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The CROWSNEST





The CROWSNEST

Vol. 8 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1956

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The Cover — The great honour accorded Canada's ultra-modern destroyer escort *St. Laurent* in being chosen to escort the Royal yacht *Britannia* to Sweden was crowned by a visit on board the ship by Her Majesty Queen Elizabeth and His Royal Highness the Duke of Edinburgh on June 11 in Stockholm. At the moment the picture was taken, Her Majesty was being introduced to the executive officer, Lt.-Cdr. D. H. P. Ryan. Also present, but not shown, was the First Sea Lord, Admiral the Earl Mountbatten of Burma. (SL-0124)

JOURNEY'S END

The coastlines, where the sea wars forever against the land, have a variety that matches the ever-changing moods of the ocean itself.

Sailors who have served out of Halifax know well the great mounds of polished granite that shelter Peggy's Cove from the storms of the open sea. Many have raced through the surf or beachcombed along the hardpacked sand at Cow Bay or Lawrence-town, where dikes of boulders, thrown up by the stormy waters, forbid the sea to venture further inland.

Logs are the typical debris of the Pacific Coast shoreline, where the sea, indifferent to man's industry and dreams, shatters the booms on the way to the mills, and scatters the corpses of forest giants like jackstraws along the high-water line.

And yet man continues to love the sea and builds the picket fence that guards his cottage just beyond the reach of the clawing waves. Seaward is the lighthouse placed by man to warn his ships from the reefs and promontories.

The scene, familiar to West Coast dwellers, which appears on the opposite page was photographed by PO Kenneth Martin, naval photographer stationed at *Naden*, and was entered in the Naval Photographic Salon, where it won first class honours. He called it "Journey's End".

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An ancient naval custom was observed when Capt. Desmond Piers relinquished command of the training cruiser Quebec at Halifax to become commander of the First Canadian Escort Squadron. He was pulled ashore by a boat's crew composed of four commanders and the first lieutenant-commander. (HS-41900)

Sovereign Honours RCN Warship

The signal honour of a visit from Her Majesty, Queen Elizabeth, and His Royal Highness the Duke of Edinburgh came to the destroyer escort *St. Laurent* during the Royal visit to Sweden in June.

The Royal couple spent half an hour on board the Canadian vessel at her Stockholm berth. They expressed their thanks to the crew of the ship which, with the Royal Navy warships *Defender* and *Delight*, escorted the Royal yacht *Britannia* on the voyage from England to Sweden.

Following the return from Stockholm, the *St. Laurent* visited London for a week and for part of this time she was open to the public for inspection.

She was scheduled to return to her Halifax base 5 July.

Fundy Launched at Lauzon, Que.

HMCS *Fundy*, one of six Bay class coastal minesweepers being built to replace those turned over to France in 1954 under the NATO Mutual Aid Agreement, was launched at 1130 on June 14 at the yards of Davie Shipbuilding Limited, Lauzon, Que.

The sponsor was Mrs. R. Lowrey, wife of the president of the shipbuilding company.

Of the 20 ships of this class originally authorized, 14 already have been commissioned, with eight of them now in

service with the Royal Canadian Navy and six with the French Navy.

The *Fundy* is the third RCN ship to bear the name, which is taken from that of the bay lying between Nova Scotia and New Brunswick.

The first HMCS *Fundy* was commissioned September 2, 1938, and was one of the four Basset class minesweepers with which Canada entered the Second World War.

Throughout the war, the *Fundy* was one of the ships charged with the duty of sweeping the approaches to Halifax harbour. One of the few breaks from this monotonous but vital task was the rescue of survivors from a torpedoed merchantman. In January 1945 the *Fundy*, and a sister-ship, the *Comox*, picked up all 66 survivors of the torpedoed U.S. freighter *Martin Van Buren*.

The *Fundy* was finally turned over to War Assets Corporation for disposal July 27, 1945.

The second *Fundy* was one of four Bay class minesweepers transferred to France at Halifax in April, 1954. At the time of the transfer, she was rechristened *La Dunkerquoise*.

Quebec Steams 150,000 Miles

When HMCS *Quebec* paid off at HMC Dockyard, Halifax, N.S., on June 13, 1956, she had steamed over 150,000 miles in her most recent commission which saw her cruise to many parts of

the world and take part in many exercises, both NATO and national.

Now she will lie with other members of the Reserve Fleet at Point Edward Naval Base, near Sydney, Cape Breton Island, N.S.

The light cruiser was formerly HMS *Uganda* and commissioned first in December, 1942. She took part in the Sicilian and Salerno actions, was badly damaged by a glider bomb at Salerno and proceeded to the United States for extensive repairs.

On Trafalgar Day, October 21, 1944, she was commissioned in the Royal Canadian Navy as HMCS *Uganda* under the command of Captain E. R. Mainguy who recently retired as Vice-Admiral and Chief of the Naval Staff.

She joined the Pacific fleet for her first operation as a Canadian warship in March, 1945, and subsequently took part in the bombardments of Miyako Jima, Truk and Japanese home islands. In August, 1945, she came to Canada and was based at Esquimalt, B.C.

In February, 1946, she undertook a training cruise around South America. Awnings were rigged as sails so she could lay claim to the distinction of being the first Canadian warship to "sail" around Cape Horn. Shortly after she was placed in reserve at Esquimalt.

Early in 1952, increased requirements arising from expansion of the post-war naval forces caused her recommissioning as the *Quebec*. In July, 1952, she made a three-week cruise to the United Kingdom and in the fall took part in NATO exercises.

In 1953, she was flagship of the Canadian Coronation Squadron of six warships which took part in the Coronation Naval Review at Spithead, later in the year she joined in another NATO exercise.

In the spring of 1954, the *Quebec* made a training cruise to northern Europe and then sailed up the St. Lawrence River to her namesake province. A brief cruise as far as the Panama Canal, participation in yet another NATO exercise and a voyage to ports in the West Indies and South America as far as Rio de Janeiro rounded out her 1954 program.

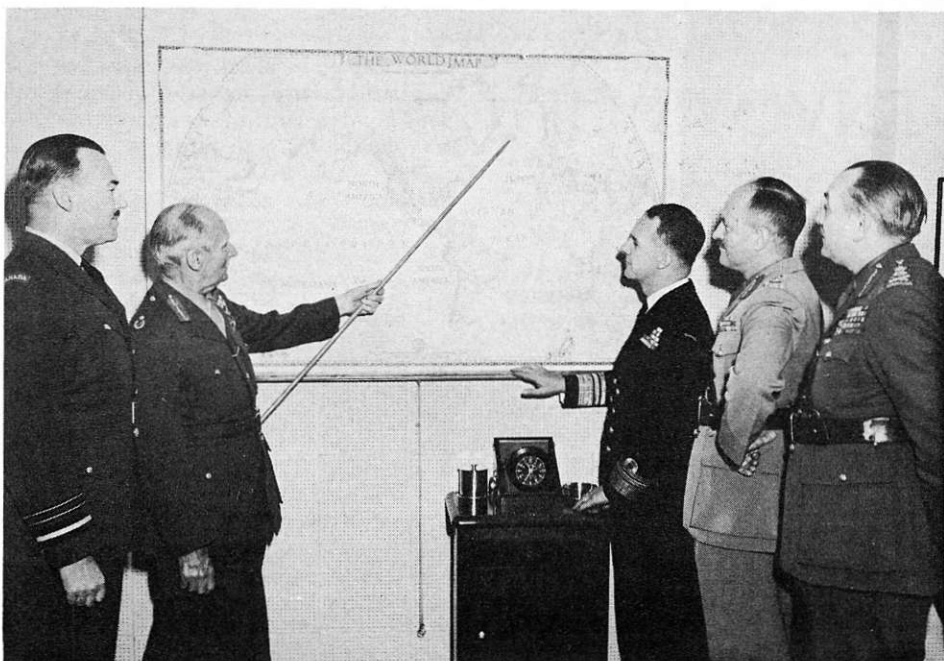
In January, 1955, she embarked on a three-month training voyage around Africa, making her the first RCN warship to call at many of the ports visited and the first to circumnavigate that continent.

During the summer of 1955, the *Quebec* made three training cruises in Canadian and U.S. waters.

In the latter part of the year, she made a five-week training cruise to the Caribbean and southern U.S. waters.

Her last cruise before paying off, began from Halifax on January 24 of this year when she sailed for a three-month training cruise to the Caribbean, which included a visit to Mexico and participation with 15 other Canadian naval surface units in the largest peacetime manoeuvres ever carried out by the RCN in foreign waters.

What a jet fighter looks like as it leaps from a steam catapult on board an aircraft carrier. The plane is Britain's new fighter, the Vickers-Armstrong N. 113, pictured during deck-landing trials from the 46,000-ton carrier HMS Ark Royal. The aircraft, which is said to be capable of carrying the atom bomb, also made free take-offs without the use of the catapult. (Admiralty photo.)



A NATO situational report was given to Chiefs of Staff in Ottawa by Field Marshal the Viscount Montgomery of Alamein, deputy commander of allied powers Europe during his May visit to Canada. Shown are: Air Marshal Slemon, Chief of the Air Staff; Viscount Montgomery; Vice-Admiral H. G. DeWolf, Chief of the Naval Staff; Major General N. E. Rodger, Vice-Chief of the General Staff, and General Charles Foulkes, Chairman, Chiefs of Staff. Lieutenant General H. D. Graham, Army Chief of Staff, was absent on duty.

Alderney Joins Bermuda Exercise

Canada was one of four nations represented in the 15-day anti-submarine exercise "Hour Glass" which began in Bermudian waters June 13. Other nations taking part were the United

States, United Kingdom and the Netherlands.

Canada's representative was the submarine *Alderney* of the 6th Submarine Squadron based at Halifax under Royal Canadian Navy operational control.

On completion of the exercise the *Alderney* was scheduled to visit New London, Conn., and return to Halifax July 12.

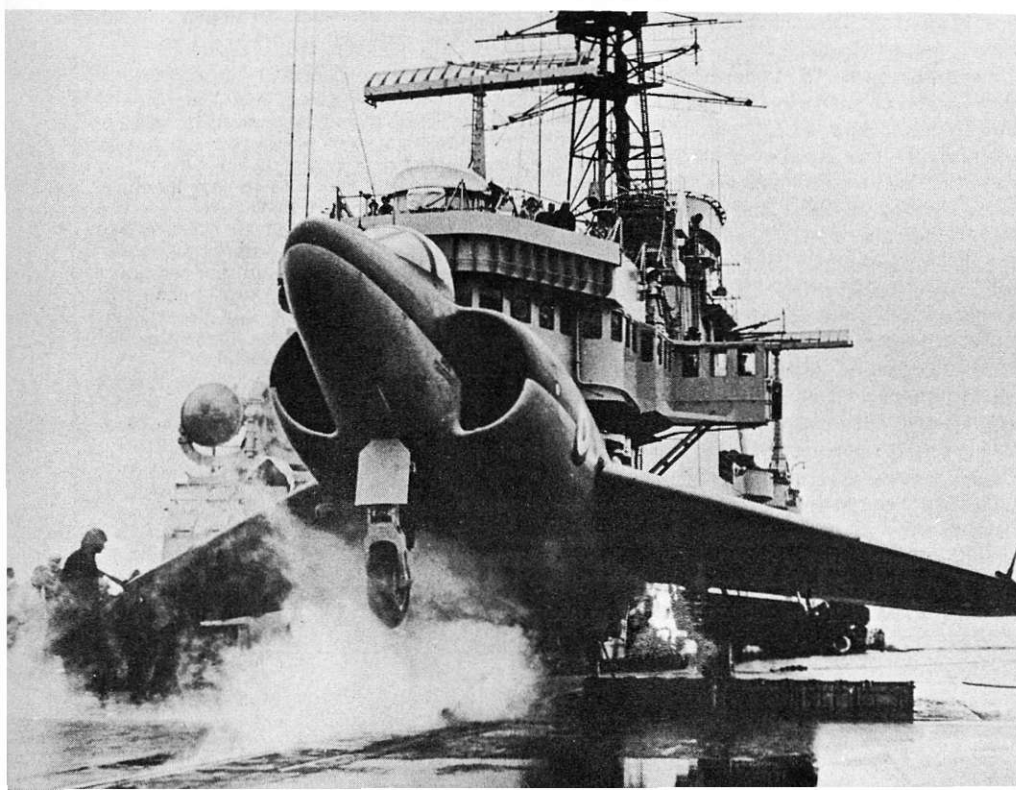
Welfare Gifts Total \$9,000

Nine organizations, eight of them in Halifax area, were the beneficiaries of gifts totalling \$9,000 from the training cruiser *Quebec* when the ship paid off in Halifax in June.

Representatives of the ship's company, headed by Lt.-Cdr. William Atkinson, chairman of the welfare committee, visited the various Halifax organizations on June 18 to present the gifts. He was accompanied by PO Derek Bush, CPO Arthur Buss, PO J. R. Shelton and AB John Charlton.

The main beneficiary was the Royal Canadian Naval Benevolent Fund, which received \$3,400. The Children's Hospital and the Well Baby Clinic were each given \$1,000.

Six organizations receiving \$600 each were: the Protestant Orphanage, St. Joseph's Orphanage, the Coloured Orphanage, the Sea Gull Club, the Salvation Army and the Mission to Seamen.



CANADA'S ENVOYS OF GOODWILL

A HAPPY secondary benefit of training cruises by Royal Canadian Navy warships in foreign waters is the goodwill established abroad.

This was strikingly exemplified during the training cruises of the cruiser *Quebec* from the East Coast and the cruiser *Ontario* from the West Coast which took them both into Caribbean waters.

Possibly the most outstanding success of many for the *Quebec* during her cruise was the visit to Mexico, which has gone down on record as one of the memorable examples of good Mexican-Canadian relations.

Success of the *Quebec's* visit is described by Canada's Ambassador to Mexico, His Excellency D. S. Coles, in a report to the Secretary of State for External Affairs.

"Perhaps it was the pending meeting between Prime Minister St. Laurent and President Ruiz Cortines of Mexico," says the ambassador in his report. "Perhaps it was the esteem which Mexicans in all walks of life hold for Canada. Perhaps it was the festive spirit and glorious weather pervading Mexico at this time of year at the height of the tourist season.

"More likely it was a combination of all these that made the six-day visit to Veracruz and Mexico City of HMCS *Quebec*, under the command of Captain Desmond W. Piers, the success which all concerned assure us it has been."

Not only did the ambassador have the assurance of Mexican officials but also that of the ship's company of the much-travelled Canadian cruiser. Said Mr. Coles: "As far as the captain, his officers and men are concerned, we can only accept their insistence that their visit to this country was the highlight of their entire spring training cruise."

Events ranged from a meeting with the President of Mexico to the unabashed tears of officers of a police motorcycle escort on receipt of farewell mementoes from the *Quebec's* executive officer.

Flying to Mexico City in a plane placed at their disposal by Mexican naval authorities, Captain Piers and two of his officers accompanied the Canadian ambassador on a call on President Cortines.

"Although I had met the president on a number of occasions," says the ambassador, "I think that this was the most satisfactory visit of all. The president chatted with us in a most friendly fashion for fully 15 minutes.

"He emphasized that, in his view, personal visits such as that made by the *Quebec's* officers and men to Mexico were an important means of strengthening international ties and creating friendship between countries.

"When I expressed the gratitude of the Canadian Government for the extraordinary hospitality shown to the officers and men of the *Quebec*, the president insisted that it was a pleasure and a privilege for Mexico to have these fine Canadians in its midst.

"The sincerity, the integrity and the kindness for which President Ruiz Cortines is noted were more than ever evident on his deeply lined face and in the warm and kind manner with which he received us."

The ambassador gave credit to the *Quebec* for a reception held on board and for the surprise performance of the colourful and historic ceremony of "Beating Retreat".

"Even more impressive perhaps was the performance of this ceremony the following night in front of the historic Veracruz lighthouse, Faros," recalls the ambassador. "Between 4,000 and 5,000 citizens of Veracruz, including civil and military officials, witnessed the stirring ceremony, the performance of which render the utmost credit upon the Royal Canadian Navy, upon HMCS *Quebec* and her men and upon the Canadian nation.

"It was a spectacle that we of the Embassy shall never forget and I am sure that the citizens of Veracruz, whose applause was almost continuous, will never forget it either."

In speaking of the reception accorded the *Quebec's* visit by leading Mexican newspapers, the ambassador said the visit made front-page news day after day and that varied aspects of the visit were carried on local and national radio and television transmissions.

The ambassador said that while it had been anticipated that the visit of a Canadian light cruiser would evoke little more than a ripple in Mexico, "the volume of publicity accorded by all information media is surely striking evidence of the esteem in which Canada is held in this country."

The ambassador adds, "I am sure that it would be no less gratifying to you than it was to us to hear from dozens of the *Quebec's* officers and men of how they were accosted by complete strangers on the streets of Veracruz and Mexico City, who wanted to "shake

their hand and express pleasure at the visit of Canadians to this country".

The *Ontario* and her escort, the *Sioux*, were not without recognition, either. Throughout their cruise, their ship's companies were hailed as excellent representatives of their country and the finest type of ambassadors of goodwill.

An example of this Canadian goodwill was the contribution made by *Venture* cadets at the historic naval base of Antigua's English Harbor where reconstruction work is being carried out at the base which often saw Nelson. Supervised by officers and personnel from the *Ontario* and *Sioux*, the cadets spent three days at the base, re-painting much of the woodwork in the various buildings. They also assisted in removing an old cannon, weighing several tons, to a new location in the fortified area which once guarded the harbour entrance.

