W. Mann	5706-H
T. G. McCabe	6484-H
D. McCoy	6937-H
L. V. McKearney	6551-H
T. A. Miller	34224-H
W. J. Montgomery	5036-E

D. A. Nairn	7547-H
L. C. Newland	15844-H
D. A. Peters	50774-E
K. D. Powell	16199-H
K. D. Powers	5639-H
P. Pozdnekoff	10984-H
D. A. Purvis	6326-H
L. J. Rousell	2869-H
T. A. Sawyer	51989-H
O. H. Simper	25495-H
J. D. Smith	25539-H
W. S. Smith	25482-H
R. C. Stainfield	34252-H
P. R. Trudel	6136-H
E. E. Wells	5813-H
W. F. Wickson	11386-H
K. W. Wilson	21999-H
R. J. Wilson	10298-H
R. Woolf	7222-H

For promotion to Petty Officer First Class

R. G. Arnold	8268-H
M. Ash	13577-H
L. G. Auton	10873-H
B. P. Beacock	16840-H
T. F. Brush	24417-H
E. R. Bryan	24937-H
P. J. Burke	11792-H
M. G. Chorney	25877-H
W. Clarke	16715-H
E. W. Cleary	12270-H
D. L. Cox	12190-H
M. D. Darrah	14579-H
C. G. Davies	7055-H



= HALF AHEAD BOTH INJUNS =

—Drawn by AB J. H. Scratchley from an idea by CPO Alfred Gold.

Pacific Command

For promotion to Chief Petty Officer First Class

P. B. Deschamps.....	8840-H
J. R. Deveau.....	12089-H
B. W. Dubois.....	8675-H
D. A. Dunham.....	8484-E
L. Emerson.....	51771-H
A. W. Evans.....	16563-H
A. Ewer.....	9524-H
J. B. Fitzpatrick.....	14657-H
E. Gaudet.....	11926-H
D. K. George.....	7398-H
G. S. Gibbs.....	12251-H
G. D. Giberson.....	7091-H
T. W. Graham.....	51260-H
S. Green.....	15160-E
R. J. Hamilton.....	16712-H
R. H. Hannaford.....	25440-H
R. G. Harkins.....	6698-H
G. T. Hayman.....	12151-H
V. J. Healey.....	11473-H
J. M. Heath.....	11788-H
E. M. Henderson.....	18179-H
J. E. Hillier.....	11845-H
W. G. Hillaby.....	11912-H
F. J. Hindle.....	10553-H
G. M. Hutchison.....	7695-E
H. G. Hyatt.....	10705-H
J. C. Jodoin.....	13330-H
W. J. Johnson.....	6013-H
W. H. Kerr.....	16855-H
R. Laidlow.....	51382-H
J. G. Lamontagne.....	7248-H
J. Landry.....	51066-H
D. G. Langman.....	7354-H
C. E. Lavigne.....	9775-H
E. J. Leclair.....	7277-H
F. MacArthur.....	7056-H
M. H. MacDonald.....	19233-H
L. R. MacKinnon.....	12128-H
M. D. MacLeod.....	11793-H
C. E. MacMillan.....	12471-H
M. K. Mason.....	8772-H
K. R. Maybury.....	18937-H
J. L. Mazmanian.....	16064-H
O. F. McKellar.....	10834-H
E. L. Merchant.....	6142-H
G. T. Merkle.....	9049-H
W. A. Morash.....	12290-H
S. B. Mosher.....	25174-H
C. R. Nickerson.....	12105-H
R. E. Noble.....	12126-H
J. M. O'Brien.....	6286-H
M. D. Olynch.....	27358-H
R. E. Priske.....	11903-H
R. F. Quinn.....	25047-H
C. W. Rambo.....	11568-H
W. A. Rickward.....	16728-H
A. J. Robert.....	9099-H
J. E. Robitaille.....	12686-H
J. R. Roy.....	17947-H
H. T. Salkus.....	10632-H
R. H. Schaefer.....	51289-H
R. M. Shoveller.....	13128-H
A. J. Skinner.....	12066-H
R. G. Smiley.....	25316-H
D. B. Smith.....	19524-H
R. G. Smith.....	122222-H
B. A. Thompson.....	10635-H
C. G. Tully.....	8104-E
C. Vales.....	16192-H
J. M. Veilleux.....	51438-H
A. J. Verge.....	8986-H
R. W. Vermette.....	14580-H
W. N. Wallace.....	25484-H
F. R. Walker.....	51602-H
J. E. Wash.....	11664-H
E. D. Wentzell.....	12007-H
F. I. West.....	8645-H
J. A. Whittom.....	51318-H
J. J. Williams.....	13043-H
G. R. Wilton.....	7694-E
M. S. Withrow.....	23407-H
F. A. Woodward.....	25472-H

