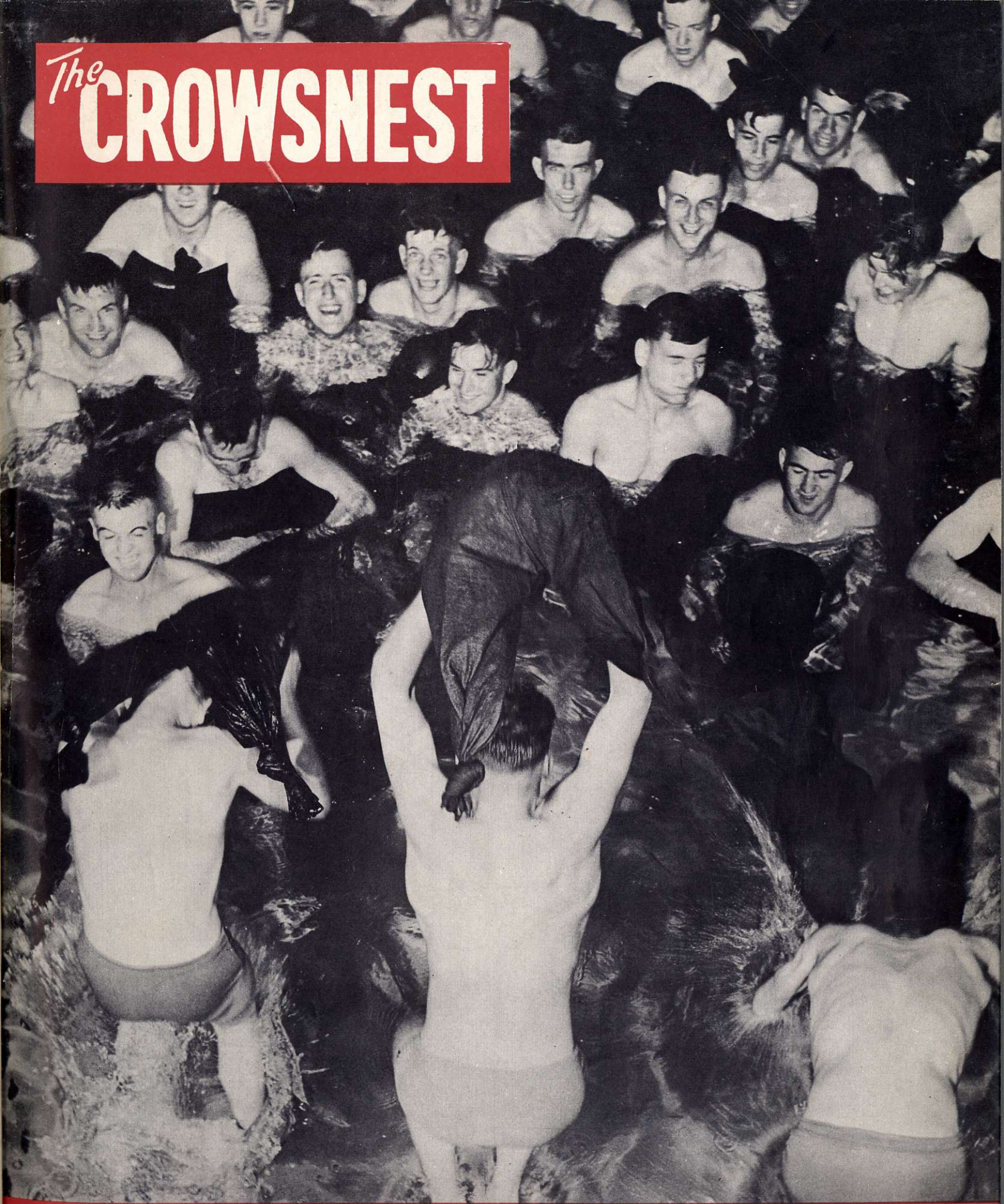


The CROWSNEST





The CROWSNEST

Vol. 7 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1955

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Cover Photo — Knot the ankles, bring the opening down smartly to trap air in the legs, and you have an emergency life "jacket". The picture was taken at HMCS Cornwallis where seamen in training learn such useful bits of nautical lore — and, furthermore, the scene is a cool one to gaze upon during the dog days. (RCN Photo by Lieut. (SB) Monte Everett, RCN(R).)

LADY OF THE MONTH

The arrival of HMCS *Wallaceburg* at Hamilton, Ontario, heralds the start of this summer's reserve training program on the Great Lakes. The *Wallaceburg*, which with the *Portage* and *Minas* form the 11th Canadian Escort Squadron, is shown on the opposite page as she comes alongside the lawn-edged wharf at HMCS *Star*.

While the Great Lakes are not new to the *Wallaceburg*—she was a visitor to those parts as far back as eight years ago—the activity in which she will participate during 1955 will be far greater than in the "old days". No less than 15 ships will take an estimated 1,500 Reserve officers and men to "sea" in the Great Lakes for training this summer.

The honour of being the first ship of this year's training fleet to arrive at Hamilton is well-deserved by the *Wallaceburg*. Commissioned at Port Arthur in November, 1943, the *Wallaceburg* was employed in convoy escort work during 1944-45. Placed in reserve following hostilities, she was commissioned again in 1947, and since that time has been employed for varying periods in anti-submarine and minesweeping training duties.

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RCN NEWS REVIEW

RCN guard of honour pays its respects to Toussaint Louverture, hero of the independence of Haiti, during the call at Port-au-Prince of the First Canadian Minesweeping Squadron which returned to Halifax May 1 after six-week training cruise to the Caribbean. Cdr. H. B. Carnall, squadron commander, placed a wreath on behalf of Canada. (HS-35658)

Rear-Admiral's Rank for Two

The promotion of Commodore Kenneth F. Adams, CD, Commanding Officer Naval Divisions, and Commodore Herbert S. Rayner, DSC and Bar, CD, to the rank of rear-admiral, effective May 21, was announced by the Hon. Ralph Campney, Minister of National Defence.

Rear-Admiral Rayner's promotion was concurrent with his taking up the appointment of Chief of Naval Personnel at Naval Headquarters.

Rear-Admiral Adams has been in his present appointment since the formation at Hamilton on April 27, 1953, of a separate establishment to administer the RCN(R) and the 22 naval divisions across Canada.

During the Second World War he commanded the destroyers *Assiniboine*, *Ottawa* and *Iroquois*, and the auxiliary cruisers *Prince David* and *Prince Henry*. His wartime shore appointments included command of *Stadacona* on two occasions and command of HMCS *Somers Isles*, the RCN sea training base in Bermuda.

Rear-Admiral Rayner was Naval Assistant to the Chief of the Naval Staff before taking up his new appointment as Chief of Naval Personnel. He succeeds Rear-Admiral Hugh F. Pullen, OBE, CD, who was to become Flag Officer Pacific Coast on July 7.

During the Second World War, Rear-Admiral Rayner commanded the destroyers *St. Laurent* and *Huron* and

held staff appointments at Halifax and at Naval Headquarters.

Before going to Ottawa in January of this year he had commanded the *Magnificent* since March 11, 1953.

MBE Awarded For 'Copter Mission

Naval helicopter pilot Lieut. Wallace Elmer James, has been appointed to the Most Excellent Order of the British Empire (Military Division) (MBE) for his rescue of a badly-injured lighthouse keeper off Cape Breton, N.S., last fall. Lieut. James is at present serving in the helicopter detachment on board the *Magnificent*.

Lieut. James flew a HUP-3 helicopter 270 miles from *Shearwater* to St. Paul's Island, at the northern tip of Cape Breton Island, to bring the keeper to Sydney, N.S., for hospitalization. The man had suffered a fractured skull and badly-wounded arm in a dynamite explosion. The mercy flight took place on October 26.

Lieut. James took off at 4.30 a.m., two hours before dawn, with AB John P. Friedrich as crew. At 7.30 they picked up a doctor at Sydney and continued the rescue mission in the face of high winds, low visibility and snow flurries. On the final leg, which involved a flight over 18 miles of ocean, they encountered turbulent winds, while visibility was reduced to as little as 500 yards.

They landed amid swirling snow on the island, in poor terrain and tricky

winds. Lieut. James had to keep his rotors going throughout the three-quarter-hour period the doctor took to attend to the patient and bring him to the machine.

The return trip was accomplished without further incident and the final landing at Dartmouth concluded a mission lasting eight and a half hours.

The first two hours of the trip had been in extreme darkness, with only two lights visible on the ground as guides to a flight otherwise accomplished solely on instruments—no mean feat in helicopter piloting. Later, the adverse weather conditions frequently precluded adequate visual reference to the ground, necessitating a return to instrument flight.

The citation states: "The courage and skill displayed by Lieutenant James in carrying out this operation under adverse conditions resulted in the saving of . . . the life of the injured lighthouse keeper." The latter, completely recovered, is back at work on the island.

Discovery Wins Efficiency Trophy

HMCS *Discovery*, Vancouver, has won the efficiency trophy over 21 other naval divisions across Canada.

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, announcing the award, said:

"The analysis of the annual reports of inspecting officers reveals a general improvement in the administration and

operation of all divisions. An outstanding feature has been the consistent loyal support and effort.

"I am loath to accept my responsibility of selecting the most efficient division in the realization that differences of design, location and facilities make the task an unenviable one.

"*Discovery* has been adjudged to be the winner of the efficiency trophy and is deserving of the heartiest congratulations for the high standard in evidence in all departments. Closely following are *Donnacona* (Montreal), *Chippawa* (Winnipeg), *Carleton* (Ottawa), *Malahat* (Victoria) and *Star* (Hamilton).

"It is my earnest hope that all divisions not mentioned by name in this message will reckon that their name would have been the seventh.

"The annual inspection has revealed that an excellent job is being done and that the value of a strong naval reserve is uppermost in everyone's mind," he concluded.

Commanding officer of the Vancouver naval division is Commander J. H. Stevenson.

HMCS *Prevost*, London, won the trophy last year on its first appearance. It is a silver-plated model of the *St. Laurent* class destroyer escort being built in Canada.

Labrador Fitted With Underwater TV

When the *Labrador* sailed June 1 from Halifax for her 1955 northern operations, she carried the first underwater television equipment to be used by any ship of the Royal Canadian Navy.

The equipment, property of the Defence Research Board, will be used for surveys of underwater beach approaches and for studies of the behaviour of divers in cold water conditions in the far North.

The equipment is portable, which will enable it to be operated from one of the *Labrador's* boats for inshore or shallow water work. It consists of a control unit, including a monitoring screen, to which the camera is attached by cable. The camera is enclosed in a cylindrical case, measuring 23 inches in length and just under 11 inches in diameter. The latter unit has a slight positive buoyancy, making it easier to handle under water.

The actual televising is controlled from the ship or boat, which is in audio communication with the diver. The latter has only to point the camera as directed from the control unit. The equipment operates on the closed circuit television principle.



The eye that sees below the sea, the underwater television camera carried in HMCS *Labrador* is prepared for lowering into Halifax harbour during tests carried out there before the Arctic patrol vessel sailed for the north. Lt.-Cdr. Jack Bathurst, of Ottawa, (right), underwater TV expert, instructed *Labrador* crew members in the use of the equipment, which will be used to survey the approaches to Arctic shorelines. Lt.-Cdr. John Ruse and PO William McPhee attach a security line to a strop before lowering away. (LAB-686)

This will be the first time that Royal Canadian Navy divers have operated underwater TV equipment, although Lt.-Cdr. J. H. Bathurst, on the staff of the Director of Torpedo Anti-Submarine and Mine Warfare at Naval Headquarters, Ottawa, has had considerable experience in this field during his service with the Royal Navy. Lt.-Cdr. Bathurst instructed the *Labrador's* diving team in the operation of the camera before the ship sailed.

RCN Associate Awarded OBE

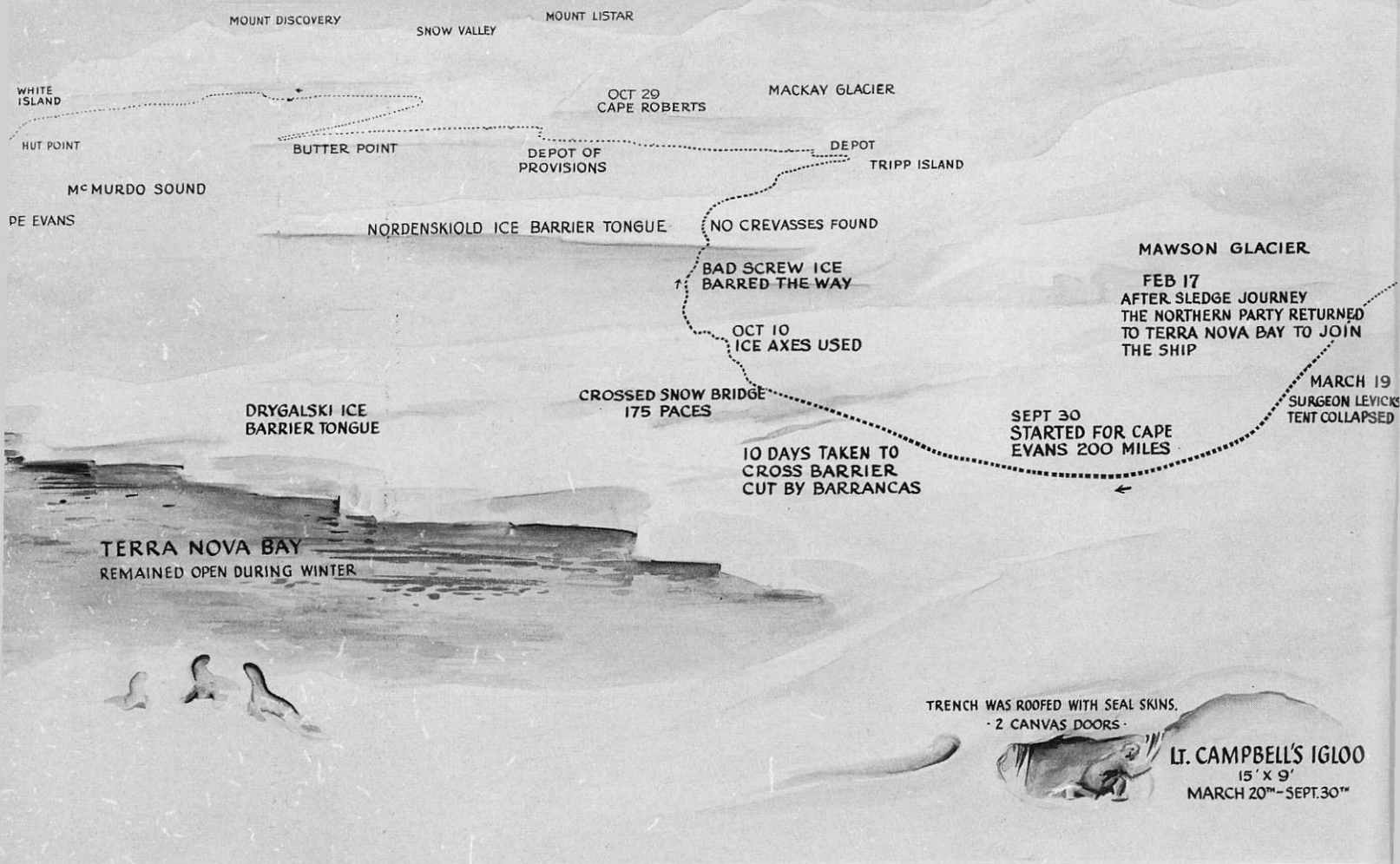
Cdr. (E) Hugh Wilson Findlay, DSC, RN, Technical Officer on the Royal Naval Liaison Staff (Canada) and Assistant Naval Advisor to the United Kingdom High Commissioner in Canada, has been appointed to the Order of the British Empire (Military Division) in the Queen's Birthday Honours list, June

9. The award was in recognition of his liaison work with the RCN.

The Scottish-born officer has been associated with the Royal Canadian Navy for most of his 30 years of RN service, and has been in Ottawa since 1945. He is married to a Montrealer, the former Constance Mussell.

His RCN associations began in 1930 during three years on the *America* and *West Indies Station* in the cruiser *Danae* and again in the sloop *Scarborough* (1935-38). In the war he met many Canadians while in the destroyer repair ship *Hecla* based on Iceland during the Battle of the Atlantic. He was Engineer Officer of the 23rd Destroyer Flotilla (later joined by the *Algonquin* and *Sioux*) but a wound received in action put him ashore for good.

He came to Canada then with the wartime British Admiralty Technical Mission.



Memories of an RN Captain

Wintering in the Antarctic

IF YOU HAPPENED to be reading one of the leading English newspapers lately you would have seen the following item.

NO ORDINARY COPY

"The Dickens House in Doughty Street, the headquarters of the Dickens Fellowship, has been spring cleaning to be ready for the summer visitors who arrive in that season at the rate of forty or fifty a day. It is open again and is proudly showing a new acquisition, no ordinary copy of 'David Copperfield'. It is wrapped in a tattered, dark brown paper cover and the pages are heavily thumb'd with grease marks. The grease was seal blubber used in a tin with rope yarn for a wick. This made a lamp of sorts by which to read this copy of the novel. It is remarkable that the book has survived its adventures.

"It was carried with Captain Scott's expedition to the Antarctic in 1910-13

and it belonged to Lieut. Campbell who led the northern party which was lost for considerable time. He gave it to a member of the expedition, a New Zealand seaman, when they got home. After passing through many hands it was given to the Auckland branch of the Dickens Fellowship, which has now given it to London. The book and the letter accompanying it have both been identified by Lieut. Campbell, now a retired captain in Newfoundland."

What makes this all the more interesting to the residents of Corner Brook, is that Captain V. L. A. Campbell, DSO, OBE, RN (Ret'd), lives there.