When the ships sailed, His Excellency Sir Kenneth William Blackburne, Governor of the Leeward Islands, said in a message from Antigua: "We have greatly enjoyed your visit and are most grateful for all you have done. Come back again soon."

Elsewhere, too, Canada's sea-going ambassadors in the two West Coast ships were hard at work, as evidenced by a message from the Queen's Harbour Master at Bridgetown, Barbados, on their departure from that port: "A favorable impression has been left behind with the people of Barbados. On all sides I hear comments on their smart and seamanlike appearance and on their excellent behaviour."

President of Haiti Flown in 'Copter

While the cruisers *Quebec* and *Ontario* were going their diplomatic way this spring, the aircraft carrier *Magnificent* was also spreading goodwill, but of a brand of her own.

As was to be expected, the medium was the air, rather than the sea.

The occasion was at Port-au-Prince, Haiti, where the conduct of all ranks drew official government compliments. Canadian hospitality was added to good behaviour when the *Magnificent* was honoured by the presence of Haiti's president His Excellency General Paul E. Magloire at luncheon. When the time came for the president's return to shore, it was decided to fly him because of choppy seas.

A guard, band and 21-gun salute had greeted him as he arrived by boat and the same honours were paid him from the flight deck as the helicopter rose into a blue sky over sparkling waters.

The president's enjoyment was augmented by the fact that it was his first ride in a helicopter.

A HUNDRED YEARS OF THE VICTORIA CROSS

Five Canadian Sailors Won Empire's Highest Honour

For Valour

THESE TWO words under a crown surmounted by a lion, the whole embossed on a small bronze Maltese cross and suspended from a crimson ribbon, are symbolic of heroism, gallantry and devotion to country throughout the British Empire. The year 1956 marks the 100th anniversary of the inception of the Victoria Cross, the highest award for bravery in the Commonwealth of Nations.

On January 29, 1856, Queen Victoria, great-great grandmother of our Queen Elizabeth II, signed the Royal Warrant which brought the medal into being. The 1,347 medals which have since been awarded, 96 of these to Canadians, have all been cast from bronze cannon captured at Sevastopol during the Crimean War.

Although the Royal Warrant was signed in January, 1856, it was not until June 26, 1857, that Queen Victoria bestowed the first 62 VCs on heroes of the Crimean War.

Now, 99 years later, Queen Elizabeth II stood on the selfsame spot in Hyde Park and reviewed all the living VC holders who were able to journey to London for the Victoria Cross Centenary. Nearly 400 members of the select group attended and of these 37 were from among the 41 living Canadian winners.

Five Canadians have been awarded the Victoria Cross for service in the naval forces of the Commonwealth. Able Seaman William Hall, Royal Navy, of Horton, N.S., was one of the first Canadians to be honoured. He won the award at the relief of Lucknow during the Indian Mutiny and was gazetted on November 16, 1857.

Cdr. Roland Neil Stuart, VC, DSO, RNR, of Charlottetown, P.E.I., was gazetted on July 20, 1917, for "services in action against enemy submarines".

Lt.-Cdr. Rowland Bourke, VC, DSO, RCNVR, of Esquimalt, B.C., won his Victoria Cross, for actions in May, 1918, during the blocking of Ostend Harbour.

Captain F. T. Peters, DSC and Bar, RN, of Charlottetown, P.E.I., and Nelson, B.C., was the first native son of P.E.I. to be honoured when he was gazetted in May, 1943, for his part in landing operations at Oran.

In November, 1945, Lieut. Robert H. Gray, DSC, RCNVR, of Nelson, B.C., was gazetted "for great bravery while flying in operations at Onagawa Wan."



The Recipients

ABLE SEAMAN WILLIAM HALL,
VC, RN

ABLE SEAMAN William Hall was one of the Royal Navy's outstanding heroes of the 19th century. Born at Avonport, Horton's Bluff, N.S., he was the son of a man who had been freed from a slave ship by the Royal Navy and brought to Nova Scotia, where he was given assistance in settling. William attended school at Horton's Bluff, and at an early age joined HMS *Rodney*, then at Halifax, and became an able seaman in the Royal Navy. He remained in the *Rodney* until January 30, 1856, serving through the Crimean War, and was awarded British and Turkish medals, the former with the Sevastopol and Inkerman clasps. Following a short period in HMS *Victory* he went to HMS *Shannon*, where he became captain of the foretop. (This was not the *Shannon* of *Shannon-Chesapeake* fame but a later, ironhulled vessel.)

The *Shannon* had been escorting troops to China when the Indian Mutiny

broke out at Meerut in May, 1857. On arrival at Singapore the troops learned of the desperate situation in India. Rebel sepoys, part of the Indian Army, had taken Delhi and Cawnpore where all white women and children had been killed, and were besieging Lucknow.

Two naval brigades were organized from the *Shannon* and HMS *Pearl*. AB Hall, with the *Shannon's* brigade, under Captain William Peel, VC, set out. The brigade, consisting of 450 men with six eight-inch guns, two 24-pound howitzers and two field pieces, arrived at Calcutta in August, 1857, and proceeded 800 miles up the Ganges to Allahabad. It was found impossible to take the heavy guns and they were left behind. They fought their way to Cawnpore and joined up with re-inforcements commanded by Sir Colin Campbell, later Lieutenant Governor of Nova Scotia. At Lucknow 50,000 sepoys surrounded the residency, where remnants still held out.

To attack the key position, Shah Nujiff, garrisoned by 30,000 sepoys, the *Shannon* brigade dragged its guns to within 400 feet of the walls and laid down a bombardment. Hall took a position on a 24-pounder where there was a man short. A steady stream of fire was kept on the walls, at first with little effect. The *Shannon's* crew moved closer and closer although all the time the mutineers' guns were inflicting a terrible toll.

Captain Peel ordered two guns nearer the walls and, with sailors straining at the ropes, they moved to within 20 yards of the enclosure.

Of the *Shannon* crew only Hall and one badly wounded officer were left. Hall, a fine, powerful man, calmly worked his gun under the murderous storm, sponging, re-loading and pounding away at the defences. Finally he fired the charge that breached the walls.

For his signal courage and devotion, William Hall was awarded the Victoria Cross for which the citation read: "Finally in one of the most supreme moments in all the age long story of human courage, Hall fired the charge which opened the walls and enabled the British to push through the relief of the garrison and ultimately to the quelling of the mutiny and the restoration of peace and order to India."

Petty Officer Hall retired in July, 1876, and returned to Nova Scotia to live. Unmarried, he lived with two

sisters until his death in 1904, at Hantsport, N.S. A cairn bearing a bronze replica of the VC has been erected in his honour in Hantsport and the coloured branch of the Canadian Legion in Halifax has been named after him.

* * *

LIEUT. R. N. STUART, VC, DSO, RNR
LIEUTENANT R. N. Stuart was a resident of Prince Edward Island. He had five sisters, one of whom served in hospitals in France during the First World War.

Educated at Shaw Street College in Liverpool, England, Lieut. Stuart began his career at sea in the barque *Kirkhill*, of the Kirkhill Lines, and survived when she was wrecked off the Falkland Islands. He later worked for the Allen Lines and remained with them when they were taken over by the CPR.

When the First World War broke out he entered the Royal Naval Reserve. He was made a Companion of the Distinguished Service Order in 1917.

Lieut. Stuart was gazetted on July 20, 1917, for the Victoria Cross for "services in action against enemy submarines," and was decorated at Buckingham Palace.

That he was honoured with the VC shows the esteem in which he was held by his officers and men. He was selected by them to receive the distinction under the terms of the original Royal Warrant which says, "that when a body of men are all notably brave they may elect one officer, one petty officer and one or two seamen to receive the award."

* * *

LT.-CDR. ROWLAND BOURKE,
DSO, VC, RCNVR

LT.-CDR Rowland Bourke was born in London, England, on November 28, 1885. A resident of Canada since 1902, he engaged in mining in the Klondyke, was a fruit grower in B.C. and entered the Royal Naval Volunteer Reserve in January, 1916.

In command of a motor launch, he volunteered for work with the blockships and followed the *Vindictive* into Ostend, engaging the enemy machine guns on both piers with his Lewis guns. He laid his vessel alongside the blockship *Vindictive* for a last search and when about to withdraw heard cries in the water, and detected six men cling-

ing to a skiff. Under heavy fire he rescued them, sustaining 55 hits to the ML, one by a six-inch shell. Although his ship was severely damaged and speed reduced he managed to bring her out and was taken in tow by a monitor. This episode "displayed daring and skill of a very high order and undoubtedly saved the lives of the six men, one of whom was Lieut. Sir John Alleyne."

Lt.-Cdr. Bourke was gazetted on August 28, 1918, for his valour.

* * *

CAPTAIN FREDERICK T. PETERS,
VC, DSO, DSC, and BAR, RN

CAPTAIN Frederick T. Peters was born on Prince Edward Island in 1889, the son of Hon. Frederic Peters, one-time premier of P.E.I.

Before the First World War Captain Peters lived in Victoria, New Denver, and Prince Rupert, B.C. He entered the Royal Navy as a midshipman in 1905 and began the First World War as a lieutenant. He retired in 1919, at the age of 30, as a commander, and had won, during the war, the DSO and the DSC.

Following a period in Canada after the war he went to the Gold Coast,

SOME NOTES on the HISTORY of the VICTORIA CROSS

VICTORIA R.

Whereas We, taking into Our Royal consideration that there exists no means of adequately rewarding individual gallant services either of officers of the lower grades in Our naval and military service, or of warrant and petty officers and seamen and marines in Our navy and non-commissioned officers and soldiers in Our army . . .

Firstly—it is ordained that the distinction be styled and designated Victoria Cross and shall consist of a Maltese cross of Bronze with Our Royal Crest in the centre and underneath with, an escroll bearing this inscription "For Valour".

SO READ the Royal warrant of January 29, 1856, which one hundred years ago brought into being the Victoria Cross.

The original warrant consisted of 15 articles which, briefly, said:

That the Cross shall be suspended from the left breast with a blue riband for the navy and red for the army; that names of recipients be recorded in the *London Gazette*; that further awards of VC calibre would be noted by a Bar;

That it be only presented for service before the enemy and must be a signal act of valour or devotion to country;

That it places all on equal footing, regardless of rank; age, length of service or wounds, save merit of conspicu-

ous bravery; under certain conditions (laid down) the decoration may be conferred on the spot;

That where a body of men or squadron of ships are involved and all are considered of equal bravery then VCs may be recommended for one officer, one petty officer and two seamen where the body of men was not less than 50; and, finally, that the name of VC winner may be erased for certain misconduct as laid down.

On December 13, 1858, the first amendment to the Warrant was issued decreeing that non-military persons in the face of the enemy were eligible and also those who had been fighting in the Indian Mutiny and at the Siege of Lucknow.

January 1, 1867, saw the privilege of the VC extended to New Zealanders and on April 23, 1881, the wording was added "for conspicuous bravery or devotion to the country in the presence of the enemy". It also stated that the privilege had been extended to the auxiliary and reserve forces.

A few months later, August 6, 1881, another amendment extended the terms to include officers and men of the naval and military service of the East India Company and members of the Indian Ecclesiastical Establishment since they were often called upon to augment the military forces.

King George V, on October 21, 1911, extended the warrant to include the Indian Army and on May 22, 1920, in the last recorded amendment, made the following changes: The medal would remain the same but all services would wear a red ribbon; a replica of the cross would be worn on the ribbon and for every Bar to the VC a replica of the medal would be added to the ribbon; the privilege was extended to all colonies, dominions and protectorates; to the merchant service and to the air forces, to matrons, sisters, nurses and staffs of the nursing services, and civilians of either sex serving in bases with the services.

In this warrant, too, King George V stipulated: Bodies of men up to one hundred could choose one officer, one petty officer and one seaman; for up to 200 men an additional seaman could be chosen and for more than 200 men there would be special consideration as to the number who would be eligible to receive the VC. All ballots were to be secret. The final part of the warrant added that on the death of a VC holder, or in the case of posthumous award, the pension, which incidentally has remained at 50 dollars for the VC and 25 dollars for the Bar since Queen Victoria's time, would go to the widow until her death or remarriage.

Africa, returning to England and Canada at intervals.

He re-entered the navy in October 1939 and commanded an anti-submarine flotilla. He won a Bar to the DSC in 1940 and later was appointed for special services with the rank of acting captain.

The "special services" developed into what has been described as one of the great episodes in British naval history. He was commander of a force including HMS *Hartland* and HMS *Walney*, small ex-American coast guard cutters, during the attempt to force the defences at Oran on the African coast. The ships were carrying landing forces of the United States Army. The *Walney* led the other cutter through the boom in the face of point blank fire from shore batteries, a destroyer and a cruiser. The *Walney* reached the jetty ablaze and disabled and went down with her colours flying. Blinded in one eye, Captain Peters was the only survivor of the 17 men on the bridge. He was taken prisoner but later released when Oran was captured. On liberation he was carried through the streets, where the citizens hailed him with flowers.

Captain Peters was killed a few days later when the aircraft in which he was returning to England crashed.

For his gallant action he was awarded the American DSC and General Eisenhower sent representatives to his mother in Nelson, B.C. to present the decoration.

He was posthumously awarded the Victoria Cross for the action in May, 1943 "for valour in taking the *Walney* into the harbour at Oran in the face of point blank fire in an enterprise of desperate hazard".

Sailor First Winner of VC

A sailor was the first to earn the Victoria Cross, through a deed of heroism performed two years before the decoration was founded.

He was Mate C. D. Lucas, RN, an Irishman serving in HMS *Hecla*. His ship was heavily shelled by the forts at Momarsund on June 21, 1854, and in the thick of the action Lucas seized in his bare hands a live shell which had fallen on the deck, its fuse burning, and heaved it overboard. Promoted a lieutenant for his deed, Lucas rose to the rank of rear-admiral. He died on August 8, 1914.

The first officer actually to be decorated by Queen Victoria was Cdr. Henry James Raby, RN, who received the award for gallantry at Sevastopol in 1855.

"Taffrail", the British naval author, relates, but does not confirm, the story that Queen Victoria pinned the medal through Cdr. Raby's coat and the skin beneath, but that the commander, with true British courage, did not wince.

LIEUT. ROBERT HAMPTON GRAY VC, DSC, RCNVR

LIEUTENANT Robert Hampton Gray was born in Trail, B.C., on November 2, 1917, and educated in Nelson, B.C. He also attended the University of Alberta and the University of British Columbia and entered the Royal Canadian Naval Volunteer Reserve in 1940. He took his early training in the United Kingdom as an ordinary seaman. He gained a commission and took flying training, qualifying as a pilot in the Fleet Air Arm of the Royal Navy. He served with a number of squadrons, in the U.K. and Kenya, and in HMS *Illustrious* (aircraft carrier).

In August, 1944, he was appointed to HMS *Formidable* as a Corsair fighter-pilot and flew sorties against the *Tirpitz* and other German ships in Norwegian fiords. For his part in these actions he was mentioned in despatches.

In April, 1945, the *Formidable* went to the Pacific and in July of that year Lieut. Gray led three attacks on enemy airfields and surface ships which won for him the DSC.

His last flight, on August 9, 1945, won him the Victoria Cross, and cost him his life. His citation read: "For great bravery in leading an attack to within 50 feet of a Japanese destroyer in the face of intense anti-aircraft fire, thereby sinking the destroyer, although he was hit and his aircraft on fire and, finally, himself killed. . ."

In recommending Lieut. Gray for the award of a posthumous Victoria Cross, Vice-Admiral (now Admiral of the Fleet) Sir Philip Vian paid an unusual personal tribute: "I have in mind firstly his brilliant fighting spirit and inspired leadership, and unforgettable example of selfless and sustained devotion to duty, without regard to safety of life and limb. The award of this highly prized and highly regarded recognition of valour may fittingly be conferred on a native of Canada, which Dominion has played so great a part in the training of our airmen."

The memory of Lieut. Gray has been perpetuated at the RCN Air Station, HMCS *Shearwater*, where the dependents' school was named after him in 1951, and, more recently, in the new federal building in Nelson, B.C., which was named after him this year.



OFFICERS AND MEN

Jill Tars Have Successful Year

Halifax's friendly association of Navy wives, the Jill Tars looked back on a particularly successful year when they held their annual banquet this spring in the Lord Nelson Hotel. Their guest of honour for the occasion was Mrs. R. E. S. Bidwell, wife of the Flag Officer Atlantic Coast.

Membership during the club year grew from 35 to 54, despite the loss of several members through the drafting of their sailor-husbands.

Here is a rundown of activities which highlighted the club year:

An afternoon as guests of Mrs. J. C. Littler, wife of Captain J. C. Littler, then Chief of Staff to Admiral Bidwell, and now at the Imperial Defence College;

A lecture on the responsibility of holding office, by Alderman (Mrs.) Abbie Lane, of Halifax;

A visit from Rear-Admiral and Mrs. Bidwell;

Participation by several members in the Children's Hospital "kermis" (village fair), with members also donating articles to the Navy booth;

Annual children's picnic in July at Queensland Beach;

A wiener and corn roast at Lake Banook in August;

A successful autumn tea and sale;

A Hallowe'en masquerade;

A children's Christmas party with CPO Sam Short as Santa Claus;

A New Year's party for members and their husbands;

A discussion of police work by Inspector Detective MacIsaac at the February meeting.

Members have also taken part in a Red Cross home nursing course at the Royal Canadian Naval Hospital and have participated in "fun" evenings, such as penny auctions, recipe exchanges, bingo and movies.

Now that another year of activities has been launched, the new executive, elected in April, hopes that the club will continue to add to its membership of wives of men serving on the lower deck.