C. H. Bateman.....	6999-E
T. A. Bligh.....	21808-E
C. E. Brown.....	3736-E
J. A. Caribou.....	4623-E
A. Cochrane.....	4934-E
A. F. Dodd.....	2928-E
W. J. Howard.....	3757-E
C. P. MacQueen.....	4029-E
H. R. Matte.....	50936-E
R. R. McDowell.....	21957-E
R. Oswald.....	40722-E
S. A. Waddington.....	22253-E

For promotion to Chief Petty Officer Second Class

A. G. Bennett.....	8174-E
R. S. Carter.....	5475-E
E. H. Childerhose.....	50333-E
F. J. Colclough.....	15077-E
G. L. Dixon.....	6373-E
F. Dubinsky.....	51545-E
L. P. Fortier.....	5341-E
D. V. Gould.....	51347-E
E. Haldane.....	22323-E
F. R. Hooper.....	6491-E
K. D. Jackson.....	51468-E
H. A. Jones.....	5556-E
N. K. Jones.....	3516-E
J. M. Kirk.....	6586-E
G. E. Kvamme.....	4860-E
P. Lesoway.....	51052-E
J. W. Logan.....	5620-E
K. E. Martin.....	51374-E
E. A. Moodie.....	22802-E
L. J. Paget.....	6557-E
W. A. Plant.....	5268-E
W. C. Slade.....	51763-E
W. A. Steadman.....	3238-E
N. M. Sutherland.....	22821-E
N. C. Town.....	3929-E
H. A. Wynn.....	6694-E

For promotion to Petty Officer First Class

R. E. Bartram.....	10013-E
L. K. Beaton.....	7788-E
R. R. Bryan.....	5440-E
D. R. Calland.....	25393-E
H. L. Clarkson.....	10341-E
M. R. Cooper.....	8657-E
F. C. Davis.....	28674-E
C. W. Drummond.....	8440-E
A. Gold.....	5569-E
R. G. Griffiths.....	8437-E
T. H. Hill.....	6959-E
J. C. Ladouceur.....	13119-E
H. G. Mercer.....	24857-E
E. W. Mueller.....	10042-E
V. H. Mumford.....	51613-E
M. M. Nickel.....	51844-E
R. A. Parsons.....	6843-E
J. L. Pringle.....	8540-E
K. R. Richardson.....	8465-E
D. G. Robinson.....	8194-E
G. W. Rowan.....	6216-E
W. G. Shields.....	11136-E
L. D. Stilborn.....	18379-E
H. J. Wyatt.....	31799-E
V. Yablonski.....	14803-E
R. A. Yeats.....	6284-E

TRIBALS TO BE COMMEMORATED

A fund has been established in the United Kingdom to keep green the memory of a famous class of ships, the Tribal class destroyers, which established such a glorious record during the Second World War. Details of the fund are given in a press release received recently:

This year will see the re-appearance in the Royal Navy of the famous Tribal names. Two ships (Type 81) are now completing and five more will follow. HMS *Ashanti* commissions this summer and HMS *Gurkha* in the autumn.

