

# *The* CROWSNEST



Vol. 12 No. 4

February, 1960





# The CROWSNEST

Vol. 12 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1960

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*The Cover*—A proud and handsome ship by the standards of her day, HMCS *Niobe* was the first RCN warship to be based at Halifax, where she arrived October 21, 1910. Wireless was still in the spark gap and coherer stage—hence the tall masts. (DB-4170)

### LADY OF THE MONTH

The old policy of training officer cadets in large ships was abandoned by the Royal Canadian Navy when it paid off its cruisers. Instead the cadets receive their training in warships comparable in size and function to those they are likely to serve in during their naval careers.

Five of the seven frigates of the Fourth Canadian Escort Squadron, of which the *Ste. Therese* (shown on the opposite page) is senior ship, have been fitted with a mid-ship deckhouse that provides classroom and messing facilities for cadets under training. The two remaining ships of the squadron, *Jonquiere* and *New Glasgow*, will be similarly fitted.

Early 1960 found the squadron on a training cruise that included South American ports and the Galapagos Islands. (E-52093)

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## RCN NEWS REVIEW

It could well have been that the pipers of the Naval Technical School band at the moment this picture was taken were piping "The Road to the Isles"—meaning Japan. They were down at the jetty to play a rousing farewell to St. Laurent, Ottawa and Saguenay on their departure for the Far East early in February. (E-53952)

### ***Frigates Visit South America***

Four west coast frigates with senior-year *Venture* cadets embarked left Esquimalt January 11 on a 15-week training cruise along the west coast of North America and South America and to the Galapagos Islands.

During the cruise the cadets are backing up with experience their academic knowledge of navigation, pilotage and seamanship. In addition, the cruise is enabling the ships to carry out fleet and tactical exercises and is giving the ship's companies and cadets further training in anti-submarine operations, gunnery exercises, and bridge and engine room watchkeeping duties.

Outward bound, the four ships, the *Sussexvale*, *Stettler*, *Antigonish*, and *St. Therese*, paid operational visits to San Diego, California and Balboa, in the Canal Zone. They arrived in the Galapagos Islands on February 10 for eight days.

Following the visit to Galapagos Islands, the next port of call was to be Callao, Peru, from February 22 to February 27. From Callao, the ships were to steam to Valparaiso, Chile, the southernmost point of the cruise, where they will remain for five days.

On the return passage the four frigates will put into Talara, Peru; Balboa, and Long Beach, Calif. The last port of call before returning home will be San Francisco. The ships are due back in Esquimalt April 22.

The cadets will resume academic training at *Venture* upon their return, to finish the final phase of classroom training, leading to the graduation ceremonies in August.

### ***East Coast Ships Begin Exercises***

"Wintex 60", a large scale series of fleet exercises which began in the third week of January, will involve most ships of the Atlantic Command at various times in a period of two months.

This year's annual winter exercises are being carried out in the Bermuda area, and many of the ships will make operational calls at the island in the course of operations. Other operational visits will be made to ports in the United States.

Following their part in the exercises, ships will disperse for short visits to Caribbean ports before returning to Halifax.

In addition to the destroyers and frigates taking part, will be the *Cape Scott*, the RCN's mobile repair ship on the east coast.

RCN anti-submarine aircraft will also take part in the exercise, and will operate from an airbase on Bermuda.

### ***Japan, Hong Kong On Ships' Itinerary***

Three destroyer escorts of the Second Canadian Escort Squadron left Esquimalt Monday, February 8, for a two-and-a-half month operational cruise across the Pacific to Hong Kong and ports in Japan.

The *Ottawa*, *Saguenay* and *St. Laurent* will participate in anti-submarine exercises and other tactical training with units of the United States Navy. Captain J. C. Pratt, Commander of the Second Canadian Escort Squadron, is in command of the group. As the *Assiniboine*, Captain Pratt's ship, was in refit, he embarked in the *Saguenay*.

The three ships carried out a preliminary two-day anti-submarine exer-





cise off Cape Flattery on their way southward, arriving at Long Beach, California on February 14. After an exercise conference there with United States Navy authorities, the ships were to sail for Pearl Harbour in the Hawaiian Islands to arrive Tuesday, February 23 for a two-day stay. Their next port was to be Yokosuka, Japan, near Tokyo, where they were to spend from March 7 to 10, thence to Okinawa March 16 for two days and on to Hong Kong, arriving Monday, March 21.

In Hong Kong the three ships will stay for a full week and self-maintenance routines will be carried out by ship's staffs during this time. They will sail Monday, March 28, for operations in the Okinawa area from March 31 to April 9.

The ships will then make an informal visit to Kobe, Japan, from April 11 to April 14.

They will return to Canada via the Aleutian Islands, stopping in Adak overnight April 21-22 to refuel. The ships will arrive home in Esquimalt Friday, April 29.

### **Students Tour Esquimalt Base**

Twenty-two students, accompanied by two teachers, of the Campbell River

High School visited HMC Dockyard, Esquimalt, during the morning of February 2 in the course of a "good citizens" program sponsored by Crown Zellerbach Canada Ltd.

The visiting students were taken on a tour of the Dockyard, and for a brief trip around Esquimalt harbour in a naval harbour craft. The visit concluded with a tour of the large government drydock adjacent to *Naden*.

### **FOPC Inspects Officer Cadets**

Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, inspected a wing parade of officer cadets of the Canadian Services College, Royal Roads on Sunday, January 31, commencing at 10 a.m.

A total of 165 cadets of the senior and junior classes participated in the parade and church service which followed. Music was provided by the *Naden* band.

### **Cape Breton Goes South on Cruise**

The mobile repair ship *Cape Breton* sailed from Esquimalt on Monday, February 1, on her first operational cruise since being commissioned into the Pacific Command last November 16.

The 10,270-ton ship—largest to serve with the command—proceeded directly to Magdalena Bay, Mexico, arriving there on February 9. For the following 20 days the ship was to conduct an extensive program of working-up exercises, evolutions and drills.

Leaving Magdalena Bay on February 29, the *Cape Breton* was due in San Diego, Calif., March 3 for a four-day visit. The ship returns to Esquimalt on March 14.

The ship is under the command of Cdr. M. F. Oliver.

### **Fire Prevention Honours to West**

Fire fighters on the West coast carried off two out of three first place awards in the Fire Prevention Contest among naval establishments in 1959.

First place among the large establishments was won by HMC Dockyard, Esquimalt, for the second year in succession, while *Naden* gained the winning award for establishments of medium size. In the small establishment class, first place went to Point Edward Naval Base, Sydney, N.S.

The contest between establishments within the Navy is part of the Department of National Defence section of the National Fire Prevention Contest. The

## *Hitting The Target*

-- An Editorial in the Victoria Colonist --

WHETHER present-day warships will ever fire a gun in anger is something no one can tell, in view of the nuclear deterrents that occupy so much attention. There could be minor conflicts with conventional weapons, however—as in Korea for instance—and it behooves a nation to keep its existing forces in sharp practice and condition.

In any case many a warship has its life during periods of peace and never sees battle action. Against such emergency its role is to perfect its gunnery to a maximum state of efficiency. The ships of the RCN's Pacific Command have recently demonstrated how well they can hit the target.

News that all three prizes in the navy's gunnery competition of 1959 were won by West Coast ships is cause for pride among the Esquimalt fleet. A fair share of the honours would have been creditable but to capture all the trophies singles out the Pacific Command as being spe-

cially on the alert. It indicates that the training and application of the sailors on this coast are of a high order.

One supposes that competition between the two coastal commands is always keen, which is the spur to achievement among all ranks. The Atlantic Command is the larger, however, with more ships eligible for gunnery contests, and this makes the feat of the local fleet the more commendable. It is always an extra satisfaction when victory is won against odds.

The prize-winning ships concerned, the destroyer-escorts *Margaree*, *Fraser* and *Assiniboine*, can therefore plume themselves on being the best shots in the Canadian Navy. Whether the mainbrace is spliced to mark an achievement of this kind we are unaware, but the gun teams deserve every pat on the back. It is pleasing for this community also to know that its warships can outshoot all comers for it is a reminder that the Pacific Command maintains its skills at a peak of performance.

Department of National Defence section is open for competition between all Canadian Armed Forces establishments. The grand award for the winning establishment within the department last year went to the RCAF Station, Falconbridge, Ontario. In 1958 this award was won by HMC Dockyard, Esquimalt.

The size classification of a particular establishment is based on the number of personnel serving on that establishment. Establishments with over 3,500 personnel fall into the "large" category; those with 1,500 to 3,500 personnel are considered "medium" in size, and establishments with less than 1,500 personnel are named "small".

Other awards in 1959 within each division are as follows:

*Large:* 2nd, HMC Dockyard, Halifax.

*Medium:* 2nd, HMCS *Cornwallis*; 3rd, Belmont Park Married Quarters.

*Honourable Mention:* HMCS *Stadacona*; RCN Married Quarters, Shannon Park.

*Small:* 2nd, RCN Magazine, Rocky Point, B.C.; 3rd, Patricia Bay Airport, B.C.

*Honourable Mention:* RCN Armament Depot, Dartmouth, N.S.; RCN Magazine, Bedford, N.S.

The aim of the Fire Prevention Contest within the Department of National Defence is to stimulate fire safety consciousness and to encourage a broader application of modern techniques in fire prevention education.

### **Artist Named Museum Curator**

The appointment of John R. Stevens as Curator of the Maritime Museum of Canada was announced in February by the museum's board of directors.

"The decision to employ a man of Mr. Stevens' qualifications and ability is further evidence of the determination of the museum to establish itself as a professionally - operated organization dedicated to fostering interest in, and knowledge of, the maritime history of our country," said the board chairman, Commodore M. A. Medland.

Born in Toronto, Mr. Stevens started his business career as a commercial artist, and worked in this capacity both

in Canada and the United States. His keen interest in maritime architecture and in the history of shipbuilding in Canada led him into a study of these matters, first as a hobby and later as an avocation culminating in his present appointment.

Mr. Stevens has called upon his experience as an artist to make several significant contributions to the research into early ships and shipbuilding throughout the world. His book, "Old Time Ships", published in 1949 and illustrated with his own drawings, is one of these contributions. He has gained recognition also for his work in other museums, notably the Maritime Museum in Mystic, Connecticut.

Last year, Mr. Stevens spent several months in Europe during which he visited maritime museums in England and Holland.

Mr. Stevens first concern will be to increase the Maritime Museum's displays of commercial ships and shipbuilding, which played so important a part in the early development of Canada.

It is unfortunate, he feels, that so many relics of the years before 1850 are no longer to be found. It is his intention to make a special effort to locate authentic relics of those days, including paintings, models, documents and other material with which to augment the museum's present accumulation of these items.

As a privately sponsored society, financed primarily by civic and provincial grants, the Maritime Museum of Canada depends for most of its exhibits on the generosity of individual donors. In his new position Mr. Stevens hopes to be able to encourage Canadians not only to visit the museum but to make available to it any items which will assist the museum in depicting the historical relationship of Canada with the naval and mercantile services of the world, past and present, thus creating a greater awareness of sea-power as it affects the security of this country.

### **'Nuclear' Takes Place of 'Atomic'**

What has been known in the past as "ABCD" will be referred to in the future as "NBCD"—short for Nuclear, Biological and Chemical Protection and Damage Control. Similarly the old term "atomic protection" becomes "nuclear protection".

General Order 2.00/41, which brings the changes into effect, say the new publications, drawings, etc., will contain the term "NBCD", but those already existing, using the term "ABCD", will not be amended.



Winnipeg's naval division, HMCS Chippawa, boasts one of the highest father and son "team" ratios in uniform, and challenges all comers to prove otherwise. Here's Chippawa's proof: front row, left to right, CPO E. Sargent and son Warren, Navy League Cadet; CPO H. E. Speed and son Brian, NLC; CPO R. Sargent and son Kenneth, NLC; Middle row, CPO L. Walker and son Ord. Sea. John Walker; CPO E. Bobbie and son Ronald, NLC; Cdr. J. J. Boyd, RCN(R) (Retd), and son James, Sea Cadet; back row, Cdr. J. L. Freeman and son, Sub-Lt. Peter Freeman; Cdr. J. W. Dangerfield and son John, Sea Cadet, and Lt. N. J. Lowman, whose son Richard is missing from the photograph. There are uncles and nephews present, too, for CPO E. Sargent and CPO R. Sargent are brothers.





After her storm-beset journey across the Atlantic, the Bonaventure is manoeuvred by harbour tugs into her berth at jetty 4 in HMC Dockyard. (HS-59764)

## BONNIE'S STORM

*Plagued by rough weather during their operations with NATO forces in European waters last fall, the five warships of the RCN task force looked forward to smooth sailing on their homeward passage in early December. That their hopes were shattered is now well known. The Bonaventure and her four attendant destroyer escorts, the Algonquin, Iroquois, Sioux and Athabaskan, reached Halifax in Mid-December, all reporting damage of varying degrees of severity. In the case of the destroyer escorts, the damage was mostly to deck fittings, although some gear was swept overboard. The Bonaventure, offering a bigger target, suffered heavier damage. An officer in the Iroquois received internal injuries and was placed in hospital in the Azores. Five persons in the Bonaventure were superficially injured. The villain of the story was a furious storm which wandered from its predicted path. The following account of the storm and what the Bonaventure had to contend with while it raged was written by the aircraft carrier's weather officer, Lt.-Cdr. R. M. Morgan.*

NATO EXERCISES and her visit to the United Kingdom ended, HMCS Bonaventure slipped from Middle Slip Jetty, Portsmouth, on December 3 and proceeded to sea. For those on board, this was the most-anxiously awaited part of the cruise, because we were on

our way back to Halifax for Christmas with many surprises for our families loaded on board. There were presents for the kids, frilly things and jewellery for the wife, and bargains for the house. Every inch of available space had something securely stowed away in it—a toy

car here, a chest of china there, and, in the officers' flat, an antique grandfather's clock which competed on the hour with the ship's bell. At one juncture an enthusiastic home builder who wanted space for a dining-room suite, suggested that perhaps we could do with one less aircraft on board.

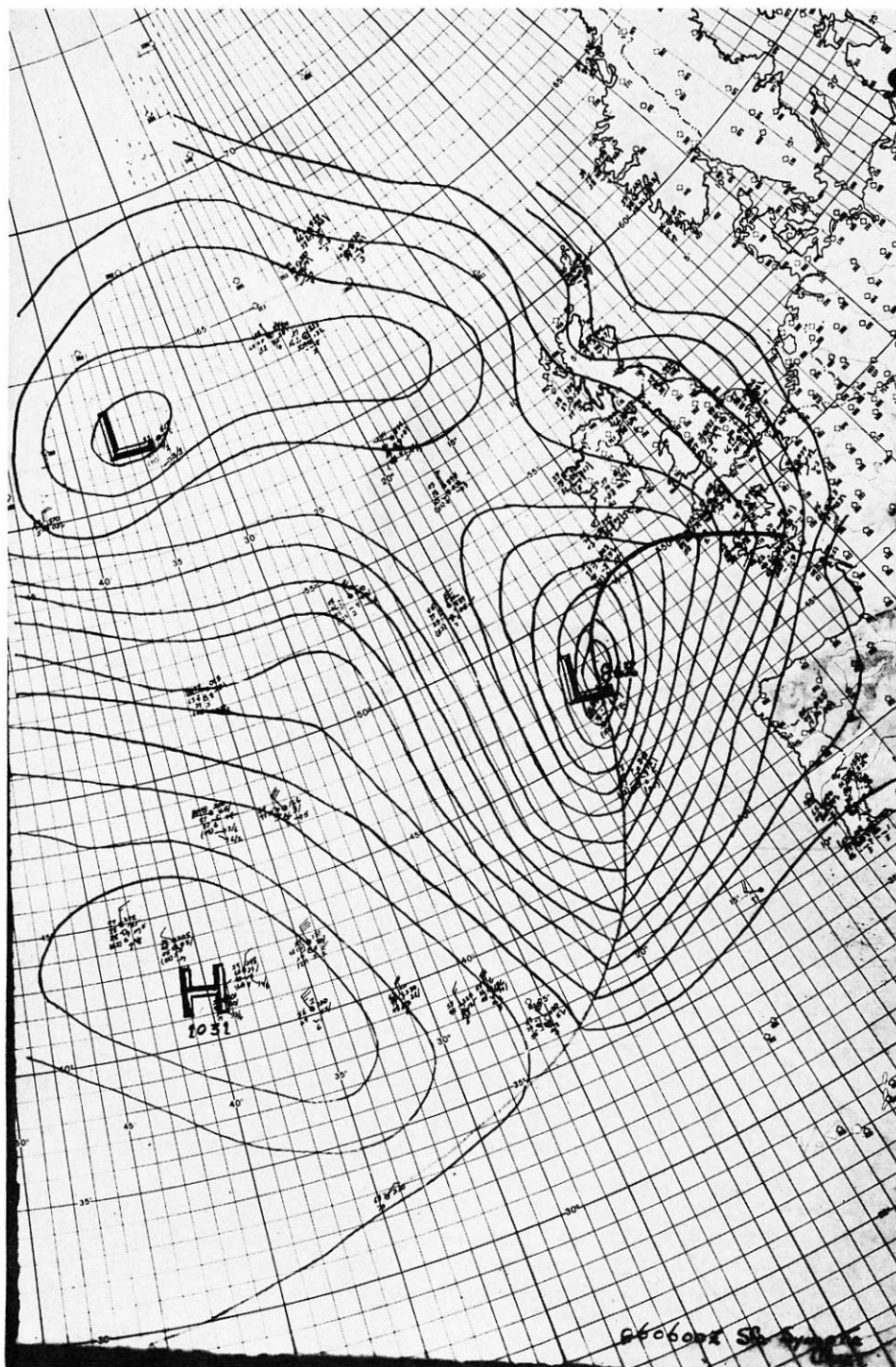
Everyone was looking forward to better weather and a few good flying days on the return journey. We had experienced high winds and heavy seas off Northern Ireland during the previous month, and flying had been impossible most of the time. A number of our pilots had been forced to savour the austerity of service accommodation at diversion airfields in Northern Ireland, Scotland and England, and were hoping for good flying weather, at least near the Azores.