The Jill Tars have as their objectives helping girls new to Halifax to meet other Navy people and providing an interesting program of social and recreational activities.

Wives of sailors drafted to Halifax can obtain information about Jill Tars by phoning the secretary, Mrs. Lennox, at 6-9218.—Mrs. D.A.P.

F. A. Price Heads Dominion NOA

F. A. Price, of Quebec City, was elected president of the Naval Officers' Associations of Canada at the 11th annual general meeting of the Dominion Council of the NOAC at Montreal May 30 to June 2. He succeeded T. R. Durley of Montreal.

Rear-Admiral Walter Hose, OBE, RCN (Ret'd), Windsor, was re-elected honorary president and Ronald Merriam, Ottawa, was re-elected honorary counsel. Harry McClymont, Ottawa, is again secretary-treasurer.

Vice-presidents elected were: Clarence Mercer, Summerside, P.E.I., Maritimes region; J. G. W. Mackenzie, Montreal, Quebec region; Nelson Earl, Toronto, Ontario region; D. F. Clark, Regina, Prairie region; Garfield Dixon, Victoria, B.C. region; Barry German, special Ottawa representative, and Capt. R. P. White, HMCS Carleton, Ottawa, representative of commanding officers of Naval Divisions.

Elected to the national defence committee were: T. R. Durley, Montreal; George Manning, Edmonton; Reginald Jackson, Calgary, and W. A. Wilkinson, Windsor.



An active and friendly social group in Halifax is the Jill Tars, pictured here on the occasion of their annual banquet in the Lord Nelson Hotel at which Mrs. R. E. S. Bidwell (sixth from left), wife of Rear-Admiral Bidwell, was the guest of honour. The Jill Tars are the wives of lower-deck personnel serving in the Halifax area or in ships based there. (HS-41398)

Over 50 delegates registered at the 1956 convention with the Montreal branch of NOAC acting as host branch.

Business sessions of the convention were held at *Donnacona*, the Montreal naval division, and the members attended a number of functions tendered for them in the city. These included a reception and buffet supper for delegates and their wives, a luncheon given by the Province of Quebec, a reception in ships of the First Canadian Escort Squadron visiting Montreal, a luncheon given by the City of Montreal, a visit to the Naval Supply Centre and a river cruise in ships of the visiting squadron.

The convention's annual banquet was held on the evening of June 2 with the main speakers His Honour, the Honourable Gaspard Fauteux, Lieutenant Governor of Quebec, and Vice-Admiral H. G. DeWolf, Chief of Naval Staff. Including Vice-Admiral DeWolf, five admirals attended the dinner. The others were Vice-Admiral H. T. W. Grant, RCN (Ret'd); Rear-Admiral R. E. S. Bidwell, Flag officer Atlantic Coast; Rear-Admiral Hose, and Rear-Admiral P. W. Brock, RN, former Flag Officer Cyprus.

During his address, the Lieutenant Governor traced the history of navies from their early days to the present.

"What now of our future?" he asked. "Certainly a very great future is in sight for our country. Our resources are really unlimited and yet almost untouched. Our population is growing steadily. Surely our sons and our grandsons will witness wonderful Canadian life in every field of activity and production, either intellectual or material. Our vast seaway, now under construction, will soon permit the coming of large ships as far as Port Arthur, in the central part of our continent.

"And surely, this will incite our young men to turn their vision and career to the sea, whether it be in the Merchant Marine or the Navy. And that, gentlemen, as I see it, is your responsibility. It is a source of gratification to me to see that your association is endeavouring to create a craving for the sea in the up-and-coming generations. I know it is your ambition and I congratulate you for your wonderful work."

Vice-Admiral DeWolf, in his address, brought delegates up to date on naval progress and expressed his satisfaction with HMCS *St. Laurent*. "Our newest ship, the *St. Laurent*," he said, "has lived up to our highest hopes, and this is a profoundly important development."

In speaking of this ship and others to follow, he added, "These ships alone give the strongest evidence that could



Final tribute is paid to Chaplain Richard Ward, Assistant Chaplain of the Fleet (RC) who was tragically killed by a falling jet aircraft near Ottawa. Following High Requiem Mass at St. Michael's Cathedral in Toronto, burial took place at St. Augustine's cemetery at Scarboro.



A memorial plaque on the quarterdeck of *Star*, commemorating those members of the Royal Canadian Navy from the Hamilton Naval Division who lost their lives while on active service in the Second World War was dedicated during Battle of Atlantic Sunday observances. Shown, during the ceremony are: Ldg. Sea. Charles Downey, Rear-Admiral Kenneth F. Adams, Chaplain (P) H. M. Pentland, Cdr. John H. Curtis, commanding officer of *Star* and Ldg. Sea. Joseph Flarow.

be given that the Navy, with the lessons of the past firmly in mind, is looking to the future."

He spoke of Canada's NATO role, future equipment and activity of the RCN, and of the challenge of the future.

He also paid tribute to the work of the NOAC. "I am well aware," he said, "of the value of the work that has been done, and still being done, by the Naval Officers' Associations of Canada. Your deliberations are help-

ful in many ways, and your function is a necessary one."

At the business sessions before the meeting, the delegates had reached a number of decisions. Among these was a decision to have the executive committee study a policy for re-establishment of a Canadian Merchant Marine, with particular emphasis on national defence, results of the study to be placed before the next annual convention for consideration.

Delegates also decided to set up a special committee to examine the council's progress and its relationship with the objectives of the various associations belonging to the organization. The purpose of this would be to stimulate more interest among general membership and, if necessary, to bring a reassessment of the objectives of the council itself.

It was decided to amend the constitution to include on the council a commanding officer of a naval division to be elected at the annual conference of the divisions' commanding officers.

General approval was voiced by various branches of the suggestion that local branches, where applicable, set up an associate membership of University Naval Training Division cadets in order to maintain strength and to encourage the future interests of the service.

Admiral Inspects Sea Cadet Corps

Sea Cadet corps in three maritime provinces were inspected by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, during May.

The inspections were at Yarmouth, Cornwallis, Dartmouth, and Halifax, in Nova Scotia; Charlottetown and Summerside, in Prince Edward Island, and Saint John, Moncton, Dalhousie and Campbellton, in New Brunswick.

At Cornwallis, Rear-Admiral Bidwell was piped on board RCSCC Cornwallis by a Sea Cadet and a Navy League Wrenette.

Two Qualify As Parachutists

The senior RCN officer and a naval photographer at the Canadian Joint Air Training Centre, Rivers, Man., are the latest naval personnel to qualify as parachutists there. The basic jumping course has been taken by a number of Navy volunteers since the senior service became a component of the centre.

Lt.-Cdr. (P) W. H. I. Atkinson graduated from the course in February. He is Naval Assistant to the Commandant, CJATC, Rivers, and officer in immediate command of naval personnel there.



Lt. Col. W. J. Saul, Officer Commanding Ground Training Wing, Canadian Joint Air Training Centre, pins a parachutist badge on the sleeve of Ldg. Sea. Alvin L. Meloche, naval photographer attached to the centre. Ldg. Sea. Meloche volunteered for the jumping course and qualified towards April's end. (RS-2599)

Ldg. Sea. Alvin L. Meloche, who has been serving in the photo section there since last September, qualified towards the end of April. The five-week course includes five day and one night parachute jumps from a C-119 (Fairchild Packet).

In both cases, the parachutist badges were presented by Lt. Col. W. J. Saul, PPCLI, Officer Commanding Training Wing, CJATC, Rivers Camp. Lt.-Cdr. Atkinson, in common with previous naval aviators, will not wear the badge, a winged parachute, but the qualification will reflect in his documents.

Ldg. Sea. Meloche, who is a second-hitch man, has the honour of being the only naval photographer currently wearing the wings. Two others qualified previously but are no longer serving in the Navy.

Colourful Parade For CMR Grads

The graduation exercise at the Collège Militaire Royale de Saint-Jean on May 12 opened with a colourful ceremonial parade in which the graduating class wore the smart red tunic and pill-box hat which is the new dress uniform for cadets of the Services Colleges.

Hon. Hugues Lapointe, Minister of Veterans Affairs took the salute and accompanied by Col. M. L. Lahaie, the College Commandant, inspected the cadet corps while the band of the Royal

22nd Regiment played in the background.

During the academic portion of the ceremonies Mr. Lapointe presented diplomas to 58 cadets who had successfully completed the three year course at CMR. Most of these cadets will now proceed to RMC in Kingston to complete their academic training.

The ceremonies were attended by the friends and relatives of the cadets and senior officers of the three services. The Navy was represented by Rear-Admiral H. S. Rayner, Chief of Naval Personnel and Commodore Paul W. Earl, Naval Officer-in-Charge, Montreal.

The naval officer's sword awarded by the Navy League of Canada to the outstanding naval cadet of the executive branch, was worn by Cadet L. G. Temple, of Victoria, who also led naval cadets of his year in marks in military studies.

Medical Branch Officers Honoured

Three senior members of the Navy's medical branch are included in the 12 medical and dental officers and nursing sisters of the Canadian Armed Forces who have been honoured by Her Majesty the Queen by appointment as her honorary physicians, surgeons, dental surgeons and nursing sisters.

Surgeon Commodore Eric Hammond Lee, CD, BSc, MD, QHP, RCN, Medical Director - General, was appointed an

honorary physician. He was similarly honoured in 1953.

Surgeon Captain David McDougall Bean, CD, MD, FRCS(C), RCN(R), of HMCS *York*, Toronto naval division, was appointed an honorary surgeon.

Lt.-Cdr. (MN) Mary Emma Nesbitt, CD, RCN, Matron-in-Chief, was appointed an honorary nursing sister.

The appointments, announced on June 1, are for a two-year period.

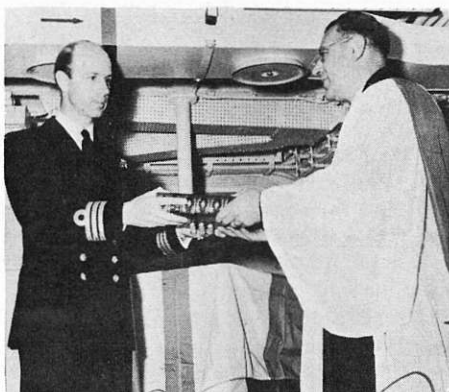
Bible Returns To St. Laurent

A much-travelled Bible, now in the 20th year of a seafaring career, has returned home after service in two wars.

At a recent ceremony in HMCS *St. Laurent*, a ship's Bible was handed to Cdr. R. W. Timbrell, the ship's Commanding Officer. This Bible has had a varied and interesting career. It was originally received from HMS *Cygnat* when she was commissioned in the Royal Canadian Navy as HMCS *St. Laurent* on February 17, 1937. Lt.-Cdr. R. E. S. Bidwell, now Rear-Admiral and Flag Officer Atlantic Coast was then her commanding officer.

The Bible stayed with the "*Sally*" until she paid off September 28, 1945, when it was donated to the *Haida* by A/Cdr. G. H. Stephen, RCNR, commanding officer of the *St. Laurent*.

In September, 1949, the Bible was discovered in HMCS *Iroquois* and was sent to its former owner, the *Haida*, by Lt.-Cdr. (now Captain) T. C. Pullen. It appeared to have gone astray once more, for it was found in the *Crescent* and was returned once more to the *Haida* on September 12, 1952,



A Holy Bible, which first went to sea more than 19 years ago in the destroyer *St. Laurent* has been presented to the new destroyer escort of the same name after serving through the Second World War and Korean war in Canadian warships. Chaplain (P) Harry Ploughman, Command Chaplain, Atlantic Coast, is shown presenting the sacred book to Cdr. R. W. Timbrell, commanding officer of the new *St. Laurent*. (HS-40198)



Gordon Bennett, of Ville La Salle, Que., stands beside a plaque that brought back old memories when he visited the *Iroquois* during the First Canadian Escort Squadron's recent visit to Montreal. Mr. Bennett was one of the survivors whom the *Iroquois* rescued from the Atlantic when the SS *Duchess of York* was bombed and sunk on July 11, 1943—an event which is recorded on the plaque. (AL-363)

before she sailed to Korea. A note on the flyleaf by Captain J. A. Charles, says that the Bible served the *Haida* well in Far Eastern waters.

The Bible was retained in the *Haida* until January 8, 1956, when it was presented to the *St. Laurent* by Cdr. Victor Browne, commanding officer of the *Haida*, with his ship's wishes for successful commissions ahead.

New Captain for Research Ship

Lt.-Cdr. Gerald Robert Wood, 35, of Vancouver and Ottawa, has been appointed in command of the *New Lisk-eard*, Algerine coastal escort employed on duties with the Naval Research Establishment at Halifax. His appointment was effective June 4.

Lt.-Cdr. Wood succeeded Lt.-Cdr. Maurice Atkins Turner, 31, of Winnipeg, Toronto and Halifax, who has been appointed to Naval Headquarters, Ottawa, on the staff of the Director of Naval Communications.

Cdr. Osborn New Technical Officer

Cdr. (E) John S. Osborn, will take up the appointment of Command Technical Officer on the staff of the Flag Officer Pacific Coast on July 3. Cdr. Osborn has been Staff Officer (Engineering Personnel) at Headquarters since January, 1955.

He succeeds Captain (L) Fredrick T. Gillespie, who has been appointed to Naval Headquarters as Deputy Electrical Engineer-in-Chief.

Cdr. MacKnight XO at Naden

The appointment of Cdr. David Llewellyn MacKnight, as executive officer of *Naden*, became effective May 9. His previous appointment was Staff Officer (TAS) at Niagara, Canadian Naval establishment in Washington.

He succeeded Cdr. William Herbert Willson, 37, of Calgary, who was appointed to Naval Headquarters as Deputy Director of Manning and Staff Officer (Seamen Personnel), on the staff of the Chief of Naval Personnel.

Changes Made In Senior Posts

Three senior officers of the Royal Canadian Navy will take up new appointments in August.

Commodore Kenneth Lloyd Dyer, who has been Assistant Chief of the Naval Staff (Warfare) and member of the Naval Board since September, 1954, will leave that appointment to attend the National Defence College, Kingston, Ontario.

He will be succeeded, on August 15, by Captain Anthony Hubert Gleadow Storrs, commanding officer of the *Magnificent* for the past year-and-a-half.

Succeeding Captain Storrs in command of the *Magnificent* will be Captain Alexander B. F. Fraser-Harris, who is now taking a course at the National Defence College. His new appointment is effective on August 3.

A QUARTER OF A HUNDRED PIPERS AND A'

Cape Breton's Skirling Sailors at Causeway Ceremony

PIPERS may come and pipers may go, but the pipe band of HMCS *Cape Breton* has had an hour of glory which should be recorded for posterity and this is totally apart from its distinction as the only "permanent" pipe band in the Royal Canadian Navy.

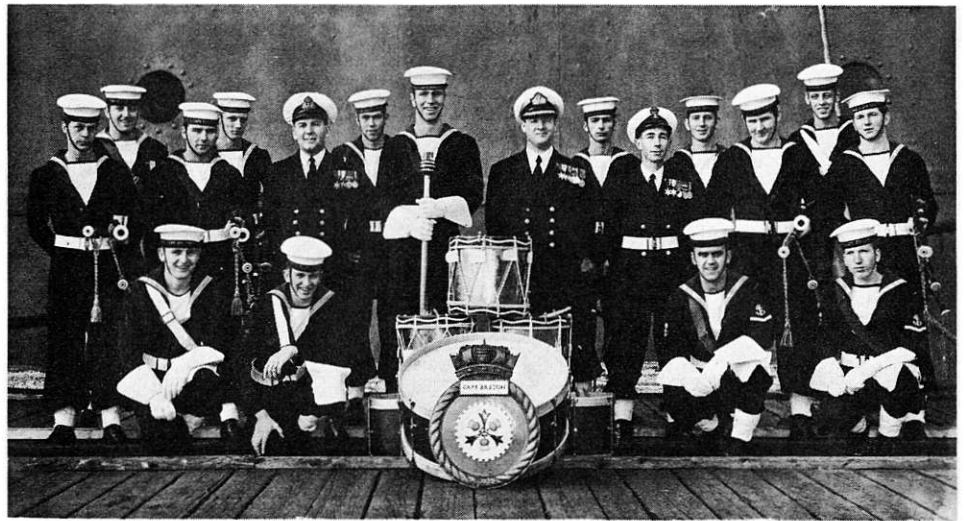
The great honour accorded the band was that of participating in the march of the "Hundred Pipers" across the Canso Causeway—the "Road to the Isles"—on the occasion of its opening on August 13, 1955. The band was subsequently presented with a certificate, signed by Premier Henry D. Hicks, premier of Nova Scotia, which said that the causeway forever bonded the "Celtic Isle of Cape Breton to the mainland of Nova Scotia".

As an apprentice training ship, largely a self-contained entity largely divorced from the general activities of the naval base at Halifax, the *Cape Breton* was often at a loss to provide music for ceremonial occasions. The fact that the ship was a namesake of Cape Breton Island, a western outpost of the Highlands of Scotland, led naturally to a decision to choose the skirling of the pipes over the blare of trumpets.

Lt.-Cdr. (E) D. E. Galbraith, at that time the executive officer, Lieut. (S) N. W. Denney, supply officer, and Cd. Eng. Officer K. D. McIntyre, the divisional officer, in the summer of 1954 broached the subject of the formation of a band to their commanding officer, Cdr. (E) D. H. Fairney, who immediately gave the program his official blessing and pledged his continued support. Lieut. Denney, a native of Cape Breton Island, being familiar with the skirl of the pipes and its ability to rouse the man, pressed for a bagpipe band. This suggestion immediately found favour with the apprentices and the problem became the selection of suitable players. This soon resolved itself as the volunteers were pruned by aptitude and interest.