During the many pleasant visits I have had with Captain Campbell the story of his exploits gradually unfolded. We have, unfortunately, space for only a brief outline of this grand old sailor's life.

Before the First World War in Christ Church, New Zealand, a renowned ship

called the Terra Nova was being fitted for the Scott expedition to the South Pole. Here we find Lieut. Campbell overseeing a job that he knew well. We will return later to this part of the story.

In 1914 Captain Campbell was fighting the Turks; later he was in the crack Diver Patrol, and during the Russian revolution he was ashore in the north of Russia. A few years after the war he retired to "Black Duck" in Newfoundland.

Life at "Black Duck" was restful and pleasant. The salmon fishing was unsurpassed and a schooner designed and built by the captain kept the old sailor fairly contented. It was at this time that he made a trip to Norway where he met and married a charming lady who was lady-in-waiting to the Queen of Norway. The captain observed, with a twinkle in his eye, that a destroyer captain must be able to think quickly.

So when he met this lovely lady he acted as a destroyer captain should.

Then, at the beginning of the Second World War he was called to Trinidad to serve as the Senior Naval Officer-in-Charge. An old enemy, malaria, forced the captain out of active service in a few months, and he was retired again.

In 1942 when submarines in the St. Lawrence threatened Corner Brook shipping, he volunteered for the RCN and was turned down, but he wrote to Ottawa pointing out that he had served years in the Arctic and also in the Antarctic and "chilled beef keeps indefinitely". Ottawa was convinced because they made him SOIC of the unique "Bay of Islands Patrol". He again retired in 1944.

Of all Captain Campbell's exploits the one he will be remembered for longest will be his survival in what is known as "Scott's Last Expedition".

Captain Campbell and six men were on a geographical survey with only six weeks' provisions. They reckoned without the stern elements of the Antarctic however, and Captain Campbell and his party were stranded for six months.

Admiral Sir Edward Evans, who was also in Scott's expedition, terms the exploits of Captain Campbell's team of six men as some of "the most heroic on record".

We take up the story of Lieut. Campbell's party in the accompanying diagrammatic view. On February 7, 1912, the men had returned from a sled journey up the Mawson glacier, which they had been traversing during their geological and geographical work. They

Explorer's Ship To Be Commissioned

The ship built for Captain Scott's first expedition to the South Pole in 1901, the Royal Research Ship *Discovery*, has made another voyage—this one up the Thames to become a drill ship for the London Division, Royal Naval Volunteer Reserve.

After years of exploration in the Antarctic, the *Discovery* returned to the United Kingdom in 1931 and five years later was presented to the Boy Scouts' Association by the Government of the Falkland Islands. She was used as a hostel where more than 2,000 boys annually spent weekends.

After the Second World War, it was found the ship's upkeep cost had grown considerably and she was offered to the Admiralty.

Now she is being refitted and will be commissioned in July as a companion drill ship to the other two drill ships of the RNVR division in London, HMS *President* and HMS *Chrysanthemum*.



Snug in his comfortable living room in Corner Brook, Newfoundland, Captain V. L. A. Campbell, DSO, OBE, RN (Ret'd), has memories of naval service in the tropics and in the ice of Antarctica. He served the Royal Canadian Navy as Senior Naval Officer, Corner Brook, during the Second World War when that pulp and paper town had its private navy, the Bay of Islands Patrol. (HS-30721)

were to return at this time to the shore, where they were to be picked up by the *Terra Nova* and conveyed to Cape Evans. Owing to the bad ice, which prevented the ship from approaching the shore, the little party was compelled to winter at a point just north of the Drygalski ice barrier tongue. The precise point is not indicated in the reports of Commander Evans, (now Admiral Evans) but it was evidently close to the shore, for we are told that the shelter was lined with seaweed.

It doubtless became evident to Captain Campbell from the state of the ice in Terra Nova Bay that the ship would be unable to reach him. The leader appears to have promptly realized the necessity of constructing some

permanent shelter for the party during the winter months which were fast coming upon them. They set to work to construct an igloo 15 feet by 9 feet in extent from the side of the snow drift; a passageway communicated with the outer cold. Three canvas doors enabled the temperature to be raised above zero.

On March 19 Surgeon Levick's tent collapsed during a blizzard. Fortunately the shelter was ready for the occupation of the whole party, and from March 20 to September 30 they had to pass the dark winter months in the igloo shown in the foreground. The presence of a few seals on the coast gave them a supply of fresh meat during this period.

On September 30, Lieut. Campbell decided to start for Cape Evans, which was some 200 miles away. He followed the track indicated in the drawing. We see him first crossing the Drygalski barrier tongue, their progress hindered by barrancas and huge crevasses. One of these was crossed upon an ice bridge 175 paces long. Descending from the barrier tongue onto the frozen sea very bad screw pack ice was encountered, which evidently meant some very hard sledging work.

The party then had to climb up to the Nordenskiöld ice barrier tongue. This fortunately did not present very great difficulties, and the party followed the route indicated to Tripp Island and thence to Depot Island, where they found and recovered Professor David's geological specimens which had been left by the latter's party when attached to the Shackleton expedition. Crossing the ice to Grande Harbour, the party reached Cape Roberts on October 29. It was here that a bamboo was observed

sticking up from a cliff. In the immediate vicinity a welcome depot of provisions was found, which rapidly cured the party of scurvy. The route then taken was by Cape Bernacchi along the shore ice to Butter Point.

At this point Lieut. Campbell found the note signed by Surgeon Atkinson. The unusual signature so alarmed Lieut. Campbell that he set out at once to reach Cape Evans over the ice across McMurdo Sound. The ice, however, proved insufficient to bear the party, which was compelled to return to the stronger shore ice and make a complete detour of the sound on the barrier edge before reaching Hut Point, where they first obtained information of the loss of Captain Scott and his party. They eventually reached Cape Evans on November 7.

Captain Campbell's journal, published in the second volume of "Scott's Last Expedition", (McClelland and Goodchild, 1913) factually under-rates their hardships and the versatility displayed

by him and his men in encountering and overcoming them.

And so today, over 40 years after those heroic deeds, memories, with the aid of an old photographic album, can take him back over the years, and the fierce, incessant howl of the tireless wind fills the snug apartment for a while until the voice of his wife, a former maid-in-waiting to royalty, calls him back for a steaming cup of tea.

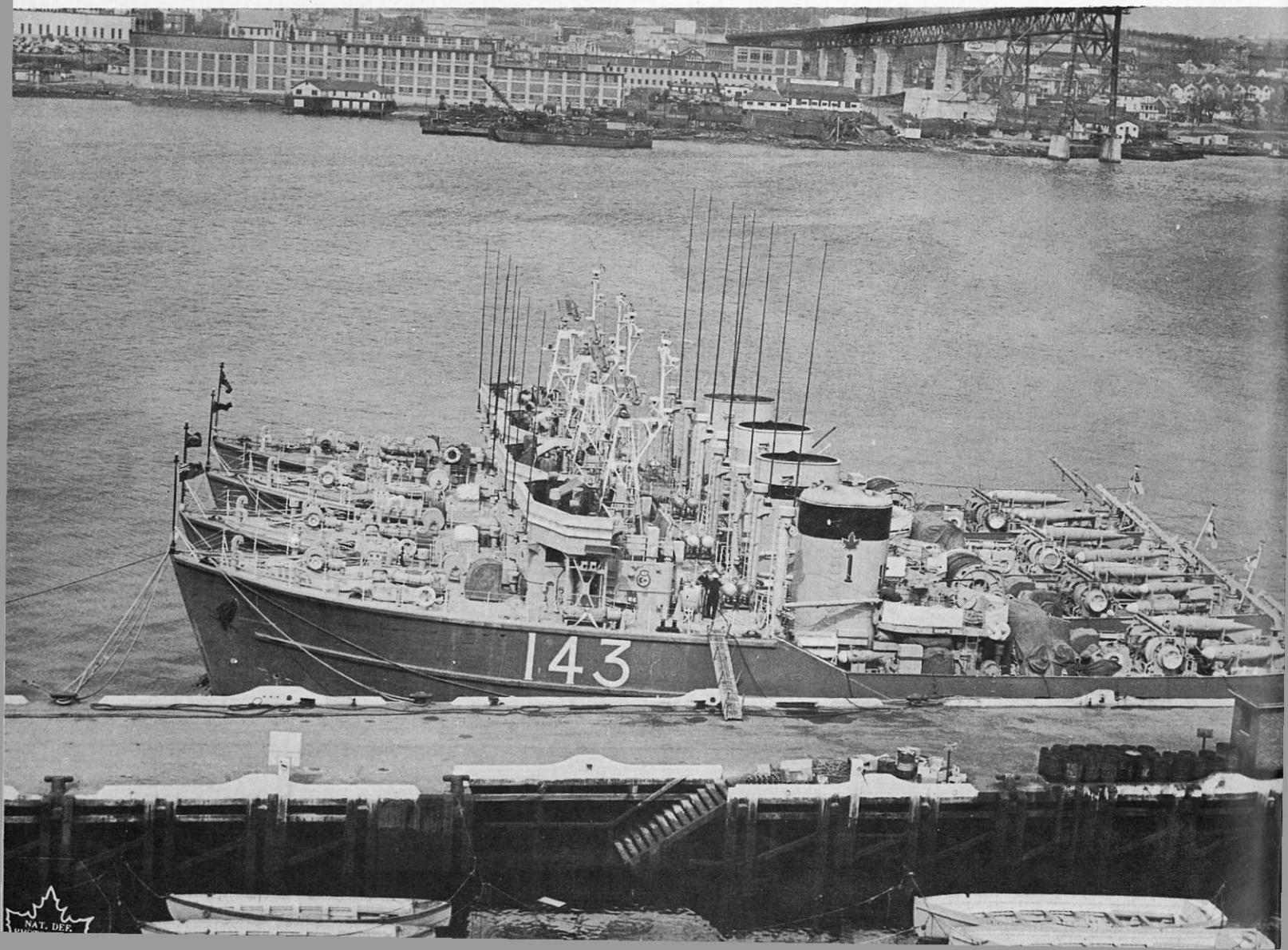
—L.C.

Korean Children Clad by Cornwallis

The Korean children of St. Joseph orphanage in Seoul and in Hwasan-Dong and Chinmokchong, two rehabilitated villages in the Canadian sector of Korea, are today wearing clothing collected by Navy families at Cornwallis.

It was sent to the senior dental officer of the Canadian forces there, who arranged the distribution.

A rare photograph in these days of heavy activity is this one of the entire First Canadian Minesweeping Squadron lying abreast at Jetty 5 in HMC Dockyard, Halifax. From the jetty out they are the Gaspé (senior ship) Ungava, Trinity and Resolute. (HS-35905)



The Governor-General and the Navy

*Sea-Going 'Protocol'
Poses Problems for
His Excellency*

A PERSONAL tribute to the regular and reserve forces of the Royal Canadian Navy was paid by His Excellency the Governor General, the Rt. Hon. Vincent Massey, when he addressed the semi-annual mess dinner of naval officers serving Ottawa and district at HMCS Carleton on May 6.

It was His Excellency's first opportunity of meeting Bytown and Carleton officers in naval surroundings and he remained for more than an hour after the dinner, visiting and chatting with his hosts.

President of the mess dinner was Capt. F. W. T. Lucas and the reply to His Excellency's address was made by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, who thanked the Governor General for his gracious courtesy in attending the dinner and recalled a similar visit by his predecessor, Viscount Alexander of Tunis.

His Excellency has a wide familiarity with ships, officers and men of the Royal Canadian Navy, dating back to

his days as Canadian High Commissioner in London and augmented since then by his travels on board Canadian warships to outlying coastal regions of Canada in the course of his wide-ranging duties as Governor General. His contacts with the Navy afloat and ashore (and some of the perplexities arising from naval tradition and "protocol") were amusingly described in his address, the text of which follows:

I AM DELIGHTED to be "on board" with the Navy again and I thank you most sincerely for your welcome and your kind hospitality this evening. I am happy to be here for several reasons but especially because it gives me an occasion to express personally my warmest thanks for the very great co-operation and hospitality I have received from the Royal Canadian Navy in the last three years. Since taking office, I have travelled some 3,000 miles in ships of our Navy—HMCS *Sioux*, *Micmac*, *Quebec* and *Cayuga*, and I



His Excellency the Governor General scans the shoreline of one of the world's most beautiful waterways, the island-studded stretch between Vancouver and Victoria, from the bridge of HMCS Cayuga. He is accompanied by Rear-Admiral J. C. Hibbard. (E-22881)

cannot tell you how much I enjoyed my "sea-time".

This coming summer I am again looking forward to travelling in two of your ships—once on a visit to places on the lower St. Lawrence and to the Magdalen Islands and again up the Newfoundland coast to visit St. Anthony and some of the "out ports".

I have always received, not only from those on whose authority these facilities are made available but also from those in the ships themselves the greatest courtesy, helpfulness and consideration. I wish to thank everyone concerned most sincerely for this service which has been so cheerfully and efficiently rendered.

It was my privilege to see something of the Royal Canadian Navy and its personnel when I was living in England during the war. I would have seen more of our ships if plans to go to sea on several occasions had not miscarried. Fog kept us in harbour at one time; a little engine trouble occurred in another. The Navy was too polite to suggest that the High Commissioner was a "hoodoo". However, the Service was possibly reassured when I had an agreeable and uneventful voyage to Belfast and back in one of our destroyers a few months before the end of the war.

I have learned something about our Navy—perhaps I might say a good deal in the last few years, but never enough. There is something inscrutable about naval traditions; something very complicated about naval rules and something mysterious about naval language,



As a landsman of long standing, His Excellency the Governor General has confessed that he required considerable posting before plunging into naval ceremonial. Since being elevated to vice-regal status he has travelled thousands of miles in RCN warships in the course of his duties. This picture was taken last year as he was about to go on board HMCS Micmac at Halifax for a voyage to Lunenburg, where he opened the Fishermen's Exhibition. (HS-32819)

all of which keeps the landsman definitely and permanently, and no doubt rightly, in his place! For example, I confess to you here, on this intimate occasion, that I am never perfectly sure where to find the quarter-deck of a naval shore establishment! There is always a risk of the appropriate formalities taking place on the wrong spot.

Two or three years ago I went aboard one of your ships (which shall be nameless) anchored in a harbour (not to be disclosed), under conditions of considerable formality (an Admiral was involved on this occasion). I humbly asked for instructions in advance, and a charming and able Lieutenant was told off to give me the necessary information with regard to bugles, bos'n's pipes and saluting guns and what to do when I heard them. His manner was a happy combination of that of an indulgent nanny with a forgetful child and that of a disappointed Regimental Sergeant Major towards a well-meaning Subaltern! The result of it all was four pages of foolscap giving a schedule of what was to happen. I was relieved to find that opposite a good many of these items were the words (in relation to myself) "no re-action necessary". I only hope that where a re-action was required, it was the right one that took place.

It is a time-honoured tradition that an Officers' Mess is not the place for long speeches. I am sure that you of the "silent service" adhere to this fine old custom and I shall honour it too. As a matter of fact, when I asked my naval ADC what he thought the Navy would like me to talk about this evening, he said "about three minutes, sir".

There is one naval custom or tradition for which I have a special admiration, that is the tradition of silence at the beginning of the day. I am told it is an unwritten rule in the Navy that junior officers, on meeting senior officers the first thing in the morning, will salute only, and that it is left to the discretion of the senior officer whether pleasantries such as "good morning" are to follow. I am reminded of the story of the junior watchkeeper on the bridge at the end of the early watch who, as the Captain arrived on the scene, gave a rather over-cheerful "Good morning, Sir". The Captain growled in reply, "I'll make those decisions around here."

This is the "Bytown" Mess Dinner and I was interested in finding out a little about the background of this establishment. I understand that HMCS *Bytown* has only been in existence for a relatively short time. I am told that before 1941, officers and men at Naval



It's hard to believe, but it doesn't take much more wind to pump a tuba than it does to toot a trumpet. This bit of pneumatic engineering lore may well have been the subject under discussion when His Excellency chatted with PO Herbert Botten at Naden. On the other hand, they may have mutually recalled their first meeting in wartime London in 1944 when the RCN band was on tour. His Excellency was then Canadian High Commissioner in London. (E-20699)

Service Headquarters were carried on the books of HMCS *Stadacona* in Halifax, a source of satisfaction to Nova Scotians. During the war as numbers increased, this system became unwieldy and HMCS *Bytown* was commissioned. I was interested to note that at this time, the Navy followed the old tradition of actually commissioning a ship afloat to bear the name, so a motorboat "The Oracle" became HMCS *Bytown*. The records show that the vessel "Bytown" was turned over to HMCS *Carleton* as a training craft. This gesture of entrusting the ship in which the Chief of Naval Staff was borne, to the reserve division, shows, I would say, the great confidence that the RCN has in the Reserve. There is no record of her being damaged, run aground or sunk in Dow's Lake and in 1943, apparently in fine condition, she left Ottawa for further service in the St. Lawrence.

Relations between HMCS *Bytown* and HMCS *Carleton* have, I believe, always been very close. As a matter of fact, I understand that for a period during the war the two operated together under the name of *Bytown*. I feel that there couldn't be a finer example of what the relationship between the permanent force and its Reserve should be.

In closing I would like to pay a very sincere tribute to those of the permanent force who give such fine and talented service to this country. Service life imposes certain disciplines, calls for sacri-

fices and produces uncertainties which are not usually found in civilian occupations. Your vigilance and your unflagging sense of duty creates a climate in which our economic, social and cultural life can flourish.

I wonder if all our citizens fully realize and appreciate the devoted effort of our armed forces—not only of the permanent forces, but of the reserve units too. I wonder if there is a full appreciation of the contributions of the members of the reserve who give so liberally of their evenings to naval training and a period in the summer for the same purpose—perhaps foregoing their holidays by doing so. I welcome this occasion to say "thank you" to the permanent and reserve forces, both of which are represented here tonight, which I am sure reflects the views of all thinking Canadians.