Under the patronage of Admiral of the Fleet Sir Philip L. Vian, GCB, KBE, DSO and two Bars, and Admiral Sir R. S. Gresham Nicholson, KCB, CB, DSO, DSC, a committee has been formed to organize an appeal to be known as The Tribals Memorial Fund. Admiral Sir Frederick R. Parham, GBE, KCB, DSO, is the chairman. The first publicity was carried in the United Kingdom press on March 1.

It is hoped to make a presentation to each new Tribal frigate in memory of the old Tribal destroyers who earned such fame during the last war. It is of interest that only one ship in the Royal Navy, HMS *Warspite*, won more Battle Honours between 1939 and 1945 than a Tribal. HMS *Nubian* gained 13 to the *Warspite's* 14, and in total the Battle Honours of all the war-time Tribals, of which there were 16 in the Royal Navy, must be unrivalled by any other class of ship.

At the end of the war there were four Tribals in the Royal Canadian Navy, all of which fought in Atlantic and European waters, and three in the Royal Australian Navy whose service was in the Far East.

It is believed that there are many people, both in and outside the service, in addition to the officers and men of the Royal Navy, Royal Australian Navy, Royal Canadian Navy, Royal New Zealand Navy and the South African Naval Forces who served in the Tribal destroyers from 1938 onwards, who will be interested in this appeal.

Contributions, which in the case of individuals it is suggested should be limited to two guineas, (about \$6) will be gratefully received by the treasurer (Captain E. N. Sinclair, DSO) and should be addressed to The Treasurer, Captain's Office, HMS *Sea Eagle*, Londonderry, Northern Ireland. Cheques should be made out to the Tribals Memorial Fund.

RETIREMENTS

CPO STANLEY GEORGE BRIGGS, C1BN4, of Victoria, B.C., joined RCN March 1, 1937; served in Naden, Skeena, St. Laurent, HMS Victory, Assiniboine, Stadacona, Ottawa, Royal Roads, Cornwallis, Peregrine, Strathadam, Border Cities, Ontario, Bytown, Niobe, HMS Excellent, Griffon; awarded Long Service and Good Conduct Medal; retired February 28, 1961.

CPO STEWART CURRIE CLARKE, C1LT4, of London, Ont., joined RCNVR October 17, 1939, transferred to RCN September 7, 1940; served in London, Ont. division, Stadacona, Niobe, St. Croix, St. Hyacinthe, Venture, Collingwood, Avalon, HMS Mansfield, Givenchy, St. Catharines, Avalon, HMS Orkney, Victoriaville, St. Laurent, Stadacona, Newport Corners W/T Station, Coverdale, Crescent Gloucester, Magnificent, Prestonian, Brunswick, Swansea; awarded CD; retired February 5, 1961.

CPO MELVIN FORD DAVIS, C1LT4, of Bristol, P.Q. and Schreiber, Ont., joined

January 15, 1940; served in Stadacona, Naden, Fundy, HMS Buxton, French, Kamloops, Avalon, Cornwallis, Hochelaga, Chaleur II, Poundmaker, Brockville, Peregrine, Star, Albro Lake, Portage, Montcalm, D'Iberville, Bytown, Algonquin; awarded CD; retired February 7, 1961.

CPO ARTHUR JAMES FOLEY, C2VS3, of Windsor and Halifax, N.S., served Canadian Army April 29, 1940 to October 16, 1945; joined RCN March 1, 1946; served in Haliogonian, Naden, Warrior, Stadacona, Magnificent, Shearwater, Huron, Coverdale, Hochelaga, Cape Scott; awarded CD; retired February 28, 1961.