The band was officially established on October 10, 1954, and was at that time underwritten by the ship's fund which bought the original training equipment and paid the instructor's fees. In August 1955 the unit was authorized by Naval Headquarters as an official "Navy Band". Its position recognized by a grant for institution and maintenance.

From the first, Pipe Major Dey, 36 Med. AA(M) Reserve, moulded and encouraged his fledgling pipers. He could draw upon his 50 years as a



piper to explain the intricate art of interpreting the written music into the grace notes of the pipes.

It is an arduous task, that of learning to play the pipes, and it is to the credit of Major Dey and his aspirants who practising in their own time graduated from the practice chanter to the pipes in six months complete with a respectable repertoire. PO C. R. Thomas rounded the musicians into the complete marching unit associated with a band, still in the apprentices' spare time. Lieut. (E) A. C. Wildsmith assumed direction

as the bandmaster of eight pipers, five drummers and a drum major.

It is interesting to note just what it costs to initiate a bagpipe band: Bagpipes cost about \$100 each and drums \$90 not to mention the accessories such as drum sticks, white gloves, drum slings, chanter and drone reeds. The drum major's mace was lovingly created by the ship's staff to launch the band properly and has been the object of much envy of other drum majors.

Rumours of the formation of a naval pipe band on board the *Cape Breton*

THE LAST DAYS OF SAIL RECALLED BY VETERAN

quickly spread. It was with pleasure that the commanding officer received an invitation for the band to participate in the "Gaelic Mod" August 4 at St. Ann's, Cape Breton Island, where Vice-Admiral L. D. Mackintosh, CB, DSO, DSC, RN, Chief of Clan Mackintosh was to be feted. With regret, A. W. MacKenzie, the director of the Mod, was informed that the band could not participate.

At the invitation of Major C. I. N. MacLeod of Sydney, N.S., Gaelic adviser for Cape Breton Island, the *Cape Breton* pipe band fittingly made its first public appearance. It was on the occasion of the official opening of the Canse Causeway, August 13, 1955. Here the ship's pipers mingled with other Gaels in heart, one hundred strong, to pipe across the "Road to the Isle".

After its debut, the Navy's pipe band was in much demand. Its second appearance was on August 31 when it participated in the Navy Day parade.

Several weeks later, to the surprise of many of the 15,000 spectators, the Royal Canadian Navy paraded its pipe band. This was during the Lunenburg Fisheries Exhibition on September 14, where the band performed in a manner which was a credit to the service and the ship whose name it bears, the band was given the signal honour of playing the salute to the queen of the exhibition.

Its next appearance was November 11, Remembrance Day, when it led the RCN contingent to the cenotaph at the Grand Parade in Halifax.

On October 13, Rear-Admiral R. E. S. Bidwell, on the occasion of the ship's annual inspection, was agreeably surprised when the general salute was played by the pipe band which he so graciously helped to establish.

Christmas dinner was celebrated on board early in December so that the apprentices who were proceeding on annual leave might dine with the rest of the ship's company. At that time the guest of honour, Rear-Admiral (E) W. W. Porteous, who a few days later became Chief of Naval Technical Services in Ottawa, was piped aboard with bagpipes and all were led to the table by the plaintive cry of a lament.

The ranks of the pipe band are filled by the newly-joined apprentices, and the difficulty is to accommodate the numbers with the limited equipment. The level of active members and the members under instruction is maintained at 25. If the desire were expressed, it is possible that one might see some of Her Majesty's sailors in kilts, sporrans and shawls, complete with Nova Scotia tartan cap tallies. (Heaven forbid!)

MEMORIES of the closing days of sail in the Royal Navy still remain vividly with George C. Etheridge, of Monterey Park, California, who served as a boy seaman before he was 15 years old.

Mr. Etheridge wrote some months ago concerning a "mystery picture" which appeared in *The Crownsnest*. There was enough in that letter to suggest that he had had an interesting naval career and now, at the request of the editors, he has briefly summarized the story of his days in the Royal Navy.

"I was born in Walmer, Kent, England, April 19, 1885", Mr. Etheridge writes. "Upon the death of my father in 1891, we went to live in Newport, Isle of Wight.

"I joined HMS *St. Vincent* in Portsmouth on March 26, 1900, aged 14 years, 11 months. Like all the harbour training ships, she was one of the old 'wooden walls' and was captured from the French at Trafalgar in 1805. Those old ships were moored head and stern, and she lay at the foot of Haslar Creek on the Gosport side of the harbour.

"During summer routine, April to October, we made sail on her every day except Saturday and Sunday. She was a three-master up to royals. My number aloft was '2 main to'gal't yard'. Each Monday we had a full forenoon of sail drill, making plain sail, tacking and wearing, heaving to, setting stuns'ls, downing and crossing upper yards and so forth, and all on the double.

"As a second class boy, my pay was sixpence per day and our weekly allowance was sixpence, paid to us on Thursdays.

"After completing all classes in seamanship, gunnery and signals, you were eligible to be rated a first class boy, the final qualifications for this rating being to get a half-fathom of inch rope, unravel it and make a pair of hammock clews. These were passed upon by the Chief Bos'n and, upon rating, your pay went to one shilling per day and a like amount weekly spending money.

"You then went to a sea-going brig and spent two months in and around the English Channel, and they really put you through the ropes.

"The Captains of Tops (petty officers) wore a reef becket toggled to their arm

—the right arm for starboard watch aloft, the left arm for port—and that wooden toggle would sting your stern if you were slow going aloft or laying out on the yard. My number of the brig *Martin* was the flying jibboom.

"A total of 16 months was spent in the training ship and you were then sent to the depot ship, *Agincourt*, at Portland. My mother and family left in April 1901 for Victoria, B.C., and I applied for draft to the *Shearwater*, commissioning on October 24, 1901, for the Pacific Station to relieve the *Icarus*.

"We left Spithead November 1 and arrived at Esquimalt, Sunday, April 22 or 23, 1902. We came via the Straits of Magellan.

"Our skipper, Cdr. C. H. Umphreville was one of the old school and just loved to sail. At the least sign of a fair wind it would be 'bank fires and make sail!' He even had her fitted with stuns'ls. (Studding sails, fitted at the end of the yard and used when the ship was running before the wind.—Ed.)

"We made three trips to the Behring Sea on the seal fisheries patrol; two to the South Pacific, including Tahiti, Pitcairn of the *Bounty* fame and Easter Island. We broke the steaming record for the Navy for a three-year commission, covering more than 97,000 miles.

"When we paid off in Vancouver in November 1904, our ship's reliefs were waiting on the wharf for us, having just got off the CPR train from England. As we steamed alongside, our jibboom was broken by striking one of the pilings. So our last evolution was 'ship jibboom'. Then we piled into the train and were on our way home.

"I went to the Gunnery School (*Excellent*) and qualified as gunlayer and diver, was in the destroyer flotilla for several months and spent January and February 1906 putting new running rigging and ratlines in the old *Victory*. I came out to the West Coast via CPR in March 1906 to the *Egeria* and bought my ticket on New Year's day 1907.

"During the First World War, I served with the Canadian Field Artillery and Military Mounted Police.

"Since 1922 I have made my home in California, but make a visit to Victoria annually. I am happy to say that I have a nephew, CPO L. R. Ferris, who is in HMCS *Stadacona*."



Flag-waving children at Badgers Quay line up to meet their Lieutenant Governor. (NFD-3085)

NEWFOUNDLAND JOURNEY

BY THE STANDARDS of central Canada, where the centres of population are linked by paved highways, the outports of Newfoundland are "inaccessible". It is doubtful, however, if many of these towns and cities on the highways see their representative of the Queen, the Lieutenant Governor, with the frequency that the outports do.

Since Newfoundland became Canada's tenth province in 1949 it has become an established custom for the Royal Canadian Navy to provide a warship in which the Lieutenant Governor may

travel to the tickles and coves and bays of the Old Colony and Labrador.

Following is the story of last year's journey in HMCS *Portage*, then commanded by Lt.-Cdr. H. E. T. Lawrence, who is the narrator:

IF OTHER Canadians resemble me, they know distressingly little of the newest province to join our Dominion. Newfoundland's long and honourable history and the achievements of her people deserve to be better known and, since they are a maritime people, their

history is particularly interesting to us in the Navy.

Within 10 years of John Cabot's discovery of Newfoundland in 1497 arrived the first of the fishing fleets of Spain, Portugal and France. In the early 1500s some of these fishermen were wintering where St. John's now stands, which makes it the oldest city in North America—250 years older than Halifax and an international seaport when New York was a swamp. As the *Portage* steamed into the harbour last September, successors to these 16th Century fishermen — some Portuguese — were sheltering.

The law was first administered by representatives of the fishermen known as the "Fishing Admirals" but, as fishermen settled permanently in St. John's, something more was needed and naval officers would conduct Courts of Vice-Admiralty. The history of Newfoundland is liberally sprinkled with the names of famous naval officers.

In 1729 the first governor was appointed, Captain Henry Osborne of HMS *Squirrel*. Captain Rodney was Governor in 1749. In 1832 representative government and in 1855 responsible government was granted.

At Confederation (in April, 1949) the first Lieutenant Governor was appointed, and, in September, 1949, the present Lieutenant Governor, Colonel, the Hon. Sir Leonard Outerbridge, was appointed.

Newfoundland's people come largely from English and Irish stock with some Scottish and, in two world wars, have

The Lieutenant Governor, Sir Leonard Outerbridge, was ready with a formal address or friendly chat, as the occasion demanded. It was the latter for this group of school children at the outport of Wesleyville. (NFD-3089)



shown their loyalty to the Sovereign. In 1914 more than 2,000 joined the Royal Navy. The Royal Newfoundland Regiment fought at Gallipoli and in France. In 1916, at Beaumont Hamel, more than 800 officers and men of this regiment went over the top. After the battle, 64 answered the roll call. In the First World War, more than 9,000 were in the services; in the Second World War over 10,000.

On September 11 we sailed from St. John's on a warm and clear Sunday afternoon and shaped our course for Lewisporte on the north coast. From here we worked our way down the east coast, along the south coast and up the west coast to Bonne Bay. Between Lewisporte and Bonne Bay we visited 19 communities—in ten days.

The enthusiastic and affectionate manner in which the people of these villages turned out to greet their representative of the Queen was heart-warming. Everywhere, the jetties were crowded with school children waving flags; Sea Cadets, Scouts, Cubs and Girl Guides and Brownies were drawn up. Fishermen and lumbermen, merchants and miners, and their womenfolk were there.

A scarlet-coated Mountie would fall in by the brow, and a delegation, headed by the mayor and the district magistrate, would greet Sir Leonard as he stepped ashore. Often a band would be present and the National Anthem would ring out, followed by "The Ode to Newfoundland". His Honour would inspect a guard of veterans, and the tour was on.

The Portage appears to be sailing through a human sea in this picture of the large crowd which thronged the jetty at St. Georges to greet the Lieutenant Governor. (NFD-3107)



An uncanny knowledge of the difficult Newfoundland coast, born of long experience, was drawn on by Capt. Fred Hounsell (seated) in piloting the Portage among reefs and shoals and along narrow "tickles" of the Newfoundland coast. Lt.-Cdr. H. E. T. Lawrence, commanding officer, is in the foreground. (NFD-3077)

Always first was a talk to the children; then visits to the new school, the new church, the new library; then an address of welcome in the church hall and more speeches, luncheon, a visit to the fish plant or the mine, or the pulp mill, then a reception and back to the ship and off for the next port.

I mentioned new schools and new churches. Everywhere were signs of prosperity, perhaps partly due to Confederation, partly to the prevailing

favourable economic conditions everywhere, but not the least, I am sure to the stalwart qualities these people possess. Newfoundland is not a benign country and will give a living (on sea or on land) only to the determined and the hardworking.

The isolation of most of these "out-ports" and the absence of movies and television has kept the church the centre of their life. So that is how they struck—hardy and God-fearing. That sounds, I know, rather formidable, but that is exactly what they are *not*. A more humorous and fun-loving people would be hard to find. On Saturday nights they are at their best.

The sturdy qualities which I have mentioned, Sir Leonard was quick to exhort them to retain. His speeches were not mere felicitous phrases of a figurehead. The Lieutenant Governor enjoys great influence and prestige with his people, and his words often resembled those of a firm parent:

"Don't let our new prosperity take from you those qualities of hardiness and industry that have made Newfoundlanders respected," he said often. "It is not enough to accept the country's bounty which we have now in the form of unemployment insurance and baby bonuses. All must strive personally to increase our prosperity." And, on another occasion, in a growing town that had no council, he recommended "You should form one. It is the basis of good government."



Our pilot for the trip was Captain F. Hounsell—"Skipper Fred" he is called. For 30 years he has been sailing around these coasts. For nineteen years he has gone out with the sealing fleet and for years he was master of the customs cutter *Marvita*. He now commands a Department of Transport vessel. After 30 years around Newfoundland and Labrador, what he doesn't know about the coasts is not worth knowing. He emanates a quiet confidence which is very comforting to a captain who is bringing his first command into a strange harbour (Lomond) which has not been surveyed since 1895, with the last large correction in 1900.

"How do we get in here?" I asked early in the trip, looking with some trepidation at a chart which seemed more rocks, islands, "tickles", guts and shoals than good deep water.

"Well, Captain," he said, "When we gets here" (a jab with his pipe) "we alters towards this shoal, then about three cables off her we alters onto this one—she'll be breaking today—then up to this rock (best use lots of helm there), then straight up to the tickle. Don't mind that two-fathom patch; it's not there. Plenty of water, captain". That, combined with (during fog): "We'll go just in slow, captain, until we see the breakers," made me think a little nostalgically of the desk I had coxswoined before this appointment. Captain Hounsell's knowledge was detailed and complete and a better pilot I am sure I'll never have.

A few other memories: the draggers coming out to escort us at Ramea; jiggling squid; jetties half the length of the ship; the arches of spruce bows erected in welcome; an inspection of the USAF Base, Harmon Field, where fighters sit ready 24 hours a day; the shotgun salutes—live ammunition—as we entered harbour; the Lieutenant Governor going ashore to church in his cocked hat, gold-braided coat and sword and, perhaps most significant of all, the quiet dignity of the mayor of a small village of 300 reading an address of welcome in a crowded parish hall:

"The respect then engendered by personal acquaintance has deepened during the intervening years by the manner in which the high office you hold has been filled with dignity, graciousness and an understanding of the human values which are woven into the various aspects of our country's life."

On our last night at sea we had a mess dinner and the next day being Sunday, Divine Service was held. The

ship's company sang lustily (including the Aide-de-Camp who can't carry a tune), Sir Leonard read the lesson, and after the service presented Korean medals to Petty Officers Donald Lonnee and William Duffy, and Leading Seamen Ian Whitefield and Ronald Reid.

BRITISH PUBLIC VIEWS NEW RUSSIAN WARSHIPS

SOME OF THE curiosity which has arisen in recent years concerning Russian warships was alleviated during the visit to England of Marshal Bulganin, chairman of the Council of Ministers of the USSR, and Nikolai Krushchev, member of the Præsidium of the Supreme Soviet of the USSR.

The public was invited on board the cruiser, which brought the Russian leaders to the United Kingdom, and the escorting destroyers.

Rear-Admiral A. D. Nichol, CB, CBE, DSO, defence correspondent for the British Broadcasting Corporation, was a visitor to the ships and gave his impressions in the following report prepared for the BBC's European Service:

"These Soviet warships are fine looking vessels — very clean and smart with their scrubbed canvas screens on bridges, ladders and gangways. There were large groups of Russian officers and men on deck welcoming the public with broad smiles. The sun shone brightly and lively Russian music from the ships' loudspeakers resounded through the dockyard. Occasionally the music was interrupted and a polite voice in excellent English requested visitors to keep moving.

"The *Ordzhonikidze* is of the same class as the *Sverdlov* which visited Britain for the Royal Coronation Review and again last October when the British and Russian naval squadrons exchanged visits. She is a cruiser of entirely conventional type, that is to say there is nothing new or mysterious about her design or armament. She is of bigger tonnage than our own largest cruisers but of course all warships are a compromise. For a given tonnage you can only get so much armament, protective armour, speed and cruising range. If you want more of one thing, you must accept less of something else.

"The Russians have gone in for cruisers with a most formidable armament—12 six-inch guns in triple turrets, a considerable number of anti-aircraft guns, 10 torpedo tubes and a lot of mines, which are stowed between decks.

Two weeks to the hour from our departure, on an equally fine Sunday afternoon we slid through the Narrows under the Queen's Battery into St. John's Harbour and secured alongside. It had been a very satisfying trip.—H.E.T.L.

You need a very big ship to carry so many weapons.

"British war-time experience has led us to concentrate on a less extensive armament. For example our cruisers don't carry mines. And a thing I noticed is that the *Ordzhonikidze* has optical range-finders—two in each director and one in each of the four turrets, a total of eight. She has radar as well. We rely entirely on radar for our ranging and have discarded optical range-finders as obsolete, incidentally saving skilled man-power and a lot of top weight.

"The Soviet destroyers are smaller than our Darings and comparable to our Battle class destroyers. Like the cruisers, and in fact nearly all Soviet warships, they carry mines. I noticed that they have an ice-breaker bow and that they carry rather more radar equipment than our destroyers. This means extra top weight and they compensate for it by having lighter construction above the upper deck. Again, it's a question of what is the best compromise. British experience in two world wars with intense operations in the Atlantic has shown the need for very robust construction. The Russian destroyers have more radar sets, but they wouldn't be able to take rough weather as well as ours.