I would again thank my hosts of HMCS *Bytown* for inviting me to be with you this evening. *Bytown's* history is short but the importance of the work of those who serve in her is immeasurable. You steer the fleet as your badge depicts. The wisdom of your decisions determines the happy and effective functioning of a Service of which I am sure all Canadians are very proud. To the helmsmen and all those of you who help steer the fleet, may I offer my sincere thanks for your kindness tonight and may success continue to attend your efforts.

OFFICERS AND MEN

Air Engineer Wins Award

Commissioned Engineer (A/E) Thomas Frederick Stephens, RCN, 36, of Toronto and Dartmouth, N.S., has been awarded \$25 by the Department of National Defence for designing a time-saving device to raise Sea Fury aircraft from under-carriage repair.

With the award Mr. Stephens received a letter of commendation from C. M. Drury, Deputy Minister of National Defence.

His jacking pads, which save an estimated 13.3 manhours a week, are in use by all RCN air squadrons operating the Sea Fury, the Navy's front line fighter.

Mr. Stephens, now on staff at the Naval Aircraft Maintenance School, Dartmouth, N.S., developed the jacking pads while serving in the aircraft carrier *Magnificent* during 1952-53.

The aircraft are jacked to change main wheel tires and adjust brakes. Jacking at the normal location is impossible when the fighters are fitted

with overload tanks. The pads Mr. Stephens has designed save about two manhours previously required to defuel, remove, refit, refuel and test the tanks on each side of the Fury.

Their importance is more significant if a tire bursts when the plane lands heavily on the deck and it becomes essential to make a fast change to clear the flight deck for further landings.

Five Wrens Join Regular Force

Five reserve Wren officers have embarked on short service appointments in the Navy as a step in the integration of Wrens in the regular force.

They are the first Wren personnel to enter the RCN. Previously they had been on full-time duty as reserves, four at Naval Headquarters in Ottawa and the fifth at naval reserve headquarters in Hamilton, Ont.

The officers taking up three-year appointments in the Navy are:

Lieut. (W) Margaret Mackie, MBE, of Victoria; Lieut. (W) Eileen Eliza-

beth MacDermott, London, Ont., and Ottawa; Lieut. (W) Marjorie Williamina Fahrig, Brandon, Man.; Sub-Lt. (W) Elizabeth Anne Hargreaves, Ottawa, and Lieut. (W) Jean Crawford-Smith, Toronto.

All but Lieut. Crawford-Smith are serving at Headquarters in Ottawa.

The ceiling for regular force Wrens is 35 officers and 365 Wrens. It marks the first time in the history of Commonwealth navies that Wrens form a permanent component of the Navy.

New Posts for Two Captains

Captain Morson Alexander Medland will become Naval Member of the Directing Staff at the National Defence College, Kingston, at the end of June.

His current appointment as commanding officer of HMCS *Niagara*, RCN fleet establishment in Washington, D.C., Naval Member of the Canadian Joint Staff, and Canadian Naval Attaché will be assumed on June 20 by Captain Angus George Boulton.



Members of the 13th Supply Officers Technical Course, have completed six months training at HMC Supply School at Esquimalt. During the course they received instruction in all phases of supply work including stores and pay procedures, service management and instructional technique. They are now qualified naval supply officers. Some 100 officers have completed this course since the end of the war. Front row (left to right): Sub-Lt. (S) J. H. Dougan, Sub-Lt. (S) Bruce W. Robertson, Sub-Lt. (S) Peter A. Gardner, Lieut. (S) Frank A. Bentley, Lieut. (S) Roland E. Edwards, Lieut. (S) Thomas A. Sigurdson and Sub-Lt. (S) Kenneth R. Campbell. Back row: Sub-Lt. (S) Gerald A. Beament, Sub-Lt. (S) David G. Pengelly, Lieut. (S) Donald M. Street, Sub-Lt. (S) Victor H. Fast, Lieut. (S) Russell F. Passmore, Sub-Lt. (S) Rawley L. Hunter, Sub-Lt. (S) Laurent J. Thibault and Sub-Lt. (S) Bruce Cormack. (E-31040)

Captain Boulton has been executive officer of *Niagara*, Chief Staff Officer to the Naval Member and Assistant Naval Attaché since September, 1954.

Captain Medland, who holds the acting rank of commodore, has been the Naval Member in Washington since September, 1952.

RCN Recruiter Due to Retire

CPO James Edwin Evans, RCN, recruiter for Nova Scotia for five and a half years, retires in July. The Hali-gonian joined the Navy in 1929 and served in the *Festubert*, *Champlain*, *St. Laurent* and *Restigouche* and in HM battleships *Warspite* and *Iron Duke* and destroyers *Arrow* and *Skate*.

He was serving in the *Saguenay* when the Second World War started and then in the troopship *Monarch of Bermuda*. His career was almost terminated by a "Chase Me Charlie" controlled bomb which hit the *Athabaskan* during a Bay of Biscay patrol. He weathered the attack to win a DSM for his part in the later sinking of a German destroyer. Four days after this encounter, when his ship was sunk, he was picked up by the Germans and interned for a year, until his liberation by the British Second Armoured Division.

CPO Evans returned to Canada in 1945, served initially in *Peregrine*, war-time establishment in Halifax, and then in the *Nootka*. He came to HMCS *Scotian* as RCN recruiter in 1949 by way of *Stadacona*. A widower, he lives with his daughter, Mrs. John Underwood, in Halifax.

Admiralty Official Visits Canada

Sir Hamish D. MacLaren, KBE, CB, DFC and Bar, Director of Electrical Engineering, Admiralty, visited Canada in May for discussions with the Royal Canadian Navy and representatives of Canadian shipyards and industry on mutual problems in connection with naval electrical engineering.

Sir Hamish, accompanied by A. McL. Mooney, CBE, deputy director of electrical engineering, and W. E. C. Lampert, assistant director, earlier visited naval establishments, shipyards and industrial plants in the United States.

The party arrived in Hamilton May 17 from Buffalo, N.Y., and visited the Canadian Westinghouse Corporation and the Queenstown Power Station before flying on to Ottawa on May 18. Discussions were held at Naval Headquarters during the remainder of the week with Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services,



Lt.-Cdr. E. A. Fallen, a native of Fort William, Ontario, is shown being presented with a Sikorsky "Winged S" rescue certificate and rescue pin by J. W. R. Drummond, vice-president of Canadian Pratt & Whitney Aircraft Company, on behalf of Sikorsky Aircraft, an associate company of the Canadian firm. The award was for his rescue of a crew member of an American Grumman Guardian after a crash in the Atlantic off the Virginia coast last August. Lt.-Cdr. Fallen is serving at present in HMCS *Labrador* with detachment No. 2 of HU 21.

and Commodore (L) W. H. G. Roger, Electrical Engineer in Chief.

Sir Hamish left Montreal by air for Halifax May 23 for a two-day tour of East Coast naval establishments, during which time he officially opened the RCN's new electrical and electronic workshops at *Shearwater*. He returned to Montreal May 25 and visited shipyards in Montreal and Quebec City before sailing for the United Kingdom June 1. During the Canadian portion of his tour he was accompanied by Cdr. (E) H. W. Findlay, RN, Technical liaison officer on the staff of the Senior Naval Liaison Officer (U.K.), Ottawa.

War Mother to Sailors Found

Wartime sailors will remember the Edmonton mother with the heart as big as the prairies who used to meet all the trains with a cheerful greeting for sailors, a hot coffee, maybe a bit of change or dinner at home if needed.

Ex-sailor Mac Jenson, one of the thousand-plus who were greeted by her never forgot her, or the fact that she would meet trains even in 40 below weather.

A travelling salesman now, he discovered her on his territory in the tiny village of Roberts Creek on the Sechelt

peninsula in British Columbia. His discovery came in time for Mother's Day and her 38th wedding anniversary.

He got the familiar "Hello, sweetheart" he hadn't heard since 1943 and, moreover, she apparently knew him after a dozen years. Mrs. Alice Mortimer, 59, lives with her retired husband in the tiny hamlet.

Jenson lost no time on reporting his discovery to the "Vancouver Sun", which sent staff reporter Don Stainsby up to see "Mom".

It appears that she did her bit for every serviceman during the war, but the Navy was her special pet because her two sons were both seamen. She worked in an Edmonton canteen although train greeting was her main job.

She lays a wreath every April 9 in memory of Vimy and one on November 11 for all war dead. Naval authorities in Halifax asked her to place a special wreath once during the war.

"Chariot" Story Becomes Movie

The story of the human torpedoes and midget submarines of the Second World War, as told in the book "Above Us the Waves", by C. E. T. Warren and James Benson, has been successfully translated into an English movie.

The human torpedoes were known in the Royal Navy under the code name of "chariots" and the first officer to take one on a trial run was Lieut. C. E. (Chuck) Bonnell, DSC, RCNVR, of Toronto, who had Stoker PO "Jim" Warren, RNVR, as his crew. Lieut. Bonnell was lost on active service, but PO Warren went through the war to become Lieut. Warren and one of the authors of the book, which is published in Canada by Clarke, Irwin and Company Limited, Toronto.

The film, which stars John Milles, was released in England at the time of the newspaper strike, but columnists passed along their findings to the British publishers and they were enthusiastic. The BBC review called it "one of the finest war films of its kind ever made".

"Above Us the Waves" was reviewed in the November 1953 "Crowsnest".

Admiral Bidwell Visits England

Rear-Admiral R. E. S. Bidwell, RCN, Flag Officer Atlantic Coast, and Commander Canadian Atlantic, made a month-long tour of duty in the United Kingdom recently.

While in the United Kingdom, Rear-Admiral Bidwell conferred with North Atlantic Treaty Organization chiefs and with Admiralty officials, including talks with the Commander-in-Chief, Eastern Atlantic. He also conferred with RCN and Royal Navy officials in England, as well as addressing the Royal Navy Staff Course at the RN staff College in Greenwich, England.

Rear-Admiral Bidwell was accompanied by Mrs. Bidwell, who visited relatives in the British Isles. They returned to Canada early in May.

Officer Chosen For RAF Course

Lt.-Cdr. James Brant Fotheringham will begin a six-month course at the Royal Air Force Flying College, Manby, in England, on July 1, the first time that a Canadian naval aviator has been selected for the course, which involves staff studies and flying in a variety of aircraft.

He will be succeeded as officer in immediate charge of naval personnel on detached duty at the Canadian Services College, Royal Military College, Kingston, by Lt.-Cdr. R. W. J. Cocks, who has been in command of VS 881 at *Shearwater*.

Constructor Officer Leaves 'Maggie'

After more than three years as the *Magnificent's* constructor officer, Lieut. Ronald Pitcher, of Vancouver, has left the ship to join the staff of the Principal Naval Overseer at Yarrows, Limited, of

Esquimalt. In his new duties he will be responsible for completing and fitting out the new St. Laurent class destroyer escorts under construction on the West Coast.

Although he relinquishes the title of *Maggie's* "oldest inhabitant" after guiding the carrier through five annual and special refits in addition to a great number of day-to-day maintenance and construction projects, Lieut. Pitcher will be no newcomer to the shipbuilding field, having served his apprenticeship as a shipwright in Prince Rupert shipyards.

Lieut. Pitcher claims this will be his first West Coast appointment in 15 years—"sufficient time", it has been remarked, "to show these Nova Scotian boatbuilders a thing or two."

Top Marks for Gunlayer Won

Highest honours in his class were taken by Ldg. Sea. George A. Newman, of Vancouver, in the passing out ceremonies of the 11th course of Layer Rates after eight weeks at the Gun- nery School, *Stadacona*.

Ldg. Sea. Newman joined the RCN at HMCS *Discovery*, Vancouver, in April, 1945 after wartime service (1943-1944) in the Merchant Navy.

Engineer Officer Retires at Naden

The MET at *Naden* bade farewell to Lieut. (E) Stanley George Hateary, 49, of Winnipeg, who retired this spring

because of ill health. He will settle permanently in Victoria with his wife, to do some gardening and woodworking.

He had 29 years, nine months' service in the RCNVR and RCN, having entered at Winnipeg in July, 1925, and transferred as a second class stoker to the regular force the next year.

He served in the following ships and establishments: *Thiepval* (two commissions), *Armentieres*, *Patrician*, *Vancouver*, (three commissions), *HMS Colombo*, *Skeena*, *Fraser*, *Restigouche*, *Ottawa* and *St. Laurent*; *Naden*, *HMS Pembroke*, *Stadacona*, *Peregrine*, *Protector II* and *HMS Victory*.

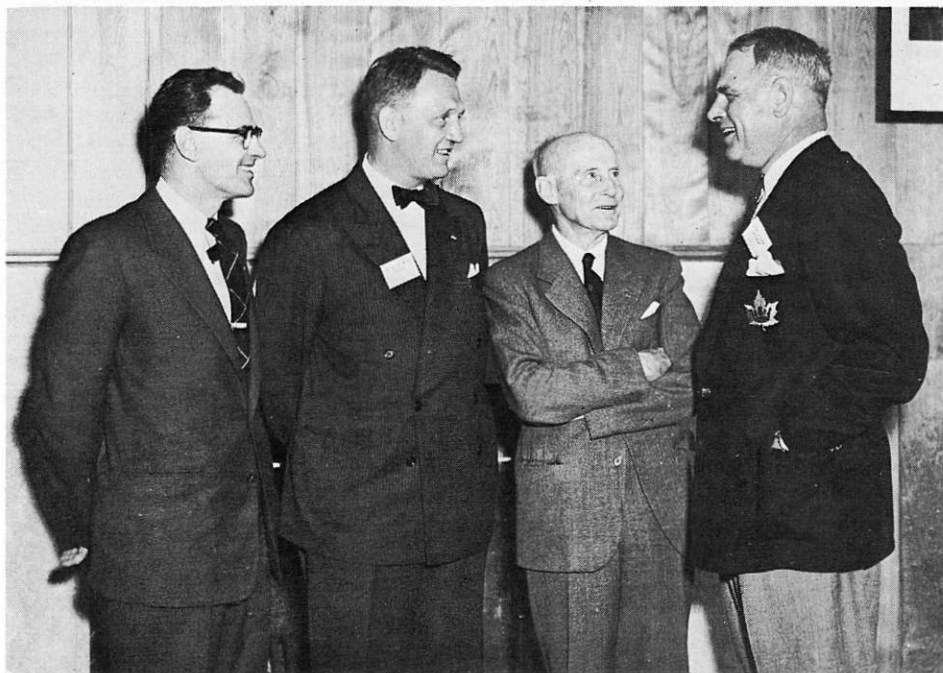
Among the highlights of his career were the *St. Laurent's* rescue in July, 1940, of 857 survivors of the Italian liner *Arandora Star*, carrying British personnel and Axis prisoners, and, secondly, the honour of standing both the first and last seagoing watches in the boiler room of the *Vancouver*—commissioned in 1928 and paid off in 1936.

Naval Officer USI President

Lt.-Cdr. W. A. Johnston recently was elected president of the United Services Institute of Manitoba.

Cdr. L. B. McIlhagga was named an honorary vice-president and naval executive directors include Lt.-Cdr. Johnston and Lt.-Cdr. Maurice Burchell.

The elections took place at the 45th annual meeting in Winnipeg.



T. R. Durley, of Montreal, (extreme right), was elected national president of the Naval Officers' Associations of Canada, at the 10th annual meeting of the Dominion council in Regina in early June. Also shown, left to right, are Harry McClymont, of Ottawa, secretary-treasurer, John McAvity, of Toronto, past president, and Rear-Admiral Walter Hose, RCN (Ret'd), of Windsor, honorary president. (Photo by West's Studio, Regina.)

Prelude to Coronel

Some Footnotes on Early Days in The RCN

IN FEBRUARY 1914 the second term of cadets of the original Royal Naval College of Canada, of which I had the honour of being a member, joined HMS *Berwick*, from which the first term had recently been discharged after a year's training as sea-going cadets. The *Berwick* was one of five ships of the West Indies Squadron, and was commanded by Captain Lewis Clinton-Baker, RN. The flagship of the squadron was HMS *Suffolk*, wearing the flag of Rear-Admiral Sir Christopher G. E. M. Cradock.

When war was declared on August 4, 1914, the West Indies Squadron became dispersed on various duties, and when the *Good Hope* arrived on the station from England, Admiral Cradock transferred his flag to her. The *Berwick* remained in the West Indies searching for the two German cruisers *Dresden* and *Karlsruhe*, which were on the station when the war started.

During the course of her cruising, the *Berwick* arrived on August 25 in Port Castries on the island of St. Lucia, to coal. We found that the *Good Hope* had been there the day before. Her picket-boat had been accidentally damaged and was lying sunk in 12 feet of water alongside the wharf. The *Berwick* divers went down and hooked it on slings, and a locally-owned floating crane lifted the boat to the surface, but was not strong enough to hoist her clear of the water. The crane with its burden was towed to the side of the *Berwick*, where the picket-boat was hoisted on board by the main derrick and temporarily repaired.

(For the benefit of the present generation who would never have seen a "picket-boat" I might explain that all 'big' ships had one, and that it was a diagonally-built wooden boat, 56 feet long, fitted with a water-tube boiler which burned coal with forced draught, and reciprocating engines; was capable of doing 18 knots, and weighed 18 tons. For action purposes she could be armed with a three-pounder gun and a Maxim gun and two 14-inch torpedoes in dropping-gear.)

