

The CROWSNEST

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A Christmas Message

from the

Chief of the Naval Staff

THE YEAR just ending has been one on which the Royal Canadian Navy can look back with satisfaction and pride in all its fields of endeavour. It has proved time again that it is ready, without delay, to serve the national and international good. A striking instance of this was in the preparation of HMCS *Magnificent* for unique service in the Middle East within ten days of her recall from Glasgow, Scotland. The fact that her services were not immediately required does not detract from credit due for the way in which she was transformed, loaded with military equipment, and readied for sea after a stormy North Atlantic crossing.

This effort was a good example of the determination, organizational ability and devotion to the service of officers and men of the Royal Canadian Navy. The Navy's share in "Operation Rapid Step" proved, as it had been proved before at the outbreak of the Second World War and the Korean conflict, that the RCN stands at the ready to the limit of its resources.

International winds, in this critical period of the world's history, blow hot and blow cold, and no one can say with certainty what even the very near future may bring. But amid the stress and change certain ideals and yearnings survive unchanged: universal peace, the dignity of man and the spirit of freedom. It is to these I would direct your thoughts as I wish you, every man and woman of the regular and reserve forces, and their civilian co-workers, all happiness this Christmas season, and in the coming New Year.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

Vol. 9 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1956

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**The Crowsnest
Extends
to Its Readers
All Best Wishes
for
Christmas
and
the New Year**

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The Cover—The years and the centuries pass and ever find Christmas the festival that is dearest to the heart of the sailor. The artist has sought to convey the Yuletide spirit as it must have existed on board a British man-of-war two hundred years ago.



RCN NEWS REVIEW

A prefabricated helicopter platform has been fitted above the quarterdeck of the frigate HMCS Buckingham to test the feasibility of operating helicopters from anti-submarine escort vessels of this size. (DNS-16734)

Ship Converted In Record Time

It took only four and a half days in mid-November to convert the aircraft carrier *Magnificent* into a troop transport and supply ship. The whirlwind operation, appropriately named "Rapid Step", prepared the carrier for service with the United Nations police force in the Middle East.

The *Magnificent* was at Greenock to load RCAF Sabre jets aboard for return to Canada, when she was recalled on Thursday, November 8. Despite heavy seas which did minor damage to her bow, the ship arrived at Halifax Tuesday night November 13 to be greeted by relatives and friends, and gangs of naval and civilian workers.

Within a half-hour of her arrival the ship was alive with workmen and sailors removing ammunition and guns, (the *Magnificent* had been designated a non-combatant ship) and other equipment and stores not needed. This was the beginning of a four-day round-the-clock program to reduce her complement to less than 600 officers and men, to secure the necessary army equipment on the flight deck, to convert one of the hangars into a dormitory with triple deck bunks, and to load food, spare parts and stores for the trip.

Among the supplies put on board were 3,600 dozen eggs, 27 tons of meat, 9,000 pounds of butter and innumerable lesser items as spare wrenches, nuts and bolts of all sizes and length, mops and buckets.

The work was done by sailors from *Stadacona*, *Shearwater* and other ships who had volunteered for the job so that the *Magnificent's* ship's company could have as much time at home as possible. The carrier kept only a duty watch in each department to supervise the activities. Dockyard workers also pitched in to ready the carrier.

The "Rapid Step" planners had hoped to get the job done by Sunday night—five days after it started. But by the end of the third day it was evident the job was ahead of schedule and the ship, although sailing orders were delayed, was ready to sail Sunday afternoon at 3 o'clock.

Three Launchings During November

Three war vessels were launched for the Royal Canadian Navy during the month of November. They were two destroyer escorts, the *Columbia* and the *St. Croix*, and one Bay class coastal minesweeper, the *Chignecto*.

First launching of the month was that of the *Columbia* at Burrard Dry Dock Co., Ltd., North Vancouver, on November 1. Mrs. K. L. Dyer, wife of Commodore Dyer, was sponsor of the ship, 11th of the 14 anti-submarine vessels on order to go down the ways.

Next came the *St. Croix*, launched at Marine Industries Ltd., Sorel, Québec, on November 17. She was the 12th of the new ships launched. There was no ceremony for the launching owing to the launching process used at Marine

Industries. Instead the christening will take place just before the commissioning. The Sorel shipbuilders, in launching a ship, move it from the ways to a marine railway on which she is gradually transported to the water.

The *Chignecto* was launched on the same day, November 17, at Geo. T. Davie and Sons Ltd., Lauzon. Sponsor of the minesweeper was Mrs. John Deane, wife of Captain (L) John Deane, Assistant Chief of Naval Technical Services (Ships). The *Chignecto* was the third launched of six ordered to replace the six turned over to France in 1954 under the NATO Mutual Aid Agreement.

CO Appointed To Saguenay

Cdr. Godfrey Harry Hayes has been appointed to take command of the new destroyer escort, HMCS *Saguenay* on commissioning at Halifax Shipyards, Ltd., on December 15. He had served for two years preceding his new appointment as Deputy Director of Personnel (Officers) at Headquarters.

Ships Return From Europe

Four ships of the First Canadian Escort Squadron and one of the Third Canadian Escort Squadron returned to Halifax November 21 following an extended training cruise to the United Kingdom and Europe.

They were HMC Ships *Algonquin*, *Micmac*, *Huron* and *Iroquois*, and HMCS

Assiniboine which joined the other four in the United Kingdom for the European portion of the cruise.

Three, the *Huron*, *Iroquois* and *Micmac*, sailed from Halifax in mid-September and were joined later by the *Algonquin* which was delayed at Halifax for repairs to hurricane damage suffered during the NATO Exercise New Broom VI.

The *Assiniboine* sailed from Bermuda to join the First Escort Squadron at Portsmouth at the end of October. Previous to sailing she had been carrying out work-ups in the Bermuda area following her commissioning at Sorel on August 16.

The Halifax stay was only a brief one for the majority of the ships. On Nov-

ember 28, the *Algonquin*, *Huron*, and *Micmac*, in company with the *Assiniboine* and *St. Laurent*, sailed for the Bermuda area. Following exercises there they were scheduled to sail for the United States eastern seaboard with HMC Ships *St. Laurent* and *Assiniboine* visiting New York City from December 7 to 12, while the other three visited Philadelphia for the same period.

The New York visit was to be the first time any ships of the new class had visited the United States port.

Squadron's Work on Radar Line Praised

Royal Canadian Air Force praise for the work of the Navy's experimental anti-submarine helicopter unit HS-50,

on the Mid-Canada Line this fall has been voiced by Air Marshal C. Roy Slemon, Chief of the Air Staff.

HS-50 in November completed nearly two months of work assisting the RCAF in the airlift of personnel and supplies on the Mid-Canada Line. The squadron turned over its northland duties on the 12th to HU-21, RCN utility helicopter squadron from Shearwater.