"I did not see a weapon for throwing depth charges ahead of the ship of the type fitted in our anti-submarine vessels; but there was a blank space where one could be fitted, I daresay, if the Soviet Navy has developed such a weapon.

"To summarize my impressions, I would say that where British ships concentrate on robust construction and the accuracy and speed of hitting with their gun armament, the Soviet Navy perhaps goes in for speed, for a large number of guns and the ability to lay mines. The Russian cruisers are bigger than ours but they certainly do not outclass them."

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Ontario

Among the more unusual "radio stations" in operation is one which wakes hundreds of people every morning at 6.30, is staffed by volunteer announcers and is seldom in the same place two days in a row.

This unlikely station does exist and is Radio CZCF, "The Voice of Ontario"—a small radio relay room in the cruiser HMCS Ontario from which a variety of programs are "piped" throughout the ship daily for the entertainment of her complement. It's all internal and shore residents can never hope to hear it.

The letters CZCF comprise the Ontario's official call-sign. Every morning sailors in the cruiser wake to the lively bugle call "Wakey, Wakey!" over this system. For the remainder of the day, at specified times, request programs are played from the ship's own collection of

something like 500 records; news bulletins are provided through the communications staff, and special CBC tape-recorded programs for the Forces are aired. In addition, on the Ontario's cruise to the West Indies for naval cadets from HMCS Venture, a special "Cadet Hour", with a cadet announcer, was run each day.

Announcers are volunteers from the ship's company who give up their off-duty time to keep the "station" going.

The announcing staff in the Ontario is composed of CPO Tom Rafferty, and Petty Officers Ted Price and Bob Parsons.

HMCS Venture

The summer is here and vacations, lakeshores, fishing and the gentler pleasures of change and sometimes idleness fill ones thoughts. High school and university students are looking back on the year's studies: at Venture the hardest part has arrived.

NO! NO!

Not Fast and Torrid!

— Make Fast For'd

Navigational hazards make a long, long list, but it is doubted if band music was included until this year.

The occasion was the arrival at Yokohama of the training cruiser, Ontario, commanded by Captain D. W. Groos. With typical port hospitality, two large bands were on hand for the event. One was a 35-man U.S. Army band and the other was a 30-man Japanese firemen's band, all playing, reports Captain Groos, in the best New Orleans tradition of abandon.

Appreciated as the welcome was, it presented its problems, as Captain Groos observed when he said: "Passing helm and engine orders to the beat of 'South Rampart Street Parade' and 'Shake, Rattle and Roll' made the entry an interesting manoeuvre".

"Concentrated but varied" is perhaps the best description of Venture's summer fare. The cruises to Japan and the West Indies over, all hands are geared to final examinations and, in the case of senior cadets, to graduation.

The juniors are busy choosing their branches and, with an eye on graduation 1957, are making a big effort to win promotion into the senior ranks. The successful cadets will be divided into air, executive and engineering branches and follow very much the lines of study and preparation of the class of '54.

Early in June almost the whole of the junior classes flew to London, Ontario, for a series of aptitude and other tests. Experience has proven that these tests are highly accurate in indicating just who will make, and who will not make, potentially good flyers; and besides—everyone enjoys the trip!

For the seniors, their days in the old "alma mater" are drawing to a close. August 1 to 6 will bring final examinations. First class honours, if they can be won, will bring added seniority, and improved chances for permanent commissions. No wonder the pace is hot!

Once the examinations are over, things begin to hum in a different key. For eight days everyone will be rehearsing for the various graduation ceremonies, putting the ship in good order—particularly the gardens—and practising for the annual Fleet Regatta



Seventy-five Boy Scouts from various parts of British Columbia went on a "spring cruise" when the frigate Sussexvale transported them from Vancouver to Victoria. Although the weather was rough the young lads displayed a keen interest in the intricate workings of a modern warship. In Victoria they each received the Queen's Scout certificate at an investiture at Government House. Watching the navigation officer, Lieut. I. C. Inglis, chart the ship's course are Cliff Reeves, of West Vancouver, left, and Ken Nagata of Vancouver. (E-35482)

on August 13 and 14, which is one of the most popular naval events of the season. As usual, *Venture* will be well represented in both the pulling and sailing events.

Navy Day on August 15 means another big day with parades, visitors and a garden party to round things off. Then the sun comes up on August 16—Graduation Day!—with its exercises, march past, visitors to HMCS *Ontario*, and the grand ball in the evening.

When the last of the cadets takes off for a month's leave on the morning of August 17, it is certain that all hands will be a little tired, but proud of what has been achieved in these first two years of operation.

The summer's first swallows may have flown by the time the cadets reach their favourite beach and cottage, but 30 days' leave with pay, even in

late August and early September, sounds sweet but far off as they brace themselves for the final big academic and social push.—D.J.W.

ATLANTIC COMMAND

HMCS *Haida*

Wearing the broad pennant of the Senior Canadian Officer Afloat, Commodore E. P. Tisdall, the *Haida* sailed from Halifax in company with the *Algonquin* and *Iroquois* on May 22 bound for a good-will tour of ports on the St. Lawrence River.

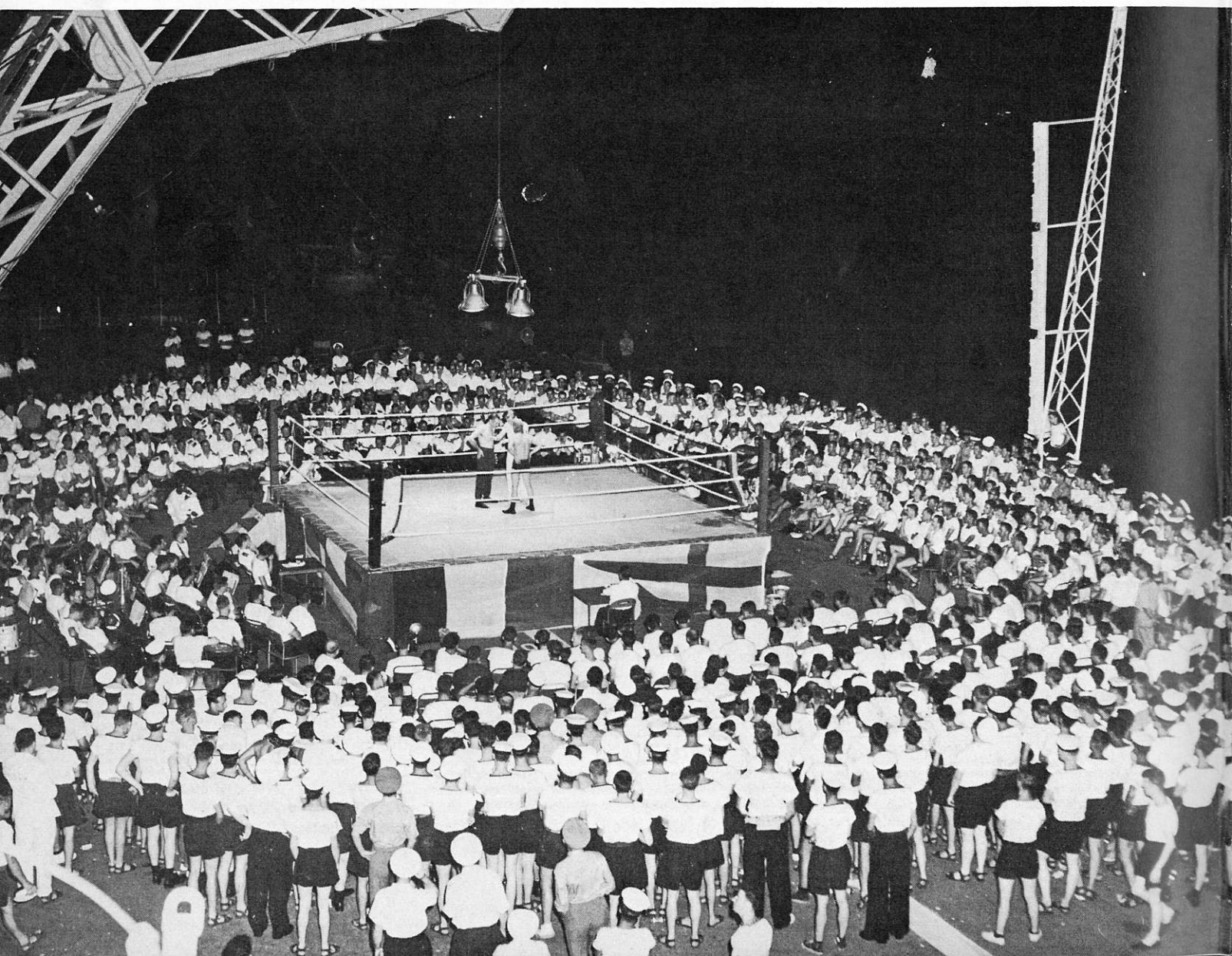
At Father Point the pilot was embarked who "left" and "righted" the ship to a safe berth at her first stop, under the historic walls of old Quebec at Wolfe Cove. Here receptions, golf, softball, sightseeing and spending the "Queen's shilling" were the order of the day.

The second port of call was Montreal, where the Naval Officers Association was (by happy coincidence), holding its annual convention. The *Haida* secured alongside on the 29th in time for a reception at *Donnacona* and the first show at the Bellevue Casino.

During the next two days the *Haida* was kept on her toes by the arrival and departure of many senior civil and military officials as Commodore Tisdall paid and received his calls.

The *Haida* was honoured by a visit from the Chief of Naval Staff while in Montreal and there will be many in the Navy who will remember the great days the ship spent in 1944 under the command of Vice-Admiral DeWolf with the 10th destroyer Flotilla in the Channel. April 25! May 9! August 6! Although he had no time to make an inspection of the ship, Admiral DeWolf's

Two thousand off-watch officers and men from nine Canadian warships from both Atlantic and Pacific commands made up this fight crowd on the Maggie's flight deck at St. Thomas, Virgin Islands, during spring fleet exercises in the area. The facilities provided for the fight card could well excite the envy of landlubbers. Floodlights were suspended from the jumbo crane and the band was in attendance. (MAG-7110)



victory notches are still visible in the bridge rail.

With flag Oscar flying on two afternoons, an estimated 5,000 people, consisting of Scout troops, Cub packs, Sea Rangers, World Society members and civilian employees from CANAVHED slipped and thundered their way about the ship like seasoned veterans. Weekend leaves and industrial tours were completed, the *Haida* and *Algonquin* sailed for Sorel. Here, as is often the case in smaller centres, everything was done to make the visit pleasant and interesting.

The ship's officers toured the gun factory at Sorel Industries Limited, the home of the 3" 50 Gun. The president and members of the Sorel Golf Club arranged a match in which the ships distinguished themselves by having the highest and lowest scores. Each Captain presented the club with a ship's badge.

The steep, wooded shores of the Saguenay River presented a beautiful picture as the *Haida* entered the friendly city of Port Alfred. Here again royal treatment was in store. Tours of the city, the Consolidated Paper Company, the Shipshaw Power Plant and the Aluminum Company at Arvida were arranged.

The fishing enthusiasts are still being ribbed over whether the minnows they came back with were bait or catch. On the last evening following a magnificent party and buffet supper the captain thanked the mayor in French and presented "Le Palais Municipal" with the ship's badge. The language difficulty was easily breached, for on most occasions all that was necessary was "merci".

Thirty Sea Scouts and civilians were disembarked after an hour cruise on the river as the *Haida* prepared to leave for her last two ports of call, Gaspé and Charlottetown.

HMCS Cornwallis

The third courses for Visual and Radio Instructors were recently completed after 20 weeks of instruction in the Communications School and all the erstwhile students have taken up their new appointments.

The courses afforded the Communication School staff an opportunity to renew old acquaintances and both staff and course members benefited from the many informal and sometimes lively discussions of problems in the communication field.

Following are the names of those who attended the courses and their new appointments:



Here are the commanding officers of the three Algerine escort vessels which are operating on the Great Lakes this summer. From left to right are Lieutenant-Commanders Kenneth A. Stone, commanding officer of the *Sault Ste. Marie*; Harold E. T. Lawrence, commanding officer of the *Portage* and commander of the squadron; and Donald S. Bethune, commanding officer of the *Wallaceburg*. (HS-41943)

Visual Instructors: CPO Kenneth McLeod, *Naden*; CPOs William Howarth and William Kitchin, Communication School; CPO Bernard Roberge, *Assiniboine*, and CPO Robert Stewart, Naval Headquarters.

Radio Instructors: CPOs John McLaughlin, Cliffe Howell, Robert Walker and Robert Palmer, Communication School; CPO Robert Watson, *Haida*, and CPO Hebert Cooper, *Ottawa* on commissioning.

HMCS Coverdale

Coverdale bade au revoir to POs Gordon Cooper, Norman Matsaw, William Cummings and Bruce Eckstein this spring. They are taking a trade group four course in the classrooms of HMCS *Gloucester*, just outside Ottawa.

A *Gloucester* "grad" was honoured at *Coverdale* recently. Ord. Sea. R. G. Watkins of Sault Ste. Marie, Ont., was presented with the Award of Merit by Lt.-Cdr. Joseph McMullen, commanding officer of *Coverdale*, for having obtained top course marks at "Glo" before his draft to the New Brunswick station.

NAVAL DIVISIONS

HMCS Hunter

A former commanding officer and representatives from the United States Navy were among the guests of the *Hunter* wardroom on Saturday, March 24, on the occasion of the annual mess dinner.

The former *Hunter* commanding officer, Cdr. W. A. Wilkinson, RCN(R) traced the history of Windsor's naval division through the years but the main point of his address dealt with discipline which he termed "the principal ingredient" in building leaders for the Navy's role in peace and war.

The United States forces were represented by Rear-Admiral Leon Jacobi, USN(R), Commanding Officer of the Brodhead Naval Armoury, Detroit, Michigan; Captain M. F. Martin, Commanding Officer of Grosse Ile Naval Air Station and Colonel H. B. Calahan, United States Marine Corps.

Cdr. W. G. Curry, commanding officer of *Hunter*, was present and welcomed the guests and the officers commanding the Windsor militia units. Lt.-Cdr. Robert J. Keith, *Hunter*'s executive officer and mess president, was in charge of the evening's events.

Saturday, April 7, marked another important event aboard *Hunter*—the third annual Garrison Officers' Ball. According to all reports, this was the biggest yet, and the dance is rapidly becoming the leading social event of the year.

All local Navy, Army and Air Force units were represented, along with members of the armed forces of the United States and Windsors' most prominent citizens. The various commanding officers and guests of honour formed the receiving line and later nearly 500 people took part in the "Grand March".

WEEK-END COMMANDOS CUT RAIL LINE

200 Reservists Take Part in Elaborate Exercise

THE MAIN CNR line from Toronto to Montreal was destroyed over a week-end in May but the trains continued to run because the destruction was only theoretical. It was blown up by a dummy bomb placed by members of the Royal Canadian Navy (Reserve) as part of "Operation Commando".

"Commando" was the scheme in which units of the Militia of the Toronto area and ships, aircraft and personnel of the RCN(R) undertook training in escape and evasion, and capture and interrogation.

Both Army and Navy officials agreed it was one of the most successful joint operations in recent years. Officials from both sides said that the training received was invaluable and felt that more schemes of the same nature should be organized.

Beginning late Friday afternoon, May 11, the scheme ran through to Saturday night. Some 200 officers and men of the Army and Navy took part and the only casualty was a scraped knuckle.

Conducted in the Ajax-Pickering area, it was kept secret from the public for fear crowds rushing into the district might interfere with the efficiency of the training. News, however, leaked out on Saturday and many of the townspeople came to the area to watch the action.

The Navy started the scheme off by sailing in two ships from the jetty of the Toronto naval division for the area Friday afternoon. They plied through 25 miles of rough sea, heavy winds, and pelting rain with the intention of landing saboteurs and agents in the district. The Army planned to intercept those landed by the Navy, take them prisoner and interrogate them in accordance with the regulations of the Canadian Army.

Due to the poor weather, landings by the Navy were impossible and the ships docked at Whitby which had been set up previously as naval operational headquarters. The saboteurs and agents were moved into the area in trucks around midnight and given targets such as service utilities, road and railway bridges and transformer stations to destroy.

That was when the main line between Toronto and Montreal was blown up.

A party of two "frogmen" and two saboteurs canoed down the Dufferin Creek which was swollen by the heavy rains. They reached the railway bridge



On the alert and prepared to submerge if necessary to avoid detection are frogmen Ian Cameron and Ben Davis. Members of the Underwater Club of Canada teamed up with navy "saboteurs" from HMCS York in Operation Commando and successfully attacked vital targets 25 miles east of Toronto. (All photos by Macleod, of Gilbert A. Milne and Company.)



Lieut. Frank Galloway, of York, was a "saboteur" in Operation Commando held in the Pickering-Ajax area, 25 miles east of Toronto. Here he is placing a "charge" against an oil tank, considered one of the important targets for the Navy in the Army-Navy scheme.



Lieut. William Copeland communicates with an Avenger aircraft of VC 920, York's air squadron, on a "walkie-talkie" during Operation Commando last week-end. Lieut. Copeland was stationed at naval operational headquarters in Whitby from where the Navy attack on the Pickering-Ajax area was directed.

around three o'clock in the morning and placed a red brick at the north-east corner and chalked the time and date on the bridge. This signified the bridge had been destroyed.