On August 26 the *Berwick* arrived in Port of Spain, Trinidad, and found here the *Good Hope* and *Bristol*, the latter a smaller type cruiser of the West Indies

Squadron. Soon after anchoring we cadets were thrilled to see a steam pin-nace (a smaller and slower edition of the picket-boat also carried by all "Big" ships) come alongside, steered by Midshipman Silver, RCN, wearing his dirk. I don't know whether "snotties" have dirks now, but in those days it was the badge of duty worn by midshipmen when in charge of boats, and also at times when officers wore swords. We

The November, 1954, issue of "The Crowsnest" published an article marking the fortieth anniversary of the Battle of Coronel in which four RCN midshipmen died—the first battle casualties of the young naval service. They were Midshipmen William Archibald Palmer, John Victor Whiteman Hatheway, Arthur Wiltshire Silver, and Malcolm Cann.

The fortunes of war could easily have extended this list of Canadian casualties at Coronel on November 1, 1914, it is pointed out by Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria, who has gleaned some interesting sidelights from his diary of the period.

Cdr. Soulsby is perhaps best known to readers of this magazine as an artist—the creator of the "Crossing the Line" and cruise certificates which have appeared in these pages from time to time. There is a disclosure here, too, which may surprise those who are acquainted with his drawings of King Neptune and his train, the comely mermaids and other denizens of the deep. Cdr. Soulsby has never crossed the equator.

Here Cdr. Soulsby tells of the days preceding the departure of the West Indies Squadron for its disastrous encounter with the German division under Admiral Von Spee.

in the *Berwick* were only cadets, not yet having been rated midshipmen, and were yearning for the day when we could ship "patches" and wear a dirk. Midshipman Silver had been sent to take the damaged picket-boat back to the *Good Hope*.

Next day the *Good Hope* led the *Berwick* and the *Bristol* to sea. When clear of the land, just as it was getting dusk, in the last dog watch, the *Good Hope* stopped and had a funeral for a stoker who had died on board. That was the

last we saw of that ill-fated ship, for we spread out 40 miles apart and cruised along the north coast of South America in our sweeping search for the enemy.

On September 2, within two degrees of the Equator, Admiral Cradock ordered the *Berwick* to return to the West Indies, and he proceeded south with the *Bristol*; later he was joined by the *Monmouth* from England.

The *Monmouth* was a sister ship of the *Berwick*, similar in size and armament, having 14 six-inch guns, two pair of which were in turrets and the rest in casemates on the upper and main decks. However, whereas the *Berwick* was manned by a complete fully-trained pre-war "permanent force" ship's company and officers, and had been in commission over two years, the *Monmouth* had just come out of Reserve Fleet—which meant that she had been laid up for months, perhaps years, without benefit of modern 'moth-balls'—and was manned by a nucleus of RN officers and men, the majority of the ship's company and officers being inadequately trained reserves. Admiral Cradock's flagship, though larger, was in a similar condition. He thus had a force so markedly inferior to the highly trained and most efficient German squadron that the result of an engagement, if they met, was a foregone conclusion to anyone intimately connected with the details—as later was so tragically proven.

The *Berwick* was sent back to the West Indies because our captain was a veteran in that part of the world and his prestige was high with the people of the islands. However, Captain Clinton-Baker was soon called to take command of a battleship in the Grand Fleet, and took with him his navigator, Lt.-Cdr. J. H. D. Cunningham, who later became Admiral of the Fleet and First Sea Lord in the Second World War.

Had Admiral Cradock not ordered the *Berwick* back to the West Indies, the chances are great that I would not have written this, and that several well-known retired Canadian Naval Officers would not now be enjoying their pensions. Incidentally I have never been further south than we were on that day in September 1914.—H.W.S.S.



The Quebec at Freetown, Sierra Leone, Africa. (QB-2000)

The Quebec's Winter Cruise

SAILING AROUND AFRICA

THE MOST TRAVELLED ship of the Royal Canadian Navy, the training cruiser *Quebec* (Captain E. W. Finch-Noyes) sailed at 1000 on January 14, 1955, bound for Dakar, West Africa, on the first leg of a goodwill cruise around Africa — the first such journey ever undertaken by a Canadian warship.

After only one day at sea, she met with gales which became progressively more severe and she eventually faced winds up to 92 miles per hour. This severe storm covered an area nearly 2,300 miles across. At times waves and spray covered most of the upper deck of the ship and depth charges, secured in their rails at the stern of the ship, were somehow washed away and disappeared into the sea. The port whaler was reduced to matchwood by repeated heavy waves. The starboard whaler, while not so extensively damaged, was merely broken into several large pieces of woodwork. The sports locker was flooded and much of the gear within damaged.

During this battle with the elements, the engineroom personnel had major difficulties with the fresh water evap-

orators which, on a turbine-driven ship, are essential.

To crown it all, the medical personnel had to cope with an emergency operation (appendectomy, complicated with peritonitis) on Ord. Sea. Jean Boulay of Montreal. The operation took place successfully in heavy weather on January 19, at 1900.

These misfortunes compelled the captain to turn about and make for Bermuda, the nearest naval dockyard, but, after three days rest and repairs the *Quebec* sailed from Bermuda, bound for Freetown (Sierra Leone, West Africa), the proposed visit to Dakar having been abandoned in order to make up time.

The crossing of the Atlantic was tolerable even though winds were still present for most of the way. In Freetown for refuelling, the *Quebec* went through an extensive cleaning and repainting schedule in order to appear her best in Capetown. During this cleanup job almost everyone, officers and men, joined in and the ship was repainted within 12 hours.

Between Freetown and Cape Town, the sick bay staff was again called upon

to perform their second major operation on board. The patient, CPO E. G. Kimber, was successfully operated on for appendicitis, and soon made a rapid and excellent recovery.

In view of the shortage of time, no "Crossing the Line" ceremony was held on board when the *Quebec* crossed the equator on February 2, this traditional ceremony being left for the return trip up the East African coast.

THE QUEBEC sailed into Cape Town on February 7, to see Table Mountain draped in a tablecloth of clouds. The ship's company, after 17 days on board made off happily ashore on the only formal visit of the cruise. To say that they received an open-armed welcome is only a mild description of what actually took place.

Official calls were carried out by the captain and many officers. Dances, parties and many other forms of entertainments were arranged by various Cape Town organizations for the benefit of the ship's company and were overwhelming in their number and the sincerity of their goodwill. A concert

party arranged by Cdr. (L) J. C. Gray, and augmented by the ship's band entertained the patients at a convalescent home for crippled children. This entertainment, got up at very short notice, was a great success and much appreciated by patients and staff.

The ship sailed from the legislative capital of South Africa on February 11, at 0900, leaving an impression of good behaviour and courtesy which merited the following message from the Canadian High Commissioner in Cape Town.

"My staff and I thank you for your co-operation and hospitality. Please convey to the ship's company my appreciation, pride, and congratulations on success of visit and manners in which they carried out their individual roles of ambassadors for Canada. We join with Capetonians in saying, *Quebec* welcome here anytime."

The next port of call, Port Elizabeth, one day away from Cape Town, was

reached on February 12. This city was founded in 1820 by British settlers. Their descendants received the *Quebec* that afternoon with an enthusiasm rarely seen by the ship in past visits to foreign countries. An unusually large crowd was gathered for the ship's arrival. A reception and a dance, organized by His Worship the Mayor of Port Elizabeth, was held at city hall for officers and men. Another children's hospital was visited by the concert party (as in Cape Town) and again its efforts met with marked success.

The following day, the ship was open to visitors who were so numerous that many never got the opportunity of visiting or even boarding the ship at all, an occurrence which was to repeat itself the next day.

During this visit, most of the ship's company took the opportunity of visiting the world-famous Snake Park where snakes, still with their poison fangs intact are handled with seeming impunity by attendants. The *Quebec* left the most hospitable city February 16, bound for Durban some 700 miles further north along the East African coast.

THE SHIP crept up the intricate channel leading to Durban harbour for a visit which was to last eight days. Unfortunately, the "Lady in White", Mrs. Perla S. Gibson, who had never before missed the arrival of any man-of-war in Durban, was not present when the lines were thrown. It

Strolling in Barcelona. (QB-2253)

was most regrettable, as she had anxiously awaited the arrival of the first Canadian warship in Durban.

The captain, as usual, called on city and military officials. Many organizations, particularly one known as the "Apostleship of the Sea", had prepared dances, trips and visits for the ship's company and these were thoroughly enjoyed. Many officers and men were invited to spend an afternoon, a day or perhaps more in the home of kindly citizens. Many were taken on a tour of the city, its environs and the surrounding countryside, while many others spent enjoyable afternoons on the beaches which, around Durban, are beautiful.

The "Valley of the Thousand Hills", now home of the once-mighty Zulu tribe, was visited by many of the ship's company both as guests of the local inhabitants and in organized groups. A large party of officers also visited Pietermaritzburg as guests of the Reserve Naval officers in Durban.

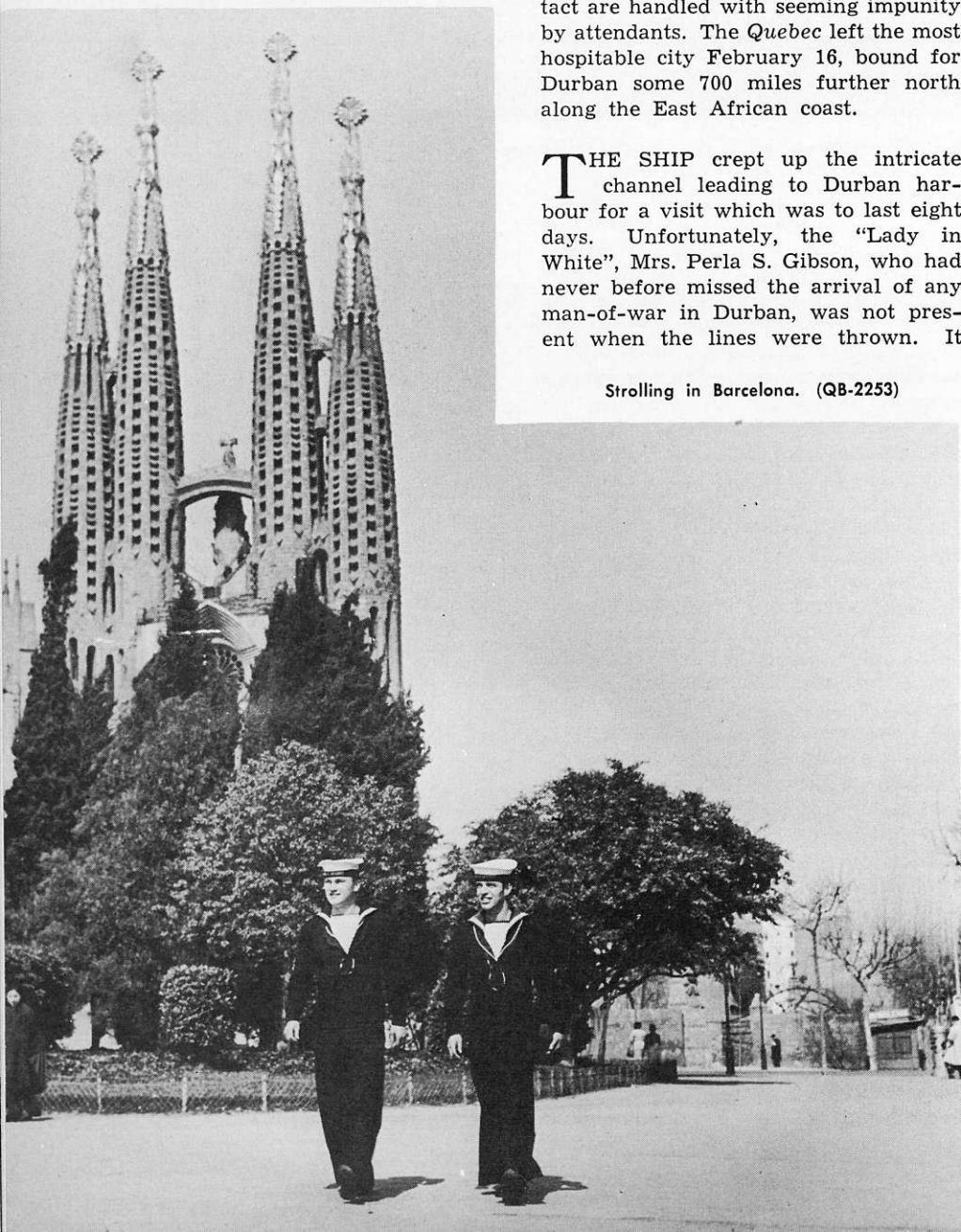
The countryside around Pietermaritzburg and the "Valley of the Thousand Hills", with its expanse of green grazing land, woods, and its patches of magnificent gum trees left an image in the memory that one without the power of description cannot record.

Durban itself, its colourful rickshaw boys in their costumes of a bygone time and its modern buildings, gives the impression of a mixture of the old and the new worlds seldom seen or met with elsewhere.

On February 19, an ice hockey team, 25 in all, left to play a match in Johannesburg. The party was met by a delegation headed by H. G. Conrad, chairman of the South African Hockey Association. After preliminary practice games, the *Quebec* team played a representative South African all-star team, on February 22. The Canadian team did very well, considering the altitude (6,000 feet), lack of practice and borrowed equipment, losing 15 to 9. The whole party was most hospitably received and entertained and, among other things, some visited a gold mine, and a small party of officers called on Dr. W. Nicol in Pretoria. Because of incidence of poliomyelitis in Durban, the ship's concert party did not visit any hospital in this city.

The "Lady in White" saw the *Quebec* off, singing "O Canada" and other Canadian popular songs on the morning of February 24.

ON EACH TRIP between ports, normal training activities such as boat drill, target practice, ABCD exercises and so on were carried out.





Competitors in a sports tabloid in the Indian Ocean. (QB-2158)

On leaving Durban, the final South African port of call, en route for Mombasa, Kenya, the memory of the hospitality of the Union was such that no one of the ship's company was quite sure whether to be glad of the rest or sorry for the departure.

The trip from Durban to Mombasa under perfect weather conditions took eight days and the *Quebec* carried out normal training during this time. This part of the voyage was made fairly close in shore within sight of long stretches of sandy beaches.

On nearing Mombasa, the first Arab dhows were sighted and these craft, unchanged in appearance for centuries, aroused a lot of interest.

Kilindini harbour was reached at 1000 on March 1 and the ship went alongside for refuelling. The captain again set off on his busy rounds of official calls and these were returned the same morning. One of the most colourful figures seen on the trip to make a call on the ship, was the representative of the Sultan of Zanzibar, the Sheikh Mbarak Ali Hinawy, dressed in his rich Arab costume. After refuelling, the ship anchored in the stream.

An interesting spot in Mombasa was the "Old Harbour" where the Arab dhows dropped anchor. These dhows make the trip to Mombasa from the shores of the Persian Gulf and the Red Sea, trading in products of their lands.

Further entertainment in Mombasa consisted of tours in the surrounding

countryside. Quite a few of the ship's company went on safari into the interior of Kenya. A dance had been organized for members of the ship's company which enjoyed itself thoroughly to the music of the ship's band.

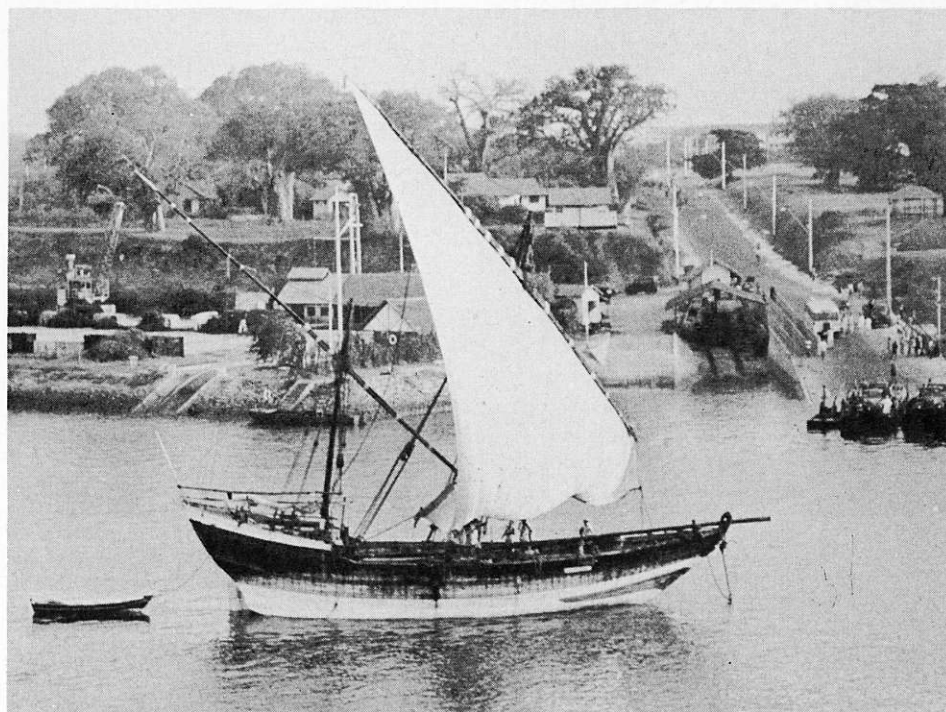
The *Quebec* sailed from Mombasa at 1000 on March 4 to complete the last long leg of the East African cruise. Daily training routine was carried out

and the traditional "Crossing the Line" ceremony was observed on Sunday, March 6. Nearly 200 officers and men went through the ceremony of conversion onto shellbacks, some, it is reported with regret, against their will.

The trip continued uneventfully until an uncharted wreck was sighted on the shores of the Hafun Peninsula at about 1800 on March 7. This aroused much interest and speculation on board. The captain took the *Quebec* close in to investigate and render assistance if necessary. After observing the wreck for some time with searchlights, it was decided that she was abandoned, so the *Quebec* carried on her way once more.

THE JOURNEY up the Red Sea was made under almost perfect weather conditions and the number of tankers sighted, of all nationalities and tonnage, made one realize the importance of oil in the world's economy and of the Suez Canal in world strategy.