However, the departure did not augur well. Outside the Nab Tower a stiff wind was already blowing and weather was only marginal when we began to take on aircraft. Heavy thunderclouds almost covered the sky, and the visibility was down to two miles in rain at times. The last aircraft was safely on board by 1600, but not a minute too soon, for the wind was now up to gale force from the west as *Bonnie* turned down the Channel on the homeward leg.

The morning of the 4th dawned brightly. The wind had moderated to 25-30 knots and remained that way throughout the day, but the swell, which had been generating during the past few days, was too heavy for flying operations. The helicopter was launched off Ushant to land one of the ship's company for compassionate reasons, but this was accomplished only by getting in the lee of one of the islands inshore. During the night of the 4th and the forenoon of the 5th, good headway was made across the Bay of Biscay although a heavy westerly swell was still running.

Early Saturday morning, December 5, a small storm was developing in the Gulf Stream to the east of Nova Scotia. It was expected to move rapidly across the Atlantic at 50 knots in an east-northeasterly direction, and then curve northeastwards and pass up the west coast of Ireland. By the time it reached the eastern Atlantic, the *Bonaventure* was expected to be well to the southwest of Finisterre, and so the storm was not considered too great a threat to the ship. Until early evening, the storm behaved as expected. The wind had begun to freshen again, and a gale was forecast as the centre followed its expected path to the north of the ship. Later, on Saturday evening, radio reception deteriorated to an almost complete blackout and no reliable information on the location of the centre could be obtained for the next 12 hours.

On Sunday, December 6, the storm struck with such damaging power and severity that all on board will ever remember it as "the day of the big storm". By early morning, the Met. man had received enough information to pinpoint the storm again, and he discovered that the path was now easterly and that the storm centre would pass into the northern half of the Bay of Biscay, about 200 miles to the north of the ship. A severe gale was expected with winds gusting to 65 knots during the forenoon and continuing during the day. This forecast had scarcely been made when the wind gained velocity and within an



This is a synoptic chart showing "Bonnie's" storm on the morning of December 6. At that time, the *Bonaventure* was only 50 to 60 miles from the storm centre. (O-12458)

hour had reached hurricane force, with gigantic waves building up. By 0900 the visibility was reduced to one-half-mile in blowing spray, with frequent gusts of over 70 knots. At 1000 the wind had reached its maximum with the passage of the cold front, and an average steady wind of 68 knots was recorded. However, there were frequent gusts of probably 80-85 knots, and it is estimated that the maximum was 90

knots. This is only conjecture, though, for the wind-speed recorders on board are not capable of reading above 70 knots. During the forenoon, the waves reached an average height of over 50 feet, and some of the larger ones, shown in the photographs, rose to more than 60 feet.

Throughout the height of the storm, the ship behaved remarkably well. She was headed into the seas and rode most





The Bonaventure noses into a sea that mounts high above bows like a steel-grey wall, veined with white foam. CPO James Ward took the picture from high up in the island of the carrier. (BN-3132)



A wave breaks in a thunderous cloud of foam and spray and green water over the flight deck of the Bonaventure. (BN-3128)

of the waves with little trouble. However, the occasional wave out of phase was very dangerous as it swept down the starboard side and across the flight deck. One solid jet of water struck the port mirror and twisted it into a grotesque shape as though it were made of tin foil. Another crashed into the starboard mirror sponson, tearing the welded seams open and buckling the steel bracket supports. When the shivering "old lady" dragged her length over another wave, it was the end for the stern catwalk, and the largest wave of all, probably about 65 feet, came green over the compass platform and stove in the window on the starboard side. The

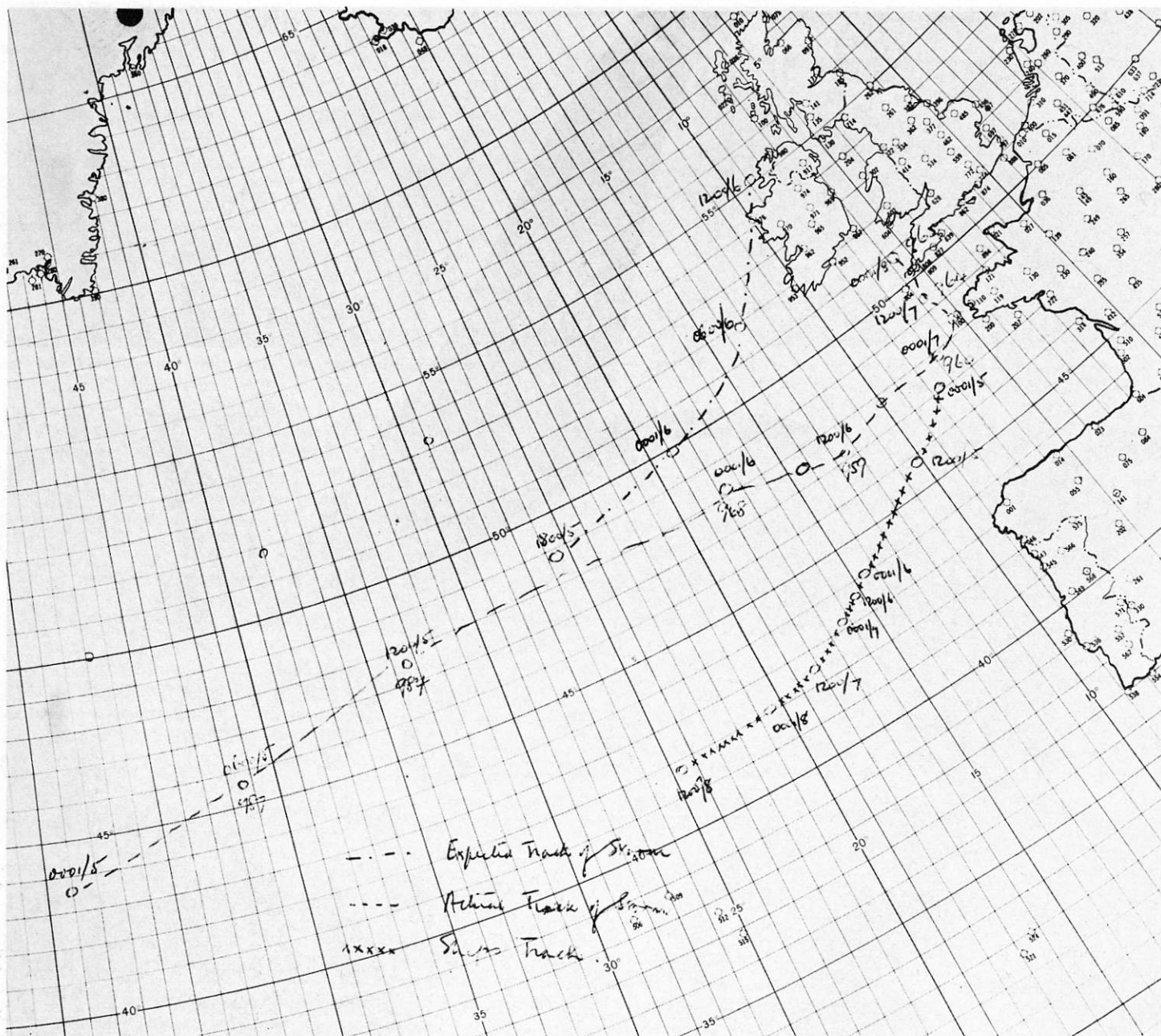
most dangerous period occurred when the forward lift opened up and the hangars began to flood. The free-surface water which began to build up on this large expanse of deck might have threatened the stability of the ship but for the prompt action of the Damage Control Department.

Morale remained high throughout this difficult time. Every possible action to mitigate the damaging and dangerous effect of the storm was speedily executed. Water pouring into the forward messes caused discomfort and soaked personal gear, but all was borne with good humour, and the wits provided many laughs. Mealtime became adven-

ture time. It is to the credit of the galley staffs that hot meals were delivered to the recipients. However, there was many a slip between the plate and the lip.

To the chagrin of a number of letter writers, the mail office was flooded and about 400 outgoing letters were reduced to pulp and were bailed out in a bucket. Fortunately, there was no incoming mail in the office at the time. Looking at the loss percentage-wise, it was not great, considering that about 30,000 letters had passed through the mail office during the cruise.

The heavy seas continued until Monday morning. During this period



The Bonaventure expected to be well south of the track of the storm that raged across the North Atlantic on December 5 and 6. The actual track of the storm wandered far from the forecast track and spelled trouble for the carrier. (O-12457)



the bow was pounded mercilessly, plates being stove in and the cable locker flooded. On the morning of the 7th, however, the storm began to subside and it was possible to increase speed and run away southwestward from the heavy-weather area. By this time, the centre of the storm was moving northward into the British Channel giving rise to severe weather in United Kingdom coastal waters. There were ships in distress in the Straits of Dover and the Pentland Firth. According to the radio, a number of crack ocean liners, including the *Queen Elizabeth* and the *United States*, were hove to. The French weather ship located about 80 miles to the north of *Bonaventure* during the height of the storm, reported winds of 100 knots and seas of 60 feet.

It had been a very unusual storm, both in its track and wind-intensity, and an unusually severe one, even for the notorious Bay of Biscay. For many of the ship's complement, it was the worst weather they had ever experienced, and doubtless everyone hopes it will remain a record.

The following data indicates the unusual severity of the storm:

Duration of winds of Force 8 or over: 1500/5th-2200/7th;

Duration of Force 12 (Hurricane Force): 1000/6th-1500/6th;

Highest average wind speed: 68 knots at 1000/6th;

Maximum gusts, estimated: 85-90 knots;

Duration of wave height over 50 feet: 1300/6th-1800/6th

Maximum wave height, estimated: 65 feet.

The saga, however, does not end with this storm, for on the 7th its "little brother" developed in the Grand Banks area and began to move rapidly eastward. Fortunately, this one was only beginning to flex its muscles when it struck the carrier on the forenoon of the 8th, making things uncomfortable again for a few hours. This was the last real blow of the voyage and the remainder of the trip home was relatively peaceful.

The destroyer escorts had a rough time of it, but came through the big blow with relatively light damage. Here is a description of the *Algonquin's* experience:

"The breakwater was struck by a particularly large sea, forcing it aft and opening the forecastle deck where the two joined. Shoring was required in-

ternally to stop the holes and prevent gradual flooding of forward spaces. On arrival in the Azores, the breakwater was braced and patches welded in the deck.

"The port navigation light and screen, situated 40 feet above the waterline, were carried away. A plywood screen fitted with the emergency oil light modified to take a jury electric fitting was secured in place.

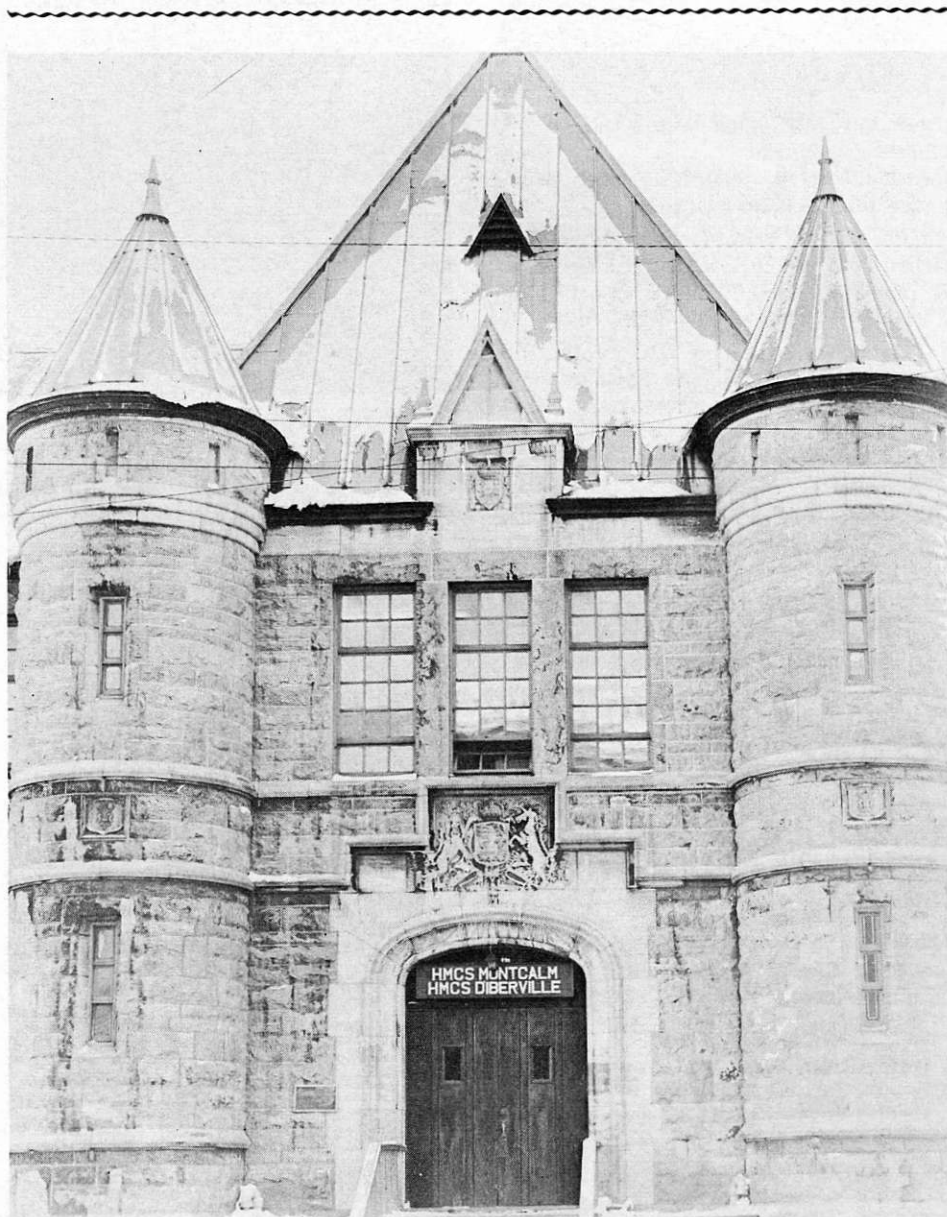
"Owing to a sprung hatch on the quarterdeck, seawater and several hundred pounds of flour from a provision store made a glutinous mess of the nearby kit bag stowage.