Other targets given to the other saboteurs and frogmen were destroyed almost simultaneously. Meanwhile the agents were gathering information and sending it back to the ships and naval headquarters.

Two agents were captured by the Army soon after midnight. One was an army dispatch rider who was nabbed when he boldly entered enemy headquarters while seeking information for the Navy.

The Army kept these agents imprisoned for the rest of the scheme and questioned them continuously with the hope of finding out how they got into the area, and other plans of the Navy.

On Saturday the Navy did not make any further landings but were successful in approaching shore and taking off two of the saboteurs. There were five saboteurs and four frogmen and these made it back to naval headquarters on their own. There were eight agents who successfully evaded the Army.

The scheme was to have continued until midnight Saturday but the weather was closing in again and officials felt that there was no further need in carrying it on. Satisfactory training had been received up to that point.

Conceived by the Royal Canadian Intelligence Corps, the scheme took one

month of planning. In charge of the Army operations was Major Hugh Conover. Lt.-Cdr. (SB) Tim Turner commanded the Navy operations.

Taking part in the scheme for the Army were units of the 2nd Intelligence Corps, 8th Signal Corps, and Queen's Own. Avengers of the air branch of York assisted in the Navy operation.

At the naval headquarters for the scheme at the port of Whitby the Navy was housed and quartered by the harbourmaster, David Ross.

Saboteurs for the Navy were Lieut. Frank Galloway, Lieut. Clyde Wilson, Lieut. (P) Cal Wilson, Lieut. (S) Hugh McDonald and Surg. Lieut. John Evans.

Acting as agents were Lieut. H. J. R. Blackwell (one of those captured) Sgt. H. R. Cowperthwait, Lieut. M. J. Miburn, Cpl. N. Ulch, Officer Cadets J. Wilkinson, J. P. Hamilton and William T. Jack, R. Wildman, Sgt. R. J. Savink (the other who was captured) and Sgt. B. Holmes.

The Underwater Club of Canada was represented on the scheme as well. Four frogmen under the direction of Ken Morrell were active. These included Al Jarvie, Ian Cameron, Bob Smith and Ben Davis. A tragic sequel was the death of Mr. Jarvie from injuries received when he fell from the roof of his home on the day after the exercise while repairing the television aerial.

ROTP CADETS ON CRUISE

A TWO-MONTH training cruise for nearly 200 cadets of the Royal Canadian Navy who are enrolled under the Regular Officer Training Plan is being carried out in the Pacific this year.

The cadets, from universities all across Canada and from the three Canadian Services Colleges, are embarked on the training cruiser *Ontario* and seven ships of the Second Canadian Escort Squadron. They sailed from Esquimalt, B.C., June 9, and will return in early August.

Ships taking part in the cruise, besides the *Ontario*, are the destroyer escorts *Crescent*, *Sioux*, *Athabaskan* and *Cayuga* and the frigates *Stettler*, *St. Therese* and *Sussexvale*. The escort squadron sails in company with the *Ontario* for 18 days before detaching to proceed to San Francisco and Pearl Harbour. The squadron will rejoin the *Ontario* at Long Beach, Calif., from where they will sail for Esquimalt. The *Ontario* meanwhile will have proceeded on an independent cruise to the Canal Zone and the west coast of South America.

This professional training program is being carried out during the cadets'

summer term away from their classes at the Services Colleges and universities.

Captain John A. Charles, RCN, Commandant of the Canadian Services College, Royal Roads, is in over-all charge of the cadets.

Before the cruise, the majority of the cadets took three weeks of classroom instruction in their specialist branches at Royal Roads. At sea they are carrying out both general seamanship training and on-the-job training in their respective branches.

In addition to those at sea, a number of third and fourth-year cadets of the technical branches are spending the summer in industrial plants gaining practical experience at the production level and acquiring knowledge which will assist them later when they undertake staff duties which will require them to deal with industry in general.

The Regular Officer Training Plan is in the main avenue of enrolment for permanent force officers of the Navy, Army and Air Force and, in the case of the Royal Canadian Navy, is distinct from the University Naval Training Divisions in which university students receive naval training leading to commissions in the Royal Canadian Navy (Reserve).

In past years ROTP and UNTD cadets have shared in a single sea training program during the summer months, but the increase in numbers of ROTP cadets since the plan was inaugurated four years ago has made it possible for the first time to arrange separate cruises.

The majority of UNTD cadets are taking their sea training in ships of the Third Canadian Escort Squadron based at Halifax, with a smaller number training in ships of the Twelfth Canadian Escort Squadron on the West Coast.

Magellan Could Have Used One

Ever wonder how accurate a chronometer must be? asks the *Army Navy Air Force Journal*. It answers that to come up to U.S. Navy standards it must not be more than 1.55 seconds off in 24 hours.

As an illustration of the value of the chronometer, it cites the unhappy lot of the famed navigator, Magellan, who didn't have such a seagoing timepiece, and was more than 3,000 miles out in fixing his longitude while making a dead-reckoned voyage across the Pacific.

MAKING A MAST

ALTHOUGH most of the old links with the days of sail have long since departed, the shipwright's craft of making a mast from a tree trunk is being not allowed to die on the West Coast.

Today, in the age of the pre-fabricated and trellis mast, the personnel at the Shipwright Shop in *Naden* still wield the basic tools of their highly specialized trade, the axe and adze.

With the demand for the wooden type of mast now almost extinct, however, there is little opportunity for the young shipwright to gain practical experience in this branch of his profession. Consequently, when such a mast is required today its fashioning becomes an important training commitment.

Some time ago the Shipwright Shop at *Naden* was asked to complete a standard mast for the Royal Canadian Sea Cadet Training Establishment at Comox, B.C. Actual working time on the mast, which had an overall height of 65 feet, was approximately six weeks. Made from two Douglas fir logs, it was shipped to Comox in the *Porte Quebec*. There, it was rigged by hand by a class of ten new entry seamen who had just arrived at the Seamanship Training Centre, *Naden*, from *Cornwallis*. Under the instruction of Lieut. J. E. T. Mason, officer in charge of seamanship at the Centre, they had the mast in place after three days.

Hewn to its approximate intended shape by axe and adze, the mast is being planed to its final dimensions by CPO Howard Southin (nearest camera) and CPO William Fraser. (E-29276)



Con. Lieut. Harold Ockenden, in charge of the Shipwright Shop, *Naden*, explained: "It is all too seldom now that we have the chance to make this type of mast. Usually the only work of this sort which the shipwright has to do these days is when he is called upon to make masts for whalers and cutters. What was once a normal feature of our craft has now, because of its rarity, become the occasional training commitment."

"Unfortunately, with the demand being almost negligible, it is difficult for the experienced shipwright to pass along his knowledge to the young men coming into the Service today. We do what we can to prevent this part of the craft being completely forgotten and, naturally, when a request comes in for a mast to be made it is a golden opportunity for the older, experienced men to pass along their knowledge."

Making a mast from a log is by no means a straightforward job of cutting a log until it takes its final shape. It is an exacting job, with many things to be considered before the rough log is finally hewn into a mast. Although when one looks at the completed work the mast appears to rise from a broad base with a gradual taper to its top, such is not actually the case. In effect, there is a swelling purposely fashioned into both sections of the mast, the lowermast and the topmast. This is to give strength to those points where "whipping" in a strong wind might tend to break the mast. Just where the swelling occurs is something that the shipwright has to determine from the experience he has gained.

The logs—or "sticks" as they are referred to by the shipwright—come from Vancouver Island and are picked for their straightness. When they arrive at the Shipwright Shop they are laid in cradles on a jetty at the rear of the building. It is here that the initial work is done, the logs later being taken inside the workshop for the final stages of fashioning the mast.

Due to the natural curvature of the tree the most exact calculations have to be made so that the round log can be fashioned into a square timber. To do this the shipwright runs a straight chalk line down the log and then cuts four "faces" in it. This work is all done with the shipwright using only his axe and adze. Later, he again goes over the log, this time turning it into an eight-

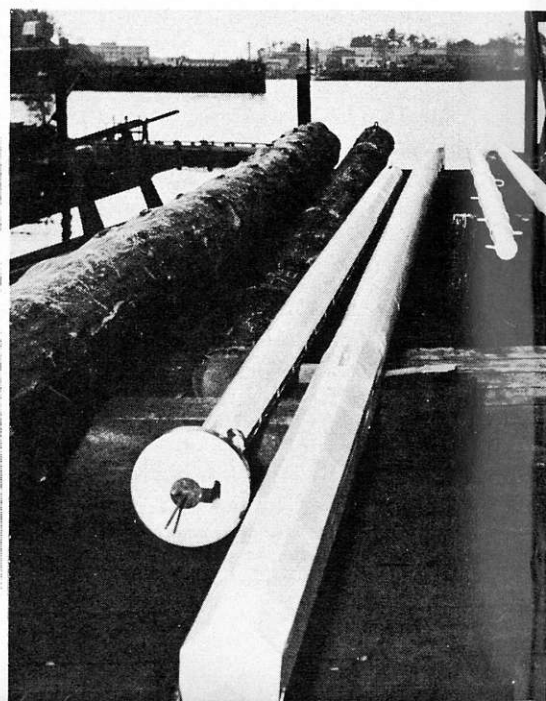
*Shipwrights of Today
Practise Ancient
Skills Dating Back
to the Days of
Tall Ships*

sided timber. These eight "faces" are then cut once more until he has 16 sides. Finally, he will fashion the log until it has 32 sides and at this point the log will once more be almost circular. The actual rounding of the mast is done with a draw-knife, jackplane and sparplane.

The topmast and lowermast are joined together by steel bands, also forged by shipwrights, in such a way that the topmast can be lowered independently and comparatively easily if the need arises. Although the actual mast is round, the topmast and lowermast have a square "face" where they join. To give added strength at this point both the top of the lowermast and the base of the topmast have six sides.

Since completing the Comox mast the Shipwright Shop has made two other masts, one for *Naden* and the other for the Dockyard.

The completed mast lies on the jetty beside two logs similar to those from which it was made. (E-30629)



PREPARATION FOR LIFE BESIDE THE THRONE

THE LATE James Hilton will be long remembered for his kindly portrait of an aging schoolmaster, "Good-Bye, Mr. Chips" and for that modern classic of escape literature "Lost Horizon".

The last book to come from his pen was a little volume of a relatively ephemeral nature concerning the career of His Royal Highness the Duke of Edinburgh, in whom sailors are inclined to take a personal interest because he was once a seafaring man.

The general style of the book is "popular", as might be expected of a work which first appeared in condensed form in *The American Weekly*, but there are thoughtful passages and occasional light, irreverent touches which save it from the curse of sycophancy.

The Duke of Edinburgh is not a product of the British public schools, which have contributed so many of the Empire's leaders in the past. His education was largely in the hands of a German schoolmaster, Kurt Hahn, first in Germany and later, after Hitler had interfered in the school's operation, in Scotland.

Hahn once described the kind of boy his school sought to produce:

He will have a trained heart and a trained nervous system which will stand him in good stead in fever, exposure and shock; he will have acquired spring and powers of acceleration; he will have built up stamina and know how to tap his hidden resources. He may enjoy the well-being which goes with a willing body. He will have trained his tenacity and patience, his initiative and forethought, his power of observation and his power of care. He will have developed steadfastness and he will be able to say "No" to the whim of the moment. He will have stimulated and nourished healthy interests until they become lively and deep, and perhaps develop into a passion. He will have discovered his strength.

Hilton comments: "Surely a blueprint fit for a king . . . for the husband of a queen . . . and for every man."

On another occasion Hahn wrote: "The individual becomes a cripple if he is not qualified by education to serve the community." It was fortunate for the future Duke of Edinburgh that he had the wise and patient guidance of such a man during his formative years.

The life of the consort of a reigning monarch is heavily circumscribed with protocol, but within these limits the Duke of Edinburgh has already achieved a popularity which the Queen's ancestor, Prince Albert, was unable to attain in a lifetime of devoted service to the British people.

Surely it is not immodest for the Navy to assume that part of that popu-

BOOKS for the SAILOR

larity arises from the training, associations and camaraderie which the Duke of Edinburgh experienced during his years of naval service.—C.

"HRH: The Story of Philip, Duke of Edinburgh", by James Hilton; Little, Brown and Company (Canada) Limited; 73 pages, illustrated; \$2.75.

HOW THE NAVY ARRIVED IN OLD QUEBEC TO STAY

Today Montcalm, the vicissitudes of the past overcome, holds a firm place in the life and heart of her native city and looks with confidence towards the future, ready, if need be, to place once more at the service of Canada's Navy the verve and skill of the French-speaking Canadian seaman.

THE BOLD CLIFFS and towering battlements of old Quebec City breathe an ancient military tradition to which in recent years the Navy has been adding its own distinctive colour and background.

In a handsome little booklet entitled "The Montcalm Story" are set forth the details of how the Navy came to Quebec to stay. Embellished on the cover by a full-colour reproduction of the ship's badge of *Montcalm*, the Quebec City naval division, the booklet contains the story of the formation of the Royal Canadian Navy, the establishment of the half-company of the RCNVR in Quebec on April 21, 1923, and the progress of the division throughout the years up to the present day.

The half-company owed its formation to the enthusiastic activities of Leon Gauvreau, who had served as a mate in the First World War RNCVR and who began a campaign for the formation of a naval reserve unit even before the Dominion government had approved the establishment of the Royal Canadian Naval Volunteer Reserve.

His energetic promotion of the reserve idea was abetted by a young Quebec lawyer, Achille Pettigrew. They were both commissioned as acting sub-lieutenants on February 28, 1923, which can be taken as the actual date of the beginning of the naval reserve in Quebec. By the time the first drill was held on

May 8, the ship's company was 30 strong.

The chief difficulty which confronted *Montcalm* throughout the years was that of finding suitable accommodation—a difficulty which was not fully resolved until the naval division moved in June 1947 to the present stone building below Quebec's famous citadel and opposite the provincial parliament buildings. It was possible at last to provide permanent and excellent training facilities.

As the terminus of the St. Lawrence convoys, Quebec City assumed considerable naval importance during the Second World War and, although the administration of these functions rested with a separate organization, *Montcalm* was involved in many of the activities arising from them. Her geographical location gave the division, too, a front seat in history during the holding of the two Quebec conferences in 1943 and 1944, attended by Prime Minister Winston Churchill, President Franklin D. Roosevelt and Prime Minister Mackenzie King.

Since the war the calm of naval division life has been broken by *Montcalm* being given the role of "mother" to the basic training school for French-speaking recruits, established in Quebec City in January 1952. Since then the school has gone out into the world on its own under the name of HMCS *D'Iberville*, but associations remain close between the two establishments.

Prepared under the supervision of the commanding officer, A/Cdr. W. G. Mylett, the booklet credits the Naval Historical Section with generous contributions to its contents.

Two valuable appendices, one a chronological summary of events, the

other a list of commanding officers, are provided and the booklet also contains four full-page illustrations.

The work of preparing the booklet for publication fell largely on the shoulders of seven persons — the commanding officer, three French-Canadian girls who operated the vari-type machine, a draughtsman, a photographer and an appliance operator.

Congratulations are due to all who contributed to the contents of the booklet and to those who assembled it in its final attractive form.

A HANDBOOK OF MILITARY AIRCRAFT

A handy reference book for persons interested in military aircraft has recently been published in the U.K. Of pocket-book size, it contains photographs, silhouettes, descriptions and specifications of all important types of current U.S. and Canadian military aircraft of North American manufacture.

Titled "The ABC of U.S. and Canadian Military Aircraft (1956)", the book is the latest in a series of publications assembled and edited by John W. R. Taylor, well-known British aviation writer.

It is published by Ian Allan Ltd., London and the price is 3/6.