Suez Bay was reached at 1600 on March 12 and the *Quebec* dropped anchor to await formation of the north-bound evening convoy before passing up the canal. The first part of the passage through the canal unfortunately was made during the hours of darkness with the *Quebec* leading the convoy; but the second part of the passage was completed at 1100 on the following day and was particularly interesting to those of the ship's company who were passing through the canal for the first time. The ship passed Port Said and carried



An Arab dhow unfurls her canvas, preparatory to sailing from Mombasa, Kenya. (QB-2112)

on directly to Alexandria for an unofficial visit.

The usual calls were made by the captain who later received Egyptian officials on board. A dance was held for the ship's company but the pastime enjoyed most by the crew was trading with the many and various merchants of the ancient city. Many historical buildings and sites were visited but organized tours to Cairo and the pyramids were not possible.

The ship sailed on the morning of March 17 and, because of high winds, had great difficulty in getting away even with the help of four tugs. Normal sea routine was resumed once more. A brief halt was made in Malta where saluting ammunition was picked up. Here, also, the standard of HRH the

Duke of Edinburgh, flying on HMRY *Britannia* was saluted.

The voyage to the French Riviera was completed at 0900 on March 21 when the *Quebec* dropped anchor in the roadstead of Villefranche-sur-Mer, near Nice. Usual courtesies were exchanged and the ship settled down to a six-day visit. Numerous trips up and down the Riviera were made and most members of the ship's company visited Monte Carlo, Monaco.

Many sporting events took place between teams from the *Quebec*, Villefranche, and USS *Newport News* which arrived on Tuesday, March 22. After a most successful visit, the ship sailed on Sunday March 27 at 1400.

On this day, the *Quebec* had a sad and solemn duty to perform in the

burial at sea of AB W. J. Warner, RN, late member of the crew of HMS *Apollo*, who had drowned in the harbour of Villefranche. This ceremony was carried out with full naval honours at 1500 that afternoon.

At 0900 on March 28, the *Quebec* reached the ancient city of Barcelona where the ship tied up for an unofficial visit of six days. This city (1,500,000 population), one of the largest in Spain, offered shopping facilities which compared favourably with any other port visited during the cruise. Calls made by the captain were returned by official Spanish delegates.

The Spanish people made the Canadian extremely welcome even though the language at first seemed to present a barrier. Everyone, as usual, got on very well ashore. Most members of the crew went at least once to see a bullfight and these performances caused quite a lot of controversy. A replica of Columbus' *Santa Maria*, lying in dock near the Columbus monument, attracted many amateur photographers.

To sum up, Barcelona, a centre for tourists on the Mediterranean coast of Spain, provided all forms of entertainment, all of which were thoroughly enjoyed by the entire ship's company.

WATCHED BY a considerable crowd, the *Quebec* left Barcelona at 1400 on April 3 bound for Gibraltar, the last port of call prior to her return home. Between Barcelona and Gibraltar, the *Quebec* performed evolutions in company with HMS *Glasgow* and HMS *Surprise*, which flew the flag of Vice-Admiral Sir Guy Grantham.

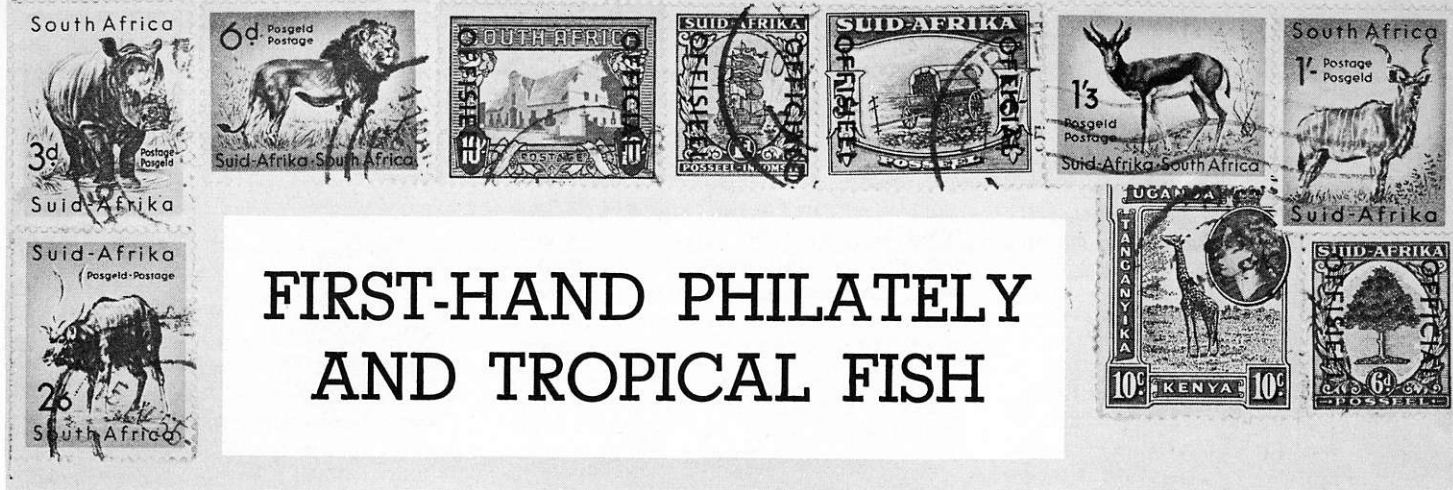
The *Quebec* went alongside at Gibraltar at 1000 on April 5 for a brief stay, mainly to refuel. Some last minute purchasing was done and a few organized games were played against local Royal Navy teams.

This last port of call of the cruise was also the theatre for the last Sunset Ceremony, performed before an audience which included personnel of the Royal Navy and the United States Navy. As in previous ports, this ceremony was much admired and the guard and band were complimented for their excellent performance.

On leaving Gibraltar, the following message was received from the Flag Officer (RN) in Gibraltar: "We have much enjoyed your visit and look forward to your return." The *Quebec* set off on the final stage of her 18,000-mile voyage around the African Continent, arriving in Halifax on April 15.—D.A.M.



An ancient harbour light stands at the narrow entrance of a street in Mombasa. (QB-2121)



FIRST-HAND PHILATELY AND TROPICAL FISH

SHIPBOARD stamp collectors got the break of their seagoing careers when HMCS *Quebec* made her way around the coasts of the Dark Continent, Egypt, Southern France and Spain. New life was injected into their favourite hobby when they had first-hand access to the colourful beauty of the South African animal stamps.

For many members of the ship's company every foreign port is a challenge for them to buy a complete set of new stamps typical of the country being visited. Ardent stamp collecting fans in the *Quebec* include Instructor Cdr. D. J. Hamilton, Chaplain (P) B. A. Peglar and Surgeon Lt.-Cdr. D. A. McIver.

Hobbies and hobby shops really come into their own in distant spots where time is long and recreational opportuni-

ties are sometimes short. The *Quebec* is well-equipped for recreational purposes and this is one more factor in keeping morale high while the ship is isolated at sea.

The ship's cinema, which also serves as a chapel and as the home of a much-appreciated 1,500-volume library, provides the sailors with the latest movies. The sports office is the headquarters of games such as scrabble, monopoly, table tennis, table hockey and chess. For the more ambitious and muscle-bound types, weight-lifting equipment is always at their disposal.

Letter writing is still the most popular sparetime occupation on the *Quebec* and helps fill some of the off-duty periods.

A ship's newspaper, "Nuts and Bolts", is the result of a combined effort by

ship's company. Each one is asked to contribute articles and news of general interest. The publisher, CPO Richard Aldhelm-White, is assisted by other interested personnel.

Model building is favoured by many and features model planes, ships, "hot-rods", as well as early vintage automobiles made of wood or plastic. Recently miniature railway cars have made an appearance. The ship's canteen stocks the necessary equipment, kits and materials required for the various projects.

Wallets, purses, camera cases, slippers and belts are but a few of the things made by leathercraft enthusiasts. It can be a useful hobby and proved especially so for Lieut. (E) R. W. Gilbert, who, after failing to find a case to protect his movie camera, bought the leather and in a matter of hours produced an original case.

What may seem an odd, but not unusual, hobby in the *Quebec* is the raising and breeding of tropical fish. This can become a fascinating and educational hobby. The tropical fish are purchased at various ports-of-call in pet shops or aquariums, and are placed in suspended tanks. Lieut. (L) A. H. Hughes, Captain T. D. Cobb, RCD, and Lieut. (E) J. F. Ferguson, all of Halifax, are promoters of this maritime hobby.

Collecting souvenirs from all ports visited might also be classed as a hobby and the ship's canteen co-operates by purchasing a large and varied quantity of souvenirs typical of each country visited. These are made available to the ship's company on a non-projected basis—something that is particularly appreciated by those who did not share in shore-leave.

Training commitments dictate the amount of spare time available each day—and sometimes there is none—but when time is at their disposal, the ship's company of HMCS *Quebec* knows how to make use of it.—J.B.



Handicraft and hobby headquarters on board the *Quebec* is the ship's canteen which stocks the required kits and supplies for a wide range of avocations. PO R. F. Bryson and Ldg. Sea. G. A. Bessey are seen in the canteen with a few of the kits kept for sale to the hobbyists. (QB-2168)

AFLOAT AND ASHORE

PACIFIC COMMAND

Since the middle of May the Second Reserve Training Squadron, comprising the diesel Bangor coastal escorts *Brockville* and *Digby* and the coastal minesweeper *Cordova*, has been carrying out an extensive training program for members of the Reserve.

The first of the eight summer training cruises in the Squadron began May 16.

Exercises have been drawn up by the Reserve Training Commander at *Naden*, Cdr. W. H. Willson, and these cover all possible phases of training. Each cruise features specialized exercises to fit the needs of the Reserve complement which is carried on any particular trip.

The training program has been laid down by Cdr. Willson and his staff in such a way that Naval Divisions across the country can select the particular cruise which features the training of which they wish to avail themselves. Naval training appointments have come from all of the 22 Divisions.

Senior Officer of the Second Reserve Training Squadron is Cdr. E. S. Cas-

sels, commanding officer of the *Brockville*.

Training in the squadron includes minesweeping, damage control, engineering, torpedo/anti-submarine, seamanship and tactics.

The cruises serve as advance group sea training, putting into practice the theories learned in new entry and basic training or specialized courses given in shore establishments.

All divisions, from HMCS *Griffin* (Port Arthur, Ont.) west, may apply to take over one of the ships during one of the scheduled operations. This method of training is planned to achieve a greater *esprit de corps* within the divisions and, where Reserve units from the same area can be accompanied on the same cruise, a competitive spirit between the divisions.

As an example of the interest which the program has created, HMCS *Non-such* (Edmonton) applied for the cruise to San Francisco, from July 4 to July 15. This division supplied the Reserve Training Establishment, Pacific Command, with a list of 17 officers and 48 men, sufficient to man all three ships in the squadron with their reserve complement.

Each ship is manned by a minimum "steaming" complement from the RCN and everyone on board undergoes the rigorous training.

Routine at the Reserve Training Centre itself has been streamlined to allow reserves their full time on the coast under training, with a negligible loss of time completing "in" and "out" routines, drawing pay or drawing and returning equipment and clothing. All these facilities are readily at hand to meet the needs of any large numbers of reserves arriving or leaving.

Following is the schedule for the eight cruises, with the area of cruise or port of call: Prince Rupert, B.C., May 16 to May 27; Seattle, Wash., May 30 to June 10; Ketchikan, Alaska, June 20 to July 1; San Francisco, Calif., July 4 to July 15; Prince Rupert, B.C., July 18 to July 29; Quatsino, Vancouver Island, and Bellingham, Wash., August 1 to August 12; Nanoose Bay and Vancouver, B.C., August 15 to August 26; Hardy Bay and Astoria, Wash., August 29 to Sept. 9.

TAS Training Centre

The following staff changes have taken place recently at the TAS Training Centre, *Naden*:

CPO F. R. Andrews was drafted to general duties in Personnel Selection Officer's office; CPO D. H. Mann was drafted to general duties in RCN Drafting Depot; CPO A. W. Tassell was drafted to HMCS *Ontario* for cadet training duties; AB J. L. P. Dufresne joined the staff as storekeeper and Lieut. (TAS) D. A. McDonald joined the staff from the Long (TAS) Course in the United Kingdom.

Mechanical Training Establishment

At the Mechanical Training Establishment, *Naden*, the following P2EM2s successfully completed the ER Candidates Course E1:

Frederich Haldane, Thomas Devenny, Allan McDougall, Melvin Hiles, James Barber, Kenneth Morgan, Gordon Gouldie, James Sloan and Angus Holden. Rated P2ER3s, they have been drafted to sea to gain further experience.

Before the present cruise of the *Ontario*, there were many drafts to the ship composed of men completing basic technical, intermediate technical and trade conversion courses. Among the in-drafts were men holding rates from OSEM to C1EM, most of whom had either started or are scheduled to commence courses shortly.

This spring the following courses commenced: higher technical E2; engineer officer writers E3, post-entry ERs E2 and basic technical E7 and E8.

Two more of the older members in service years to proceed on pension leave were CPO Edward Glover and PO Harry Priske. PO William Mossey was released on medical grounds.

ATLANTIC COMMAND

Padloping Radio Station

Willie, the de-odorized skunk, who took the honour of being the most northerly of his species in Canada much too lightly, is gone. He bit people.

He went north last summer with his owner PO Ted Dalgleish, medical assistant, to the Royal Canadian Navy's weather station at Padloping Island, north of the Arctic Circle.

Naval Apprentices To Attend Camp

In "civvy" life, there's the annual hassle for holidays in the first two weeks of August. In the Navy any coxswain will tell of a similar flurry for leave at that time.

But the naval apprentices in the *Cape Breton* get a special break then from their intensive training program; a full fortnight under canvas with outdoor sports activities, sailing swimming and all that. It's regarded as part of their training and is intended to keep them in top physical trim for their studies.

Ninety of them will go to Boy Scout property at Lake Mush-Mush in Lunenburg County, N.S. Two naval officers and several senior men will look after them there.

On top of the aquatic pursuits and sports activities generally, evenings are set aside for corn boils, wiener roasts and clambakes over a camp fire.

Leave will be given and transportation provided for runs to nearby Bridgewater and Lunenburg towns. Last year the apprentices spent their two weeks at Camp Major, Harmon Island, in Lunenburg County's lovely Prince Inlet.

The trip to camp doesn't deprive them of their regular annual leave at other periods in the year.

During the fall, he grew at an alarming rate on what PO Dalglish describes as a "carefully balanced diet of table scraps, dog food and human fingers".

As the Arctic darkness deepened, his human companions hopefully expected that Willie would hibernate like a true-blue all-Canadian skunk. But not Willie.

He had acquired a taste for raw sailor and he was determined to sate it—this despite the fact that the sailors had been carefully protecting him from the local huskies which were more than willing to sample such a rare, exotic dish as skunk flesh.

By the depth of winter there was no hope that Willie would mend his ways. He was quietly put into a sleep deeper than the hibernation he had so diligently avoided and went to flirt his black and white tail among the Northern Lights.

Willie has been succeeded by a series of huskie puppies, the latest of which is a small black and white orphan named "Archie". Once the pups have grown to the point where they are able to fend for themselves, they are claimed by their Eskimo owners, but another soon shows up for adoption.

An RCAF transport brought in supplies during March. These included a number of films which were given almost continuous showing for the next two or three days.

Once the films begin to pall, the pool table again becomes the centre of rec-

reational activity. In suitable weather, long ski hikes were taken and target practice enjoyed.

The anglers have had to be content with memories of the excellent fishing they had before freeze-up. Then salmon abounded just off shore and cod-fish could be caught at any depth. Taking salmon on spinning tackle proved to be the ultimate in fishing experience. They average from four to ten pounds.

Padloping Island had visitors in April when an engine of a USAF ski-equipped aircraft failed and the plane was forced down. The airmen were welcomed into the naval community and, for a few days, as American aircraft shuttled back and forth from Frobisher, 300 miles to the south, making several trips daily with replacement parts and technicians, Padloping became a miniature La-Guardia airport.

The topography of Padloping Island is harshly beautiful—almost surrealist, as if modelled by a supernatural Salvadore Dali. There are no trees or shrubs to soften the angular outlines of the rock outcroppings, jumbles of boulders and icy pinnacles. The ground is clothed in summer only by moss, grass and dwarf flowers, which rarely attain a height of four inches. It is a barren, desolate, repellent country, which can be strangely fascinating.

PO Dalglish's letter, from which the foregoing is drawn, concludes:

"I am sorry I cannot include a hair-raising encounter with a polar bear, or something of that nature, but I am afraid our life here in Padloping is pretty much routine.

"Even the supposedly savage huskies are a nondescript lot of tail-wagging, good-natured souls who like to have their backs scratched."

HMCS Penetang

The *Penetang* spent the latter part of April and the first two weeks of May in her normal role of anti-submarine training in Bermuda waters with HMS *Astute*, a member of the RN's 6th Submarine Squadron based at Halifax.

It is rumoured in the *Penetang* that the ship knows no other steady course than 184 degrees to Bermuda and 004 degrees back to "Slackers". In fact it is further rumoured that the "Old Girl" can find her own way there and back, as she has been there so often.

All members of the ship's company have acquired a sun tan. An inter-divisional .22 shoot was run off during the last trip.

The *Penetang* is the proud possessor of a charcoal grill and on balmy evenings, the ship's company gather around the quarterdeck for an outdoor barbecue.

HMCS Cornwallis

Cornwallis provided the most outstanding float in the grand street parade of the Apple Blossom Festival on May 28 in Kentville, N.S. An annual affair in Nova Scotia's lovely Annapolis valley, it drew a crowd of 20,000.

Cornwallis contributed a princess, Patricia Thibault, in an historic float modelled after a Mediterranean galley, in addition to two bands and a detachment of new entries.