"The process of eating in the main cafeteria, already a major operation, was further complicated by an electric water cooler breaking adrift with an

accompaniment of sparks and even more unwanted water."

Although the most spectacular storm occurred on the return trip, the bad weather of the cruise was by no means confined to this instance. A look at the weather statistics will give some concept of the persistence of the *Bonaventure's* "little black cloud", and is of particular interest in view of the difficulties experienced by shipping during the latter half of December and early January:

Of the 521 hours spent at sea, winds of 30 knots or more were experienced for 284 hours, or 54 per cent of occasions; the number of hours when either wind, high seas, or poor visibility restricted flying were 344 or 66 per cent of occasions.



Entrance to the quarters shared by HMCS Montcalm, the Quebec City naval division, and HMCS D'Iberville, the basic training establishment for French-speaking recruits.

# OFFICERS AND MEN

## Many Changes in Staff of School

Several staff changes, including the appointment of a new officer-in-charge, have taken place in the Leadership School at Cornwallis in recent months.

In November, Lt. P. K. Collins, left the staff to take up an appointment in England for an ND Course. He was relieved as chief petty officers' course officer by Lt. Charles Boyle, who joined the school from the new entry training staff.

Lt. P. J. Obendorf was relieved as staff officer administration by A/Cd. Off. W. E. M. Cole. Lt. Obendorf is at present in *Hochelaga* taking the supply officers' technical course. Mr. Cole joined the school from *Naden*, where he had completed the BOCEC.

CPO J. E. Schumacher joined the school staff as officers' course instructor in place of PO G. Wallace who is now a member of the parade staff.

January saw the new OIC joining the school. Lt.-Cdr. W. M. Beckett, who had been executive officer of the *Cres-*



Air Commodore F. W. MacLean, RCAF, Chaplain General of the Armed Forces (Protestant), left, and Right Reverend Ronald MacLean, RCN, Chaplain General of the Armed Forces (Roman Catholic), hold a MacLean tartan tie up to the neck of Surgeon Rear-Admiral T. Blair MacLean, RCN, Surgeon General of the Armed Forces. The three MacLeans are heads of the chaplain and medical services of the Armed Forces at National Defence Headquarters in Ottawa. They are not related. (O-12420)

## WEDDINGS

Sub-Lieutenant G. A. Bennett, *Lanark*, to Miss Fenella Elaine Taylor, Quebec.

Lieutenant Denis R. Boyle, *Niobe*, to Miss Joanna Elizabeth Sweet, Plymouth, England.

Petty Officer P. J. Daley, *Swansea*, to Miss Regina Cosgrove, Huntington, Que.

Able Seaman L. M. Durham, *Jonquiere*, to Miss Bonnie Agnes Lockett, Victoria.

Able Seaman Raymond Albert Freeman, *Star*, to Miss Lorraine Lyda Dungale, of Trenton, Ont.

Able Seaman G. W. Guenther, *Jonquiere*, to Miss Virginia Ann Lindel, Victoria.

Able Seaman L. W. Hughes, *Jonquiere*, to Miss Janet B. Matson, of Cranbrook, B.C.

Able Seaman D. M. Korchynski, *Jonquiere*, to Miss Antoinette Ann Hayton, Springfield, Mass., USA.

Leading Seaman D. E. Lalonde, *Swansea*, to Miss Muriel Godfrey, Halifax.

Lieutenant J. H. LaRoche, *Terra Nova*, to Miss Maria Preyde, of Heemstede, Holland.

Petty Officer C. E. Lavigne, *Swansea*, to Miss Therese Cayer, St. John, Que.

Leading Seaman Robert R. Long, *Stadacona*, to Miss Carol Faye Moore, London, Ont.

Able Seaman G. L. Magee, *Swansea*, to Miss Elizabeth Orde, Kentville, N.S.

Sub-Lieutenant F. J. Mifflin, *Micmac*, to Miss Gwenneth Davies, Bolton, England.

Able Seaman J. B. Miller, *Swansea*, to Miss Diana O'Neill, Toronto.

cent, relieved Lt.-Cdr. P. R. Hinton, who left to take up an appointment as Deputy Director of Naval Organization in Headquarters, with the rank of commander, effective February 1.

## Cataloguing Expert Retires

An officer who helped pioneer the RCN's way through a maze of 625,000 separate items in a material identification program has retired.

He is Cdr. George Hamilton Dawson, RCN(R), who, as Assistant Supply Officer in Chief (Technical), was one of the Navy's few men who could look into technical catalogue publications and see anything but chaos.

Cdr. Dawson was born in Belfast, Ireland, in September 1903.

He received his early mechanical and electrical engineering training at the Harland & Wolff Shipyards in Belfast,

and came to Canada in 1921. He entered the RCNVR as a lieutenant (SB) in July 1942.

Demobilized in September 1947, Cdr. Dawson joined the RCN(R) at HMCS *Carleton*, Ottawa naval division, in October 1947 and was appointed on the staff of the Director of Naval Stores at

## BIRTHS

To Leading Seaman J. B. Bent, *Jonquiere*, and Mrs. Bent, a daughter.

To Chief Petty Officer J. E. Blenkinsopp, *Jonquiere*, and Mrs. Blenkinsopp, a son.

To Sub-Lieutenant P. D. Crofton, *Jonquiere*, and Mrs. Crofton, a daughter.

To Lieutenant-Commander R. A. V. Jenkins, *Patriot*, and Mrs. Jenkins, a daughter.

To Petty Officer S. E. Pilcher, *Swansea*, and Mrs. Pilcher, a daughter.

To Leading Seaman L. A. Quinlan, *Jonquiere*, and Mrs. Quinlan, a daughter.

To Lieutenant-Commander Raymond Wormald, *Naden*, and Mrs. Wormald, a daughter.

To Leading Seaman D. D. Shaw, *Jonquiere*, and Mrs. Shaw, a son.

To Able Seaman A. B. Trager, *Jonquiere*, and Mrs. Trager, a son.





CDR. GEORGE H. DAWSON

Headquarters. Two years later he became Director of Material Identification and Cataloguing and remained in this appointment until May 1957.

Compiled under Cdr. Dawson's guidance, technical catalogues of the RCN now neatly and clearly—to those who understand them—solve the Navy's problem of combining British and American supplies with Canadian supplies under a common heading.

Thanks to these efforts, a material identification system is now used throughout the Navy, but this was not always so.

During the war a supply officer's nightmare boomed into gigantic proportions as orders for war goods arrived in naval centres daily from England, the U.S. and Canada.

While a system was devised eventually to meet war needs, uncertain identification, mixed-up reference numbers and varying standards led to much confusion and duplication.

This wartime situation, compounded by rapid paying-off of ships, was the legacy left in the wake of victory. And it was this problem—estimated to take up to 12 years to become resolved—that was tackled by Cdr. Dawson and others concerned. He foresaw at the outset that a universal NATO system would be required and developed a temporary system which was promptly combined with the U.S. Federal classification when it was fully developed.

Today a fully-fledged NATO identification and classification system exists to which the RCN adheres.

A tribute to the success of the efforts was paid by Commodore C. J. Dillion, Supply Officer in Chief, during the reception in the *Bytown* officer's mess honouring Cdr. Dawson, at which he was made an honorary member of the mess in recognition of his long and active association with it and his interest in its welfare.

Commodore Dillion said: "In many ways, it is given to the eminent scholar, statesman or perhaps a colourful military leader to receive great recognition, but seldom is it given to such a man as Cdr. Dawson, to win and deserve credit for an achievement, which is of so much practical benefit to the service as a whole and thus to the nation."

### **CPO Chosen as "Man of the Year"**

One of the hardest working chief petty officers in Toronto's reserve navy was named HMCS *York's* man of the Year on December 2.

He is 48-year-old CPO E. T. Izzard. He was awarded a bronze plaque, bearing his name and the year of the presentation, and also a silver serving tray.

The award is given each year to a serving member of the reserve by the Women's Auxiliary of *York*. It is presented in respect of the memory of the sailors and wrens who died on active service during the Second World War.

CPO Izzard was selected from the 400-member reserve because of the chief's outstanding contributions to the promotion of naval activities in Toronto. CPO Izzard, a member of the regulating branch, has been one of the most active members of the reserve since he joined in January 1952.

A holder of the Canadian Forces Decoration, CPO Izzard has been asso-



Mrs. George Huffman presents the "Man of the Year" award to CPO E. T. Izzard of HMCS *York* in Toronto. (COND-5556)



A/CAPTAIN S. A. CLEMENS

ciated with the RCN since he was 17 years old. He joined the Royal Canadian Naval Volunteer Reserve in April 1928 and served during the early thirties. He rejoined the active force on September 19, 1939, nine days after war was declared.

CPO Izzard was discharged in March 1946, after serving in many parts of Canada and on the high seas. He joined the Royal Canadian Navy (Reserve) soon after, going to the emergency list. He came on the active list in 1952. He was awarded the Canadian Forces Decoration in June 1954.

In civilian life, CPO Izzard is a maintenance mechanic in the Province of Ontario's Department of Public Works at Queen's Park.

Married and with three children, he lives in Richmond Hill, a suburb of Toronto.

### **Captain Clemens Retiring from RCN**

Acting Captain Steven Albert Clemens, Naval Secretary and Secretary to the Naval Board since July, 1956, proceeded on retirement leave on January 16. He has been succeeded by Captain A. O. Solomon.

Captain Clemens was born in Ottawa and started his naval career in September 1939, when he entered the RCNVR as a Lieutenant (S). His first duties were in headquarters where he was a cypher officer and, in March 1940, he was appointed secretary of Captain "D" in the destroyer *Assiniboine*.

He became secretary to the Commo-dore Commanding Canadian Ships in London, in January, 1941. In September of that year he became assistant secretary to the Flag Officer Newfoundland Force.

In September 1942, shortly after being promoted to lieutenant-commander, he was appointed assistant secretary to the Commander-in-Chief Canadian North West Atlantic in Halifax. He served in this capacity two years, then became secretary to the Commanding Officer Pacific Coast in December 1944. He was promoted to the acting rank of Commander (S) in July 1945 and in September transferred to the regular force.

Captain Clemens held appointments as Deputy Naval Secretary (Personnel), executive assistant to the Chief of Naval Personnel and secretary to the Flag Officer Atlantic Coast before taking up the appointment of Naval Secretary.

### **E. W. Burns Heads Montreal NOA**

E. W. Burns, of Montreal, has been elected president of the Montreal Branch of the Naval Officers' Association of Canada for the year 1960.

The elections took place at HMCS *Donnacona* at the 14th annual meeting of the Montreal NOA. Mr. Burns replaces the retiring president, J. M. Richardson, of Mount Royal, Que.

Other members of the executive for the year 1960 are: Z. W. T. Lewis, Montreal, first vice-president; R. D. P. Gilday, Westmount, second vice-president; L. Eric B. Harvey, Pierrefonds, Que., treasurer; R. S. Stuart, Mount Royal, secretary; and directors N. J. McDonald and Jesse Cohen, Montreal, and L. A. Love and W. D. Moncur, Montreal West.

### **High CBC Post For Naval Officer**

Captain William E. S. Briggs, DSC, RCN(R) (Ret.) former commanding officer of HMCS *Scotian*, Halifax naval division, has been appointed vice-president of the Canadian Broadcasting Corporation.

He succeeds Ernest Bushnell, who resigned in December to enter the broadcasting consulting business.

Except for the war years Captain Briggs has been with the CBC since 1937, and was director of the publicly-owned corporation's Maritime Region at the time of the appointment.

Born in St. Catharines, Ont., he trained as a mid-shipman in HMS



Elgin Armstrong, Assistant Deputy Minister (Finance), is shown signing the guest book in the office of the Flag Officer Atlantic Coast while on a visit to the Atlantic Command. Accompanying Mr. Armstrong are, left to right, James M. Lyons, regional auditor for the No. 1 Regional Audit Group, A. Kidd, chief auditor; and Commodore M. A. Medland, Commodore, RCN Barracks, Halifax. (HS-60250)

*Conway*. He went on active service in September 1939 and two years later took command of HMCS *Orillia*, one of Canada's first corvettes.

In April 1942 he was awarded the Distinguished Service Cross for salvaging a torpedoed tanker and for "excellent and invaluable service with convoys generally during a long period of time."

He was demobilized in November 1945 and returned to the CBC. He took command of the Halifax division when it was re-established on a peacetime basis in April 1947. He was transferred to the RCN(R) retired list in June 1951.

### **Admiral Wright Addresses NOA**

A. F. Duffus was named president of the Nova Scotia Division of the Naval Officers' Association at the group's annual meeting in the ward room of HMCS *Stadacona*.

Special speaker was Rear-Admiral R. A. Wright, naval comptroller and member of the Naval Board. He spoke of financing the modern navy, with particular regard to pay and capital expenditures.

Other association officers elected were: B. C. Waterfield, vice-president; G. W. Bridgehouse, secretary-treasurer; L. A. Cormier, reserve liaison officer.

Retiring association president R. E. S. Bidwell was chairman of the meeting.

Among the guests attending the meeting were: Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast; Commodore M. A. Medland, Commodore A. G. Burchell; Commodore W. M. Landymore; Captain R. P. Welland and Captain G. A. Brown. Facilities of the wardroom were offered the association by Cdr. D. L. Hannington, president of the mess.

### **Officer's Wife Wins Shaw Prize**

Mrs. Pauline Barrett, wife of Cdr. Raiffe D. Barrett, Canadian naval attache in Moscow, has won a place among four winners in a contest for a new alphabet design, conducted under the terms of the will of the late George Bernard Shaw, ardent advocate of spelling reform.

Mrs. Barrett, who was the only woman among the winners, worked out most of her ideas for an alphabet of 18 vowels and 24 consonants in 1958, while living in Halifax where Commander Barrett was Queen's Harbour Master.

The alphabet devised by Mrs. Barrett is intended to represent every known human sound in any language.

Cdr. Barrett was appointed to Moscow last summer.





The sad remains of the Engineering Branch (a spanner and some tattered remnants of purple cloth) lie in state in the wardroom of the *Cape Breton*, the candlesticks recalling a battle cry nevermore to be shouted on the ocean breeze: "We are, we are, we are the Engineers!" And then the sad committal to the deep. "Cut is the Branch that might have grown full straight, and burnèd is Apollo's laurel bough . . ." (E-53573)(E-53577)

# THE PURPLE WAKE

AT 1700 on December 29, 1959, in the wardroom of HMCS *Cape Breton*, there convened what was probably the last gathering of Engineer Officers, as such, in the Royal Canadian Navy.

Some 60 engineers, both serving and retired, attended to pay their last respects to the beloved purple cloth which went to its final resting place on January 1, 1960.

A coffin, with a suitably inscribed tablet, and containing a purple wheel spanner and remnants of the cloth, was transported with due reverence to the wardroom of the *Cape Breton*. Here it was laid in state amid purple draperies and illuminated by candles of the same colour.

Messages of condolence from Sir James Parsons, Robert Fulton, Hero of Alexandria, and Satan were received via the "celestial" and "sub-terrestrial" communication system and were read to the assembly.

A telegram to Rear-Admiral B. R. Spencer, Chief of Naval Technical Services, expressing the regrets of the gathering at the discarding of the cloth and swearing allegiance to the cause of Engineering in the future was also read and received unanimous approval

for onward transmission. (A reply of appreciation was subsequently received from CNTS.)

At the appointed hour the coffin, borne by Captain J. S. Ross and Captain E. Revfem and retired engineers, including Engineer Captain T. H. Evans, Captain C. I. Hinchcliffe, Captain A. B. Arnison and Cdr. John Osborn, and preceded by a piper playing a lament, was removed to the foc'sle for burial.

Chaplain (P) H. Todd, a former engineer himself, conducted a suitably modified service, after which the coffin was despatched to its watery grave. To conclude the service Lt.-Cdr. J. Y. Clarke sounded an abridged version of what could have been mistaken for the Last Post.

Pallbearers and mourners then filed solemnly back to the wardroom to allay their sorrows amid much wailing and reminiscing of the "good old days". The cries of lament were heard far into the night.

That the memories of the glorious days may never be forgotten, the tablet reading,

*The Engineer  
Died 1 Jan. 1960  
RIP*

was removed from the casket before interment and presented to the *Cape Breton* for mounting in a fitting location.