"The participation of HS-50 in the Mid-Canada airlift over the past two months is most sincerely appreciated", Air Marshal Slemon said in a message to the Flag Officer Atlantic Coast, in whose command the squadron is based.

"The readiness of the RCN to assist in this vital project, coupled with the keen spirit and resourcefulness dis-

A HELPING HAND IN THE SPRINGHILL DISASTER

The Royal Canadian Navy joined the Red Cross, the army, and other organizations to provide aid in the mine disaster at Springhill, N.S., in early November. Thirteen men died shortly after an explosion in Number 4 Cumberland colliery at Springhill about 140 miles from Halifax.

Another 113 miners were trapped for more than three days when the blast blocked passages and sent poisonous gas through the mine. After three days of heroic work by draegermen, miners, and volunteer groups, 88 of the 113 trapped miners were brought to safety.

Shortly after the explosion at 5 p.m. on Thursday November 1, offers of help came into disaster committee headquarters of the Red Cross in Halifax. The Navy put helicopters at the disposal of the committee to transport needed men, supplies and equipment. The naval hospital sent two doctors and an ambulance to the scene of the disaster on Thursday night. Later other medical officers and medical assistants joined them. The Sixth Submarine Squadron at Halifax provided 24 sets of Davis escape gear and sent a qualified officer to instruct the miners in their use, if they were required.

Two helicopters from HU-21, the helicopter utility squadron at *Shearwater*, left Halifax Thursday night carrying doctors, medical supplies and blood plasma. They landed at about midnight in the Springhill ball park where cars had been parked to light the landing area. From that time until Monday morning, when the last of the surviving miners came to the surface, the helicopters operated a shuttle service between Springhill and various points in Prince Edward Island, New Brunswick and Nova Scotia.

They flew trips to Halifax, Amherst, Moncton, Sydney, Stellarton, Trenton, Summerside, and Scoudouc. They made 45 separate flights and logged 63.6 pilot hours as they moved seriously injured miners to hospital in Halifax, quantities of sorely needed medical supplies, blood, oxygen, blankets, sheets, stretchers and many other items. There were two helicopters in operation at all times, sometimes both were at Springhill and at other times one was in Springhill and the other at some other point. Later a third helicopter joined them for the last day of the operation, one chopper stood by at the Halifax end of the shuttle service.

The ability of the helicopter to land in a confined area proved a blessing in the rescue operations. The aircraft were able to land very close to the scene where the personnel or supplies were to be delivered and thus save valuable time and work. For example, two seriously injured miners were flown to the Victoria General Hospital in Halifax for specialist care and the helicopter was able to land on the North Common where a waiting ambulance took the men to the nearby hospital.

Taking part in the HU-21 operations were, pilots Lieutenant-Commanders Rodney Bays, John C. Laurie, John Renciman, William R. Frayn and Lieutenants Robert T. Murray, John A. MacNeil, John D. Hewer, W. J. (Bill) Cody, Robert C. Brown and maintenance men AB Lorne R. Woods, AB Arthur Bouchard, Ldg. Sea. Donald Cassidy, and AB Douglas Beamish.

Surgeon Lieut. Charles Henry Whittle, with Captain J. A. Moffatt, of the Army Medical Corps, who is serving at the

Naval Hospital, left Halifax with an ambulance of medical supplies shortly after the explosion entombed the men. They were joined on Saturday by Surgeon Lt.-Cdr. Abraham L. Halpern, and Surgeon Lieut. Bertram W. Spilsbury. On Sunday Surgeon Cdr. Richard A. G. Lane went to the scene of the rescue operations. Six medical assistants also went to Springhill on Sunday. All medical doctors and men remained at Springhill until after the rescue operations were completed. Surg. Lieut. Whittle was one of the first doctors to enter the mine when the rescuers got through to the first group of survivors on Saturday morning.

The news of the explosion was hardly more than one hour old when the Sixth Submarine Squadron at Halifax offered Davis escape gear to aid the miners in descending into the mine. Lieut. A. E. Johnson-Newell arrived at Springhill Thursday night with 24 sets of the gear and remained until the rescue was over. The ABCD School of the Atlantic Command made ten sets of Comox breathing equipment available as well as arranging to ship oxygen bottles to Springhill.

There were other evidences of the Navy's keen interest and desire to help. Several officers and men answered appeals by radio stations and made their private automobiles available to transport men and supplies. In short order, six ships had voluntarily contributed more than \$600 to the Springhill disaster fund. Their names will not be recorded here as there will probably be many more names by the time this is set in type. However, the destroyer *Nootka* had the honour of being the first one with a donation of \$120.

played by all RCN personnel connected with the operation is an outstanding example interservice cooperation", the air marshal's message continued.

"Although much work still remains to be done, HS-50 in lifting more than 850 tons of urgently required material made a most significant contribution to the task."

From September 24, until withdrawal from the Mid-Canada Line on November 12, HS-50 put in a total of 1,066.4 hours' flying time. The squadron's helicopters reached a total in ton miles of 17,675.93. A total of 1,018 passengers was carried, while freight weight totalled 1,875,212 pounds and baggage weight 75,965.

Lt.-Cdr. George Marlow commands the unit, which received a week's special leave on return to Dartmouth to recover from the arduous assignment during which its Sikorsky HO4S-3s were flown 49 straight days for a daily average of eight hours in the air.

The naval commitment, on a slightly reduced scale, continues into the New Year, under the command of Lt.-Cdr. John Laurie.

Promotion for Air Branch CPO

Former Chief Petty Officer Harry Carter has been promoted to the rank of Acting Commissioned Airman (Air Ordnance).

A/Cmd. Amn. Carter completed an officer's divisional course late in November and was appointed to *Shearwater* for duty in the School of Naval Aircraft Maintenance.

Cash Award Made For Gunnery Idea

A suggestion by PO George J. Obee has won him a cash award of \$45 and a letter from the office of the Deputy Minister of National Defence.

PO Obee, a gunnery armourer, submitted to the Deputy Officer's Office a suggestion for promoting greater efficiency and safety in the servicing of certain 4-inch guns used by the RCN.

The suggestion was turned over to the Suggestion Award Board of the Public Service of Canada for study and trial by technical experts and has since been adopted for use by the Navy.

A cheque of \$35 and a letter from the office of the Deputy Minister of National Defence have been awarded to Clyde P. Strum, 36, an ammunition worker at the Royal Canadian Navy Magazine at Bedford, N.S., for a suggestion judged to be of benefit to the service.

Mr. Strum, whose job includes proving fuzes for various types of shells and explosives, developed an idea which results in a saving of time and in increased safety when proving certain types of fuses.

Lanark Has New Commanding Officer

Lt.-Cdr. P. H. Cayley has been appointed in command of HMCS *Lanark* (frigate).