CPO LLOYD ATHELSTONE JOHNSTON, C2WS4, of Salmon Arms and Kamloops, B.C., joined July 21, 1939; served in Naden, Stadacona, Skeena, Amherst, Dunvegan, Georgian, Cornwallis, Brockville, Hochelaga, Niagara, The Pas, Capilano, Avalon, Timmins, Middlesex, ML 124, Ontario, Quebec, Crusader, Sussexvale, Assiniboine; awarded Long Service and Good Conduct Medal; retired February 7, 1961.

CPO EDWARD THOMAS KEAYS, P1SG3, of Moose Jaw, Sask., and Edmonton, Alberta, joined January 27, 1941; served in Naden, Givenchy, Bellechasse, Chatham, Stadacona, Niobe, Gatineau, Avalon, Assiniboine, St. Catharines, St. Hyacinthe, Peregrine, Charney, St. Pierre, Warrior, Ontario, Nonsuch, Cayuga, Sault Ste. Marie, Beacon Hill, Cornwallis, Stettler, New Glasgow; awarded CD; retired February 28, 1961.

CPO FREDERICK NORMAN MACHAN, C1VS3, of Halifax, N.S., joined RCNVR Feb.

28, 1940; transferred RCN June 18, 1945; served in Stadacona, Comox, Raccoon, Caribou, NOIC Quebec, Avalon, Peregrine, Scotian, Warrior, Niobe, Magnificent, Bonaventure; awarded CD; retired February 26, 1961.

CPO DONALD CAMPBELL OXBOROUGH, C1ER4, of Banff, Alberta, joined June 7, 1938; served in Naden, St. Laurent, Stadacona, Hochelaga, Sorel, Burlington, Oakville, Agassiz, Niobe, Chaudiere, Peregrine, Scotian, Ontario, Beacon Hill, Antigonish, Athabaskan, Sioux, Cape Breton; awarded Long Service and Good Conduct Medal; retired February 27, 1961.

CPO ROBERT WILLIAM SATURLEY, C1WR4, of Victoria, B.C., joined January 28, 1941; served in Naden, Prince Robert, Givenchy, Stadacona, Peregrine, Micmac, Quebec, Labrador, La Hullose; awarded CD; retired February 12, 1961.

CPO ERNEST GEORGE SHELLNUTT, C1VS3, of Halifax, N.S., joined July 13, 1939; served in Stadacona, Saguenay, Venture, St. Croix, Mulgrave, Protector, Scotian, Niobe, Magnificent, Cornwallis, Shearwater; awarded Long Service and Good Conduct Medal; retired February 7, 1961.

CPO ROBERT RUSSELL WHALEN, C2ER4, of Calgary, Alberta, joined March 1, 1937; served in Naden, Fraser, Ottawa, Armentieres, Nootka, Kamloops, Stadacona, Blairmore, Mulgrave, HMS Puncher, Peregrine, Avalon, Cornwallis, Arnprior, Uganda, Ontario, Athabaskan, Oshawa, Jonquiere, New Glasgow; awarded Long Service and Good Conduct Medal; retired February 28, 1961.

Pelorous Jack Just A Hitch-Hiker

Pelorous Jack, the famous porpoise which accompanied ships in and out of Pelorous Sound, New Zealand, for 32 years around the beginning of the century, wasn't really providing free pilotage service. He was just going along for the ride.

This is the conclusion to be drawn from an article by two Woods Hole Oceanographic Institution scientists, Andrew A. Fejer and Richard H. Backus, in the November 26, 1960 issue of *Nature*.

Their article in the British scientific weekly is entitled "Porpoises and the Bow-Riding of Ships Under Way" and is largely a technical discussion of the way in which the smaller members of the species cadge free rides from bow waves or wind-raised waves in the open sea.

The way porpoises station themselves near the bows of ships and appear to remain poised there, almost motionless with respect to the ship, is well known to most sailors. Their periodical playful leaps from the water are simply to renew their air supply, the authors indicate. While below the surface, they utilize the push of the bow wave to carry them forward, with little expenditure of their own energy.