HMCS Magnificent

After a week of good flying weather en route from Halifax, the *Magnificent* and her destroyer escorts, the *Haida* and *Micmac*, steamed into the harbour of San Juan, Puerto Rico, on April 23, for their first visit to that port since autumn of 1949.

Highlighted the first day was a ceremony at the City Hall in which the commanding officers (Capt. A. H. G. Storrs, Cdr. Victor Browne and Cdr. J. C. Smythe) were presented with illuminated resolutions of welcome to San Juan and keys to the city. These presentations were made by the very popular Mayor, Signora Felisa Rincon de Gautier, before an audience of 300



The Stadacona Hobby Shop marked completion of its first season with presentations to those who played a leading part in its organizations and activities. Here a gift is presented to Cdr. C. A. Law, centre, under whose direction the hobby shop opened in October, 1954, and Mrs. Law, left, who conducted classes in oil painting, leatherwork and weaving. At right is Lieut. (SB) Arthur Butroid, president, who made the presentation. The hobby shop will reopen again in October. (HS-35492)

officers and men of the three ships and an equal number of Puerto Rican girls.

The brief official ceremony was followed by an hour of musical numbers, Spanish dances and ballet, and then all were invited to the mayor's penthouse reception rooms for dancing and refreshments.

U.S. Navy buses, with guides from the San Juan Tourist Bureau, were provided daily throughout the following week to take numbers of the ships' companies on tour to local points of interest; these included El Morro fortress at the harbour entrance, built by the Spaniards in 1539, the beautiful campus of the University of Puerto Rico, and the U.S. Army's Caribbean headquarters, Fort Buchanan.

Combining business with pleasure was the intention of the San Juan visit. The *Magnificent's* squadrons operated from Isla Grande civil and military airfield during the visit; at the naval station adjacent to the airfield facilities of the officers' club, chief and petty officers' mess, and navy exchange were provided the ships' personnel. Two days of the visit were spent at sea by the *Haida* and *Micmac* carrying out gunnery work-ups, while the *Magnificent* painted ship overall.

The task group spent the weekend of April 29 to May 2 on passage to Bermuda for a week of day anti-submarine exercises with the U.S. submarine *Argonaut*. The destroyers berthed alongside at Ireland Island the subsequent weekend while the *Magnificent* lay at anchor in Grassy Bay.

The excellent flying weather experienced in southern waters deteriorated as the ships entered the North Atlantic on passage to Portsmouth for a 10-day visit. But the days when flying was cancelled due to poor weather were used to good advantage in fuelling the destroyers under conditions of heavy swell and pouring rain.

As part of these evolutions, the *Magnificent's* band entertained the destroyer alongside, and on one occasion the *Micmac* reciprocated (or should one say "retaliated"?) with a piper and drummer playing, appropriately, "Road to the Isles" and other stirring Scottish airs.

Ordnance Training Centre

One of the best known chiefs of the ordnance branch, CPO Fred Trottier, began retirement leave this spring after 26 years' naval service. Branch personnel at *Stadacona* presented him with a brief case for his travels with the insurance company with which he is now associated.

The Ordnance Branch seems to be at the beginning of a period during which

a considerable number of senior men will be following Chief Trottier to pasture.

Ordnance Reserves, studying fire control each Thursday evening since last fall, are looking forward to the summer cruise period. Instructed by CPO Don Andrews, class members are: Ord. Lieut. J. B. Allen, Ord. Sub-Lt. D. J. Cullen, CPO Creed Hollis, CPO Stuart Giffen, PO Bernard Smith and PO Ove Jessen.

PO Tait Clark relieved CPO Andrews as their instructor when the latter went to Montreal to stand by the *St. Laurent*.

Navigation Direction School

The month of May at *Stadacona's* Navigation Direction School saw the qualifying of seven RP1s, six RP2 and 19 RP3s. PO Leslie Painter led his class with an average of 72 per cent; Ldg. Sea. John Milne was at the head of the RP2 class with 75.5 per cent, and Ord. Sea. William Ascroft topped the PR3s with 71 per cent.

Seven QM1s and 15 QM2s also completed courses at this time.

Fifteen midshipmen and three seaward defence Wrens completed their training and passed their training and passed through the doors of ND School.

Instructive duties never ending, there are now two RP3, two RP2 and one RP1 class plus one QM1 class, one QM2 class and three classes of UNTDs deep in their books.

Petty Officers Ernest Wells and Bryan Moss are taking their Plot Instructor's course in England. CPO Trevor Lovekin transferred to submarines and PO Lawrence L. Mandy was drafted to the *Algonquin* to replace PO Ernest McNutt, who joins the school shortly.

During March the Navigation Direction School qualified five RP2s and 18 RP3s. Ldg. Sea. Donald Collins had the highest average in RP2 "U" class with Ldg. Sea. Stanley Lachenchuck placing a close second. Ord. Sea. Joseph Downer came first in RP3 "BB" class and OS Albert Perks led RP3 "BC" class.

At the moment, an RP1 class is going strong, two RP2 and two RP3 courses are striving for the raise in trade group.

PO Willis Caton was drafted to HMCS *Niobe* for his PR1 Course.

Quartermaster training has been going at a fast pace during the past couple of months. The second Quartermaster Instructor course to be held in the school, ended on March 25, with a class average of 80.6 per cent. The top man was CPO Norman Dawe who made 86.4 per cent. Another interesting point about this class is that it contained the



Reservist Ldg. Sea. Harold Hanson, chosen Man of the Year at HMCS York recently, receives the trophy emblematic of the honour from Mrs. G. E. Huffman, president of the Toronto Women's Naval Auxiliary. He was chosen for the award by a vote of members of the ship's company. (Photo by Sculthorp—Gilbert A. Milne and Co.)

four original QMs second class, who were the first junior men to come right up the ladder in the quartermaster trade. They are Petty Officers Douglas Sykes, Gerald Guile, Leonard Girling and Charles Stevenson.

Two other courses also qualified—a QM2 RCN class containing 12 men. The top man in this class was Ldg. Sea. Burrell Morris who made an overall average of 80 per cent.

A reserve QM2 course was also held, it consisted of two Wrens and two Petty Officers First Class. The class finished with an average of 80 per cent. Top of the class was Ldg. Wren Joyce Bowen of HMCS *Star*, the Hamilton naval division, with an overall average of 89 per cent.

TAS School

CPO John Brown, BEM, has proceeded on retirement leave after 25 years' service.

Chief Brown's departure leaves the Diving Branch feeling a sense of personal loss. His pleasant personality and the advice based on his vast diving experience will be missed. All members of the TAS Branch wish Chief Brown the best of luck in any venture he may undertake.

Lieut. R. C. Brown, Lieut. S. C. Cowen, Lieut. Ralph MacLean joined the TAS School on their return to *Stadacona* from England.

AUTOBIOGRAPHY of a HURRICANE

TORPEDOED in mid-Atlantic and towed safely to harbour only to be hurled on shoals by a violent storm, the frigate HMCS Chebogue survived both disasters and, had the war lasted longer, would have been repaired and sent to the Far East for duty.

Seven men lost their lives in the torpedoing. The number of casualties might well have been added to by the hurricane which struck the wounded ship had it not been for the heroism of a crew from the Mumbles station of the Royal Life-Saving Society. The coxswain of the lifeboat received the Society's equivalent of the Victoria Cross, the Gold Medal.

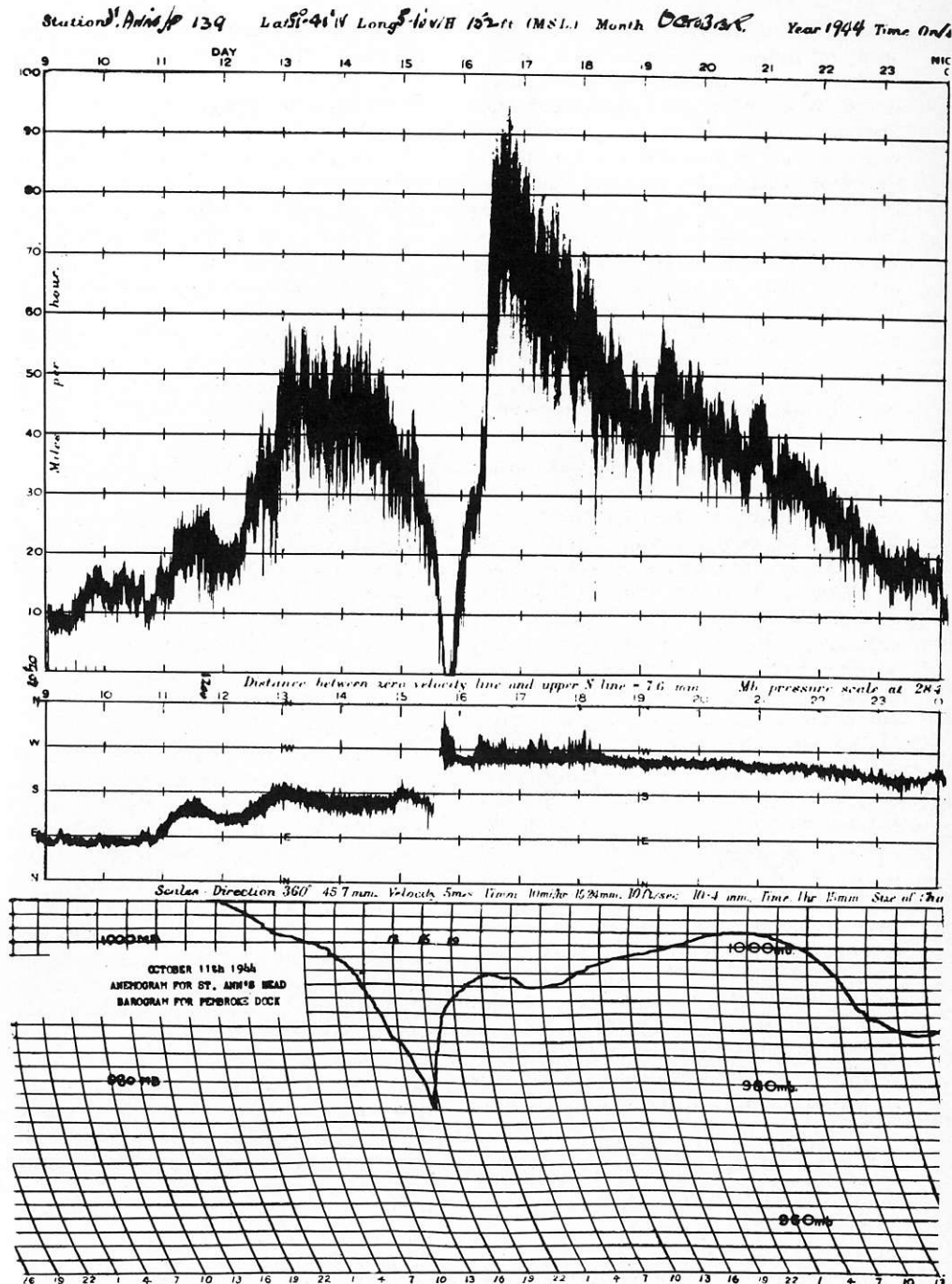
The commanding officer of the Chebogue was Lt.-Cdr. M. F. Oliver, RCNR (now Commander, RCN, and Captain of the Iroquois). The writer of the brief account of the storm printed here is Lt.-Cdr. I. A. McPhee, who is serving in a NATO appointment on the staff of Admiral Sir Michael Denny, CINC-EASTLANT. He was then an RCNVR lieutenant.

ON OCTOBER 4, 1944, while escorting a westbound convoy about 500 miles north of the Azores, HMCS Chebogue engaged a U-boat on the surface and during the action was damaged aft by an acoustic torpedo.

During the following days (which some newspapers subsequently described as harrowing, but as I recall were really quite pleasant) the Chebogue was taken in tow by a number of ships, in turn, and finally arrived in Swansea Bay shortly before noon on October 11. The ocean tug, which had taken us in tow south of Ireland, anchored and the Chebogue continued to ride at tow while we waited for permission to enter a dock.

The wind freshened rapidly and within a matter of minutes had almost reached hurricane force. The tow soon parted and both anchors were let go with all cable paid out. The wind proved to be too strong and as no power was available, the Chebogue dragged anchor for about five miles and ended up in the late afternoon pounding on Port Talbot shoals.

I will not attempt to describe the fury of the storm that struck us. It was a wild afternoon and the ship was continually being smothered in seas. We were finally rescued from our per-



Anything over 64 knots (73 mph) is a hurricane according to the Beaufort wind scale and it will be seen from the above chart that the revolving storm which struck the crippled frigate Chebogue more than fulfilled this requirement. At the peak of the storm, just after the eye had passed, the wind rose suddenly to 95 mph (83 knots). As explained in the accompanying account, the three graphs show wind velocity, wind direction and barometric pressure, the three together presenting a dramatic picture of a typical hurricane.

ilous position by a very gallant crew from the Royal Life-Saving Society's station at the Mumbles, Glamorgan-shire, at about 2100 that evening. Mr. Gammon, the coxswain, was subsequently awarded the Gold Medal by the Royal Life-Saving Society for his heroic efforts and particularly for saving the life of an officer (the writer) who was knocked unconscious and fell between the lifeboat and the ship's side. I regret to add that Cox'n Gammon

and his crew were lost a few years ago on the same shoal on another life saving mission.

Reminiscing with Mr. Dight, the Chief Meteorological Officer, Coastal Command Headquarters, I mentioned the Chebogue incident and he used his good offices to acquire the accompanying photostat of the official records of the storm. As you will see, it is a classic example of the passage of a storm centre over a given point.

The upper graph records wind velocity vertically in miles per hour against a time scale across the top. The deadly calm in the centre of a hurricane which is followed by winds of increased force is very clearly indicated.

The centre graph records the direction of the wind vertically against a time scale across the top in the way that the velocities were recorded in the upper graph. It will be noted that if the duty operator had set the pen di-

rectly on nine o'clock when he changed the paper, the violent wind shift would be recorded directly under the calm eye of the storm.

The bottom graph is, of course, simply the barograph trace of the same storm.

I have never before seen a record of a storm presented in this way. While admitting a personal interest in this particular incident, I feel it may also be of interest to other members of the Service.—I.A.M.

Fond Memory of Wartime Flapjacks Lingers 11 Years

IT IS POSSIBLE that the memory of wartime food in the Royal Canadian Navy could make a man's mouth water for 11 years? An affirmative reply would probably start a lot of people advising the obvious prevaricator to tell it to the Marines, but wait . . .

The man who drooled for 11 years over a Navy dish was a *Marine*.

The culinary joys of life afloat in wartime were not many and no exception is being made here for the procession of days when red lead and bacon were served up for breakfast, when boiled cabbage turned up day after day at dinner until someone was smart enough to suggest that cole slaw and some of that hoarded mayonnaise might be a change. There were moments of delight, it is true, such as when all the bread went mouldy and a red-faced cook had to admit that a stoker PO had produced tea biscuits (stuffed with raisins) which were whiter, lighter and sweeter than any he, the cook, had been able to achieve.

And there was *ki*, rich, hot, sweet, made by dumping unmeasured quantities of chocolate and sugar into scarcely-diluted condensed milk. Scalding hot and served in thick crockery mugs around which one could warm one's hands, it was something of joy and beauty—but it would never bring fortune to a short order restaurant.

This takes us to a breakfast table in a little home in England where the man of the house, week after week and year after year, for 11 years said something like this:

"Maw, why can't we have flapjacks and sauce like I was served by the Canadians?"

Around about Shrove Tuesday, it must have been, things reached a crisis and the ex-Marine's wife, Mrs. D. Emmony, dashed off a letter to HMCS *Niobe*, the Canadian naval establishment in London. It told how her hus-

band, as a Royal Marine, served in the Canadian auxiliary cruiser *Prince David* in 1944, when that warship was taking part in invasions all over the place. Every morning for breakfast (with never a complaint of the monotony of it) he had been served with pancakes and "sauce". Where could she obtain the recipe?

Tracing action began with the forwarding of Mrs. Emmony's request to the officer-in-charge, HMC Supply School, on the West Coast, with a copy to the Naval Secretary, Ottawa. An accompanying comment explained that the recipe for pancakes contained in the RCN Recipe Manual had not been sent "since undoubtedly Mrs. Emmony desires to provide for the needs of an ordinary household rather than a hundred hungry sailors".

By coincidence, the man who was the senior cook in the *Prince David* in 1944, CPO William Allan Stockley, of Esquimalt, B.C., was senior cookery instructor and divisional chief petty officer in the cookery school on the West Coast when her letter arrived. His recipe for griddle cakes was sent to Mrs. Emmony along with that of an alternative sauce in the event that Canadian maple syrup is not obtainable in the United Kingdom.

CPO Stockley hopes his private formula will fulfil the request of the Englishwoman and satisfy the appetite of her ex-Royal Marine husband. His batter will make 16 hot cakes.

The cookery chief is now on retirement leave after 20 years in the Navy. He entered the service in his native Esquimalt and cooked for sailors in the destroyers *Skeena*, *Vancouver* and *Fraser* and the minesweeper *Nootka* before the Second World War. During the war he also served in the *Prince Robert*, a sister ship to the *Prince David*, as well as ashore on both coasts.

Since then he has handled a skillet in HMCS *Naden*, the training establishment where the cookery school is located, and in the Cruiser *Ontario*. His discharge is due in August. His recipe follows:

FAMILY-SIZED PANCAKE RECIPE

by CPO W. A. Stockley

| | |
|----------------------|------------------------|
| Flour (all purpose) | 2 cups |
| Egg whites | 2 |
| Egg yolks | 2 |
| Milk (fresh) | 1½ cups |
| Shortening or butter | 2 tablespoons (melted) |
| Baking powder | 3 teaspoons |
| Salt | 1 teaspoon |
| Sugar | 1 tablespoon |

Makes: 16 four-inch cakes.