He succeeds Cdr. William M. Kidd, who has been appointed to *Venture*, junior officers' training establishment at Esquimalt, as executive officer.

Eight West Coast Ships Exercise

Eight ships of the Second Canadian Escort Squadron sailed from Esquimalt on November 5, for training exercises in British Columbia waters.

The aim of the training program, which lasted 12 days, was to provide pilotage experience in B.C. coastal waters and, for this purpose, the participating ships sailed in pairs to various ports and anchorages. They were open to visitors at ports where alongside berths are provided.

The ships included the *Crescent*, *Sioux*, *Athabaskan*, *Stettler*, *Jonquiere*, *St. Therese*, *New Glasgow* and *Sussexvale*.

Cdr. Benson to Command Cayuga

Cdr. Patrick Campbell Benson has been appointed in command of the *Cayuga* based at Esquimalt.

He succeeds Cdr. Geoffrey Huntley Davidson, who was to take up the appointment of Staff Officer Shipping Control on the staff of the Flag Officer Atlantic Coast in December.

Supply Officers In New Posts

Three senior officers of the Supply Branch have received new appointments.

Cdr. (S) Martin E. Doyle, who has been Secretary to the Chief of Naval Staff and Deputy Naval Secretary at Naval Headquarters, has been appointed Manager Supply, Pacific Coast, and officer-in-charge of the Naval Supply Depot, Esquimalt, B.C.

He succeeds Cdr. (S) Denzil Thomas R. Dawson who will become Deputy Director of Naval Organization (Management and Methods) on the staff of the Naval Comptroller at Headquarters in early January.

Cdr. (S) Sterling R. Hanright, who was formerly Staff Officer (Supply Liaison and Logistics) to the Naval Member Canadian Joint Staff (Washington), succeeded Cdr. Doyle in mid-November at Headquarters.

Sweepers on Training Cruise

Four minesweepers of the First Minesweeping Squadron, left November 5 on a five-week training cruise to the southern Atlantic to exercise with minesweepers of the United States Navy.

The minesweepers *Gaspé*, *Ungava*, *Trinity* and *Resolute*, operated with units of the United States Navy's Atlantic minesweeping fleet out of Yorktown, Va. The combined USN and RCN squadrons visited Charlestown, S.C., during the exercises and the Canadian ships also called in at Jacksonville, Fla., and Boston, Mass., before returning to Halifax on December 11.

The First Canadian Minesweeping squadron is commanded by Cdr. William S. T. McCully, commanding officer of the *Gaspé*.

Two Ships Join Fleet in November

Two commissionings of warships for the Royal Canadian Navy took place during the month of November.

The first was that of HMCS *Ottawa*, the third anti-submarine destroyer escort to enter RCN service. She was commissioned on November 10, Canadian Vickers Ltd., Montreal.

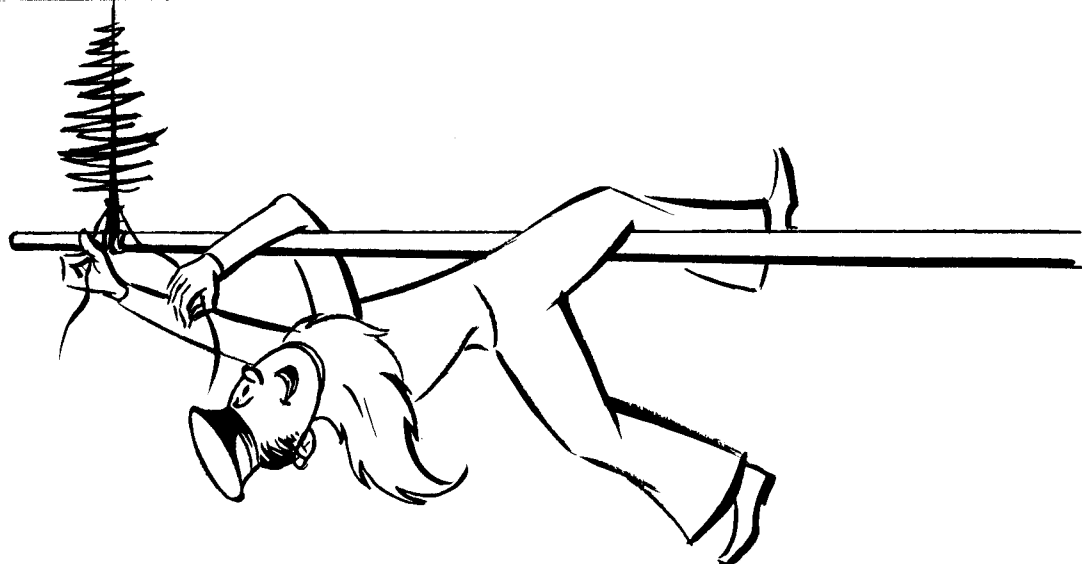
After joining the Third Canadian Escort Squadron at Halifax, she sailed November 28 for work-ups in the Bermuda area. There now are three sister-ships in the squadron, the *St. Laurent*, *Assiniboine* and *Ottawa*.

The second ship to commission was HMCS *Fundy*, a Bay class minesweeper, commissioned on November 27 at Davie Shipbuilding and Repair Company, Ltd., Lauzon. She was the first to commission of six minesweepers being built to replace six turned over to France in 1956 under the NATO Mutual Aid agreement.

CPO Becomes Engineer Officer

A former chief petty officer, Thomas William Kemy, has been promoted to the rank of acting commissioned engineer officer.

A/Cmd. Eng. Kenny completed an officers' divisional course at Cornwallis, in November and has been appointed to the staff of Flag Officer Atlantic Coast for duty with the Command Technical Officer.



Christmas in the Navy—Sixty Years Ago

Jack Made the Best of It, Wherever He Might Be

WHATEVER may be the circumstances under which Jack is called upon to celebrate the festivities of Christmas, we may rest assured that, with characteristic energy and good humour, he makes the most of the occasion. He is, indeed occasionally very handicapped; the exigencies of the service may require that his ship has to sail a day or two before Christmas; or it may be deemed necessary—though Jack has his own ideas sometimes as to the necessity—that, though on the “Home” Station, the squadron may be relegated to the wilds of a comparatively unknown and cheerless bay on the coast of Spain, where, with the land close aboard, he is as effectually isolated from the means of adequately providing for the occasion as though he were in “blue water”.

In attempting to give an idea of the manner in which Christmas Day is passed on board a man-of-war, it will be better to ignore the case of a ship stationed, either temporarily or otherwise, in a home port, as not affording a typical example; every man who can be spared, and whose conduct entitles him to privilege, being granted leave and the ship's company being reduced in consequence to something less than half the usual complement.