The authors refer to Pelorous Jack as the "most famous of all individual bow-riders". His career lasted from 1880 to 1912 and he was granted special protection by the New Zealand government.

The identification of Pelorous Jack as a grampus is regarded with a certain amount of scepticism by the authors, who say that, in their experience, grampuses avoid close approaches to a ship, rarely coming nearer than 50 to 75 yards.

OFFICERS RETIRE

LT.-CDR. MARTIN FRANK BLAXLAND, CD, of Ottawa, served RNR September 18, 1939 to May 5, 1946; joined RCN April 25, 1951. Lt.-Cdr. Blaxland served in *Discovery*, *Bytown*, *Naden*, *Magnificent*, *Stadacona*, *Cornwallis*; last appointment Deputy Naval Secretary (Technical Services) and Secretary to the Chief of Naval Technical Services at Naval Headquarters; commenced leave February 25, 1961, retires April 25, 1961.

LT.-CDR. JAMES PATRICK CROAL, CD, of Galt, Ont., and Ottawa joined RCNVR September 18, 1943 as Ordinary Seaman; promoted sub-lieutenant March 27, 1944, served until September 17, 1945, and from October 12, 1945, to October 16, 1946; joined RCN(R) June 21, 1948, transferred RCN July 4, 1949. Lt.-Cdr. Croal served in *Carleton*, *Prevost*, *Cornwallis*, *Montcalm*, *King's*, *Annapolis*, *Orkney*, *York*, *Bytown*, *Stadacona*, *St. Stephen*, *Labrador*, *Churchill*, and as naval observer with Canadian Army and U.S. Navy; last appointment Foreign Liaison Officer on staff of Director of Naval Intelligence; commenced leave February 28, 1961, retires June 20, 1961.

LT.-CDR. JOSEPH CHARLES MARSTON, DSC, CD, of Victoria, joined RCNR March 31, 1941, as a sub-lieutenant, transferred to retired list August 28, 1945, on special naval duty April 1, 1949, transferred RCN June 26, 1951. Lt.-Cdr. Marston served in *Niobe*, *Spikenard*, *Stadacona*, *St. Clair*, *Hamilton*, *Blairmore*, *Cornwallis*, *Discovery*, *Scotian*, *La Hullose*, *Wallaceburg*, *Brockville*, *Cataqui*, *Naden*, *Ontario*; last appointment Deputy Manning Commander West Coast; commenced leave February 27, 1961, retires June 26, 1961.

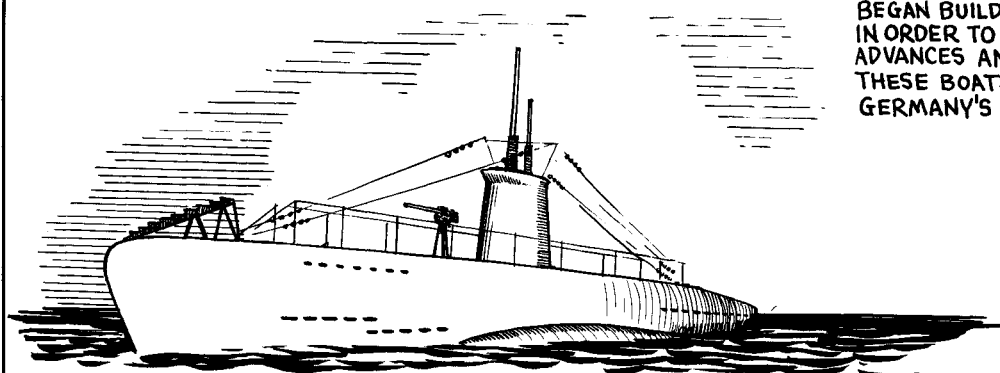
LT. ROBERT SIMPSON, OBE, CD, of Victoria and North Vancouver, joined RCN August 16, 1938, as an engine room artificer fourth class, promoted acting warrant engineer August 1, 1944, served in *Stadacona*, *Annapolis*, *Hamilton*, *Cornwallis*, *Niobe*, *HMS Arethusa*, *Naden*, *Armentieres*, *Restigouche*, *Sioux*, *Algonquin*, *Peregrine*, *Avalon*, *Bowmanville*, *Scotian*, *Iroquois*, *Bytown*, *Shearwater*, *Wallaceburg*, *Cape Breton*, *Outremont*, *Antigonish*; last appointment Staff Officer to Deputy Superintendent HMC Dockyard, Esquimalt, B.C.; commenced leave February 13, 1961, retires August 2, 1961.