This is the message the engineers of the Pacific Command sent to Rear-Admiral Spencer:

"THE ASSEMBLED SERVING AND RETIRED ENGINEER OFFICERS OF THE ROYAL CANADIAN NAVY ARE GATHERED TOGETHER THIS MEMORABLE EVENING TWENTY-NINTH DECEMBER NINETEEN FIFTY NINE TO HOLD WAKE OVER OUR BELOVED PURPLE STOP THE DISTINGUISHING PURPLE OF THE MARINE ENGINEER EMBLEMATIC OF EMPERORS KINGS AND CONSULS CANNOT BE DISCARDED WITHOUT FITTING INTERMENT STOP ON THIS HISTORIC BUT SAD OCCASION THIS ASSEMBLY WOULD EXTEND CONDOLENCE TO YOU OUR MENTOR AND REITERATE OUR OBEDIENCE TO HIGHER AUTHORITY CANGEN TWO TWO FOUR FIFERS STOP HOWEVER WITH HEAVY HEARTS WE COMMIT THE HONOURED PURPLE TO THE DEEP STOP ALTHOUGH NO PURPLE DISTINCTION CLOTH WILL HENCEFORTH BE SEEN IN THE ROYAL CANA-

DIAN NAVY AND THE PREFIX QUOTE E UNQUOTE WILL HAVE VANISHED THE ACKNOWLEDGED HIGH STANDARD OF THE NAVAL PROFESSIONAL ENGINEER WILL CONTINUE TO BE MAINTAINED BY THOSE OF OUR NUMBER WHO WILL BE RESTRICTED IN DUTY BUT NOT IN ACCOMPLISHMENT"

—And this was his reply:

"I GREATLY APPRECIATED THE KIND MESSAGE SENT TO ME BY THE ENGINEER OFFICERS OF THE PACIFIC COMMAND BOTH RETIRED AND SERVING STOP PLEASE CONVEY TO AS MANY OF THEM AS POSSIBLE MY THANKS AND BEST WISHES I AM GRATEFUL TO HAVE BEEN A MEMBER OF THE TEAM WHICH HAS LOOKED AFTER AND WILL CONTINUE TO LOOK AFTER THE MACHINERY AND BOILERS OF HMC SHIPS CONSCIENTIOUSLY AND EFFICIENTLY NOTWITHSTANDING THAT AFTER TODAY IT WILL NO LONGER BE CALLED THE ENGINEERING BRANCH

BRIAN SPENCER"

## Grey's Allergy

(In memory of the departed grey distinction cloth of the Constructor Branch)

O list to the grind of the rock on the keel,  
And list to the bind\* of the crew,  
And look at the list of the ship-in-the-mist,  
And look at those uniforms—do.  
Those manning the guns are well versed in supply;  
Those steering the ship know their guns;  
The engine room boys have electrical brains  
While those at the switches make buns.  
But what ails the ship-in-the-mist with the list?  
And what plagues those men of the spray?  
The ship-in-the-mist has a General List  
And Grey's a complexion today.

—RONALD JUDGE.

\* As in the expression "beefing and binding".

## Bathyscaph Descends Seven Miles

The U.S. Navy's bathyscaph *Trieste* set a new world's record January 23 by diving to the bottom of the Marianas trench in the Pacific, a depth of nearly seven miles.

The USN announced that scientist Jacques Piccard and Lt. Don Walsh, USN, of San Diego, were aboard the bathyscaph.

The 35,800-foot descent into the deepest known hole in the world's oceans also demonstrated that the depth was reasonably close to that previously estimated. Before the dive, studies had indicated the depth of the Marianas Trench was 36,198 feet. This was based on soundings made in 1957 by a Russian oceanographic ship.

The USN relayed the following description, based on an early report from the two men after the bathyscaph *Trieste* had surfaced 210 miles southwest of Guam:

"It was very cold at the bottom. Both were wet when they came out the *Trieste* and their teeth were chattering. (Navy experts said they did not take this to mean the craft leaked.)

"They related that they had spent approximately one-half hour on the bottom and could see living and moving objects at 35,800 feet. The bottom

was very soft and when they landed they stirred up silt and what they termed 'dust'. The lights were turned on as soon as the bottom was calm but it was a few minutes before they could see anything.

"They started down at 4:22 p.m. on January 22 (east longitude date) and reached bottom at 9:10 p.m. the same date, staying 30 minutes on the bottom and surfacing at 12:57 a.m. on January 23. This means that they took four hours and 48 minutes to descend, stayed on bottom 30 minutes approximately, and took three hours and 17 minutes to ascend and surface.

"They reported that they lost voice contact (apparently with the surface ships) about halfway down but that it was re-established upon hitting bottom and maintained until about halfway up.



"The only food they ate were chocolate bars, one every hour, to keep up their energy.

"Upon surfacing, Lt. Walsh dropped a plastic container with an American flag on the spot of surfacing."

This was the third deep exploration made by the bathyscaph in recent months. Last November the *Trieste* descended to a then record depth of 18,600 feet.

Six weeks later Walsh and Picard took the *Trieste* down to 24,000 feet.

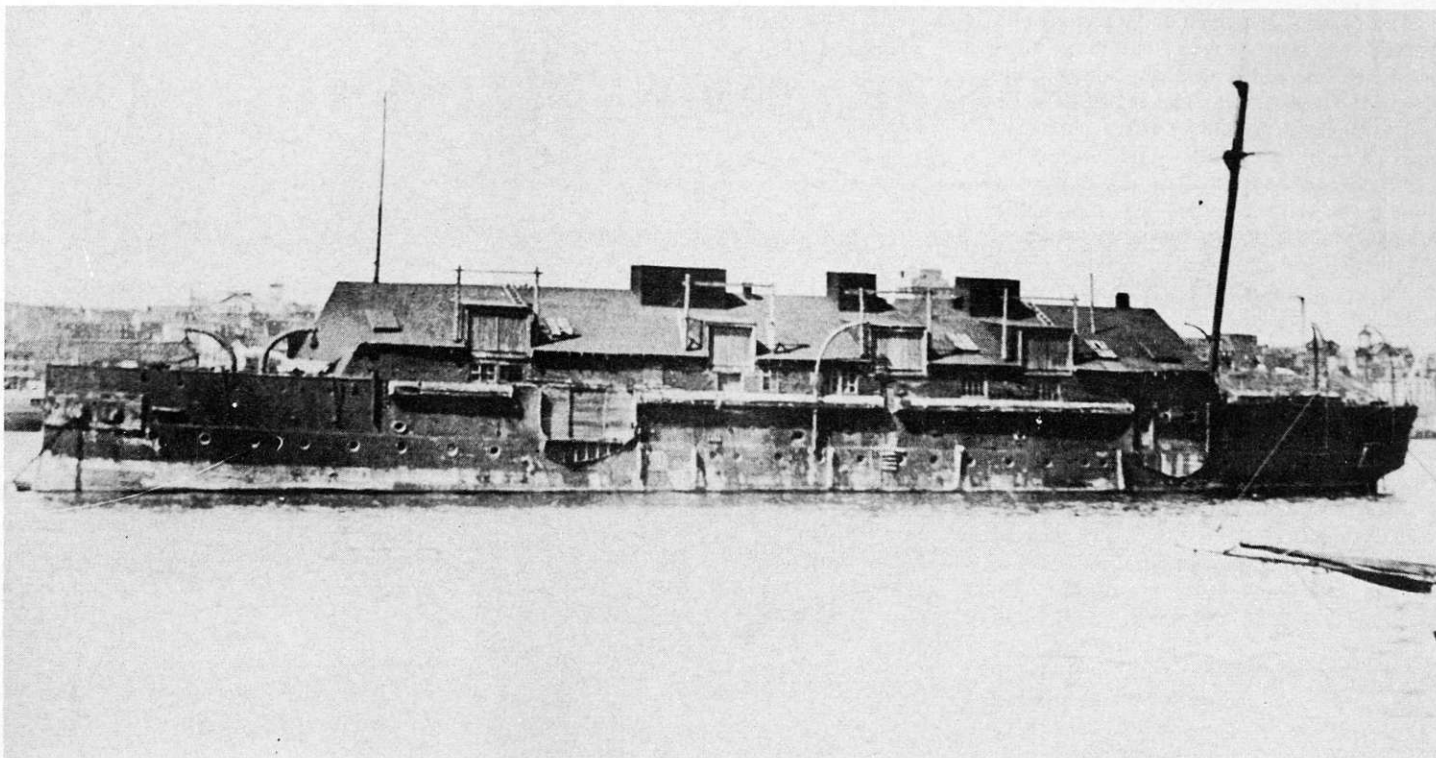
At the new depth of 7.15 miles, the stout hull of the bathyscaph was under a pressure of 16,883 pounds per square inch.

The U.S. Navy's feat now has taken man to a depth in the sea far greater than the tallest mountain of the world. The 35,800-foot dive into the Pacific compares with the 29,028-foot altitude of Mount Everest in the Himalayas.

Working with the *Trieste* in the series of dives were two naval ships, the destroyer escort *Lewis* and the transport *Wandank*.

The U.S. Navy bought the *Trieste* in 1958 from Piccard and his brother Auguste, the Swiss family team that designed and built the craft. — *Navy Times*.





Once the sail-and-steam corvette HMS Calypso—now a salt hulk at Lewisporte, Newfoundland. (CN-5077)

## FROM WARSHIP TO SALT HULK

**I**T MAY BE that Canadian sailors, intent on the business of entering or leaving port, rarely gave more than a passing glance to the dilapidated, roofed-over hulk moored near the north side of St. John's harbour, Newfoundland.

One wartime sailor who did take more than a casual interest in the hulk was Lt.-Cdr. J. B. Lamb, RCN(R) (Ret.), who commanded the Bangor mine-sweeper *Minas* and the corvette *Camrose* during the Second World War and who now is general manager of *The Daily Packet and Times*, Orillia, Ontario.

He discovered the hulk was built in the last century as HMS *Calypso*, a sail-and-steam corvette and a sister-ship of the famous *Calliope*, the only survivor of the storm which hit an international fleet of warships in the harbour of Apia, Samoa, in March 1889.

The *Calypso* (writes Lt.-Cdr. Lamb) was one of the ships in which Canada's first Chief of the Naval Staff, Rear-Admiral Walter Hose, served as midshipman on the China Station.

She was housed over and made into the Newfoundland Reserve drill ship early in this century and was renamed HMS *Briton* when the "C" class cruisers of the First World War were launched.

She later reverted to use as a storage hulk at moorings in St. John's harbour. About two years ago she was towed to Lewisporte, about 30 miles northwest of Gander, where she is still afloat as a salt hulk for the fishermen.

The picture reproduced here was taken in recent years while she was still in St. John's. She was originally ship-rigged with a telescoping funnel and right up until the Second World War

her casemates (cut away and boarded up in the above picture) still accommodated the old Nordenfeldt quick-firing guns of her original armament, and her binnacle, wheel and other upper deck fittings were still in place.

The *Calypso*, with her sailing ship astern, complete with quarter galleries, and a steamer stem, is a fascinating link with a naval era which did not quite put its trust in steam.

## HOW 'V FOR VICTORY' HELPED WIN THE WAR

**T**HE NAZIS were furious. Suddenly everywhere they looked they saw the defiant "V for Victory" sign. The symbol had been used extensively in Belgium for some months, but this day—July 20, 1941—it burgeoned forth as though by magic throughout every occupied country—France, Poland, Czechoslovakia, Norway, the Netherlands, Luxembourg.

In the city and in the country, everywhere a V could be marked—on buildings, on trees, on the sidewalks, on tables, on statues, on cars—some mem-

bers of an "inferior" race showed their personal defiance of the Third Reich.

This mass "V Day" demonstration was the result of a BBC broadcast the day before, calling on Europe to mobilize for the V campaign.

"It will begin at midnight, 24 hours from now, and continue all day. July 20 will become one of the milestones of the war," declared the speaker.

And that it did. In Norway, an office worker with a V chalked on the palm of his hand gave a German soldier a pat on the back, leaving the V emblazoned on his uniform.

In Brussels, a pedestrian lurched and veered towards a wall, catching himself with one hand against the building. Seconds after, he was lost in the crowds, but a mark of defiant courage blazed in lipstick upon the wall. The letter V!

A peasant woman in Luxembourg leaned wearily against a roadmarker and painfully dug a V out of the wooden sign with her fingernail. It was tilted sideways to form an L for her country.

In the Netherlands, patriots joined two Vs to form the first initial of their good Queen Wilhelmina. And, in Paris, angry Frenchmen leaned against the shiny autos in their streets and scratched Vs in the paint-work with coat buttons.

Contrary to popular belief, the V idea was not conceived by Winston Churchill. It was first introduced on the BBC in a broadcast to Belgium on January 14, 1941. Victor de Laveleye, a Belgian refugee living in England, was the patriot responsible for this electrifying broadcast. He urged that the V be used as tangible evidence of moral resistance to the invaders of his homeland.

During the spring of 1941, the V movement gained momentum, culminating in the dramatic observance on July 20. On that date, a special message from Winston Churchill was carried by BBC to the people of the Free World:

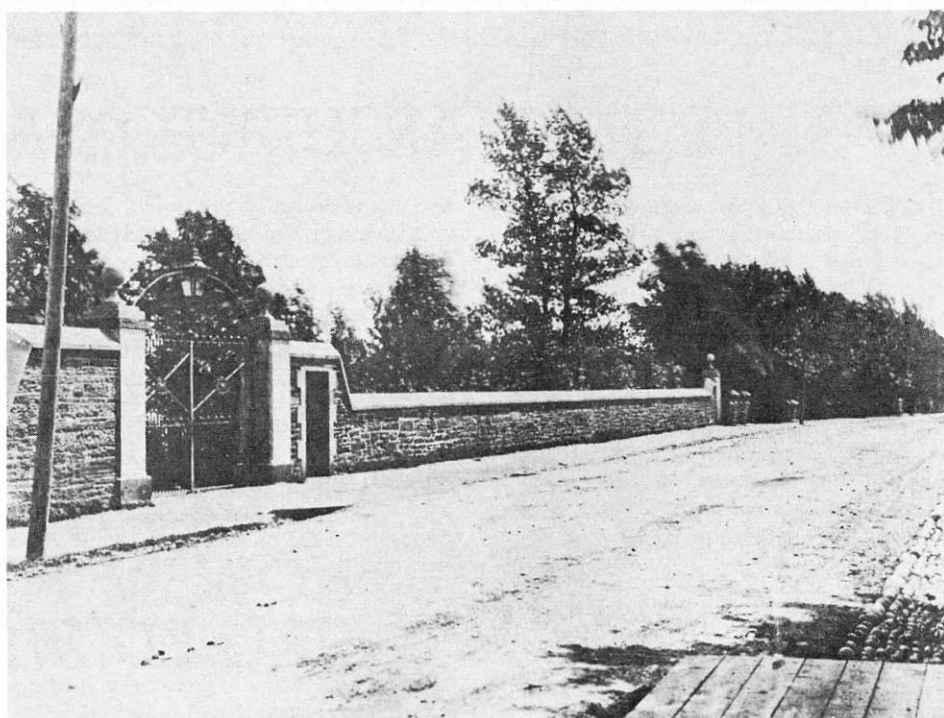
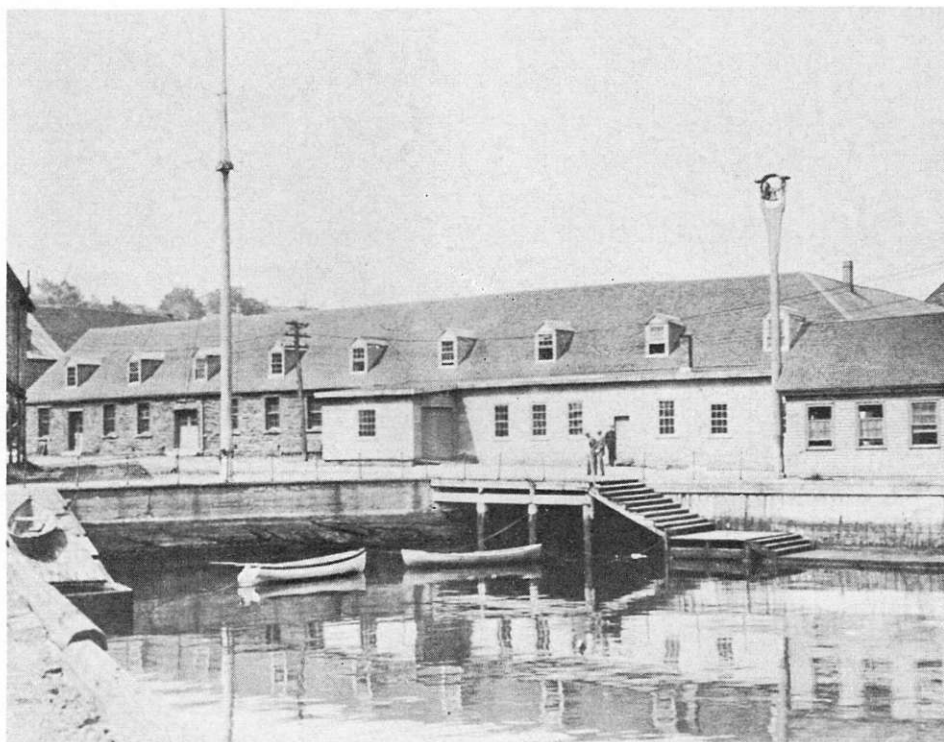
"The V sign is the symbol of the unconquerable will of the occupied territories and a portent of the fate awaiting Nazi tyranny. So long as the people continue to refuse all collaboration with the invader, it is sure that his cause will perish and that Europe will be liberated."