Sift flour, then measure 2 cups. Combine all dry ingredients, blend well. Separate eggs, add yolks only to milk and beat lightly.

In a separate container beat egg whites until they form peaks, but still maintain a moist appearance.

Now add milk and egg yolk mixture to dry ingredients, when thoroughly blended add melted shortening or butter. Lastly fold in, (do not beat) the egg whites.

MAPLE SYRUP

(Probably the sauce referred to in Mrs. Emmony's letter.)

The best syrup to use would be a Canadian maple syrup. In the event this is unobtainable in the U.K. the following recipes are enclosed:

Heat 1 cup of syrup (similar to Lyles) and add maple flavouring to taste, or

Boil together for 2 minutes.

1 cup water

2 cups brown sugar

Add a few drops maple flavouring (Maplex) to taste

Serve hot.

A point of caution in cooking hot cakes:

Hot cakes should not be turned on the griddle until holes appear and remain on the uncooked side of the hot cake.

Silent But So Eloquent

"Another member of the traditionally 'Silent Service' has again proved that, although as a group they are silent about their activities, individually they are competent speakers."

These words were used in the adjudicator's summary, as Lt.-Cdr. (S) J. R. Sutherland's speech, "The Golden Rule", was judged winner of the Golden Gavel Public Speaking Contest, held in the Council Chamber, City Hall, Victoria, recently.

For the third consecutive year a member of the RCN has won the coveted Golden Gavel.

In 1953 Commissioned Officer (SB) R. F. Moxam started the trend. The following year saw it going to Acting Sub-Lt. (S) Ross Murray, with his speech, "The Crown and Canada".

Lt.-Cdr. (S) Sutherland was presented with a miniature Golden Gavel. He is at present serving as training officer, HMC Supply School, *Naden*.

SURVIVING IN THE WILDERNESS

'Eager Beavers' Can Even Lunch on Poplar Bark

DID YOU KNOW that moose lips are a gastronomic delicacy, that the inside bark of the poplar is edible from first sap until July, that a parachute makes an excellent shelter? These are some of the things that members of the ship's company of HMCS *Labrador* learned during this past winter while on course at the RCAF Survival Training School.

Survival training is usually confined to aircrew of the Air Force and a few Navy pilots, but due to the nature of the work in which the *Labrador* is engaged, non-flying personnel from that ship were selected for the course. When the opportunity was presented in January there were many volunteers who thought that the silent solitude of an igloo would be a good escape from the raucous cacophony of chipping hammers, air chisels, riveting guns and other normal irritants of a ship's refit. The ten who were chosen to take the course and who found out how wrong they could be were:

Lt.-Cdr. Peter J. E. Lloyd, RN; Chaplain (P) T. L. Jackson, Lieut. M. N. Collis, RN; CPO R. H. Player, PO G. C. Bell, PO J. S. Gale, PO W. M. Daoust, Ldg. Sea. B. W. Bell, AB W. D. Moores and AB B. J. Laszewski.

The school is located at Station Edmonton and here the indoctrination lectures are given for the first four days. It was 37 below zero the morning that the 40 members of the course boarded the bus at Edmonton to travel 150 miles west to the bush camp at Hargwen, within sight of the Rockies. Here, camped on the bank of the McLeod River, the students lived for three days learning shelter construction, snare setting, snow-shoeing and other winter bush lore.

They also learned how to go hungry. Each man is issued a box of emergency rations for one day and told that it is all he will get for the next three days. He makes it last but he doesn't enjoy it. There is some satisfaction, though, in bathing, stripped to the waist, at a hole cut in the river ice with the temperature at 25 below—the view of the mountains is magnificent.

Separated into groups of five and accompanied by civilian guides, the students move out from this base camp through pathless bush and muskeg to set up camp in separated areas about



PO George Bell, a shipwright, prepares to get into his "fighter trench" for the night.



In bush camp south of Hargwen, Alberta, (left to right): Cpl. John Florence, RCAF; Lt.-Cdr. Peter Lloyd, RN; F/O Ronald Nelson, RCAF, and Chaplain Thomas Jackson, RCN.

seven miles distant. The 60-pound pack, deep snow, beaver dams, uneven ground and an empty stomach try a man's soul; also his back and legs. Then on arrival, with his last ounce of strength he must construct a shelter and bunk for the night and get supper. Fortunately for those who took the course in February, a Chinook made camping and playing trapper not at all unpleasant. Course members who were lucky enough to be with PO Supt. George Bell had a most comfortable camp. If you are forced to survive in the bush by all means arrange to get stranded with a cheerful shipwright.

Bewhiskered and filthy dirty from 10 days in the bush, the course was taken back to Edmonton and flown north in a C119 to Cambridge Bay on Victoria Island. Six and a half hours by plane and six and a half miles on foot from the bay brought the party to their camp on a frozen inland lake. There the Eskimo guides had constructed several igloos and these were "home" for a week. The universal feeling of men getting into an untenanted igloo for the first time is that this is the coldest habitation in the world. Cheer up! It gets worse.

The next morning, equipped with snow knives and saws, the students were taught the mysteries of snow-block cutting, igloo building and that supreme test of human endurance, the "fighter trench". This last device is made by cutting a shallow trench about three feet wide in the snow, building up the sides with two rows of snow blocks and roofing it over with more blocks. Each man is required to spend a night and eat two meals in this shelter. He has a small primus stove and two hours of fuel to cook with—small comfort indeed at 55 below.

But all is not lost. After a night in a fighter trench, the igloo seems like a cosy refuge for the next five days. Within that shelter you can eat your emergency rations out of unwashed dishes (no fuel to melt dishwater), complete with caribou hair from your mitts and bedding, and dream only of food and warmth. The great truth of this phase is, "You won't be comfortable in an igloo, but you will survive".

The members of *Labrador* returned to their ship confident that they could survive in the Arctic in winter and with a profound respect for the Eskimos who have lived there for so long.—T.L.J.

BEM RECOGNIZES SEAMAN'S BRAVERY

Her Majesty the Queen has approved the award of the British Empire Medal to Able Seaman J. Richard Grenier, 22, of Drummondville, P.Q., for his rescue last fall of a boy trapped on a steep cliff in Quebec City overlooking the St. Lawrence River.

François Vaillancourt, 12, became trapped three-quarters of the way up a treacherous cliff over Toulon Road, near the Quebec Yacht Club, on September 26.

AB Grenier, a naval storesman at *D'Iberville*, naval training establishment in Quebec City, was attracted by a crowd below the cliff and saw the lad suspended from a ledge by his fingers.

Grenier got a 150-length of cordage from the yacht club and scaled the treacherous shale cliff, reaching young Vaillancourt as the boy was almost at the end of his endurance.

The sailor braced himself on a crumbling ledge and lowered the youngster to safety by means of a running loop around the latter's leg. Grenier himself was now stranded, since most of the hand and footholds he had used on the way up had crumbled under his weight and the overhang of the cliffside above precluded an ascent.

He clung to a ledge for an hour while attempts were made to get help. Finally, a Sillery policeman, Constable Leon Sirois, with the aid of bystander Jean Marie Fradette, lowered a rope by which the sailor climbed the remaining 50 feet of the cliff. He was suffering from bruises about the face and head and lacerated hands from the climb and from rocks which had fallen on him during the rescue attempts.

The citation states: "There is no doubt that the bravery of Able Seaman Grenier was responsible for saving the life of twelve-year-old François Vaillancourt."

The rescue took place immediately behind Bois de Coulange, the residence of Hon. E. Gaspard Fauteux, Lieutenant-Governor of Quebec.

OFFICER HEADS MOBILE A/S UNIT

Among recent appointments affecting the Torpedo Anti-Submarine School at *Stadacona* is that of Lieut. Fred Lubin who has left the First Canadian Minesweeping Squadron to take over new duties as officer-in-charge of the school's Mobile A/S Training Unit No. 1.

Thoughts While Thawing in an Igloo

SURVIVAL rules are unwritten
But many and varied they be;
Pass not a friend on the trail,
He may be the next meal for thee.

Never shake hands with a stranger,
At the sight of red meat he may bite.
Live off the land if you have to,
Let others go hungry that night.

Seniority must rule the ration,
If you're junior, snatch what you can;
When you've guzzled your share of the chocolate,
Steal more from a thriftier man.

And tell someone else in the morning
To turn out and build up the blaze.
Labour's for fools and for weaklings
To survive you must eat, drink and laze.

Prey on the women and children,
The injured and chronically ill;
Snatch up the victuals of babies—
They may not survive, but *you* will.

—P.J.E.L.

THE NAVY PLAYS

Controlmen Have Edge in Marathon

Among her many capabilities the *Magnificent* provides better than average recreational facilities. By winning the ship's medley marathon for the third successive time in mid-May aircraft controlmen proved that fresh air and plenty of hard exercise on the flight deck give them an advantage over other departments.

The marathon, involving over 200 men, featured heaving-line throwing, rope - splicing, hammock - bar - circling, wheel - barrow, cracker - eating and a mystery event—guzzling a bitter beverage while eating a green - coloured cream and pastry concoction.

In the lift wells after the day's flying, two volley-ball leagues continue until sunset; simultaneously one or more deck hockey games take place on the flight deck. Long-distance runners in training may circle the flight deck—about a third of a mile. After sunset, with the after lift raised, the list well becomes a theatre, with two shows nightly. SRE programs of news, sports, religious periods, music and evening

disc jockey shows, begin at 0630 and terminate at "pipe down" with an evening devotional period.

Dawn brings midshipmen and Sea Cadets to the flight deck for PT or recreational games. After half an hour of being hurdled, jumped upon, and even rammed, the box horse is stowed away in a sponson and, with the last notes of the bugle call "flying stations", the ACs are on the go again, ranging aircraft for the first detail.

In sports ashore, the ship's softball team won 6-4 against a team from the U.S. Naval Station in San Juan, but in Bermuda lost by 11-1 in a game with the USAF at Kindley Field. The ship's soccer team, however, held a surprised team from HMS *Superb* to a 3-3 tie.

Stadacona Beats USAF Boxers

In a return boxing tournament with the USAF's Ernest Harmon Base in Newfoundland held recently in *Stadacona*, the RCN won 4-3. A total of 12 bouts were carded.

One of the most interesting bouts was between AB Karl Kowalski (145 lbs.) of Simcoe, Ont., and AC2 Paul Frazier (147 lbs.), Helton, North Carolina. The boys kept the crowd on their feet most of the time, with Kowalski getting the nod in a unanimous decision.

The program was staged under the direction of Lieut. Robert Dewhirst, P & RT officer, with the prizes being presented by Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax.

League Grows To 24 Teams

With the start of summer sports in the Pacific Command, the Interdivisional League has increased from 20 to 24 teams.

During the month of May each team participated in three boat-pulling regattas and one softball game. In addition to this, all interdivisional teams entered a .22 shoot-off for the "Halfway House" Trophy.

The May "Cock o' the Barracks" ended in a tie between School of Music "B" and *Naden* Writers. This resulted in a play-off in softball, with *Naden* Writers winning.

Shearwater Plans Busy Summer

The summer sports program for *Shearwater* promises a busy season.

The first station sports operational committee has been formed, composed of one man from every department on the station with Lieut. D. J. Loney, of football fame, as chairman and CPO T. M. Mottershead, secretary.

The committee decided to run a semi-annual "Cock o' the Barracks" tournament, something which has proved successful in other establishments.

In the summer tournament, sports include softball, touch rugby (six-man), volleyball, (outdoor), tug-o'-war, tabloid of sports, medley marathon, and cross country. There are 13 teams in softball, ten in touch rugby, ten in volleyball, and nine in tug-o'-war.

Meanwhile, the usual representative teams are entered in various leagues.

Cornwallis Boxers Amass Honours

Cornwallis won top honours in the Atlantic Command Boxing Championships at *Stadacona* recently. They collected five points to *Stadacona's* two,



Shown above are officers of the Royal Canadian Naval Sailing Association's Halifax Squadron for 1955. Left to right are Lt.-Cdr. (E) (A/E) G. H. F. Poole-Warren, Fleet Captain; Lt.-Cdr. W. S. Blandy, Rear-Commodore; Cdr. F. W. Bradley, Commodore; Lt.-Cdr. E. L. Pendlebury, Secretary, and CPO Charles Church, Vice-Commodore. (HS-34917)

with *Shearwater*, *Magnificent* and *Haida* scoring one point each.

The outstanding bout was between AB Nelson Lewis (147 lbs.) of the *Haida* and AB Karl Kowalski (145 lbs.) of the *Micmac*, with Lewis winning by a unanimous decision.

Another good fight finished with AB David Barber (147 lbs.), *Cornwallis*, scoring a second round TKO over AB John McMillan (151 lbs.), *Micmac*, in the light middleweight finals. After a bad beating in round one, McMillan was unable to answer the bell for the second.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, presented the prizes.

Inter-Service Golf Won by RCN

In a tri-service men's competition at University Golf Course in Vancouver, the Navy team won by a wide margin.

With a total of 50½ points, they defeated RCAF, with 33 points, and Army, with 24 points.

In tri-service officers' competition, the Navy scored two wins, one at RCME Chilliwack and the other at Gorge Vale Golf Course in Victoria.

Boxers Enter Three Contests

The boxing team in the Pacific Command represented the RCN on three occasions during May.

One of the lighter moments of the recent tour of Royal Canadian Navy Atlantic Command establishments by 28 foreign military attachés and advisers was a stint in the bowling alleys of HMCS Stadacona. Here is a promising beginning in five-pins for Brig. P. C. Gupta, Military and Naval Adviser, India. (HS-35730)



Here are members of the Air Armament Section's Rifle Team which took top honours in *Shearwater's* Interpart '22 Rifle Shoot with a score of 2,660 out of a possible 3,000. The winning team is shown in *Shearwater* Rifle Range. Front row, left to right: CPO James McGill, Saskatoon. Cd. Airman A. E. Croft, Dartmouth, N.S., and CPO Ira Johnson, Halifax and St. John, N.B. Rear row, left to right: CPO George Bussy, Dartmouth, N.S.; Ldg. Sea. Edmond Carter, Kamloops, B.C., and CPO Harry Carter, Dartmouth, N.S. The highest individual score of 549 was obtained by CPO McGill (Air Armament). (DNS-13565)

On May 19 and 20 the RCN had four contestants in the International Tournament of Champions, held in Victoria. Two of the Navy boxers were finalists: Ord. Sea. Bernard Brosseau, in the heavyweight division, and AB Ted Herington, light-middleweight.

In a benefit match, staged at Vancouver, May 28, the Navy had two wins, by Ldg. Sea. Trent Ketcheson, middleweight, and Ord. Sea. Ray Davidson, lightweight.

P & RT Facilities For Army Units

To assist local Army units in the Victoria area who are without indoor facilities, equipment and trained physical and recreational personnel, the P & RT Centre at *Naden* has been allocated for their use two hours each week. Three units are involved.

An RCN team is entered in the Victoria Senior "A" Softball League. A Senior "C" softball team has been entered in the Lower Vancouver Island League while an RCN lacrosse team is in the Victoria Senior "B" League.

Shipwrights won the Command Bowling League.

The RCN Golf Association won two outside competitions in April, one a tri-Service competition at Comox, B.C., the other against Bremerton Navy Yard, Washington. The Sports Shop Trophy was successfully defended by *Naden* for the third consecutive month in Command play.

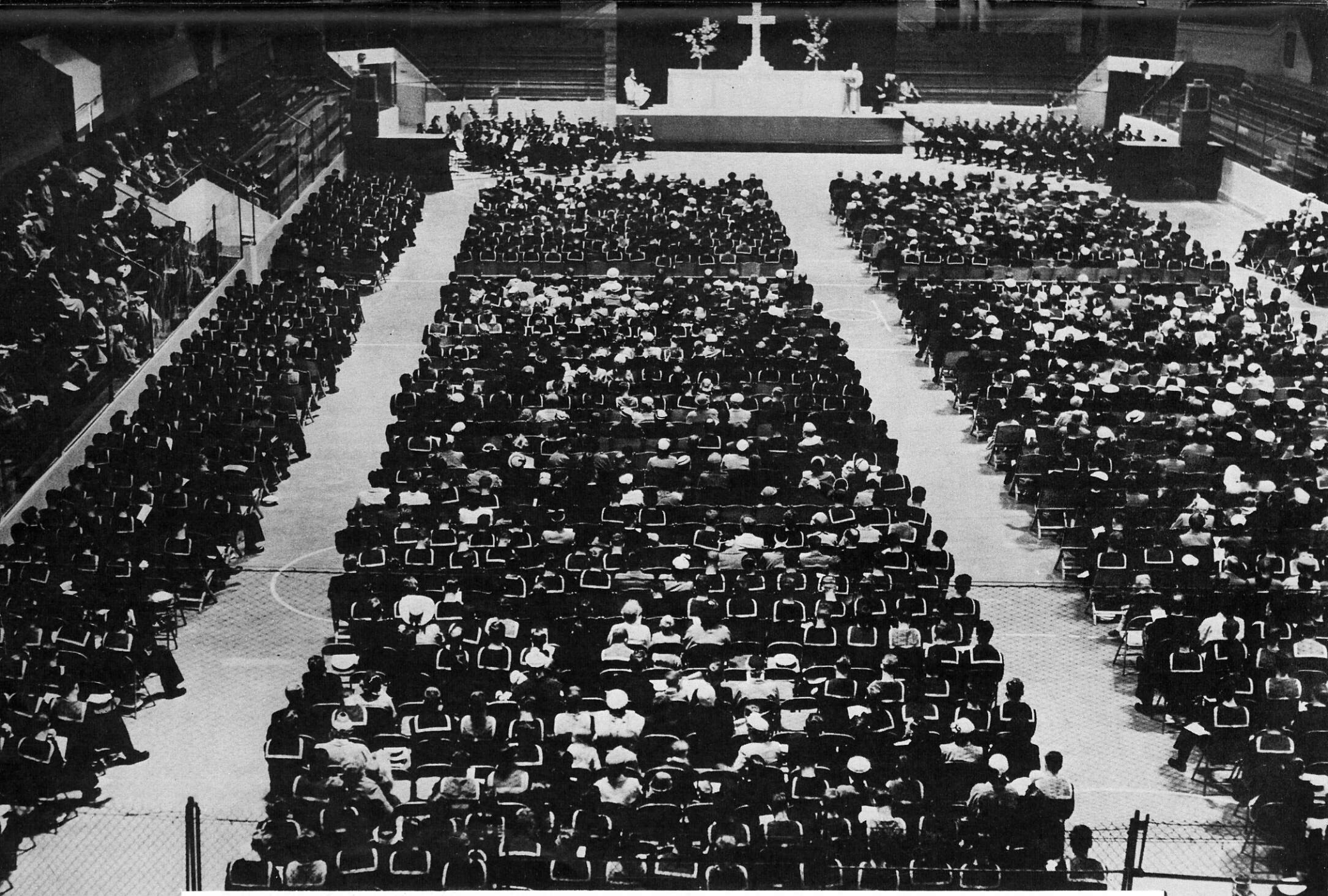
Shearwater Best In Hoop Series

An intermediate "A" basketball team from RCAF Station, Trenton, N.S., played a series of hoop games with Maritime air stations recently and came out at the wrong end of a 64-50 encounter with fly-types of *Shearwater*.