Let us, therefore, imagine ourselves on board a British man-of-war on a foreign station, on Christmas Eve. Already the crowds of native boatmen have supplied forests of greenery for the decoration of the messes and, should it happen to be a tropical station, this will naturally be of a delightful profusion and variety. Rather a trial, of course,

*By Commander E. P. Statham, RN,
in Army & Navy Illustrated—1896*

to the stern and methodical commanding officer, whose joy and pride it is to contemplate the spotless cleanliness and order of the mess deck, with an uninterrupted view from end to end.

If he is as wise as he is smart, however, he will not begrudge Jack the unwonted enjoyment of a little relaxation from routine, especially in view of the pride which he takes as a rule in keeping his mess clean and tidy, and which finds a different outlet today in the effort to outshine his shipmates in the matter of decorations. The decks have all been cleaned early in the day, and the brass-work etc., polished up to the last perfection of lustre, and the men are left as free as possible in the afternoon and evening to complete their festive preparations, of which the evergreens form by no means the most important part. Boats are arriving hourly loaded with all the local luxuries which are within the means subscribed by each mess; and not unfrequently these may be supplemented by a present of a few sheep, or a quarter or two of prime beef, from an English resident or colonist, with whom the Navy is ever in favour,

as officers and men could testify through generations.

THE MESS DECK presents a busy and cheerful aspect, and much lively and often very humorous chaff is being exchanged between adjacent Messes, striving each to out-do the latest effort of its neighbour. Here are some few hands, representing the artistic element in the Mess, constructing a veritable bower of greenery to go over the table, relieved by sundry devices cut out in coloured paper, and sometimes including very cleverly executed silhouette portraits of favourite Petty Officers, or even of their superiors, with appropriate and complementary mottoes attached. There are usually to be found in every ship a few men who are wonderfully skilful in this respect, while others, who have a knack with the pencil, will exhibit their skill and give expression to their feelings through this medium. The Mess in which is included the painter or his “mate” is usually distinguished by some bold and highly coloured illuminations, on pieces of board, with humorous or laudatory mottoes emblazoned among the elaborate scrolls, while glittering tinsel ornaments, ships and landscape worked in wool, festoons of many coloured paper





roses, and a hundred other odds and ends, are utilized to complete the show, with a very pretty and pleasing effect.

Others, less skilled in such delicate matters, are occupied with the more commonplace but not less important task of preparing tomorrow's dinner; and very well it promises, if only there does not turn out to be a dangerous surfeit of good things. The ship's cook, though usually ready, with his assistants, to slave on such an occasion for the benefit of all to an unlimited extent, and with the prospect of an "all night sitting" before him, obviously cannot be expected to undertake the mixing of "plum-duffs" the thousand other minor details involved, for the whole ship's company; and consequently these necessary and interesting operations are in various stages all over the deck, and executed with varying degrees of skill, to be tested in the practical result on the morrow: for the proof of a "plum-duff" on board ship is most emphatically "in the eating". When it is understood that the large mess deck may contain some 16 or 18 messes, numbering from 18 to two or three and 20 men in each, the life and bustle of the scene may be imagined; and a great pleasure it is, to one who is in sympathy with the men, to contemplate the busy hands and jolly countenances of the gallant fellows, who, ready at any moment to face battle or possible shipwreck with unflinching courage, take such a simple and child-like interest in their Christmas decorations.

The inexorable voice of the boatswain's mate causes a very sudden transformation scene at half-past eight: brooms are produced, litter swept up and put as straight as possible for the Commander's "round"; and by half-past nine everyone is in his hammock, with

the exception of the cook and his mates; the galley fire is allowed to be kept alight on this occasion, and they are busy there until past midnight, and have to be up again at four o'clock.

AT HALF-PAST SIX in the morning the "hands are "turned up" and hammocks stowed; and at seven o'clock comes breakfast; not the ordinary one of cocoa and biscuits or cocoa, "canned" milk is to the fore; "soused" fish, fruit, sardines, and other unaccustomed luxuries grace the board; and all is good humour and glee. After breakfast the decks undergo a short supplementary



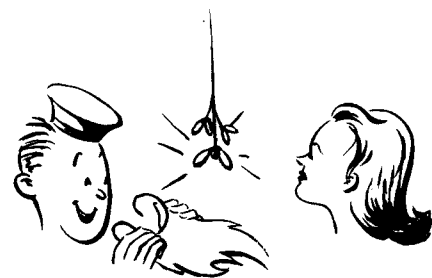
"scrub up" and then the men are mustered at the guns, to polish them up—if possible to a still higher state of perfection; every bit of metal about them flashes again, and the huge weapons themselves are rubbed up to a mirror-like surface with some cunning composition of boiled oil, turpentine, and what not, until you can very literally "see your face in them."

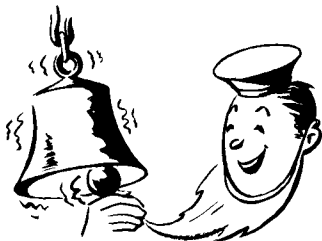
Every man is soon arrayed in spotless duck, with blue collar, and paraded for the morning inspection followed by Divine Service, for the religious observance of the day is by no means neglected; and a fine thing it is to hear "Hark the herald angels sing", or "Christians awake", sung in unison by some three or four hundred manly voices sustained by the harmonium, or a selection of instruments from the band. The chaplain, however, wisely tempers religion with discretion, and abstains from the infliction of a sermon, being well aware that the thoughts of most of his congregation would be directed rather to the finishing touches of their decorations than to admirable words of advice and admonition

with which no doubt his discourse would abound.

Service being over, the whole energies of the ship's company are devoted to the completion of their preparations, both as regards the pleasure of the eye and of the inner man, for the great event of the day: dinner, preceded by the captain's inspection of the messes. As regards the pleasure which his visit will produce, much of course depends upon the personality of the captain. It is safe to assert, however, that in the great majority of instances it will be hailed with immense satisfaction, and that any minor causes of complaint, imaginary or otherwise, entertained by individuals, will be forgotten in the goodwill and friendly feeling so heartily evoked on the occasion; while, if he is a prime favourite, manly and seaman-like, just and capable, the kind word as ready on his lips as the stern reprimand, he will be received with a perfect ovation, as gratifying as it is spontaneous.

While the busy scene of final embellishment is proceeding on the mess deck, a comical little farce is being enacted on the upper deck, the places of petty officers—the quartermaster, boatswain's mate, and other officials who keep their regular watch at the gangway—being taken for the time, according to immemorial custom, by some of the smallest and most chubby-faced boys in the ship, and very amusing it is to watch these little fellows strutting about in their borrowed plumes, petty officers' badges boatswain's whistle and all, and gravely responding to the orders of the lieutenant of the watch; the miniature boatswain's mate blowing a very amateur call on his pipe, and communicating instructions in his almost equally shrill treble down the hatchway, which, however, receive a prompt response, which





he certainly would not evoke on any other occasion.