Why the letter V? Because dramatically, it stood for "victory" or freedom in most languages of the conquered countries. In French *victoire*, Dutch *vrijheid*; Czech, *vítězství*; Serb, *vitestoo*; and in Norway, *victory*, as in English.

And there were practical reasons for it. Two swift strokes and the mark was made. It could be surreptitiously carved on restaurant tables, written on walls and smeared on posters. The idea was to infuriate, without being caught.

The Morse code for the V is three dots and a dash. Children sketched this in the dust of play-yards. Ti-ti-ti-tum! And someone, caught in this rhythm, remembered the opening bars of Beethoven's Fifth Symphony, which the composer described as Fate knocking at the door!

There it was. A perfect symbol both audible and visible. Ti-ti-ti-tum. Trains whistled it through the villages at night; knuckles tapped it against doors; horns tooted it; children whistled it; saxophones blared it. Ti-ti-ti-tum!



Two interesting relics of the old days in the Navy at Halifax have been transferred to the Maritime Museum of Canada in that East Coast city. One is a bell, with a wheel and cross-piece, thought to be one of several once located on bell posts in the Dockyard, by the entrance gates and at the landing where Jetty No. 3 is now located. The bells were used to mark the beginning and end of the day's work and for alarm purposes. The other relic is a pagoda-type lamp, over three feet in height, and is probably one of several suspended over the gates of the naval base. The lower picture shows (none too clearly) a lamp of this kind over the Admiralty House gate on Gottingen Street 60 or more years ago. (CN-3213; CN-5070)

De Laveleye had suggested there be a salute of understanding from patriot to patriot. So a signal was formed by raising the index and middle finger of the right hand to shape a V. It was this simple gesture that Churchill

dramatically transformed into a worldwide symbol of freedom. The V for victory!

(Reprinted from Review, official journal of the Returned Services Association, New Zealand)



# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS Cape Scott

The first mobile repair ship in the RCN marked a milestone January 28—her first anniversary in commission. The 10,270-ton ship was berthed at the time at Ireland Island, Bermuda, as headquarters ship for warships of the Atlantic Command on winter exercises between Halifax and the West Indies.

The first anniversary was too busy for much observance, Cdr. Frank Jones, addressed an open letter to the ship's company and birthday cakes were cut in the messes. Otherwise there was plenty of work at hand for the *Cape Scott's* skilled technicians. Three frigates of the Ninth Escort Squadron arrived alongside on the anniversary morning from exercises with more for the repair ship to get on with.

The ship was commissioned in Halifax last year and since then has piled up some impressive statistics: Miles steamed, 12,877; days at sea, 70; number of ships alongsides for services, 42 (32 different ships and others as repeats); manhours worked on ships 4,192; individual issues from stores, 50,000 (ship carries 30,000 different items of stores), and stores items demanded from the naval supply depot in Halifax, 3,000.

In addition to the "workshop" side, the *Cape Scott* was called upon for other tasks involving some fleet work, passage for material and personnel, transport of aircraft and motor vehicles, spare equipment for minesweepers, for various types of destroyer escorts and for air squadrons. The ship in fact has carried almost everything from bananas to oil, from half ounce radio crystals to seven-ton minesweeping drums.

The *Cape Scott* does not spend much time at sea, since her real usefulness is performed when alongside or in a secluded anchorage where ships come to her for services. During the year she spent 41 days in isolated anchorages and was also busy while in Halifax. On her anniversary, the ship was flagship for the Senior Canadian Officer Afloat Atlantic, Commodore James Plomer, and his staff, in addition to her repair role.

Ultimately 30 warships will have had a part in the winter exercises, so the *Cape Scott* faces a busy schedule until she sees home port late in March. In-



Donald H. Stevens, son of Petty Officer and Mrs. J. F. Stevens, Dartmouth, N.S., receives his Queen's Scout badge from Scoutmaster W. M. Lovitt, of the Grace United (5th Dartmouth troop). Although Donald had no cub training and joined the scouts in September 1958, he has since earned 25 proficiency badges. Scoutmaster Lovitt congratulated the new Queen's Scout for achieving the honour in such a short time. Donald is 15 years old and a grade ten student of the Dartmouth High School.

cidental duties involved in current exercises include responsibility for the fleet canteen in Bermuda, communications, fleet recreation and ceremonial.

In his open letter to the ship's company, Commander Jones said, in part:

"I feel *Cape Scott* has accomplished everything asked of her and with good measure. There are a great many efficiencies which do not show except in the final answer. I am sure, with me, you are proud of *Cape Scott's* list of satisfied customers."

### HMCS Bonaventure

Canadian sailors, a group of orphans and the spirit of Christmas can result in a wonderful Christmas party, as was demonstrated while HMCS *Bonaventure* was in Portsmouth during the fall cruise. The hosts were the men of the carrier, the guests 71 Portsmouth orphans ranging in age from three to

fifteen, and the event a delight to the children and a credit to the men of the *Bonaventure*.

Plans for the party were formulated during NATO exercises in November. CPO D. R. Weir, recalling a Christmas party given by the *Magnificent*, proposed at a welfare committee meeting that a similar event be staged for the orphans of Portsmouth. The idea took hold, committees were formed, funds were voted, and "Operation Christmas Party" got underway under the direction of Chief Weir.

Tuesday, December 1, was the big day. The children and their escorts arrived at the ship in civilian buses hired for the occasion. The guests came from a Protestant institution, the Services Home, Southsea; and from the Roman Catholic institutions Nazareth House, Southsea, and St. Michael's Convent Orphanage, Waterlooville. For

each child, there was a "Father of the Day" and, as the children came on board and their names were called out, these "fathers" claimed them, attached name tags, and proceeded to ensure that they were welcomed and had the most fun possible.

First, the children were taken to the hangars by way of a "pirates' cave", which had been constructed under direction of CPO L. E. Hampton and was located by the port access lobby adjacent the after lift. The "cave" yielded to each child a treasure of candy and admitted the children to a world of fun and games in the hangars. There they discovered the Christmas tree, decorated by a sailor who had spent his childhood in an orphanage, a game of quoits and a dart game in which the object was to burst balloons. Winners were given newly-minted half-pennies, and everyone was sure to win a few times. A train, which had been dressed up by 2 Mess in Disneyland style, was kept very busy by the small patrons.

Soon, it seemed, it was time for Santa Claus, and the children were taken by lift to the flight deck to see him land in the ship's helicopter. Santa, who some disbelievers among the men thought was really Ldg. Sea. D. H. O'Sullivan, chatted with the children and then, like the Pied Piper, led them back to the hangars. Here he distributed the presents and, for the rest of the visit, dolls and toys were lovingly held and guarded by their recipients.

Lunch was prepared under the direction of CPO K. L. Booke. Hot dogs and hamburgers being novel to the children, they made the most of their opportunity to devour large quantities and some even stuffed extra hot dogs into their pockets for future use.

More games followed the lunch, then cartoons and finally a carol sing with music by the ship's stringed band, the *Bonaventure* Drifters. Then the children were shepherded back to the buses and returned to their orphanage homes.

Since then, letters of appreciation have been received by the ship from officials of the institutions, and a few children have written notes of thanks to their Fathers of the Day. "Operation Christmas Party" had been a success in all respects, and it is little wonder that the men of the *Bonaventure*, who worked on the project, got that special feeling which comes from making children happy—especially orphans, and especially at Christmas time.

#### HMCS Lanark

At 1630 on January 12, the *Lanark* completed a period of extended notice.



Shown with three of the guests at the Christmas party held on board the *Bonaventure* at Portsmouth, are CPO C. L. Marchment, PO P. J. Montpetit and LS R. Kipfer. (BN-3203)



The *Bonaventure* Drifters, a sextet of talent and initiative whose country music has delighted hundreds among the ship's company—and may have pained those whose taste is classical—are, from left to right, AB V. A. Lesperance, Hawaiian guitar; AB E. G. Strong, base guitar; AB R. A. Fralic, vocal and guitar; Cd. Airman John Bell, lead guitar; AB A. E. Moreau, fiddle and Ldg. Sea. H. D. Nightingale, banjo. The *Bonaventure* Drifters were formed during the early days of the fall cruise, and thus fulfilled a long-standing wish of the ship's executive officer, Cdr. R. H. Leir, for such a group. In addition to their success on board, they took at least part of Portsmouth by storm with their Canadian style music. A highlight in Portsmouth was their appearance at the NAAFI Auditorium before an audience so appreciative that they were induced to give a second concert. Also, at the Christmas party held on board for the orphans of Portsmouth, their music added much to the pleasure of the young guests and their escorts.



At 1745 the same evening orders were received for the ship to come to immediate notice for steam and proceed to sea.

Most of the ship's company at this time were eating supper at home or observing pay-day ashore. However, two hours and 40 minutes later the ship sailed with thirty-eight men left behind. Seven members of *Victoriaville's* ship's company augmented the *Lanark's*.

The villain of the episode was the auxiliary vessel *Porte Saint Louis* which was being towed to Sydney by the ocean-going tug *Riverton* to undergo a refit. In rough seas and below-freezing weather the towing wire parted, leaving the *Porte Saint Louis* adrift off Scatari Island. The tug, at the same time, was experiencing icing conditions which forced her to seek shelter in Louisburg harbour.

Throughout the night, the *Lanark* steamed at top speed to the suspected position of the derelict. However in the first light of Wednesday morning, two Trackers from HMCS *Shearwater* located the vessel and directed the frigate to it.

At 0930, when the *Lanark* arrived at the scene, the ten-foot swell that was running would have made boatwork extremely dangerous. As the vessel was derelict and in no danger of running aground or causing trouble in the sea lanes, an attempt to board her was delayed.

In the early hours of Thursday morning, however, the activity of two fishing vessels, giving the appearance of intending to take the *Porte Saint Louis* for themselves, caused concern aboard the *Lanark*. For the next few hours any attempt by the vessels was thwarted by running interference and by using the 20-inch searchlights.

At approximately 0700 a boarding party, led by Lt. B. E. Hayes, crossed to the derelict in the seaboat and, despite ice and bitter wind, secured the towing wire.

The wind was beginning to freshen as the boarding party left the *Porte Saint Louis*. It was many breath-taking moments later before the crew was back on board, tired, cold, but otherwise none the worse for the experience.

The 60-mile tow to Sydney was uneventful. Shortly after midnight on Thursday *Riverton* took back her tow in the approaches to Sydney harbour and the *Lanark* set course for Halifax to a well-earned night at home.

## PACIFIC COMMAND

### HMCS Ottawa

Most of the *Ottawa's* activities during the fall and winter months of 1959, and



The winner of the Christmas decorations plaque in Shannon Park was Building 9D. Shown left to right, receiving the plaque for Building 9D from the representatives of Building 5D, the 1958 winner and runner-up in 1959 are: Mrs. G. Cournoyer, and Leading Seaman Robert Currie, of Building 9D and Chief Petty Officer and Mrs. Harry Swanson, of Building 5D. Three of this group are especially active in community affairs; CPO Swanson in minor hockey, Mrs. Swanson in the Shannon Park weekly newspaper, the *Echo*, while Leading Seaman Currie has recently been elected to the Welfare Committee. (HS-60138)

until the Far East cruise in 1960, were concentrated in Canadian waters.

They consisted, briefly speaking, of two complete tours of the British Columbia coast and assorted exercises with other units of the Pacific Command. The one exception was the operational visit to San Diego, where the *Ottawa* and the *Saguenay* operated in conjunction with units of the USN. The *Ottawa* and *Saguenay* returned to Esquimalt in time for the festive season and the ship's second annual leave period.

On February 8, the *Ottawa*, *Saguenay* and *St. Laurent* proceeded on an extended cruise, the itinerary of which includes Long Beach, Hawaii, Japan, Hong Kong and Adak, Alaska.

## NAVAL DIVISIONS

### HMCS York

A bid to join the "hit parade" was recently made at *York* when the music of the ship's band was recorded by Quality Records in Toronto. The recording was done to give the band recording experience and also so that the members of the ship's company could add a personal touch to their record collections.

Lt. R. H. Plunket, bandmaster, presented the first copy of the recording to

the ship's commanding officer, Captain J. W. F. Goodchild.

The recording is an LP which runs for 45 minutes and includes the following selections on the first side: "Heart of Oak"; "Rocketeer March"; "Gaiete Parisienne"; "Come Back to Sorrento"; a trumpet solo by PO R. Pennock; and selections from "Li'l Abner" and "I Hear Music", with vocals by S. Dray. On the second side are: "Dance of the Hours"; "Whirligig", a trombone novelty; "Chant of the Sea"; "The Lost Chord"; "National Emblem March" and finally "Amparito Roca."

In accepting the record Captain Goodchild said: "It is a pleasure to accept this first recording of the music of the band of HMCS *York*. The production of this record is a credit to the calibre of music supplied to this establishment and through here to the public of southern Ontario. I congratulate the band on its continued effort and heartily endorse this fine record to all members of the Royal Canadian Navy and the Royal Canadian Navy Reserve."

Copies of this record can be obtained by naval personnel by applying to Lt. Plunket at *York* or to the Commanding Officer of the division. The cost of each record is \$2.

# HERE AND THERE IN THE RCN



Mrs. Eleanor Pearson, wife of CPO J. D. Pearson, casts the first vote in the January 8 election in Shannon Park for welfare committee representatives for Wards 2 and 6. Staff/Sgt. J. T. Walsh, CCC, is the returning officer. Successful candidates were Ldg. Sea. Robert Currie, Stadacona, and John Girdwood, principal of Shannon School. (HS-60018)



Mrs. S. W. Tracey, of Horndean, Emsworth, Hampshire, England, presents to HMCS Bonaventure the battle honours carried in the last preceding ship to bear this name. Captain J. C. O'Brien, commanding officer, accepts on behalf of the ship. Mrs. Tracey is the daughter of Engineering Captain W. H. Meadus, CBE, RN, who served in the cruiser HMS Bonaventure from 1901 to 1903. By this gracious gift Mrs. Tracey has formed a tangible link between the Canadian carrier, the ninth Bonaventure, and the previous ships of this proud name.



Wren Marylou N. Kievill won the "Best All Round Wren" award at Cornwallis on graduation recently from an eight-week basic training course. (DB-13478)



Cdr. Carl H. Rolf (left) on January 5 took command of HMCS Nonsuch, the Edmonton naval division, from Cdr. Leonard J. D. Garrett, who retired after commanding Nonsuch for 18 months and after have been associated with the Navy for 18 years. (Photo courtesy Edmonton Journal)





Is this, as her builders believe, the world's fastest warship? HMS Brave Borderer, first of a new class of fast patrol boats (convertible torpedo/gunboats), exceeded 50 knots on trials. Powered by three Marine Proteus gas turbine engines, developing 10,500 horsepower, she is of composite aluminum and mahogany construction. She and her sister ship, Brave Swordsman, were designed and built by Vosper, Limited, Portsmouth. (Photo from Bristol Siddeley)

## MISSILE SUB NEW FACT TO FACE

NOT MANY weeks ago someone asked a question, which on the face of it should be relatively simple to answer:

"How does the Royal Canadian Navy compare in size with the other navies?"