Naval Lore Corner

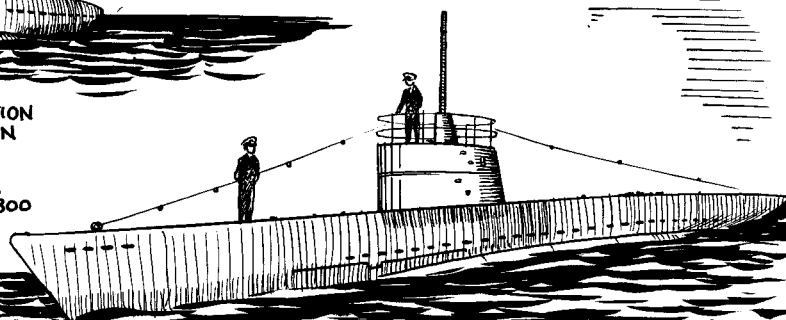
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SUBMARINE DECEPTION

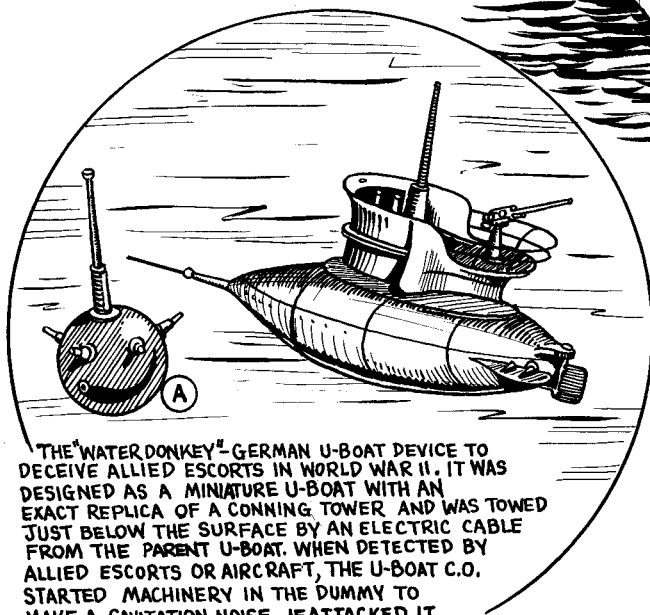
IN THE LATE 1920'S AND EARLY 1930'S THE GERMAN NAVAL COMMAND, FORBIDDEN BY TREATY TO BUILD SUBMARINES, SECRETLY BEGAN BUILDING THEM IN OTHER COUNTRIES IN ORDER TO KEEP ABREAST OF TECHNICAL ADVANCES AND TO GAIN EXPERIENCE. THESE BOATS WERE THE PROTOTYPES OF GERMANY'S WORLD WAR II U-BOAT FLEET...



SUBMARINE "VESIKKO"—BUILT SECRETLY IN FINLAND IN 1930-31 TO GERMAN DESIGN AND REPRESENTED AS A PRIVATE SPECULATION BY A SPECIALLY SET UP DUMMY COMPANY. SHE WAS TESTED IN 1931 BY A GERMAN CREW IN PLAIN CLOTHES AND THEN LAY IN THE YARD UNTIL PURCHASED BY THE FINNISH NAVY IN 1936. DURING THE WAR SHE HAD THE DISTINCTION OF SINKING A RUSSIAN SUBMARINE UNDERWATER BY RAMMING! OF 250/300 TONS, HER COMPLEMENT WAS 16. ARMAMENT CONSISTED OF THREE TORPEDO TUBES.