Volleyball Title To Electrical "A"

Electrical "A" won *Stadacona's* interpart volleyball championships by bouncing Officers out of the finals in two straight. In the semi-finals, Officers had blanked Gunnery 2-0 and Electrical "A" knocked out Electrical "B" by the same score.





All across Canada and in ships at sea the triumphs and sacrifices of the Royal Canadian Navy and the Merchant Service during the Second World War were recalled on Battle of the Atlantic Sunday, May 15. This is the impressive scene in the Memorial Arena in Victoria where a congregation of 4,000 naval personnel, veterans and members of the general public observed the occasion. The service was conducted by Chaplain (P) Harry R. Pike, Command Chaplain, and the sermon was preached by the Most Rev. Harold E. Sexton, Archbishop of British Columbia. At St. Anne's Academy in Victoria solemn high mass was celebrated by Command Chaplain (RC) J. E. Whelly. The sermon was given by His Excellency the Most Rev. James M. Hill, Bishop of Victoria. Men from Naden, naval cadets from Venture and student nurses from St. Joseph's Hospital formed a choir at this service.

LOWER DECK PROMOTIONS

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

ABBOTT, Woodrow A.....P2TD3
ALDRIDGE, Harold.....LSLM2

BATCHELOR, Kenneth C.....LSPR2
BEAUSOLEIL, Albert J.....LSMA1
BILLARD, Willis R.....P2CV2
BISHOP, Boyd B.....P2EA3
BROWN, William H.....LSCV1
BUICK, David A.....P2TD2

CAMERON, Stan J.....LSLR1
CASSIDY, Francis J.....LSLR1
CASTLE, Alexander G.....C1CS4
CHASE, Harvey A.....P2TD2
CHATHAM, William A.....P2MA3
CLARK, William D.....P1CR2
CLARKE, Donald E.....LSTD1
CONNOR, Robert V.....P1CR2
CORNELIUS, Paul F.....LSRP1
COUTURIER, Andre J.....P2CR2
COYLE, Louis D.....P1CV2
CRANDALL, Frank L.....P2EM2
CROCKER, Robert H.....LSEM1
CROFT, George H.....LSEM1

DALTON, John J.....LSPW1
DAVIS, Arthur F.....LSCR1
DEAN, James W.....P2RP2
DEGEN, William E.....P1CV2
DIXON, Charles E.....C2CR3
DODD, John D.....LSLM2
DOUCETTE, Robert J.....LSCR1
DOUGLAS, James A.....LSCS2
DRUMMOND, Cecil W.....P2CV2
DUNCAN, Edward G.....P1CR2
DUNN, Thomas W.....LSLM1

EATON, Harvey S.....P1CS4
EDMEADS, Ralph W.....LSLM2

FARRELL, Morley G.....LSEM1
FISHER, Harold F.....P1CV2
FOBERT, Bernard D.....LSTD1
FRASER, Robert N.....LSRP2

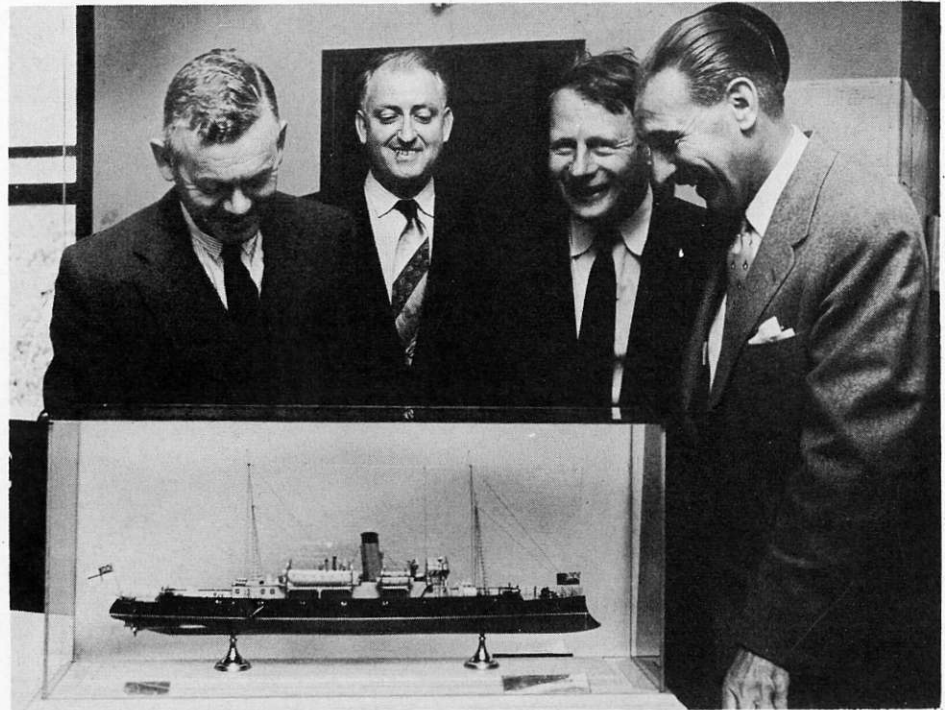
GARDNER, Ernest J.....P2EM2
GILLIES, Robert D.....LSEM1
GRAY, Robert T.....LSRP1
GREENGRASS, Charles F.....LSDV2
GRIFFITHS, Robert G.....P2EM2
GROVES, Orville B.....C2MR3
GUINTA, Frank J.....P1CV2

HARVEY, Henderson J.....LSAA1
HAUFSCILD, William C.....LSLM1
HELLINGS, Robert C.....LSTD1
HEMSWORTH, Bernard W.....P1SH3
HENRY, Alexander.....LSCR1
HEPBURN, Mitchell F.....LSTD1
HEWITT, Ian B.....P2CV2
HOLMES, Richard E.....LSLM2
HOOEY, Earl V.....LSLM2
HUBER, Archie L.....LSRP2
HYNES, Gregory.....LSNS2

IONSON, Clifford.....LSRC1

JAMIESON, James R.....P1CV2
JEAN, Charles J.....P2EM2

KEIGHAN, James R.....LSRP2
KENNEDY, Morley G.....LSEM1
KENYON, Douglas H.....P1AA3
KILLBRIDE, William R.....LSAA1
KIRK, James M.....P1CR2



A model of CGS (later HMCS) Canada, the RCN's first training vessel, was presented to the Maritime Museum of Canada, Halifax, recently by Davie Shipbuilding Ltd., of Lauzon, Que. Shown at the presentation at Naval Headquarters are Rear-Admiral H. F. Pullen, Chief of Naval Personnel; E. C. Russell, Naval Historian; Constructor Commodore Rowland Baker, Naval Constructor-in-Chief, and Richard Lowery, president of the shipbuilding company. (O-0886)

KIRK, Ronald.....LSCV1
KOSTEK, Michael.....P2AA2

LABBE, Romeo P.....LSRC1
LAMPMAN, Bruce T.....LSMO2
LANE, James K.....LSLM1
LAPLANTE, Gerald D.....LSLM2
LEE, Kenneth E.....LSLM2
LENTINE, Salvatore B.....LSLM2
LIESCH, Lawrence R.....LSLR1
LLOYD, Kenneth L.....LSCR1
LOCKAU, Albert L.....C2ET4
LYNGARD, Donald J.....LSEM1

MAILLETTE, Rolland J.....LSLM2
MANNIX, George H.....C2CV3
MARTIN, James M.....P2CV2
MATHIAS, Fernand J.....LSLM1
MATSUBARA, Harry T.....LSQM1
MERRITT, Donald L.....LSLR2
MICALLEF, Frank J.....P2CR2
MITCHELL, Donald S.....P2AA2
MOIR, Norman R.....LSCR1
MOORE, Alexander J.....LSEM1
MORGAN, Gerald D.....LSEM1
MORRIS, Frederick G.....LSLM2
MacDONALD, George E.....LSAA1
MacDONALD, Graham D.....LSEA3
MacISAAC, David M.....LSCR1
MacLEOD, Donald C.....LSRP1
McALONEY, Hazen I.....P1CV2
McGOWAN, Harold A.....P1ER4
McINTYRE, Cecil H.....P2EM2

NOBLE, Robert E.....P2SE2

OJA, Howard J.....P1CR2
O'NEILL, Vincent H.....LSEM1

PARKS, Donald A.....LSCV1
PENDLEBURY, Roger J.....P1CV2

PICARD, Guy J.....LSEM1
PRESTON, Victor L.....LSLM2
PUSHIE, Donald R.....LSLM2

QUESNEL, Gerard J.....P2ED3

RAMUSSEN, Donald C.....LSCR1
RENSHAW, Arnold R.....P1CV2
ROSS, George A.....LSCR1
ROSS, Kenneth G.....LSEM1
RYCROFT, Vernon S.....P2RP2

SLESSOR, Allan J.....LSCV1
SMITH, Gordon J.....P1CR2
SOKOLIUK, Michael.....LSCV1
STEWART, David A.....LSCV1
ST. JOHN, Bernard J.....P2CV2
SWAN, Douglas W.....P1SH4
SYMINGTON, Harvey L.....P1CR2
SYMONS, Robert W.....P2CV2

TAIT, William M.....LSLM2
TAYLOR, Philip E.....P2QR2
THOMAS, Royal E.....LSAA1
THOMPSON, John.....LSDV2
THORPE, Geoffrey P.....LSMA1
TINSLAY, Donald E.....LSAA1
TUCKER, Francis D.....LSCR1

VLIET, LeRoy M.....P1CR2

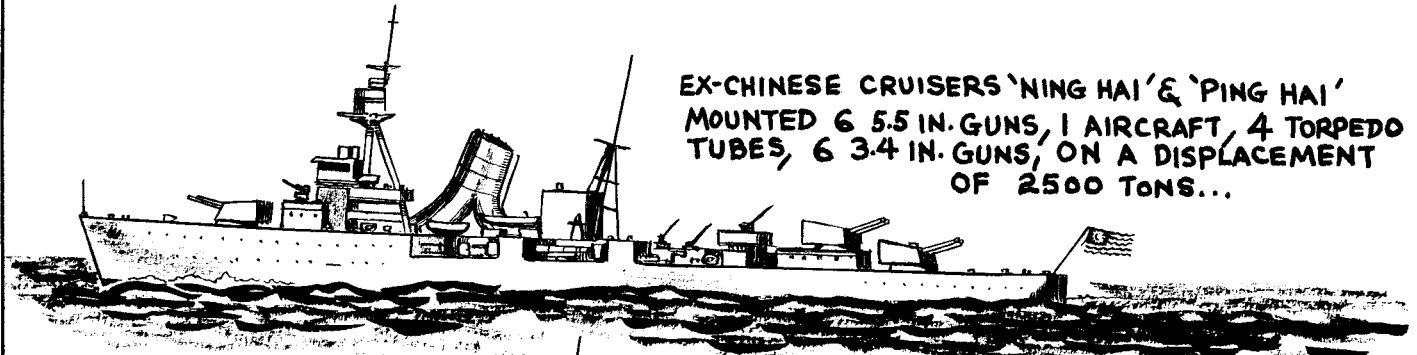
WALKER, Raymond H.....LSCR1
WATSON, Jack E.....P2ED3
WATSON, James L.....LSLM1
WHITELEY, Angus R.....LSRC2
WILLIAMSON, Murray E.....P2QR2
WULOWKA, Olie E.....LSCR1

YABLONSKI, Victor.....LSLM2
YAKABUSKI, James A.....P2CR2

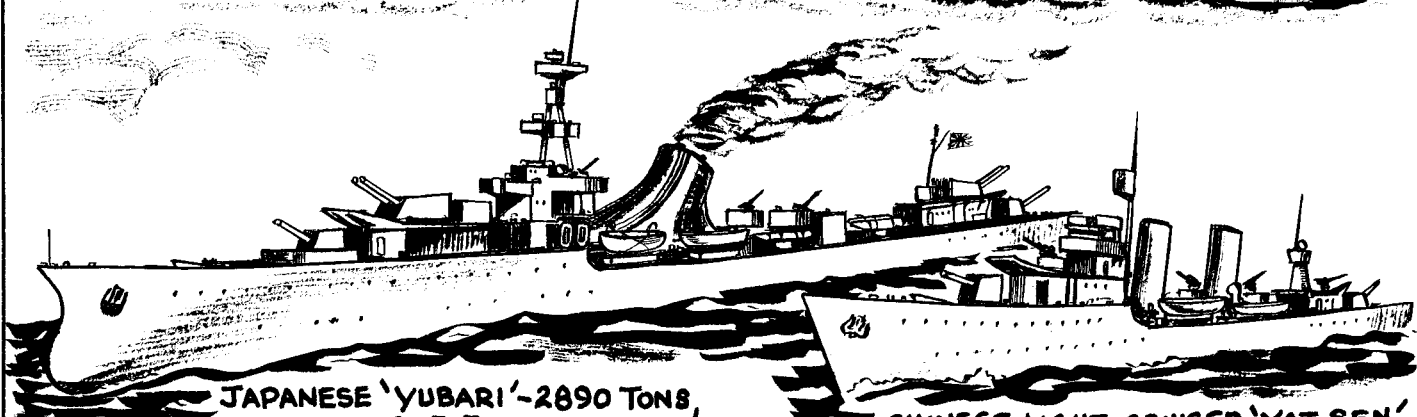
ZINCK, Harold E.....LSCS2

NAVAL LORE CORNER

NO. 30 MIDGET CRUISERS

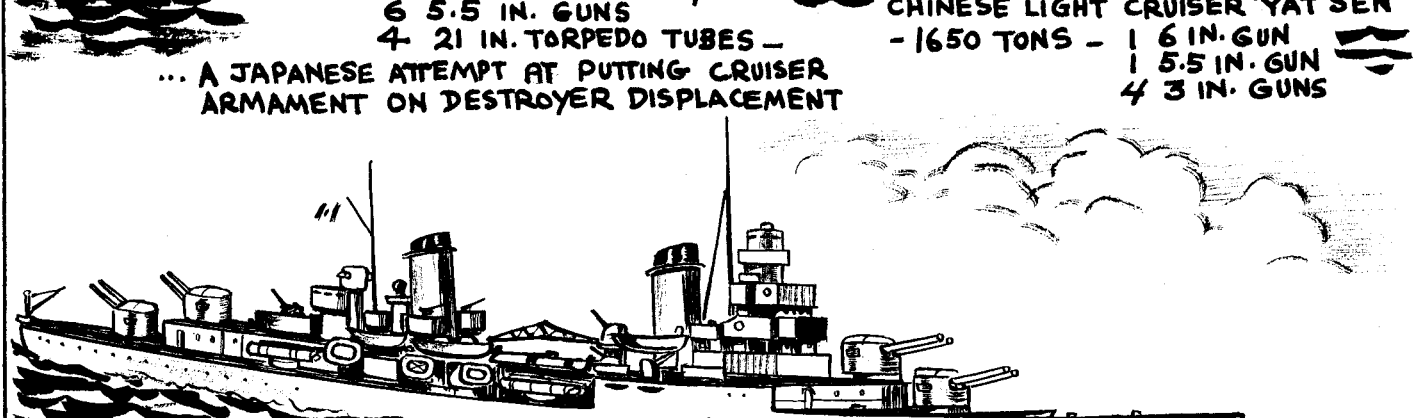


EX-CHINESE CRUISERS 'NING HAI' & 'PING HAI'
MOUNTED 6 5.5 IN. GUNS, 1 AIRCRAFT, 4 TORPEDO
TUBES, 6 3.4 IN. GUNS, ON A DISPLACEMENT
OF 2500 TONS...




JAPANESE 'YUBARI' - 2890 TONS,
6 5.5 IN. GUNS
4 21 IN. TORPEDO TUBES -

... A JAPANESE ATTEMPT AT PUTTING CRUISER
ARMAMENT ON DESTROYER DISPLACEMENT



CHINESE LIGHT CRUISER 'YAT SEN'
- 1650 TONS - 1 6 IN. GUN
1 5.5 IN. GUN
4 3 IN. GUNS



ITALIAN 'REGOLO' CLASS
- 3362 TONS - 41 KNOTS
- 8 5.3 IN. GUNS, 8 21 IN. TORPEDO TUBES

... THE REMAINING TWO SHIPS OF THIS
CLASS - THE 'SAN GIORGIO' & 'SAN MARCO'
HAVE BEEN RECLASSIFIED AS 'HEAVY DESTROYERS'...