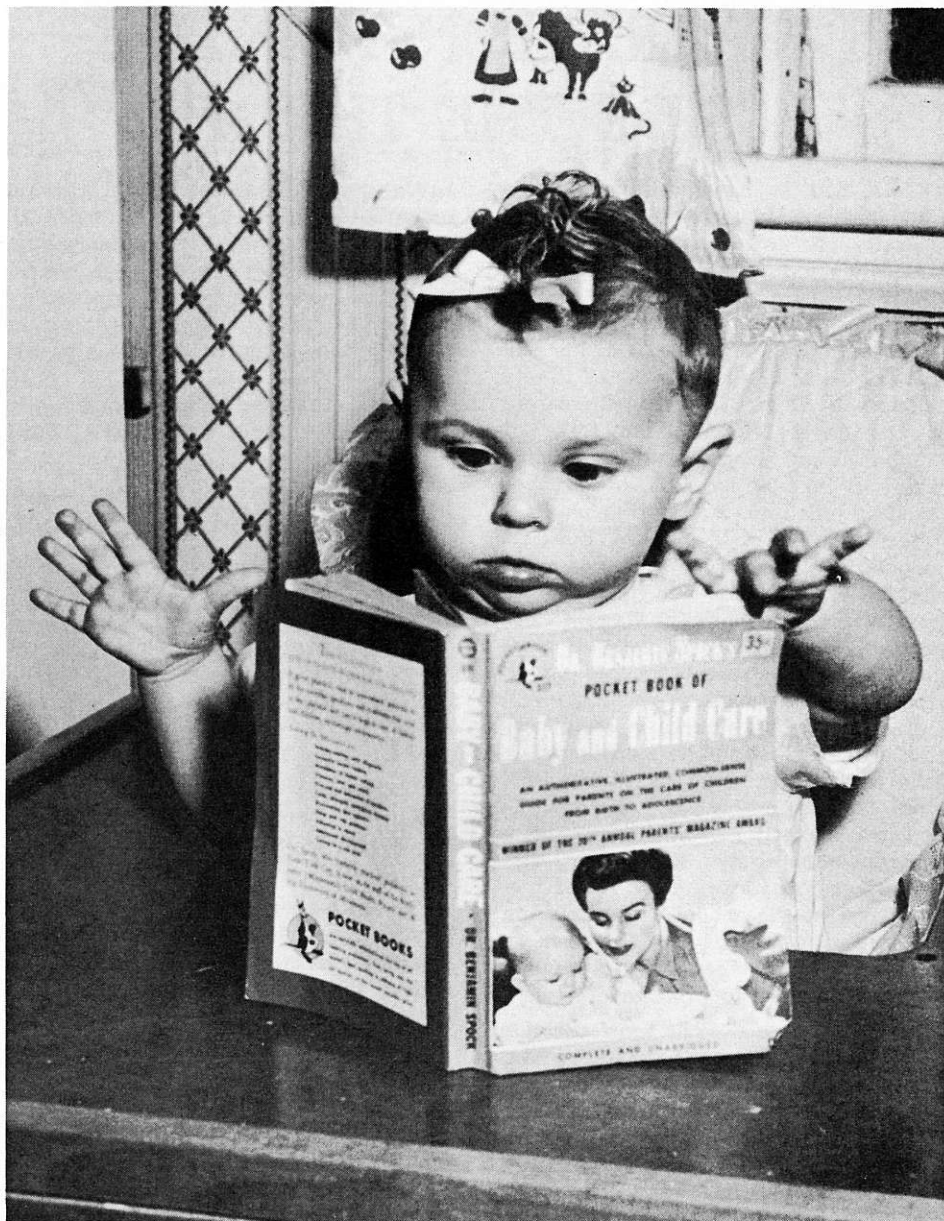
RMC YEAR BOOK MAKES ITS BOW

The object of any college year-book is to embalm memories of youthful ideals, ambitions, frivolities and friendships. It is a fragile monument erected to a golden and disturbing period and, as such, it deserves to be cherished even into those more advanced years when the affectionate memories it arouses are likely to be tinged with tolerant amusement.

Each spring there appears "The Royal Military College of Canada Review", sub-titled the "Log of HMS Stone Frigate", which maintains a consistently high standard among college year-books.

This year the book runs to 230 pages of editorial content, brightly presented, in which the standard contents are supplemented by thoughtful and entertaining literary selections and by stimulating lectures. The subjects discussed in the last named are the application of atomic energy to the development of electric power and the position of Canada in relation to the United Kingdom and the United States.

Someone is bound to note that, in the current battle between the "squares" and the "egg-heads", the editors have chosen Pogo as their fetish—an "egg-head".—C.



FROM THE NAVAL PHOTO SALON: A dainty little miss consults Dr. Spock to make sure her elders are doing right by her. CPO Jan Salter called his photograph "Basic Training—Theory".

Seafire "Props" Offered as Relics

Interesting aeronautical relics have been made available for the asking to naval divisions across Canada.

These are the wooden propellers of Seafire aircraft—the naval version of the famous Spitfire of Second World War vintage—which are held for disposal at the Naval Air Supply Depot, Dartmouth.

Forty-eight propellers are on hand and it has been suggested that retired officers and possibly active list officers at the various naval divisions may have flown Seafires and thus have a special interest in them.

It is observed in a message from *Shearwater*, the RCN Air Station, that the four- and five-bladed propellers would make attractive relics.

Air Maintenance Courses Completed

Five courses for air rigger, air fitter and air ordnance completed at the Naval Aircraft Maintenance School at HMCS *Shearwater* in May.

Ldg. Sea. Thomas White topped the 11th Air Riggers course (Trade Group Two) while AB Yvon Charbonneau led the Seventh Air Ordnance Course (Trade Group Two) and AB Bruce Livingstone topped the Trade Group Two class in the 11th Air Fitters Course.

The 46th Air Riggers Course graduated with Ord. Sea. Ronald Grolman leading and, in the 44th Air Fitters Course, Ord. Sea. John Balderson was the high man.

THE NAVY PLAYS

Stettler Wins

Sports Aggregate

The *Stettler* won the Second Escort Squadron sports aggregate championship in tug-o-war, track and field and swimming competitions held recently at *Naden*. Although she did not win any of the major events, the frigate came second in the swimming and track and field competitions.

A three-man entry in the swimming meet started the ship on her way towards the trophy. The *Stettler* won the 50-yd free style, 50-yd breast stroke, and medley relay.

In the track and field finals, the frigate men gained two firsts, four seconds, and three thirds, in ten events. The highlight of the meet was the running of Ord. Sea. A. A. Plessis, anchor man of the 880 medley relay.

Selkirk Cadets

Top Marksmen

The nation's Sea Cadet marksmanship award, the Hunt Memorial Trophy has gone for the third consecutive year to the *Daerwood* Corps of Selkirk, Man., which defended its title against 139 other corps across Canada.

The next goal is the Navy League's international small-bore rifle championship which *Daerwood* cadets will contest with Sea Cadets of eight other countries.

Malahat Takes

Labatt Trophy

HMCS *Malahat*, Victoria naval division long noted for its enthusiastic marksmen, and markswomen, has won the Labatt trophy, emblem of champion marksmanship in Canada's 22 naval divisions.

CPO Walter Burch, *Malahat's* perennial sharpshooter, received the cup recently at a brief ceremony in *Malahat* from G. L. Dunlop, Labatt representative in B.C.

'Stad' Shipwrights

Topple Maples

The shipwrights won the *Stadacona* interpart bowling championship by topping 11 other teams in a single round robin series. The first 12 teams of the 28 taking part in the barracks leagues played the round robin series at *Stada-*

cona alleys, with the shipwrights nosing out the RCN Hospital "B" and the Supply and Miscellaneous teams which tied for second place.

Other teams in order to finish beginning with fourth place were MTE "A", Ordnance "A", Captain's "B", Electrical "B", MTE "B", Captain's "A", Electrical, "D", ND School and Electrical "A".

Commodore E. W. Finch-Noyes, Commodore RCN Barracks, presented the trophy to CPO William Conrad, captain of the team. Other team members were Lt.-Cdr. Horace Williams, PO David W. Binger, and Chief Petty Officers Roy Hanson, Jack Spidell, William Delahunt, J. H. Murphy, and George Whitman.

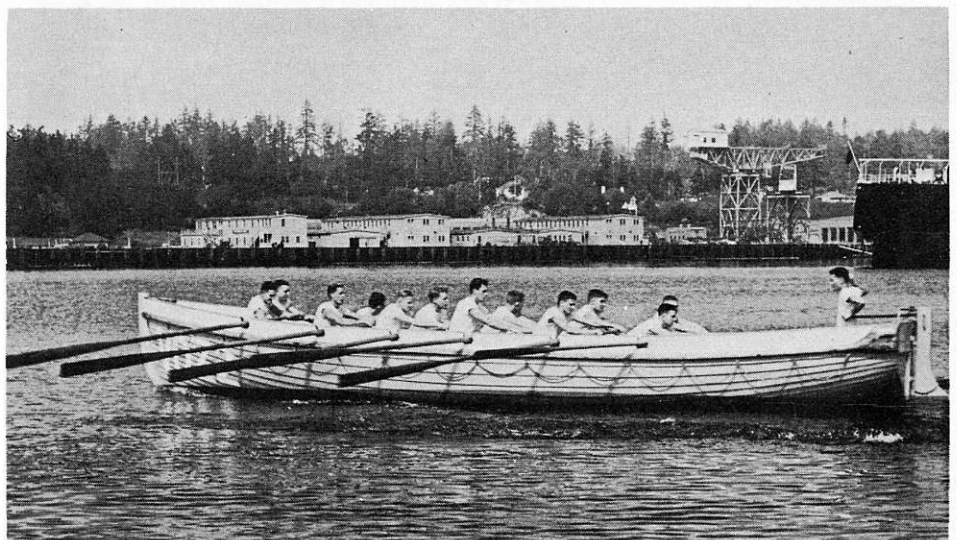
The trophy for the high average was won by Lt.-Cdr. Williams with 238.5 pins. CPO G. H. Black, of the RCNH team won both the high single trophy, with 368, and the high double with 640.

Venture Sweeps

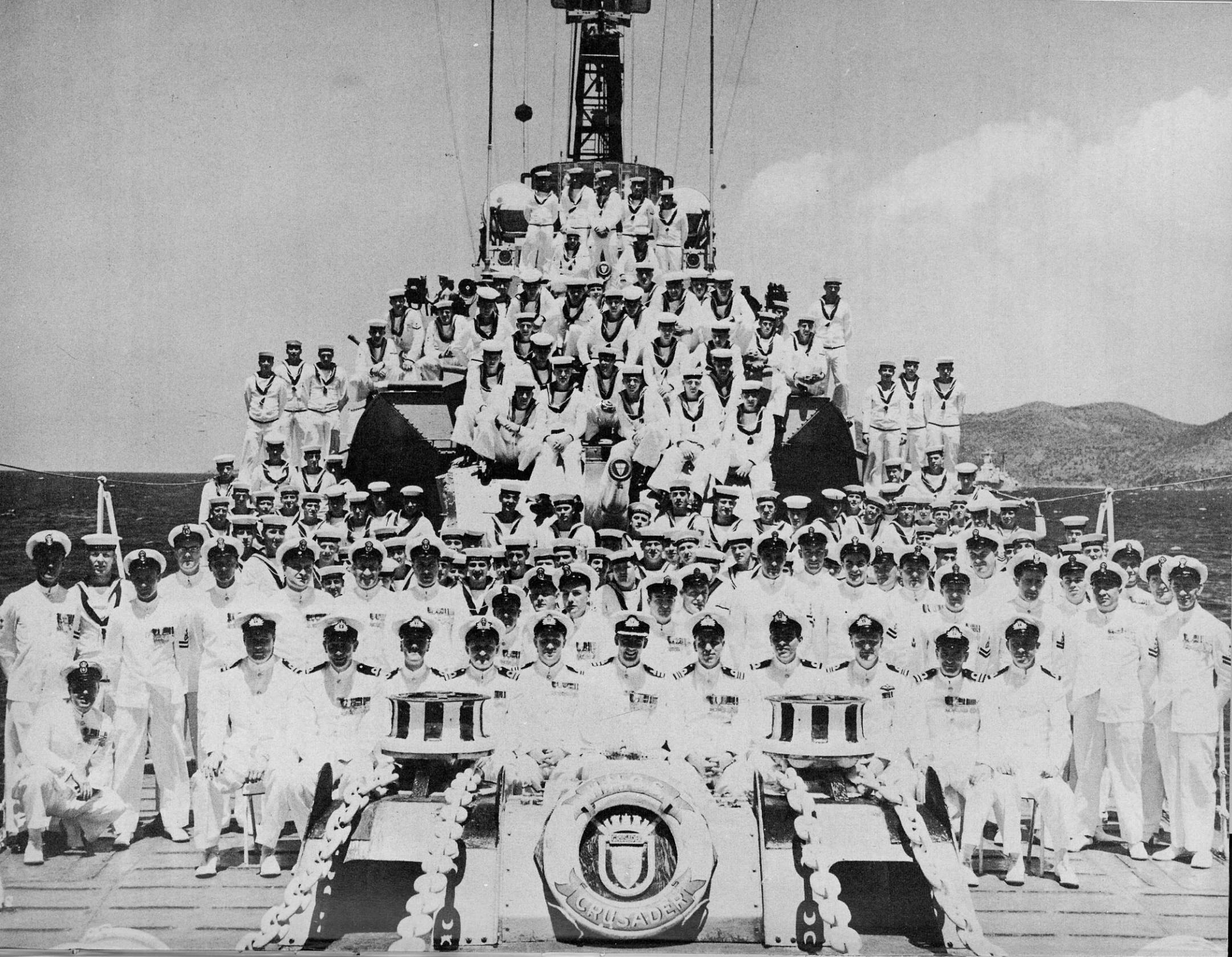
Track Events

HMCS *Venture* won the first meet of a proposed annual tri-school track and field competition on home ground, June 9. Scores were *Venture*, 73 points; University School, 44, and Shawinigan Lake, 38.

Venture cadets came first in eight events, second in six and third in three. In all there were 14 events.



Heap smart Injun look where he's going; paleface fool look where he's just been. It so happens that both Indian and paleface are Venture cadets training for the Pacific Command fleet regatta in August. (E-32854; E-32852)



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.

ADKIN, George W. LSCR1
ALFORD, Samuel E. LSQM2
ALPAUGH, Joseph K. LSTD1
AMY, Ellwood G. PICS3
ANGRIGNON, George C. LSPR2
ASMAN, Peter. LSEM1
AUDET, Emile. LSAA1
AYLWARD, William E. LSLR2

BAIRD, Gerald A. LSQM1
BAKER, Donald A. LSTD2
BARCLAY, William. C1SW4
BARKER, William R. P2ER3
BARNES, Robert J. LSAA1
BATA, Donald. LSQM1
BELI, Albert B. P1CR2
BISHOP, Colin W. P2EG3
BLACK, Elden R. LSAA1
BLACKHURST, Robinson G. P2ER3
BODEN, John C. LSAR1
BOETTGER, Floyd F. LSRN3
BOURNE, John E. P2AT3
BOURQUE, James R. LSCV1
BRADFORD, Wayne. P2SH3
BRAUN, Pierre J. LSTD1
BROOKER, Charles W. LSEM1
BROSSOIT, Raymond J. LSEM1
BROWN, Donald L. LSLR1
BROWN, Thomas W. P2ER3
BROWNLESS, George. P2ER3
BRUCE, Donald C. P2EF3
BRYAN, Earl R. LSMA2
BUCHANAN, Lawrence K. P2SH3
BURKE, William J. LSCV1
BUTLER, Raymond A. LSAR1

CAIRNS, Andrew J. P2TD2
CALLAND, David R. P2EF3
CAMPBELL, Gordon E. P2CR2
CARPENTER, Donald J. LSCR1
CARROLL, Michael P. P2AT3
CARSON, William K. C2CR3
CAYEA, Gilbert L. P2EM2
CHAPLIN, Arnold D. P2QM2
CHESTNEY, Barry A. LSQM2
CHISHOLM, Earl M. LSQM2
CLARK, Hugh F. C2SE4
CLARKE, Ronald D. LSQR1
CLOUSTON, Donald A. LSEM1
COLE, David J. LSQM2
COMIS, Donald V. LSCV1
CORBETT, Kenneth W. LSAR1
COWNDEN, Arthur A. C2CK3
CRAWFORD, Calvin C. LSEM1
CUNNINGHAM, Kenneth A. LSEM1

FAMILY PHOTO

Another for the family album—the ship's company of HMCS *Crusader* photographed during the past spring's fleet exercises in the Caribbean. At the time the picture was taken most of Canada was setting records for spring frosts, snow and general misery—something which was of mere academic interest to the *Crusader's* officers and men. (QB-2947).

CUNNINGHAM, Norman A. P2MA2
CURRY, Donald R. LSRP2

DADSWELL, Donald G. LSRC1
DALTON, Earl D. P2SH3
DARCHE, Louis E. LSR3
DAVIES, John G. LSRP1
DAVIS, Frederick A. P2ER3
DEANE, Donald J. LSAA1
DENNIS, Douglas E. LSCR1
DESCHENES, Rene. P1CR2
DICKSON, Richard W. C2AW3
DONALD, Jack H. P2EM2
DONOVAN, David K. LSCR2
DONOVAN, Ralph J. LSTD2
D'ORSAY, Edward H. LSAA1
DOUCETTE, Alexander J. LSAM2
DOUCETTE, Kenneth J. LSAM2
DOWARD, William H. LSQM1
DRAKE, John B. LSAA1
DUNBAR, Grant H. P2EF3
DUTCHAK, William R. C2AC3

EASTON, Edward J. LSAA1
EBNER, Ernst. P1ER4
EHLER, Charles L. P1EM2
ELLIOTT, William J. P2ER3
EMMONS, Samuel J. LSRP1
EULOTH, John D. P2AC2
EVANS, William H. LSEM1
EVERINGHAM, Albert G. LSTD1

WEDDINGS

Sub-Lieutenant (E) William H. Atwood, Naden, to Miss Jill Ann Bolton, Hampshire, England.

Wren Aileen Barnes, *Stadacona*, to Leading Seaman Donald Garvey, *Stadacona*.

Leading Seaman Gordon B. Bradbury, *Unicorn*, to Miss Helen Gweneth Lysyk, Winnipeg.

Midshipman (E) John B. Plant, Royal Military Engineering College, Plymouth, England, to Miss Kay Lawrie, Victoria.

Ordinary Seaman Leigh Vernon, *Cornwallis*, to Miss Marjorie Holden, Yarmouth, N.S.

Lieutenant George W. Vosper, *Cataraqui*, to Miss Velma Mae Johnston, Kemptville, Ont.

Lieutenant-Commander Donald V. Wiloughby, York, to Miss Dawn Shirley, Kingsland, Ont.

Able Seaman Hobert Yeomans, *Stadacona*, to Miss Marilyn Joyce Nickerson, Halifax.

BIRTHS

To Lieutenant C. E. Bandy, *Cornwallis*, and Mrs. Bandy, a daughter.

To Able Seaman G. W. Bechtel, *Cayuga*, and Mrs. Bechtel, a son.

To Lieutenant B. E. Blanchard, *Cornwallis*, and Mrs. Blanchard, a daughter.

To Petty Officer J. L. Caygill, *Stadacona*, and Mrs. Caygill, a son.

To Lieutenant Stanley Dee, *Stadacona*, and Mrs. Dee, a son.