A hasty thumbing through the pages of last year's "Jane's" brought up the answer that, on the basis of the number of ships in service, the RCN stood about 10th or 11th.

In the new "Jane's Fighting Ships" for 1959-60, the comparison of naval strengths has been simplified by the inclusion of a two-page tabulation showing the numbers of warships of the various classes in each navy.

Before such figures can have any meaning, however, it is necessary to know the fighting strength of each navy—and in this day, when the outbreak of a general war is likely to be sudden and violent, it is equally important to know the immediate, operational—rather than the potential—striking power. On this basis, the RCN will be found to rank much higher among the world's navies than its numerical strength would indicate.

While discussion of the relative strengths of navies may provide a pleasantly acrimonious way of passing an evening, the subject is a pallid one compared to that opened by another entry in "Jane's"—the launching of the United States' first ballistic missile submarine, the *George Washington*. Add to this the possibility that Russia already has similar submarines in being or near completion and a splendid vista opens for conjecture and concern.

The new "Jane's", in other ways, gives continuing evidence of the growing importance of the submarine—both conventional and nuclear—in naval planning. Twenty-seven nations now operate submarines and it may be (on the basis of official announcements) that Canada will sooner or later join their number.

Of interest, too, is the increase in the number of navies planning to acquire nuclear submarines. The fact that some of the navies taking this step could not possibly hope to gain anything by aggressive action indicates a growing appreciation of the submarine as a defensive weapon.

Particularly intriguing are the drawings and details of a new submarine design being introduced by the Royal Netherlands Navy.

The greater the depth to which a submarine can dive, the greater are her chances of escaping both detection and attack. The Dutch naval architects have come up with a submarine designed to withstand the tremendous pressure at 980 feet (300 metres) below the surface of the ocean. The submarine has three cylindrical inter-connected pressure hulls, the top one resting on the two lower ones, so that the cross-section including the outer hull somewhat resembles the ace of clubs superimposed on the ace of spades.

According to "Jane's" the first two of these submarines will be electrically

**BOOKS for the  
SAILOR**

propelled, with diesel generators as the surface or snorkel-depth power supply, while the next two will be atomic submarines. It is worth recalling that the snorkel is a Dutch invention.

That the United States Navy has a substantial fleet of nuclear submarines in being is well known. There is less certainty about the relative strength of the 500-submarine Russian navy in this field, although "Jane's" indicates that from three to five of the nuclear type are under construction or planned for the near future.

Britain has the nuclear-powered *Dreadnought* under construction, France hopes to build one of similar design, and Italy has an atomic submarine in the planning stage. Sweden, according to "Jane's", has three submarines of a proposed class of six under construction. They are said to be designed for a surface speed of 16 knots and a submerged speed of 25. The machinery is described only as "new type" and the displacement (800 tons) would indicate that the new submarines are *not* nuclear-powered. High submerged speeds have been attained by using Walther hydrogen-peroxide engines, such as those in the more-than-25-knot British submarines *Explorer* and *Excalibur*.

The publisher's foreword, as usual, provides a great deal of food for thought and bears study, in conjunction with the rest of the book, by anyone interested in building a navy of the utmost utility in the present distressing era.

"In the light of accelerating development," says the foreword, "It is to be expected that in about ten years' time, all major warships will be nuclear-powered. The strategic advantages are so staggering that the change is bound to come.

"It would appear that not only will conventional armaments be discarded but that the conventional categories of warships will be discarded too. The name 'battleship' now seems as linked with history, as the long outmoded 'line of battle'. The name 'cruiser' means little unless the ship's specialization is mentioned too. Even the name 'destroyer' (an abbreviation of the original 'torpedo-boat destroyer') means nothing now that all warships are destroyers of aircraft, submarine or surface ships."

"Jane's" does not regard with equanimity the reduction in cruiser strength by Great Britain and the United States, although it would seem these countries can find some justification for their action in the announced intention of Russia to scrap 90 per cent of her cruisers.

"The fact is," the foreword states, "that in limited war, in police actions, and in the warning role, the cruiser has the advantage of being the only self-contained, independent unit, and any large naval power with sufficient interests to show the flag all over the world cannot yet do without her. Even if the cruiser no longer has a principal role in global hostilities or a 'hot' war, she is still an extremely useful unit for a 'cold' war. She can pick up, accommodate, protect and drop down a commando in any part of the world, maintain herself, and also maintain smaller ships as well as support other units."

All in all, these sound like much better reasons for big navies retaining cruisers than one said to have been

given by a very senior officer for retaining battleships: "They have such splendid living quarters."

The foregoing paragraphs skim lightly over the volume and give no idea of the prodigious amount of patience and effort which the editor, R. V. B. Blackman, must have put into its preparation. "Jane's Fighting Ships" continues to present the paradox of a superlatively interesting and informative volume becoming more interesting and more informative year by year.—C.

JANE'S FIGHTING SHIPS, edited by R. V. B. Blackman, AMINA, AIMarE, published by Sampson Low, Marston & Co. Ltd., London, and supplied in Canada by the McGraw-Hill Company of Canada, Ltd., 253 Spadina Road, Toronto, 4; 478 pages; illustrated; £5.5.0 net.

## The Fight for Narvik

TIME QUICKLY blunts the edge of memory and it may be that many will have only dim recollections of the chill fear that descended when it appeared Hitler was making good his boasts of invincibility.

The swift subjugation of Poland had been followed by a lull which caused the Second World War to be dubbed "the phoney war" and the unfortunate Mr. Chamberlain to exult (prematurely, it soon became clear): "Hitler has missed the bus."

There was nothing phoney about the German thrust into Denmark and Norway in the spring of 1940. It soon was apparent that Britain and her allies were at death grips with a capable and relentless enemy. As far as the Navy was concerned there had never been a phoney war. No quarter had been given from the moment the *Athenia* was sunk on the day Britain declared war and, with the ending of the lull on land, came the desperate battles for the possession of Narvik—a contest which was technically lost by the Royal Navy but which robbed Hitler of any chance of success in his longed-for invasion of England.

"Narvik", by Captain Donald Macintyre, one of the Royal Navy's great destroyer captains of the Second World War, tells the story of a phase of the struggle that helped to shock many persons into the realization that they were really at war.

Captain Macintyre appears to have painted a broad picture of the overall factors pertinent to the German subjugation of Norway and has inserted in clear and logical sequence, the events of the Narvik campaign. The preface

and prologue are unusually interesting and provide a setting for what is to follow. The accounts of the fortunate escape of HMS *Devonshire* with the King of Norway and his entire Government embarked and the feats of daring and heroism in such actions as the first raid on Narvik by the force under Captain Warburton-Lee, the ramming of the *Hipper* by HMS *Glowworm*, and so on ensure exciting reading. The author's general summation in Chapter 18 is restrained but pointed.

The book leaves an impression of a German success achieved primarily as a result of a willingness on the part of the High Command to take calculated and, at times, highly suspect risks in contrast to virtually continuous indecision—often excused as flexibility of organization—at the Allied policy level. It is difficult to accept this Allied indecision when one considers the extent to which they were forewarned by intelligence reports and that when operations did commence they were carried out in an area where, except for a few Quislings, the people were in effect allies.

Perhaps the indecision stemmed directly from the democratic enigma that the qualities which make for successful leadership during war are generally abhorred in times of peace and vice versa. In reading this outspoken book one wonders whether Captain Macintyre was not also a casualty of this democratic paradox.

Or, perhaps, the indecision was a carryover from pre-war days when German claims to various territories were acceded to on numerous occasions and, at a later date, explained away as



"necessary in order that the allies should have time to re-arm". The comparative quality and performance of German and Allied arms in the Norwegian campaign could be taken as an indication that the "time" was bought at too high a cost or, like the grasshopper in the tale of the "Ants and the Grasshopper", the time was unwisely spent.

To this end, the quotation from an address by HRH the Duke of Edinburgh is most apt: "There will always be a

strong tendency to assume that any future war will start where the last one left off. We should learn our lessons from what went wrong at the beginning of the last war, and not from what went right at the end of it".—E.G.G.

NARVIK, by Captain Donald Macintyre, DSO and two bars, DSC, RN(Ret.); published in Canada by British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Avenue, Toronto 6; 224 pages, illustrated; \$4.25.

## Sailor's Memories

CAPTAIN AUGUSTUS AGAR, VC, RN, calls his autobiography "Footprints in the Sea" because on three occasions he and his shipmates were left treading water for dear life, and their footwork left indelible traces on his mind if not on the water. It describes his career from the time he entered HMS *Britannia* in 1904 until he "passed to the retired list" as the result of injuries received in the sinking of HMS *Dorsetshire* in 1942.

In his foreword, the author enters the caveat that he, with all naval personnel, was forbidden to keep a personal diary during the World Wars, since it would be a hazard to security. Canadian readers must bear this in mind when reading the passage concerning the bullion shipments and convoys in and out of Halifax in 1939 and 1940, for his dates and other details do not correspond with those in the records.

During the First World War, Agar's service took him first to the North Sea where, because he was in a pre-dreadnought battleship, he saw no action and then to the Dardanelles where he saw a lot in the same ship. Later, as executive officer of a minesweeper depot ship, he went to Murmansk and on to the White Sea, and he has much to say of the cargoes of war supplies that were left on the docks there, even after it was plain to the men on the spot that little or none of them would reach the front. He even hints that much was sold to Germany and used by them against the Allies. Eventually he qualified as a CMB captain (Coastal Motor Boat—predecessor of the MTB) and was trained in the laying of magnetic mines. However, they were not used operationally until 1939, and then it was by the other side.

The caveat in the foreword does not apply to the next episode, in the Gulf of Finland with CMBs, because it was written in 1928 from official documents for a lecture at the Royal United Ser-

vices Institution in London, but not published until now. This includes a full account of the Kronstadt raid when seven CMBs sank two Russian battleships and a submarine depot ship. But this was only a sideshow for Agar, whose main purpose was to run secret service agents in and out of Petrograd.

Between the wars came the usual appointments: captain of a destroyer in the Mediterranean and of a sloop on the American and West Indies Station, varied by assisting in the organizing of the Royal New Zealand Navy and attendance at the London Naval Conference. At length his cruiser, HMS *Emerald*, was placed in reserve in 1938. Next year Captain Agar recommissioned her and took her on active service, first on northern patrol and later with the Halifax convoys.

He was next put in charge of Operation "Lucid" which is of special interest to this reviewer because of the rumours

current at that time. Everyone in Britain heard, at second or third hand, of thousands of German soldiers' bodies washed up on beaches just a little way up or down the coast from where one happened to be—they said that the invasion had been attempted and repelled. At Portsmouth, however, the story involved a tanker that had been lying apparently idle at a jetty on the Gosport side for some weeks. It was alleged that she had gone out laden with a special mixture of oils which she spread on the waters to burn the invasion fleet. Captain Agar shows that this was but a slight distortion of the object of "Lucid" which was to burn the fleet in its harbours but which he had to cancel because of foul weather and poor ships—modern fire-ships to be employed where Drake had used them in 1588.

Finally, in command of HMS *Dorsetshire*, after hunting raiders in the South Atlantic and sinking a supply ship, escorting a convoy took him to the Indian Ocean where, in company with HMS *Cornwall*, he was sunk by Japanese naval aircraft.

Whether or not a few details are inaccurate, "Footprints in the Sea" is a fascinating book, being the record of a man's life and work. In particular the description of the Kronstadt raid must be the most authoritative possible from the British side and the description of the early days of the HX convoys is valuable.—Ph. Ch.

FOOTPRINTS IN THE SEA by Captain Augustus Agar, VD, RN. London, Evans Brothers, 1959. Sold in Canada through British Book Service (Canada) Ltd, Toronto, \$7.00; 336 pp., plates, map.

## RCAF STAFF COLLEGE JOURNAL MAKES BOW

The annual forum of Canadian military affairs, *RCAF Staff College Journal*, has been heard from again and the new issue offers a wide range of stimulating fare.

Two RCN officers are among contributors whose articles are in the current issue of the *Journal*.

The two are Cdr. B. C. Thillaye, recent graduate of the RCAF Staff College, who is at present serving on the staff of the Director of Naval Training at Naval Headquarters, and Lt.-Cdr. J. W. B. Buckingham, who is also at headquarters.

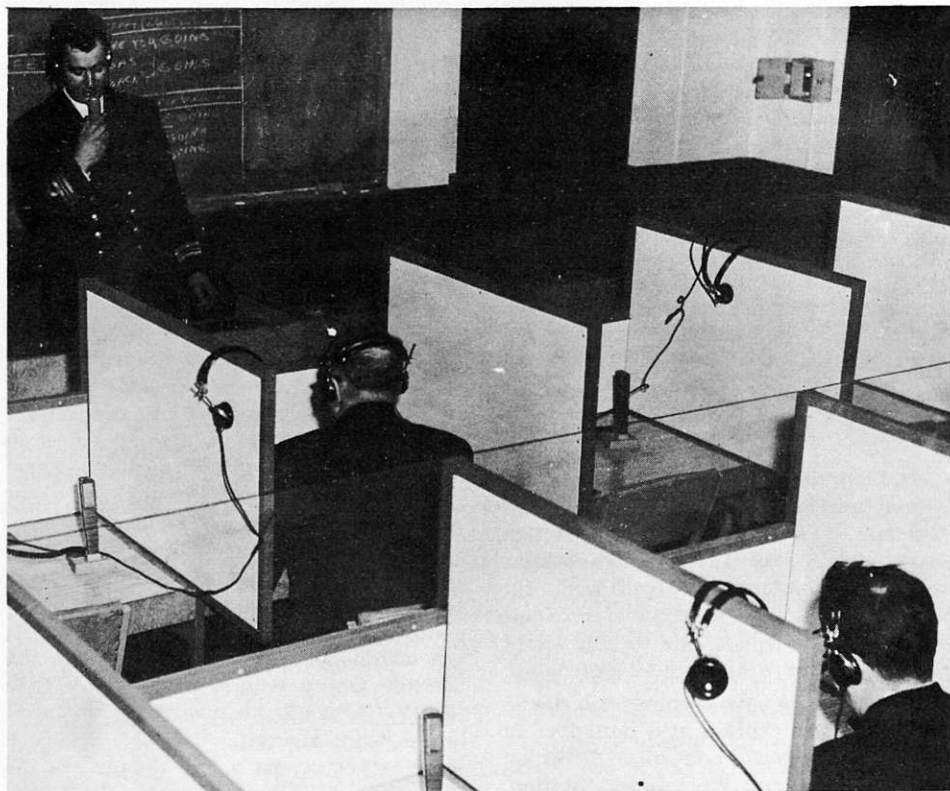
Cdr. Thillaye's contribution is a well-presented and thought-provoking discussion of the subject "Is All-Out Thermonuclear War Conceivable?"

Lt.-Cdr. Buckingham has written interestingly and informatively on "A Comparison of Nineteenth and Twentieth Century Balance of Power."

The *RCAF Staff College Journal* contains a variety of articles on national and international military subjects from senior and junior officers of the three services of Canada and elsewhere, and from experts on military science and history, and international affairs.

The current issue of the *Journal*, for instance, numbers among its contributors an Air-Vice Marshal of the RAF, two Generals of the United States Army, and a consultant specialist on Soviet Affairs.

The *Journal*, priced at one dollar, can be obtained from the RCAF Staff College, Armour Heights, Toronto 12.



Separate booths cut distraction to a minimum for new entry seamen learning English in the modern language laboratory at HMCS D'Iberville. Conducting the class is Lt.-Cdr. J. J. L. Bernatchez.

## Learning English in Seventeen Weeks

**H**MCS D'IBERVILLE, the Basic Training Establishment in Quebec City, has for its mission the training of men whose mother tongue is French. It provides them with part of the new entry training required, in addition to instruction in the English language.

Length of the course is 17 weeks. The degree of proficiency in the English language acquired in this comparatively short time is sufficient to permit these men to join their English-speaking contemporaries in *Cornwallis*, where they complete their new entry training entirely in the newly-acquired language.

The essential requirement for this noteworthy achievement is determination.