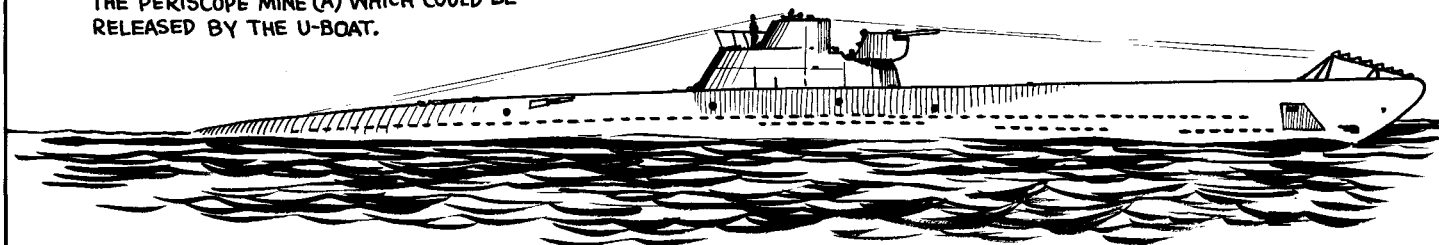
SUBMARINE "SAUKO", BUILT IN FINLAND IN 1930, WAS PROBABLY THE ONLY MODERN SUBMARINE TO OPERATE IN FRESH WATER. SHE FOUGHT AGAINST THE RUSSIANS IN WORLD WAR II ON LAKE LADOGA AND IS NOW AT THE WAR MUSEUM IN HELSINKI. DISPLACEMENT WAS 99/125 TONS, SPEED 9/5 3/4 KNOTS, COMPLEMENT ELEVEN. SHE CARRIED TWO 18-INCH TORPEDO TUBES, ONE 13MM GUN AND 9 MINES...



THE "WATER DONKEY"—GERMAN U-BOAT DEVICE TO DECEIVE ALLIED ESCORTS IN WORLD WAR II. IT WAS DESIGNED AS A MINIATURE U-BOAT WITH AN EXACT REPLIC OF A CONNING TOWER AND WAS TOWED JUST BELOW THE SURFACE BY AN ELECTRIC CABLE FROM THE PARENT U-BOAT. WHEN DETECTED BY ALLIED ESCORTS OR AIRCRAFT, THE U-BOAT C.O. STARTED MACHINERY IN THE DUMMY TO MAKE A CAVITATION NOISE. IF ATTACKED IT COULD RELEASE AIR BUBBLES, OIL AND DEBRIS AND COULD BE FLOODED AND SUNK WHILE THE REAL U-BOAT ESCAPED. ANOTHER DECOY WAS THE PERISCOPE MINE (A) WHICH COULD BE RELEASED BY THE U-BOAT.

SUBMARINE E-1 (BELOW)... A 750-TON SUBMARINE BUILT IN CADIZ, SPAIN BY A PSEUDO-DUTCH (GERMAN) COMPANY IN 1932. MANY OF THE PARTS USED IN CONSTRUCTION WERE MADE IN HOLLAND. AFTER LAUNCHING AND TRIALS BY THE GERMANS SHE WAS TAKEN OVER BY THE SPANISH NAVY AND EVENTUALLY SOLD TO TURKEY AND NAMED "GUR".

SURFACE SPEED WAS 20 KNOTS, ARMAMENT WAS ONE 4-INCH GUN AND SIX 21-INCH TORPEDO TUBES. SHE WAS THE PROTOTYPE OF U-25 AND U-26...



Roger Duhamel

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