At noon, the band assembles, and a comical figure, got up in some fantastic fashion, as a clown, or an elaborately-dressed flunkey, appears on deck to announce to the officer of the watch that all is ready. Very frequently some young ne'er-do-well, blessed with a handsome face and much assurance of manner, is selected for this role, and executes it with imperturbable gravity and importance. The officer of the watch goes down to report twelve o'clock to the captain, while a midshipman informs the commander and officers, most of whom will elect to accompany their chief round the deck.

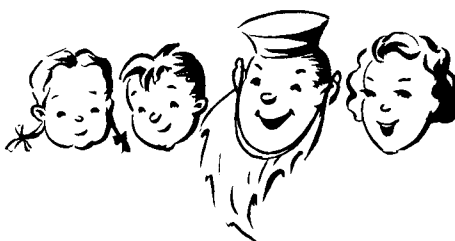
AS THE STROKE of "eight bells" resounds through the ship, the band strikes up a cheering strain of "The Roast Beef of Old England"; the captain accompanied by a little crowd of officers, appears at the after end of the mess deck, and every man spring to attention and faces in towards the centre of the deck; a couple of men in each mess stand at the end of the mess table with samples of their Christmas cheer.

What a wonderful transformation the deck has undergone since yesterday afternoon! The captain, as he walks slowly along, has to peer at each mess through a curtain of green leaves and glittering knick-knacks; he is greeted on all hands with smiling and deferential glances, and invited by each plate-bearer in turn to put the excellence of the "duff" to a practical test, which he and the officers frequently do, exercising their good nature at the expense of their good digestions.

Our captain is a deservedly popular man, and his progress is a pleasing sight, enlivened by jokes, words of commendation for some ingenious device, and an

occasional hearty laugh at a grotesque representation of the peculiarities of a shipmate or an officer; nor are there wanting such mottoes as "God bless our Captain" "The old *Tartar* is a happy ship", and so on. When the round of inspection is completed, the captain takes his stand in the centre of the deck, and in a few hearty sailor-like words wishes them a Merry Christmas. His greeting is responded to by a roar of "Same to you, sir," followed by a shout from the Senior Petty Officer: "Three cheers for the Captain".

The thundering response seems to lift the very deck overhead: and, unless we are greatly mistaken in our captain, affords him a thrill of satisfaction which is in itself a rich reward for his strict and considerable discharge of his difficult duties for there is no mistaking the spontaneous ring in those voices; it is no "duty" cheer, but one which will ensure in future a yet more cordial understanding between the captain and his



crew, even though he may have to be down on some of them tomorrow for undue excess in their festive zeal.

The afternoon and evening are spent in singing, dancing and such impromptu entertainments as can be managed, all the available talent, vocal and instrumental, being enlisted for the occasion. Sometimes the practice is permitted, or winked at, of "carrying round" favoured individuals among the officers and crew. A party of some half-dozen stalwart bluejackets will present themselves at the door of one of the officer's messes, and request that Mr. So-and-So will consent to be "chaired" round the mess-deck. It is usually a mark of high favour, and he is received with vociferous cheers; but in some not very strictly



disciplined ships it has occasionally been used as a means of displaying a very different feeling, and the officer who has been unfortunate enough to "get himself disliked", will find that his head comes occasionally into "accidental" contact with the beams, while he will be assailed with hoots and hisses, and pelted with orange peels, etc.; but as this kind of demonstration is of course very subversive of discipline, it is not permitted in any well-regulated ship. The captain, too, may come in for a hostile demonstration, if he deserves it, but not otherwise, for Jack is very discriminating. An instance occurred a good many years ago, where the ship's company gently conveyed to the captain that if he appeared on the mess-deck they would turn the mess tables upside down. Such cases are happily most rare, and then they occur, as has already been remarked, the captain has only himself to thank for it.

In the officer's messes there is, of course a corresponding amount of conviviality and the captain is frequently a guest in the wardroom. A certain latitude is permitted as regards the smoking hours, both for officers and men, so that Christmas Day, which commenced early, terminates late, and with a certain sense, perhaps of a surfeit of festivity, which, however, is not unknown under similar circumstances on shore; and when on the following morning the uncompromising voices of the boatswain and his mates are heard at an early hour, bawling "All hands lash up and stow hammocks", though some may experience an unusual reluctance to respond to the summons, they do so, nevertheless, with a satisfying conviction that they have made the most of their opportunities, and have thoroughly enjoyed another Merry Christmas.



OFFICERS AND MEN

Chiefs in Charge Of Patrol Craft

Two chief petty officers of the Royal Canadian Navy have been placed in charge of HMC Ships in commission, a responsibility usually reserved for commissioned officers.

The first to be drafted to this position of high responsibility was CPO Alexander Burns, 37, of Hamilton, Ont., and Halifax, who took charge, early this summer, of HMCS *Loon*, one of four "Bird" class patrol vessels now attached to the Atlantic Command.

Late in September a second CPO, Morton Harry Keeler, 35, of Halifax, was drafted in charge of HMCS *Cormorant*.

Before taking over their new duties both men took special courses arranged by the Navigation-Direction School at Stadacona.

A chief petty officer will also be placed in charge of the *Mallard*. The fourth ship of the class, the *Blue Heron*, is being loaned to the RCMP. The ships were all built in the Great Lakes area.

The "Bird" class patrol vessels displace 65 tons, have a speed of about 14 knots and a length of 92 feet. Fitted with sonar, and anti-submarine and



When Irish eyes are smiling it's difficult to avoid buying a poppy, as the ship's company of the *Magnificent* learned during a brief visit to Belfast in early November. Here, Mrs. I. Wilkinson, of Whiteabbey, County Antrim, has just completed a sale to AB D. G. Horne.

anti-aircraft weapons, they also carry modern navigational equipment.

CPO Burns was born in Hamilton on November 18, 1919, and entered the RCN as a boy seaman in January, 1937.

He served principally in destroyers and a cruiser, during and since the war. Before taking charge of the *Loon* he had served in HMCS *Labrador* (Arctic patrol vessel) from the time of her commissioning in July, 1954, until the spring of 1956, as the coxswain, or senior executive chief petty officer in the ship.

CPO Keeler was born in Halifax on November 29, 1921, and entered the Royal Canadian Naval Volunteer Reserve as an ordinary seaman in December, 1938. He transferred to the regular force in April, 1941.

During the war he served on the North Atlantic Convoy routes in destroyers and corvettes. He was mentioned in despatches in 1945 for "his cheerfulness, efficiency and devotion to duty" after more than three years on the North Atlantic.

Following the war he served in destroyers and in the *Quebec*, as well as ashore on the East Coast. He was selected for the Coronation Contingent in 1953 and on his return was drafted to

the *Iroquois* in which he did a tour of duty in the Korean war theatre.