To meet its challenge, *D'Iberville* must utilize the most effective method of teaching. The one used is the "direct method". Like all modern institutions of learning, *D'Iberville* places due stress on training aids to obtain maximum results. The most recent training aid required by *D'Iberville* is also its most effective. It is called a "Language Laboratory".

The language laboratory is a modern and intricate device used as a training aid in teaching languages. It can be used for training in any language; in fact, it can be used to teach simultaneously several languages. The equipment does not replace the teacher; rather it is the best tool available today to assist the language instructor in his important mission.

A language laboratory fulfils two needs always present whenever languages are taught. The first is the need for the instructor to individualize his teaching by allotting equal teaching time to each student; the second is the need for each student to realize his weaknesses and to correct them with the help of an individual tutor.

In the laboratory, the conventional methods of teaching languages are dispensed with. The teacher becomes a tutor and, with the help of the language laboratory, there are in a sense as many

teachers in the classroom as there are students.

As a result, the student progresses as rapidly as his learning ability will permit. Where several students are of the same standard, the work can be done in groups, each group at its particular level of comprehension. The student, being in a sound proof booth, has the feeling of privacy although he may at all times establish contact with his instructor through the intercommunication system.

The student hears his instructor's voice, he speaks to his instructor, he answers questions, he compares his answers with the ideal one which are communicated to him by his instructor. He keeps on repeating each lesson until his work is perfect and until both the teacher and the student are completely satisfied. This way, he is aware of his own progress, he realizes that he is learning, and he learns at a speed suitable to his ability.

Language laboratories exist in many forms. The one found in *D'Iberville* may be considered as one of the most modern. It contains a master table on which can be found three dual-speed tape players, one complete intercommunication system and a high-quality four-speed turn table.

Besides the master table, on which the electronic devices mentioned above are located, the language laboratory has 12 individual sound proof booths. Each booth is equipped with two turn tables, a control panel and headphones.

From each of the tape players, as well as from the turn table, the contents of pre-recorded tapes or discs may be broadcast to the 12 booths or to any combination of booths. In fact, three different programs can be broadcast to the booth simultaneously. Moreover, when the need arises, 12 students may be fed 12 different programs, not from the master table, but from pre-recorded discs. The student, in this instance, controls the speed at which these lessons are fed to him and may listen to the recording as often as he wishes.

He also has the facilities to record, listen back, erase, compare and correct his answers. At the same time he receives intermittent individual attention from his instructor monitoring the class from the master control panel by means of the intercommunication system.

*D'Iberville's* language laboratory was officially opened on September 9, 1959, by Commodore D. L. Raymond, representing the Flag Officer Atlantic Coast. Assisting at the ceremonies that marked the opening were religious, civil and military authorities.





# THE NAVY PLAYS

## Kootenay Wins Power Boat Tests

The *Kootenay* was adjudged the grand winner of a hotly contested power boat regatta held at Ireland Island, Bermuda, January 30, when there was a concentration there of RCN forces for a week-end lull in the winter exercises.

Placing second to the ultra-modern destroyer escort in over-all standings was the frigate *Swansea*. Sister frigates *La Hullose* and *Cap de la Madeleine* placed third and fourth. Fourteen boats were entered.

Two two-mile heats were run off during the Saturday afternoon regatta. The



During the bi-monthly meet at Cornwallis in December, wrens from Conestoga XV division put on a display of water ballet and a demonstration of swimming strokes. Coached by Ldg. Sea. Fred Eggleston, the performers were Ord. Wrens Betty Hughes (top), Lillian Mascal and Pat Kerr. (DB-13479)



Five rinks from Stadacona took the Inter-Service Curling Championship from Army Garrison. Sweeping to an early lead, the sailors won by a comfortable 63-50 margin. Army, last year's champion, was host for the annual fixture. Left to right are: Miss Helene Nickerson, "Miss North American", of Halifax; with skips Sub-Lt. J. B. Franklin; CPO J. E. Laverdure; Captain J. A. Quackenbush; CPO E. C. Mills, and Lt. W. A. Stevens, who is receiving the North American Van Lines trophy.

27-foot, fibreglass motor sea boats raced first, averaging a shade better than 10 knots; and the older, 25-footers mustered about seven knots in the second heat. The *Kootenay* won the first, the *Swansea* the second.

The main reason for the regatta was to test the functioning of the boats. They were inspected for cleanliness and state of equipment and both classes had crews of four. Judge in chief was Commodore James Plomer, Senior Canadian Officer Afloat Atlantic, and the regatta was co-ordinated by the *Cap de la Madeleine*, senior ship of the Ninth Escort Squadron.

After boat inspection, the starter's gun sounded from the frigate *La Hullose*, and each crew sprinted towards its boat, manned and started it, and the race was on, not without the odd "hairy" incident.

In the 27-footer heat, the *Kootenay* culled 87 points, followed by the *Resti-*

*gouche* with 69 and the *Gatineau* with 66. The *Swansea* led 25-footers with 81, followed by *La Hullose*, 79; *Cap de la Madeleine*, 78; *Micmas*, 76; *Lauson*, 71, and *Nootka*, 47.

Up to 45 points could be awarded for first in the heats, 20 for boat cleanliness and condition, 15 for boat equipment, 10 for appearance of crew, 10 for condition of the engine and other technical equipment.

The course began from the western breakwater wall of the south basin. A mounted tin kettle went to the grand winner, along with a large white flag with red leather kettle centred on it.

## Navy Loses Close Match to Truro

The Truro Bearcats outlasted Halifax Navy 10-8 in a free-scoring exhibition intermediate hockey game at Truro. Down 5-4 going into the final period, the home team came from behind to pick

up the win but the final result was in doubt right down to the wire. The tenth Truro marker came with only 10 seconds left as Ron MacCormick fired into an empty net.

### ***Shearwater Wins Badminton Series***

*Shearwater* defeated Kentville nine matches to three in a badminton series played at the Royal Canadian Navy gymnasium at Eastern Passage.

### ***Naden Curlers Sweep Bonspiel***

Curlers from *Naden* made a clean sweep in the West Coast Tri-Service Bonspiel, hosted by RCAF Station Comox and held at the Courtenay Curling Club.

PO Norm Richardson's rink, composed of CPO Peter Lovric, Ldg. Sea.

R. Trinder and Ldg. Sea. D. Weidman won the "A" event and the individual rink championship. PO Richardson is a brother of 1959 Brier champion skip Ernie Richardson.

Winner of the "B" event and runner-up to Richardson was a rink skipped by Sergeant MacKay, Royal Canadian Dental Corps, of *Naden*. Others on his rink were Surg. Lt. G. Woodall, CPO H. Ward, and Surg. Lt.-Cdr. G. West. Navy won the service event with 266½ points.

### ***Exhibition Hoop Game Won by Stad***

*Stadacona* Sailors pulled out all the stops on *Shearwater* in mid-February, clubbing the naval airmen 61-35 in an exhibition basketball tilt at *Stadacona* gymnasium.

It was the "rubber" meeting between the arch-rivals. They had split in two previous games.

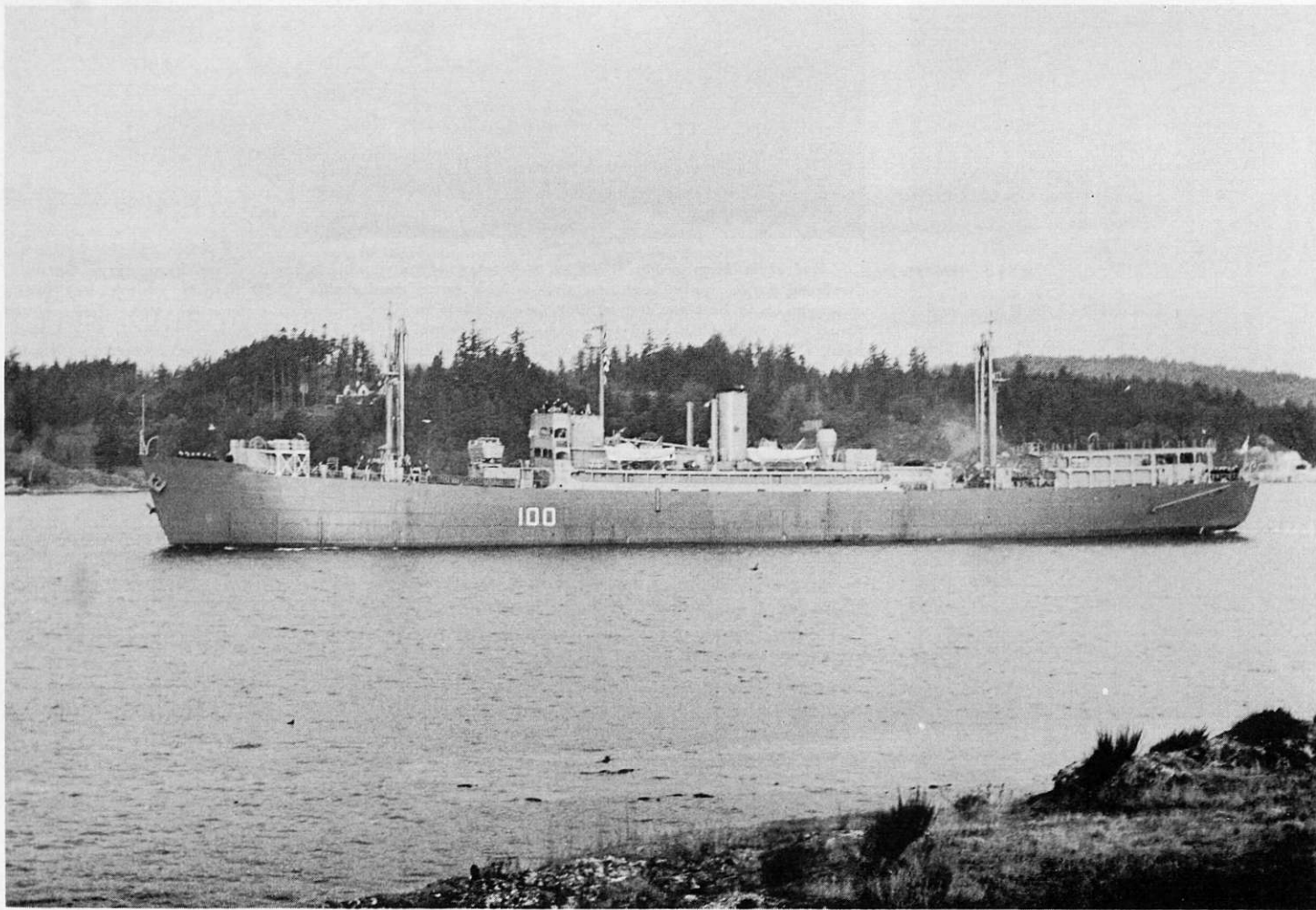
Al Legare's charges cracked the *Flyer* zone setup with a full press and fast breaks, with Graham showing the way on a 15-point effort. O'Boyle sank 12 and Simpson 11. Simpson and O'Boyle were also standouts in defensive play along with Shoveller.

Hotsenpiller was the only *Flyer* to climb into double figures, netting 14. He also played a strong game around the backboards along with Caudle and Tyfting.

### ***Cornwallis Holds Boxing Tourney***

*Restigouche* division won top honours with 70½ points in a boxing tournament at *Cornwallis*. Following in order were *Chaudiere* 62½, *Ottawa* 60, *St. Laurent* 53, *Fraser* 49 and *Gatineau* 31.

The winners made up the team to represent *Cornwallis* in a sports tournament at Camp Gagetown, N.B., February 4 and 5.



The mobile repair ship HMCS Cape Breton, commissioned into the Pacific Command of the RCN last November, left Esquimalt harbour February 1 for Magdalena Bay, Mexico. During her six-week cruise the Cape Breton will undergo a series of working up exercises, evolutions and drills. Under the command of Commander M. F. Oliver, Victoria, the 10,270-ton ship was to return to her home port on March 14. The ship carries 20 officers and 180 men. (E-53796)



## LOWER DECK PROMOTIONS

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

BAXTER, Spurgeon	.....	P1SW3
BAZINET, Antoine C.	.....	LSVS2
BEAUDIN, Denny R.	.....	P2MA2
BELLMORE, Jerome J.	.....	LSSW2
BOUGHNER, Carl J.	.....	LSAW2
BOWERS, Harvey M.	.....	LSVS2
BRISBIN, William G.	.....	LSMA2
BROWN, Joseph W.	.....	P2EM2
BRUNET, Gabriel J.	.....	LSSW1
BURLEY, Kenneth L.	.....	LSEM1
BUTLAND, Lloyd A.	.....	P2MA2

CLARK, David W. ....	P2AW2
CONNOR, Ross J. ....	P2MA2
CORNISH, Francis G. ....	LSVS1
CRAWFORD, Gordon R. ....	LSNS2
CROCKETT, Ronald J. ....	LSEM1
CUNNINGHAM, Claude H. ....	LSEM1

DEACON, Joseph B. ....	L5CK2
DECKER, Thomas A. ....	C1WS4
DELANEY, Romanus G. ....	P1ER4
DEVEAU, Gerald R. ....	P1OR3
DOUCET, Isidore N. ....	C1CM4
DUFFY, Joseph F. ....	PN2S2

FISCHER, Max K. ....LSNS2  
FRANCIS, William L. ....P2VS2  
FRASER, Alexander C. ....LSEM1

GILL, Cyril R. ....LSSW2  
GIROUX, Gordon C. ....P1SW3  
GRAHAM, Leith L. ....LSNS1

HALL, Donald V. ....	LSEM1
HARDING, Norman L. ....	C2HA4
HESSON, Robert E. ....	LSAW2
HODGKINS, Murray J. ....	LSEM1
HOLM, Harry R. ....	LSEM1
HUGHES, William W. ....	LSEM1
HUTCHINSON, Lorne K. ....	P2EM2

JAMES Robert S. ....LSEM1  
JOHNSON, Keith E. ....LSEM1

KORNELSON, Stanley F. ....P1SW3

LESAGE, Marcel R. ....	P2NS2
LIST, Kenneth F. ....	P2EM2
LORETTE, Roy E. ....	P1AW3
LOWER, Richard E. ....	C1FC4
LUNN, Harold J. ....	LSEM1
LYNCH, Reginald T. ....	P2AW2

MacAULAY, John S. ....LSEM1  
McKAY, Wesley C. ....C1HT4  
MILNE, John S. ....C2ER4

NOEL, Gerard J. ....P1NS3  
NORTON, James A. ....C1ER4

PAYANT, Claude J. ....	LSCK2
PHILLIPS, Eugene E. ....	PINS3
PHILLIPS, John J. ....	P2AW3
PILCHER, Stanley E. ....	P2AW2
PILON, Raymond L. ....	P2MA2
POPE, George D. ....	LSVS2

QUIK, Gerardus .....LSSG1  
 REID, Arthur G. ....P1AW3  
 RICHARDS, Robert C. ....LSPW2  
 RICHARDSON, Frederick C. ..LSNS2  
 RICHARDSON, Vance A. ....LSWS2

TAYLOR, Russel P. ....	P2VS2
TILLAPPAUGH, Lyle M. ....	C2ST4
TRASK, Lorne L. ....	P1HA4
TREMBLAY, Alfred J. ....	P1ER4

WALKER, Patrick D. ....LSFC2  
WATTEYNE, George L. ....LSMA2  
WHELAN, Arthur N. ....LSEM1  
WILMOT, William J. ....P2EM2  
WILSON, William B. ....LSNS2  
WOOD, John A. ....P2VS2

YOUNG, Simon J. ....LSCK2

## RETIREMENTS

CPO JOHN ROBERT BENJAMIN ANSLOW, CIWS4, of London, England, joined January 12, 1936; served in *Naden, Skeena, Fraser, Cornwallis, Sioux, Givenchy, Rockcliffe, Crescent, Athabaskan, Niobe, HMS Cumberland, Discovery*; awarded the Long Service and Good Conduct Medal May 19, 1951; retired January 11, 1960.