To Lieutenant-Commander R. M. Dunbar, *Cornwallis*, and Mrs. Dunbar, a daughter.

To Chief Petty Officer H. W. Foreman, *Iroquois*, and Mrs. Foreman, a son.

To Lieutenant (S) Peter A. Gardner, Naval Headquarters, and Mrs. Gardner, a son.

To Lieutenant-Commander Arthur H. McDonald, *Stadacona*, and Mrs. McDonald, a daughter.

To Captain C. P. Nixon, Naval Headquarters, and Mrs. Nixon, a daughter.

To Leading Seaman D. G. Potts, *Iroquois*, and Mrs. Potts, a daughter.

To Chief Petty Officer T. G. J. Reading, *Cornwallis*, and Mrs. Reading, a daughter.

To Petty Officer William Redford, *Stadacona*, and Mrs. Redford, a daughter.

To Sub-Lieutenant (MAd) R. H. Whetmore, Naval Headquarters, and Mrs. Whetmore, a daughter.

FISHER, Donald J. LSQM1
FITZPATRICK, Brian J. P2ED3
FLECKNELL, Vesey J. LSQM1
FLYNN, Robert G. LSQM2
FORTIER, Emile J. LSTD1
FOSTER, David J. P2TD2
FOX, James H. LSCR1
FRANCIS, David G. P2ER3
FRANCIS, William L. LSVS1

GALBRAITH, James B. LSCR1
GALLANT, George J. LSRP1
GALPIN, Llewellyn T. LSAR1
GAREL, Dameon R. LSRT3
GAREL, Francis D. LSEM1
GARNEY, Donald K. LSRP1
GAUTHIER, John G. LSAA1
GAUVREAU, Alexander J. LSQM2
GERRIE, Albert S. LSQM1
GIBBONS, William P. LSAR1
GIFFORD, Arthur A. LSCD1
GILLESPIE, Douglas R. P2ER3
GIRARD, George E. LSAA1
GOOSSEN, George. P2ED3
GOWAN, William G. LSRN3
GRAVELLE, David E. P2EF3
GRIGSBY, Ross F. LSEM1
GRODDE, John H. P2QM2
GUILBAULT, Gerald P. LSLR1

HAMILTON, Donald H. LSRP1
HARRISON, Kenneth G. P2ER3
HAUPTHOFF, Hans H. P1ER4
HENDY, Robert. LSEM1
HILDEBRAND, William. LSEM1
HILL, Donald J. LSQM2
HILLER, Bernard L. LSQR1
HORWOOD, Kenneth F. LSCR1
HUMPHRIES, Charles T. LSAA1
HUTCHISON, Boyd. P1CR2
HUTCHISON, Douglas E. P2ER3

JENNINGS, Garrison F. P2EF3
JODOIN, Joseph A. LSPW1
JOHNSON, Edward J. P2ER3
JOHNSON, Robert. P1SW3
JOHNSTONE, Gerald F. LSAA1
JORDAN, Donaldson T. P2RN3

KANDA, Robert W. LSAA1
KENNEDY, Norman E. P2ER3
KERR, Oliver A. LSAA1
KERR, Ross H. LSAR1
KING, Herbert F. P2CR2
KING, Jack W. C2CV3
KISBY, Robert W. LSQM1
KRAFFT, Kenneth R. LSCR1

LACOUR, Alex J. P2CR2
LAMB, Charles E. P1CS3
LAX, Ronald G. LSCR2
LEBLANC, Arthur W. LSEM1
LEBLANC, Conrad J. LSAA1
LEES, Joseph C. LSRP1
LEGERE, John W. LSAA1
LEGGETT, Henry B. LSQM2
LISTON, Walter W. P2EF3
LUCAS, Frederick R. C2AT4

MacASKILL, Victor R. LSEA3
MacCALLUM, Boyd H. LSTD2
MacDONALD, Angus D. LSAA1
MacDONALD, Archibald J. LSTD2
MacDONALD, James M. LSEM1
MacLEAN, Leroy L. LSQM2
MacGREGOR, James D. P2ER3
MacKINNON, Earle M. LSTD2
MacMILLAN, Ronald G. LSAR1
McARTHUR, Peter K. LSEM1
McELVEY, James A. LSEM1
McCART, Henry W. P2EF3
McGURK, Gerald. LSQR1

McINNIS, Ronald R.....P2QM2
 McINTOSH, Francis J.....P2AC2
 McKELLAR, Owen F.....P2CR2
 McKENDRY, Kenneth W.....P2ER3
 McLAUGHLIN, Daniel J.....LSEM1
 McNALLY, Norman A.....LSAM2
 MANN, Reginald W.....P1CR2
 MANSZ, Bruce H.....LSAR1
 MARCOTTE, Roger.....P2EM2
 MARK, Ronald D.....P2CR2
 MARNER, Norman A.....P2AA2
 MARSHALL, Gerald P.....LSAR1
 MARTIN, Donald N.....LSCS2
 MARTIN, Charles R.....C2QR3
 MARTIN, Raymond.....LSEM1
 MATTHEWS, Lorn J.....LSEM1
 MAY, Marvin W.....P2AT3
 MAYNARD, Alfred R.....C2CR3
 MERRITT, Thomas J.....LSRC1
 MILLIGAN, James T.....LSCR1
 MONTEITH, William G.....LSQM2
 MOORES, William D.....LSQM2
 MOREHOUSE, Robert E.....P1CR2
 MORGAN, Henry C.....C1ST4
 MUNRO, Gordon S.....P2AT3
 MURCHIE, Hedley J.....LSEF3
 MURCHY, Lloyd R.....P2ER3
 MURPHY, Daniel J.....LSAC2
 MORGAN, John B.....LSEM1

NELSON, Charles H.....P2AR2
 NEWMAN, Douglas A.....LSCS2
 NEWTON, Thomas P.....LSRC1
 NIXON, Irven W.....P2TD2
 NOSEWORTHY, Herbert T.....LSQM1

OAKLEY, Donald G.....LSRC2
 OSBORNE, William F.....C1ER4
 OTLEY, Kenneth R.....LSQM1
 OUELLETTE, Gerald F.....LSCS2
 OUELLETTE, Gerald J.....LSQM2

PADDON, Neil J.....P2AT3
 PALMER, James B.....P2ED3
 PARE, George D.....LSAF1
 PATTISON, Clive D.....P2ER3
 PEACH, Kenneth G.....LSQM2
 PERKINS, Albert.....LSTD2
 PERRON, Gerard E.....P2SH3
 PHAIR, Orval B.....LSCS2
 PHELAN, John P.....LSCR1
 PHILLIPS, Alexander F.....P2QM2
 PHILLIPS, Barton J.....LSAA1
 PHILLIPS, James R.....LSPR2
 PLUME, Kenneth G.....P2TD2
 POTTER, Douglas A.....C1R14
 POULIN, Robert J.....LSRP1
 POWER, Anthony T.....LSCR1
 POWERS, William L.....LSAF1
 PROUD, Ivan G.....LSRC1

RANDS, Howard A.....P1CR2
 RAY, Ronald F.....LSEF3
 READ, James K.....LSRP1
 REES, Douglas.....LSQR2
 REES, Edward J.....P2ER3
 REID, Douglas F.....LSCR1
 RHIND, John H.....LSTD1
 RICHARD, Guy A.....LSQM1
 RICHARD, Larry J.....P2RC2
 RING, William G.....LSAR1
 RINGLER, John W.....LSCS2
 ROBB, Andrew R.....P1SH4
 ROBERTS, Donald T.....LSAF1
 ROBERTSON, Robert B.....LSEM1
 ROSEVEARE, Wallace H.....LSTD1
 ROSS, William T.....P2AA2
 ROY, John R.....LSEF3
 RUTTAN, Donald D.....LSRP2
 RYAN, James F.....LSAO1

SANGRET, Hugh A.....P2BD3
 SCHIMMEL, Joseph H.....LSRP1
 SCOTT, Edward A.....LSEM1
 SCRIMGEOUR, James D.....P2EA3
 SEAGERS, William A.....LSCR1

SECORD, Harry P.....P2TD2
 SHEA, Charlis J.....LSAA1
 SHEPHERD, Gilbert J.....P2AT3
 SMITH, George C.....P2TD2
 SMITH, Paul A.....LSAF1
 SMITHER, Harold M.....LSTD1
 SPANIK, Bronte J.....P2SH3
 STEVENS, Vernon K.....P2SH3
 STEVENSON, Robert L.....LSSW2
 STILBORN, Laverne D.....P2ER3
 STYMEST, Leslie H.....P2QR2
 SWANN, Robert T.....LSBD2

TANNER, Douglas R.....P2ER3
 TARRANT, Patrick J.....LSTD2
 THERIAULT, Alyre A.....LSEF3
 THERIAULT, Jacques J.....LSQM1
 THORNTON, Clyde Y.....P2QM2
 TITFORD, Charles W.....P2CR2
 TOFFLEMIRE, Roscoe E.....P2CR2
 TUCK, Allan B.....LSRP1
 TULLY, Claire G.....LSOM2

URQUHART, Donald G.....LSTD2

VARCOE, George A.....LSQM1
 VOLK, Ronald T.....LSAF1

WALKER, Paul.....P2SH3
 WEIR, David R.....C2EA4
 WEISGERBER, Francis A.....LSQM1
 WHITESIDE, Robert L.....LSTD1
 WHITTLE, George.....P2CR2
 WIENS, Frank N.....P2EM2
 WILL, Alexander E.....LSEM1
 WILTSE, Glen F.....LSRC2
 WOOD, John S.....LSRP1
 WOODWARD, Robert L.....LSAF1
 WREN, John D.....P2ER3

YOUNG, Harold J.....P2ER3

RCN (R)

BEATTY, Murray Jack.....LSBD2
 BEDDOME, Gary B.....ABCV1
 BLUM, Olga.....WLSV(X)1
 BOISSEAU, Joseph P. G.....P2RD3
 BOURQUE, Claude J. J.....P2BD3

CAMPBELL, Joyce M.....WP2SS(X)2
 CHADLER, Alison F.....WP1NS2
 CLEWS, William H.....C1CV3
 COPE Audrey Ivy.....WLCO(T)1(NQ)

DAHL, Jean A.....WLCC1
 DIXON-LENNETT, George E.....LSMA2
 DODSWORTH, Muriel J.....WLSDS

DOWLER, Dennis.....P1CK2
 DOYLE, James D.....LSQMS

EDWARDS, Winifred Margaret...WLNR1

FARR, Bernice L.....WLRP1
 FIGIEL, Stephen.....LSVS1
 FINDLAY, Kenneth G.....LSTD1
 FISH, Francis V.....LSOM2
 FRENCH, Jack D.....LSAAS
 FROST, Eileen M.....WLCO(T)1(NQ)

GASSER, David A.....ABEMS
 GOTCH, Barbara G.....WAAW1
 GREEN, Beverley A.....WLSS(X)1
 GRIERSON, Ruth V.....WLPW1

HARDING, Edward D.....LSEM1
 HUTTER, Charlie J.....LSAAS

JACKMAN, John.....LSVS1
 JACKSON, Joan E.....ABEMS
 JOHNSTONE, Kenneth R.....P2VS2

KIRKPATRICK, John W.....ABVS1
 KOELMAN, Elizabeth J. M.....WLRPS
 KOEN, William J.....ABEMS

LAKE, William C. J.....C2CV3
 LONGHORNE, George.....P1CR2
 LORTIE, Colette J. A. M.....WLSS(X)1
 LORTIE, Francine M.....WLSS(X)1

McCANCE, William J.....LSTDS
 MITCHELL, Jack H.....P2BD3
 MOORE, Paul L.....LSAAS

NICHOLSON, Johnny L.....LSNS2
 NIMAN, Earl Edwin.....CLOT4
 NIXON, Gerald G.....LSTD1

PERRY, Beverly J.....WLSA(X)1
 POITRAS, Lawrence E.....LSNS1

RODDAN, David H.....AB(NQ)S

SCOTT, Murray T.....P1CR3
 SERAFIN, Casmir J.....P1SH3
 SILK, Harold R.....ABEMS
 SILLS, Harriet L.....WP2PW2
 SHAW, Joan E.....WLAW1
 SHAW, Matthew D.....WAAW1
 SOROCHAN, Daniel.....LSAW1
 STEVENSON, William J.....C2ET4

WALL, Arthur C.....ABAAS
 WALMSLEY, John Gerald.....ABNS1
 WHALEN, Beatrice H.....WAME(X)1
 WOOLLARD, Arthur F.....C2TD2



The Wrens of HMCS Star held their fifth annual mess dinner in Hamilton, June 7, and 30 reserve Wrens turned out for the occasion. Guest of honour was Lieut. (W) Jean Crawford-Smith, Staff Officer (Wrens) to the Flag Officer Naval Divisions. Lieut. (W) Crawford-Smith is shown with Wren Barbara Steventon (left) and Wren Jacqueline ("Jackie") Watson.

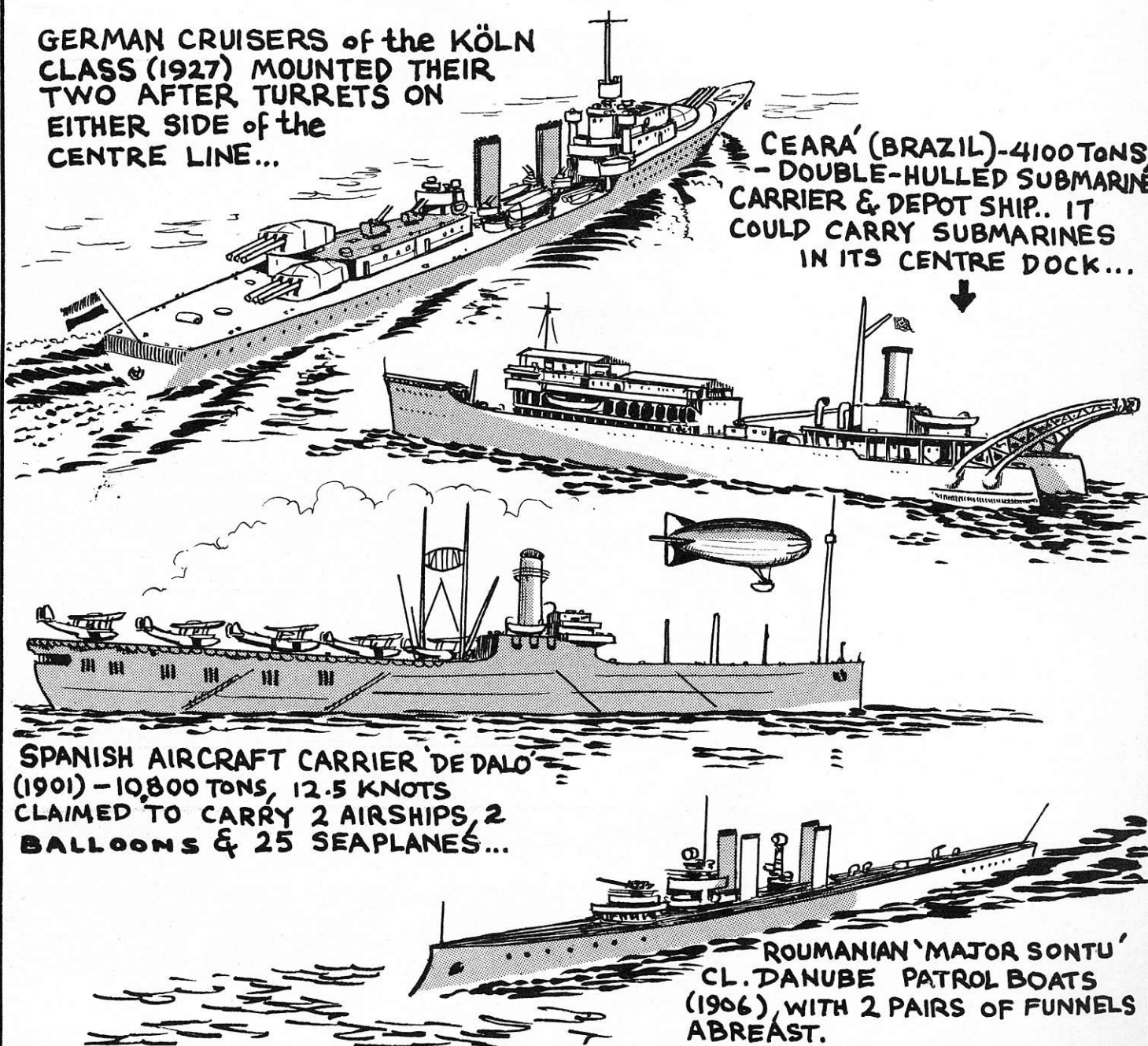
NAVAL LORE CORNER

No. 38

NAVAL ODDITIES

GERMAN CRUISERS of the KÖLN CLASS (1927) MOUNTED THEIR TWO AFTER TURRETS ON EITHER SIDE of the CENTRE LINE...

CEARÁ (BRAZIL)-4100 TONS - DOUBLE-HULLED SUBMARINE CARRIER & DEPOT SHIP.. IT COULD CARRY SUBMARINES IN ITS CENTRE DOCK...



SPANISH AIRCRAFT CARRIER 'DE ALÁ' (1901) - 10,800 TONS, 12.5 KNOTS CLAIMED TO CARRY 2 AIRSHIPS, 2 BALLOONS & 25 SEAPLANES...

ROUMANIAN 'MAJOR SONTU' CL. DANUBE PATROL BOATS (1906), WITH 2 PAIRS OF FUNNELS ABREAST.