Both men are chief petty officers first class, and hold non-substantive ratings of quartermaster instructors.

Four Courses at Leadership School

During October the Leadership School at Cornwallis had four courses under instruction.

They were the normal Divisional Officers' Course, Chief and Petty Officers' First Class Leadership Course, and the

BIRTHS

To Leading Seaman D. A. Allan, *Assiniboine*, and Mrs. Allan, a son.

To Lieutenant Cavan Atkinson, *York*, and Mrs. Atkinson, a son.

To Leading Seaman G. A. Barkhouse, *Coverdale*, and Mrs. Barkhouse, twins, a son and daughter.

To Leading Seaman J. G. Bertrand, *Assiniboine*, and Mrs. Bertrand, a daughter.

To Leading Seaman G. W. Burke, *Coverdale*, and Mrs. Burke, a daughter.

To Petty Officer H. I. Chapman, *Stadacona*, and Mrs. Chapman, a daughter.

To Petty Officer T. G. Ewen, *Coverdale*, and Mrs. Ewen, a son.

To Petty Officer Reginald Finchfield, *Naden*, and Mrs. Finchfield, a son.

To Lieutenant-Commander (SB) B. J. Gillespie, *Naden*, and Mrs. Gillespie, a daughter.

To Lieutenant-Commander W. F. Harris, *Assiniboine*, and Mrs. Harris, a daughter.

To Petty Officer R. J. Harvie, *Assiniboine*, and Mrs. Harvie, a son.

To Able Seaman Vincent Haywood, *D'Iberville*, and Mrs. Haywood, a daughter.

To Lieutenant Gerald Hill, *Buckingham*, and Mrs. Hill, a daughter.

To Petty Officer N. R. Hudson, *Coverdale*, and Mrs. Hudson, a son.

To Petty Officer L. D. Kay, *Assiniboine*, and Mrs. Kay, a son.

To Leading Seaman Donald Langevin, *D'Iberville*, and Mrs. Langevin, a son.

To Leading Seaman R. T. Lynch, *Coverdale*, and Mrs. Lynch, a daughter.

To Petty Officer N. R. Marsaw, *Coverdale*, and Mrs. Marsaw, a son.

To Leading Seaman R. C. McIntosh, *Buckingham*, and Mrs. McIntosh, a son.

To Sub-Lieutenant Gordon MacPherson, *York*, and Mrs. MacPherson, a son.

To Leading Seaman W. D. Moores, *Assiniboine*, and Mrs. Moores, a daughter.

To Leading Seaman M. T. O'Connor, *Assiniboine*, and Mrs. O'Connor, a daughter.

To Petty Officer Terry O'Dowd, *Naden*, and Mrs. O'Dowd, a daughter.

To Petty Officer Emilién Paradis, *D'Iberville*, and Mrs. Paradis, a son.

To Lieutenant (L) R. A. Pearman, *Stadacona*, and Mrs. Pearman, a son.

To Lieutenant (L) D. H. Pratt, *Stadacona*, and Mrs. Pratt, a son.

To Able Seaman Richard M. Stokes, *Helicopter Squadron 50*, and Mrs. Stokes, a son.

To Lieutenant-Commander Derek Tissington, *York*, and Mrs. Tissington, a daughter.

To Able Seaman Francis Tessier, *D'Iberville*, and Mrs. Tessier, a son.

To Petty Officer Frank Voegeli, *Stadacona*, and Mrs. Voegeli, a son.

To Leading Seaman William A. Wright, *Shearwater*, and Mrs. Wright, a son.

WEDDINGS

Wren Arlene Aitken, *Stadacona*, to Leading Seaman G. A. Faulkner, *Assiniboine*.

Able Seaman G. W. Baxter, *Buckingham*, to Miss Marie Lorgere, of Yarmouth, N.S.

Sub-Lieutenant York Brace, *Magnificent*, to Miss Dorothy Vawden of Nanaimo, B.C.

Wren Norma Clark, *Coverdale*, to Able Seaman Joseph Kent, *Coverdale*.

Lieutenant (S) L. A. Clarkin, *D'Iberville*, to Miss Mary Sullivan, of Montague, P.E.I.

Able Seaman Frederick Dickenson, *Assiniboine*, to Miss Helen Aucoin, of Windsor Junction, N.S.

Able Seaman Kevin Farrell, *Assiniboine*, to Miss Marie Elizabeth Shea, of Pictou, N.S.

Lieutenant David J. Fry, *York*, to Miss Ursula Hanes, of London, England.

Leading Seaman Ross Grigsby, *Assiniboine*, to Miss Margot Elizabeth Cordes, of Toronto.

Able Seaman William Grose, *Coverdale*, to Miss Shirley Miller, of Middlesex, N.B.

Leading Seaman Eugene Mercer, *Assiniboine*, to Miss Alice Keenan of Montreal.

Able Seaman R. B. Nixon, *Buckingham*, to Miss Laura Harvey, of Detroit, Michigan, U.S.A.

Able Seaman J. O. Ross, *Buckingham*, to Miss Barbara Anne Vidito of Digby, N.S.

Lieutenant Christopher M. Seymour, *St. Laurent*, to Miss Shirley Anne Hales, of Devonshire, England.

Leading Seaman Herbert Thorne, *Cabot*, to Miss Marguerite Mitchell of Portugal Cove, Newfoundland.

Midshipman J. C. Wood, *Assiniboine*, to Miss Joan Fay Cameron, of Charlottetown, P.E.I.



Petty Officers' (Second Class) Leadership Course plus the first Midshipmen's Divisional Course.

The last group included 25 ex-Venture executive cadets, one sub-lieutenant and three Belgian ensigns. The course was one of the technical courses undergone in qualifying for the rank of lieutenant.

International Shoot Approved

Admiral of all Commonwealth Sea Cadets, His Royal Highness the Duke of Edinburgh has advised C. K. McLeod, national president of the Navy League of Canada, of his approval of the establishment of an annual international small bore rifle championship for Sea Cadets, sponsored by the Navy League of Canada.

His Royal Highness has also approved the use of his name for the challenge trophy to be donated by the Navy League of Canada for this competition.

The new International Rifle Competition, believed to be the first of its kind in the world, will be open to teams of eight Sea Cadets, from 14 to 18 years of age inclusive, from any Sea Cadet unit or corps in the world, regardless of nationality.