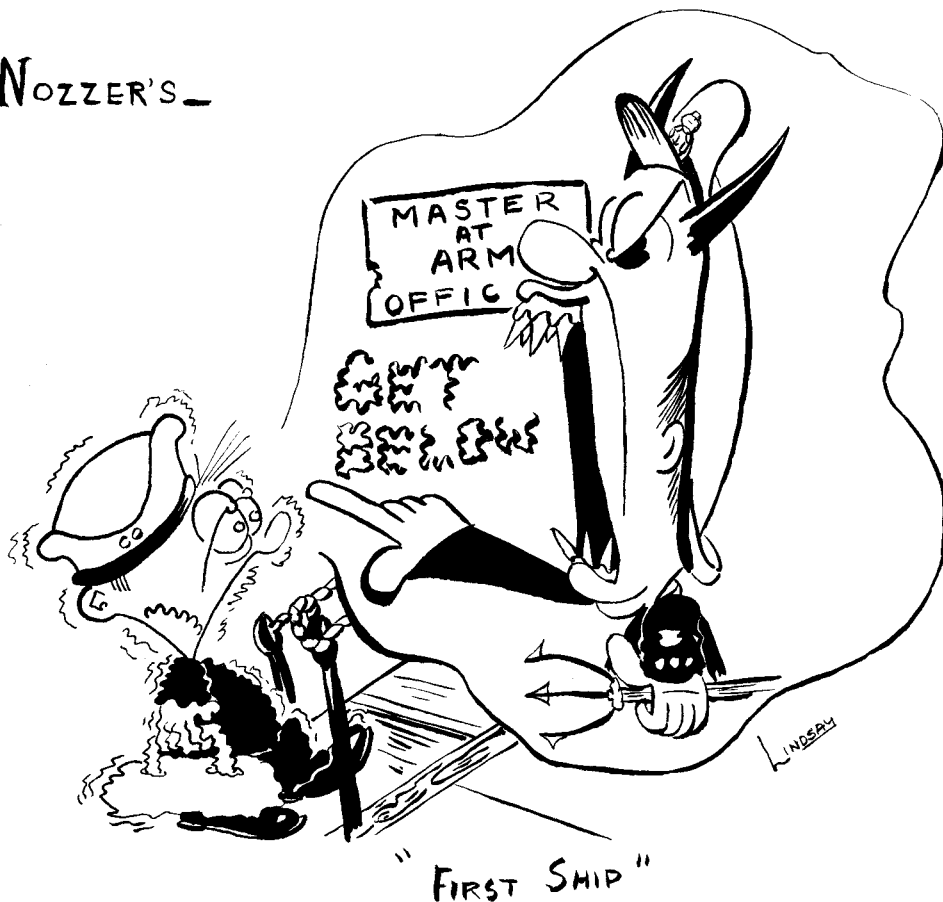
CPO KENNETH CLARENCE RAYMOND BARKER, C1G14 of St. Laurence, Somerset, Eng.; joined January 5, 1935; served in *Naden*, *Skeena*, *HMS Excellent*, *HMS Victory II* (*Boadicea*), *HMS Pembroke* (*Crusader*), *Ottawa*, *Stadacona*, *St. Laurent*, *Cornwallis*, *Niobe*, *HMS Nigeria*, *HMS Jamaica*, *Uganda*, *Royal Roads*, *Nonsuch*, *Ontario*; awarded the Long Service and Good Conduct Medal March 15, 1950; retired January 4, 1960.

CPO WILLIAM CUMMINGS BROWN, PIRG4, of Winnipeg, Manitoba, joined January 8, 1936, served in *Stadacona, St. Laurent, Skeena, Ottawa, Naden, Givenchy, Protector, York, Peregrine, Hochelaga II, Somers Isles, Shelburne, Scotian, Warrior, Ontario*, awarded the Long Service and Good Conduct Medal January 9, 1951, retired January 7, 1960.

CPO HARRY COCHRANE GARDINER, C2RT4, of Kerrobert, Sask., joined January 5, 1935; served in Naden, Skeena, Fraser, Armentieres, HMS Osprey, HMS Victory II, Ottawa, Stadacona, Saguenay, Avalon, Niobe, Cornwallis. Magnificent, Newport Corners.

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NOZZER'S



Iroquois; awarded the Long Service and Good Conduct Medal January 24, 1960; retired January 4, 1960.

CPO RONALD LESLIE HANNAFORD, C2QR3, of Ramsgate, Kent, England, joined January 16, 1940, served in *Naden*, *Stadacona*, *Comox*, *St. Croix*, *Avalon*, *Restigouche*, *Amherst*, *Cornerbook* (Nfld.), *Cornwallis*, *Peregrine*, *Niobe*, *HMS Turnstone*, *HMS Ferret*, *Thetford Mines*, *Sioux*, *Haligonian*; awarded the CD December 17, 1958; retired January 15, 1960.

CPO WALLACE FRANCIS MULOIN, C1Q14, of Ouemet, Quebec, joined January 15, 1940, served in *Naden*, *Stadacona*, *Pasteur*, *Columbia*, *Fairmile*, *Q082*, *Mayflower*, *Avalon*, *ML061*, *Hochelaga*, *Lindsay*, *Bowmanville*, *Quinte*, *Scotian*, *Cataraqui*, *New Liskeard*, *Portage*, *Quebec*, *Shearwater*, *Loon*, *Assiniboine*, *Cormorant*; awarded the CD February 25, 1952; retired January 14, 1960.

CPO RAYMOND PRICE, C1MR4, of Manchester, Lancashire, Eng., joined January 5, 1935; served in *Naden*, *Skeena*, *Vancouver*, *Fraser*, *HMS Excellent*, *HMS Victory II* (*Blanche*), *HMS Pembroke* (*Crusader*), *Ottawa*, *Assiniboine*, *Stadacona*, *Prince Robert*, *Chatham*, *Givenchy*, *Nonsuch*, *Cornwallis*, *Avalon*, *Ontario*, *Uganda*, *Venture*, *Quadra*; awarded the Long Service and Good Conduct Medal February 1, 1950; retired January 4, 1960.

Note: Ex-CPO William H. Roberts, whose current address is 20 Church Avenue, Bangor, County Down, Northern Ireland, points out that his date of enlistment should have been given as September 9, 1935, and date of award of the Long Service and Good Conduct Medal as September 9, 1950. (See October 1959 *Crowsnest*).

## LETTERS

Dear Sir:

In the Christmas issue of *Crowsnest*, under the heading of Traditions, you made reference to the use of the pipe "Now hear this" in the United States Navy.

You may be interested to know that the RCN has an equivalent pipe "D'ye hear there."

However, this pipe is by custom used less frequently than the USN pipe. "D'ye hear there" is reserved for preceding announcements which are mainly of an informative nature, as opposed to a firm direct order.

For example:

"D'ye hear there—the Captain will address the ship's company at 1800 on the Quarterdeck".

This expression would not be used, however, at 1750 when all hands were piped to "Lay aft".

Yours sincerely,

P. D. BUDGE  
Commodore, RCN

Deputy Chief of Naval Personnel  
Naval Headquarters,  
Ottawa.

## NOT FIRST TIME

Sir:

I wish to correct an assumption made in your October issue that Sub-Lt. Frolen is the first pilot in the RCN to make a "thousandth" landing in a USN carrier.

In July 1957, Lt. A. P. Levigne, flying a CS2F-1 aircraft of VS 881 Squadron, made a "thousandth" landing aboard the USS *Wasp* while a number of VS 881 pilots were being initially carrier qualified in CS2F aircraft.

Yours sincerely,

D. S. CLARK,  
Lieutenant, RCN.

HMCS *Bonaventure*,  
Saint John, N.B.

## EX-CHAUDIERE

*The Legionary*, national magazine of the Canadian Legion, used as its January cover picture a bows-on view of HMCS *Chaudiere* that caught the eye of naval veteran R. B. Millar, of 546 Charlesworth Drive, Sarnia, Ontario.

In a letter to *The Legionary*, Mr. Millar wrote:

"Your front cover picture of the new HMCS *Chaudiere* will be a welcome sight to all former shipmates of the first *Chaudiere* (ex-HMS *Hero*).

"I am interested in contacting all original crew members of the 1943-45 commission, with the possibility of arranging a reunion in the future. Will they kindly write me?"

Mr. Millar has been advised of the naval veterans' reunion which will be held at Cobourg, Ontario, June 11 and 12.

## Band Entertains Victoria Students

Repeating a program which proved exceptionally popular last year, *Naden's* 50-man naval band again launched a series of one-hour concerts to junior and senior high schools of the Greater Victoria area.

Lt.-Cdr. Stan Sunderland, officer-in-charge of the School of Music at *Naden*, said a total of 13 schools would be visited between February 3 and 24. Conducting the band was Commissioned Officer W. J. Gordon.

At each school, the band concert is presented during the students' assembly period.

## LINGO OF SEA COMES ASHORE

"You there! Grab a marlinspike and splice that line! And you! Into the crow's nest with you! It's time to start rigging up!"

Drama at sea? A quotation from *Moby Dick* or *Two Years before the Mast*? Not a bit of it. It's salty language, all right, but the "bo'sun" issuing the orders happens to be a driller on location. The "sailors" he's addressing are the roughnecks of his drilling crew. In the oil country you don't need an able-bodied seaman's papers before you qualify as a capable workman, but it would be mighty helpful in understanding the language of the oilfields if you did . . .

What's the explanation? How did it happen that the oil industry turned to the briny deep for words to express itself? No one really knows. Some people have hazarded the guess that the discovery of oil in 1859 attracted unemployed sailors to Pennsylvania to join the boom.

Aboard ship, a marlinspike is a sharp, steel tool used to join, or splice, two ends of rope, or line. As every man or boy knows who's read yarns about the sea, marlinspikes also come in handy as murderous weapons when a mutiny breaks out. In the oil country, drilling crews have little occasion to "mutiny", but they do work constantly with wire and fibre rope. The marlinspikes are just as necessary in drilling for oil as they are in sailing a ship. It's significant, too, that just as a sailor's rope is a line, so it is in the oilfields.

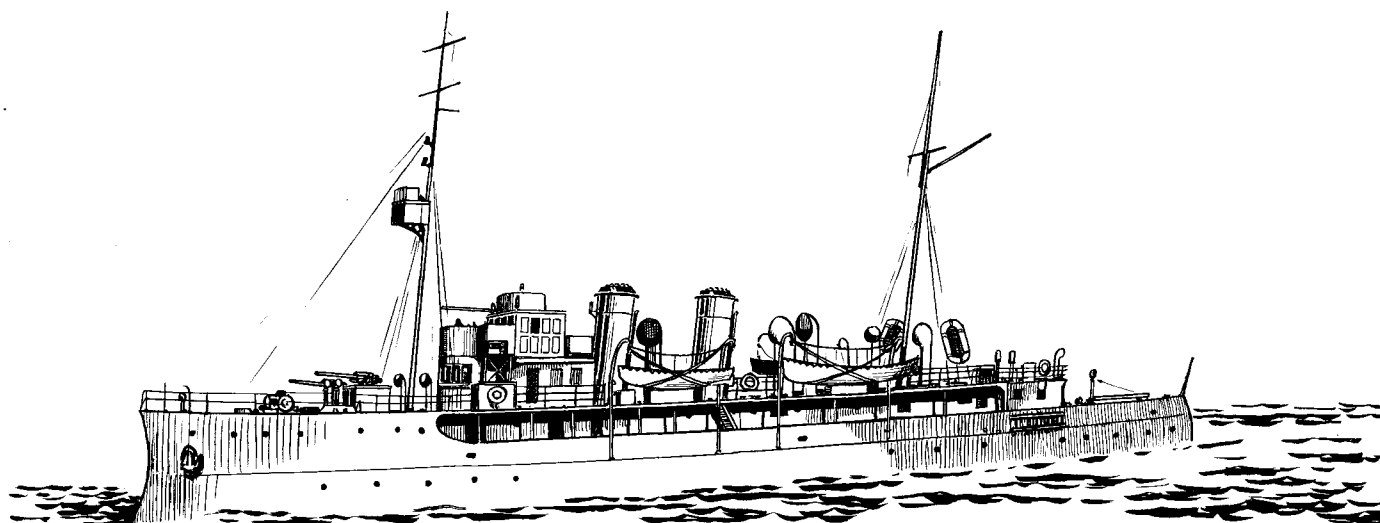
At sea, the crow's nest is the lookout platform high up on the mast. American oilmen have appropriated the word to describe a similar platform. High up on the derrick, it serves as the base of operations for the member of the drilling crew who racks the drill pipe. . . . As for an anchor, the driller uses one for fastening down the casing of a well.

Speaking of "fastening down," that's a phrase you're not likely to hear out where the wildcats howl. Like his salty counterparts, the oilfield worker doesn't tie or fasten things—he secures them. By the same token, a refinery worker doesn't climb to the roof of a tank—he goes topside. And the opening in the tank through which he goes in and out isn't a door—it's a hatch. . . . And, in the lingo of the roughneck, the derrick's highest point is the masthead.—*David Griffith*, in *Service*, a publication of *Cities Service*.

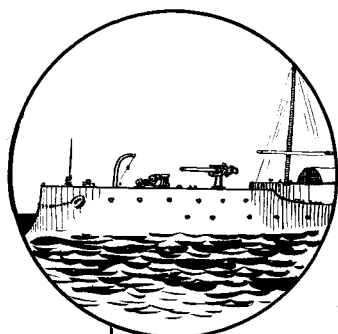


# Naval Lore Corner

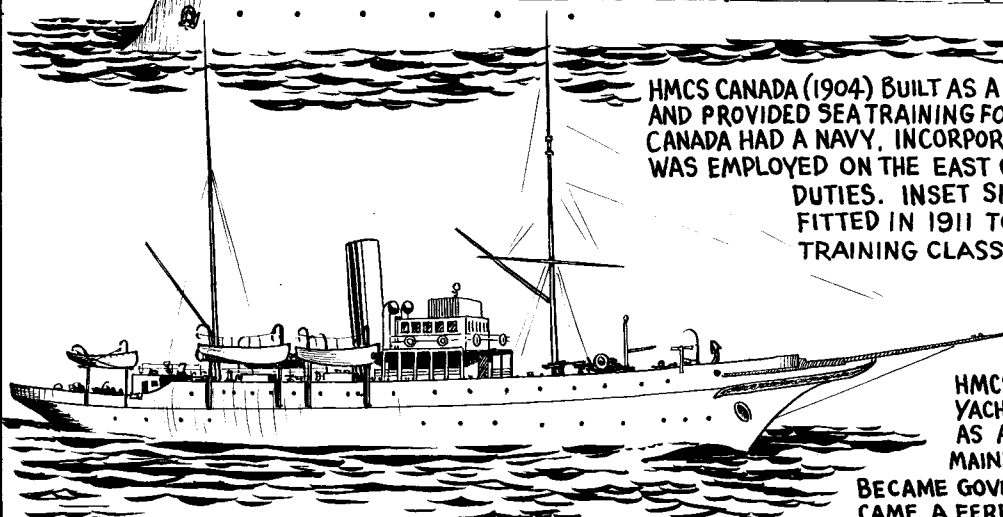
Number 80  
Early Ships of the RCN



HMCS MARGARET, BUILT IN 1914 FOR THE DEPARTMENT OF CUSTOMS AND TAKEN OVER BY THE RCN ON 4 AUGUST, 1914 AS AN AUXILIARY PATROL VESSEL. OF 950 TONS AND ARMED WITH TWO 6-POUNDERS, SHE WAS EMPLOYED ON PATROL WORK ON THE ST. LAWRENCE PATROL. SHE REMAINED IN SERVICE AS THE "RIO BRANCA"... A UNIT OF THE BRAZILIAN NAVY UNTIL 1958



HMCS CANADA (1904) BUILT AS A FISHERY PROTECTION VESSEL AND PROVIDED SEA TRAINING FOR NAVAL CADETS IN 1908 BEFORE CANADA HAD A NAVY. INCORPORATED INTO THE RCN IN 1914, SHE WAS EMPLOYED ON THE EAST COAST ON PATROL AND ESCORT DUTIES. INSET SHOWS BUILT-UP FOC'SLE WHICH WAS FITTED IN 1911 TO ACCOMMODATE GUNNERY TRAINING CLASSES



HMCS HOCHELAGA, 950 TONS - EX-U.S. YACHT COMMISSIONED INTO RCN IN 1915 AS AN ARMED PATROL VESSEL. REMAINED IN SERVICE UNTIL 1920 AND LATER BECAME GOVERNOR-GENERAL'S YACHT. LATER BECAME A FERRY RUNNING BETWEEN PICTOU AND PRINCE EDWARD ISLAND UNTIL 1942.

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