The first competition for the new international challenge trophy is being held in 1956 and it is hoped to announce results in February 1957. Nine countries, including Canada, have entered teams. They are Australia, New Zealand,

These are members of the first Midshipmen's Divisional Course held in the Leadership School at Cornwallis in October, 1956. Front row, left to right: Midshipmen D. G. Thomson, J. M. Chouinard, G. Jakabowski, M. A. Marquis, Instructor Lt.-Cdr. D. J. Hamilton (Course Officer), PO D. Adair (Course Petty Officer), Midshipmen J. C. St-Pierre, F. Delisle, J. G. Morrison and F. J. Mifflin. Second row: Midshipmen B. Derible, L. P. Farrell, J. G. Carruthers, Ensigns (Belgium) C. D. C. Jacobs and P. M. Segers, Acting Sub-Lt. D. B. MacLeod, Midshipmen D. H. Gurr, E. Falstrom, G. J. Turner and J. M. Bishop. Rear row: Midshipmen J. W. MacIntosh and D. C. Briggs, Ensign (Belgium) J. E. Dewilde, Midshipmen N. J. Harrington, W. Matiachuk, B. A. Wells, G. E. Johnstone, M. J. Wilhelm, G. Boucher, H. R. Peden and H. B. Kieran. (DB-7985)



These are members of the No. 71 Chief and Petty Officers' Leadership Course held at HMCS Cornwallis in October, 1956. Front row, left to right: CPO J. C. Bugslag, CPO C. R. Pattison, CPO R. N. Langton, Lieut. (E) J. F. MacIntosh (Course Officer), CPO I. M. McKellar (Course Chief Petty Officer), CPO A. M. Muse, PO J. H. Bell and CPO R. J. McDonald. Second row: Petty Officers J. D. Cragg, H. L. Symington, E. W. Hillyer, E. W. Catral, P. T. Fitzsimmond and CPO A. R. Grainger. Rear row: Petty Officers P. Palmer, H. H. Haupthoff, D. Atkinson, R. J. Langlois, J. F. Hughes and C. E. Moench. (DB-7875)

and, England, Wales, Northern Ireland, Scotland, Union of South Africa and Rhodesia. Indications are that India, Cuba, Sweden and the Virgin Islands will be additional entrants next year.

Standard .22 calibre short-range targets supplied to all contestants are designed by the Dominion of Canada Rifle Association, the official judges of the competition. Each participating country submits the target of its top three teams.

The Challenge Trophy, which is being designed and donated by The Navy League of Canada, will not only be uniquely commemorative of Canada's part in the founding of this new worldwide youth competition but will also be especially appropriate of the sailor Duke whose name it will bear.

It will be in the form of a ship's bell, specially cast of native-mined metal in a Canadian foundry. This will be mounted on a small hand-carved teakwood table, the top of which will be inlaid with the heraldic arms of Canada and the Duke of Edinburgh centered among the arms of all other countries participating.

The teakwood of which it is made comes from salvage recovered in the harbour of Sydney, Nova Scotia, in 1953, from the wreck of HMS *Pelican*, one of the Royal Navy's famous old "first-raters" of 17th century design which was sunk there.

There will be a drawer in the table with a metal base plate on which will be etched the history of the founding of the International Rifle Competition for Sea Cadets. It will also contain a log book which will be used to enter the names of the winners each year.

The name of the challenge trophy will be "The Duke of Edinburgh's Ship's Bell".

Sword Awarded To Midshipman

Midshipman J. C. Wood, now serving in the *Assiniboine*, has been awarded the Queen's Canadian Sword, on completion of the RCN cadet's summer training, 1956.

The terms of the award as follows:
"To be awarded to the best all-round cadet on completion of two years professional training, considering officer-like-qualities, academic standing, athletic ability, and sportsmanship in equal proportions".

'Godmother' Sees Recruits on Way

"There's nothing like the Navy!" That is the opinion of Maud Leslie, 71, of Hamilton, Ontario, who for over 12 years has cheered the young men of the area on their way to a naval career.



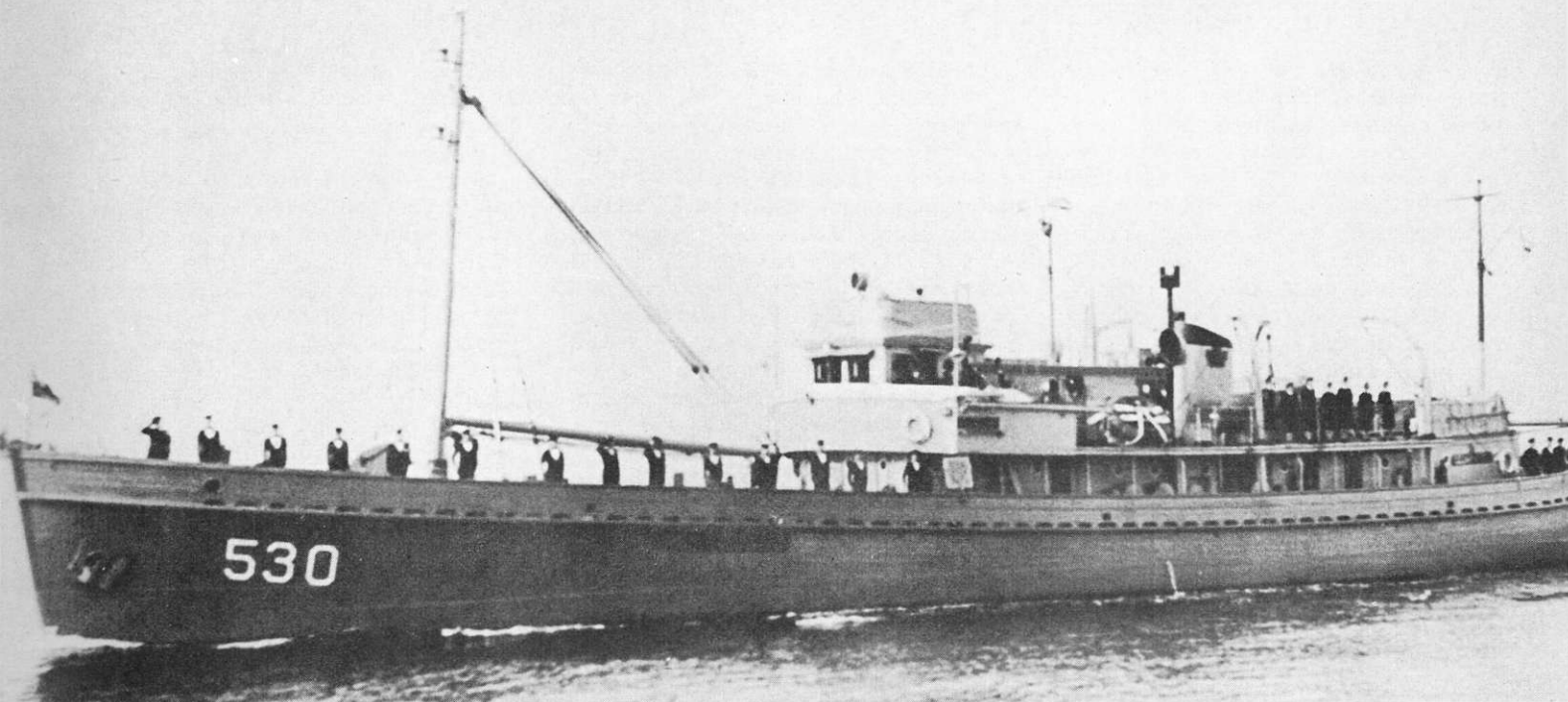
Friend to hundreds of young men from Hamilton and Southern Ontario communities who join the navy, Miss Maud Leslie, 71, is shown with a group of recent recruits bound for HMCS Cornwallis and their new entry training. From left to right they are: Dale Jack Thornton, Scotland, Ont.; Jack M. Heitz, Oakville; Malcolm J. Moore, Fort Erie; Leon L. Smith, St. Catharines; Robert L. Parlardge, Waterloo; Ewart Partridge, Mount Forest, and John S. Campbell, Hamilton. (COND-3095)

Miss Leslie, whose heart is as warm and twinkling as her eyes, has had affection for the service ever since she was a small child. Her father was a seafaring man and other kin had naval backgrounds. She feels it was inevitable that she should grow up to consider the lads in sailors' suits the best.

But Miss Leslie does more than pay lip service to her belief. One day a week, rain or shine, she makes her way to HMCS *Star*, the Hamilton naval division, and distributes comforts to the young recruits before they leave for *Cornwallis* and their new entry training. It is a job that makes inroads on her energy and time, and she doesn't begrudge one minute of it.

Born in the United States, Maud Leslie came to Hamilton 48 years ago and it was during the Second World War that she first took an active interest in the RCN. Then, as a member of the Hamilton Volunteer Naval Aid Corps, she commenced her weekly pilgrimage to the naval division. After the war, when the Corps disbanded, she continued to be "godmother" to young naval recruits through the Women's Naval Auxiliary.

Her friendly spirit and charm is contagious and there must be many a sailor in the RCN to-day who remembers the cigarettes, the candy and the smile Miss Leslie gave him before he caught the train for *Cornwallis*.



CEDARWOOD'S ACTIVE CAREER AT END

Eight Useful Years Spent in RCN by Wooden Ship

AT SUNSET on Thursday, October 18, the White Ensign came down for the last time on board HMCS *Cedarwood* as the little wooden-hulled ship paid off with a record of noteworthy achievement spanning eight years behind her.

The simple ceremony which took place on her quarterdeck was a fitting close to a career which had been, generally, unspectacular but quietly efficient.

From the time she was commissioned, September 22, 1948, the *Cedarwood* undertook hundreds of tasks which were of great importance to the Pacific Naval Laboratory, a branch of the Defence Research Board.

On the occasion of her paying off, Dr. W. N. English, head of the marine physics department at the PNL, commented: "A lot of us at the Pacific Naval Laboratory have sentimental and professional regrets that she is now being retired in the name of progress".

The *Cedarwood* was built in Lunenburg, N.S., in 1941 and named *General Schmidlin*. She was operated by the Royal Canadian Army Service Corps for supply and target-towing duties. After the war, she was brought round to the West Coast in 1946 and the following year, in May, became a Canadian Naval Auxiliary Vessel, and acquired her name, *Cedarwood*.

She was turned over to the RCN in September 1948 and sailed on her first operation for the Pacific Naval Laboratory the following month. Since that time she has been employed on a variety



Lt.-Cdr. Pearson, commanding officer of HMCS *Cedarwood*, is seen with Dr. W. N. English, head of the marine physics department of the Pacific Naval Laboratory, after he had presented the ship's bell and crest to the PNL. During the eight years and 27 days in which she served with the RCN, the *Cedarwood* was engaged principally on research duties for the Laboratory. (E-38083)

of operations for the PNL, the Pacific Oceanographic Group of the Joint Committee on Oceanography and the Institute of Oceanography, University of British Columbia. Much of this work for the PNL was concerned with underwater research and testing of various types of equipment.

During 1949 the *Cedarwood* sailed to the Arctic on a joint operation with the United States Naval Electronics Laboratory, San Diego. Valuable work in making a survey of British Columbia inlets had been carried out during recent summers by the ship, under the direction of Dr. G. L. Pickard, of the Institute of Oceanography, UBC. The ship also assisted the Department of Fisheries in studying problems connected with currents and fish food distribution. Sonar research for the PNL (the study of propagation of sound in water) and the carrying out of equipment trials were some of the other phases of the work carried out by the *Cedarwood* during her career. Her actual time in the service was eight years and 27 days.

Although her career was largely uneventful, there was one dramatic highlight which splashed the ship's name across newspaper headlines—when she came close to foundering during a gale in Hecate Strait in December 1954.

The first indication of her perilous situation came in the morning of December 3 when the ship, commanded by Lt.-Cdr. J. E. Wolfenden, radioed that she was taking water in rough seas.

Aboard the *Cedarwood* at the time were four officers, 30 men and five scientists. She was carrying out routine oceanographic and hydrographic surveys for the PNL at the time.

Immediately ordered to her aid were the destroyer HMCS *Athabaskan*, the frigate HMCS *Stettler* and the sea-going Canadian Naval Auxiliary tug *Clifton*. The Hecate Strait, about 350 miles north of Esquimalt, is notorious in winter with almost-constant gale conditions. The U.S. Coast cutter *Sorrel*, which was en route from Alaska to Seattle when the *Cedarwood* message came in, was also despatched to the aid of the stricken ship.

Buffeting by heavy seas and battering by 80-mile-an-hour winds damaged the ship's hull. Emergency measures were taken by the ship's company during that day and just before midnight the message came in that "the situation is no longer considered dangerous". After having been hove to for several hours she finally got under way, first at one knot, later at three, with her own pumps containing the water, which had risen above the flywheel in the engine-room, knocking the electrical system out of commission.

To augment the pumps, members of the ship's company formed a bucket

brigade, a human chain extending from the engine-room through the mess-deck, up the companionway to the ship's side.

Slowly, the *Cedarwood* made her way back to Esquimalt, her salute being personally returned by Rear-Admiral J. C. Hibbard, the then Flag Officer Pacific Coast, as she passed Duntze Head to enter the harbour.

From Rear-Admiral Hibbard also came the message: "Well done, *Cedarwood*".

At the time of her paying off the ship was commanded by Lt.-Cdr. J. O. Pearson, of Victoria.



Water looks pretty much the same everywhere and it was just as well steps were taken to distinguish this particular patch of heaving "aqua frigida" from similar patches occupied by, say, the Sambre, Lurcher or Goodwin Sands light ships. The danger of error was further minimized by locating HMCS Labrador's private "light ship" in Foxe Basin, where it proudly wore the shining crown that served as a radar beacon in shoreline surveys off an Arctic island. (LAB-1818)



Christmas Album - 1956

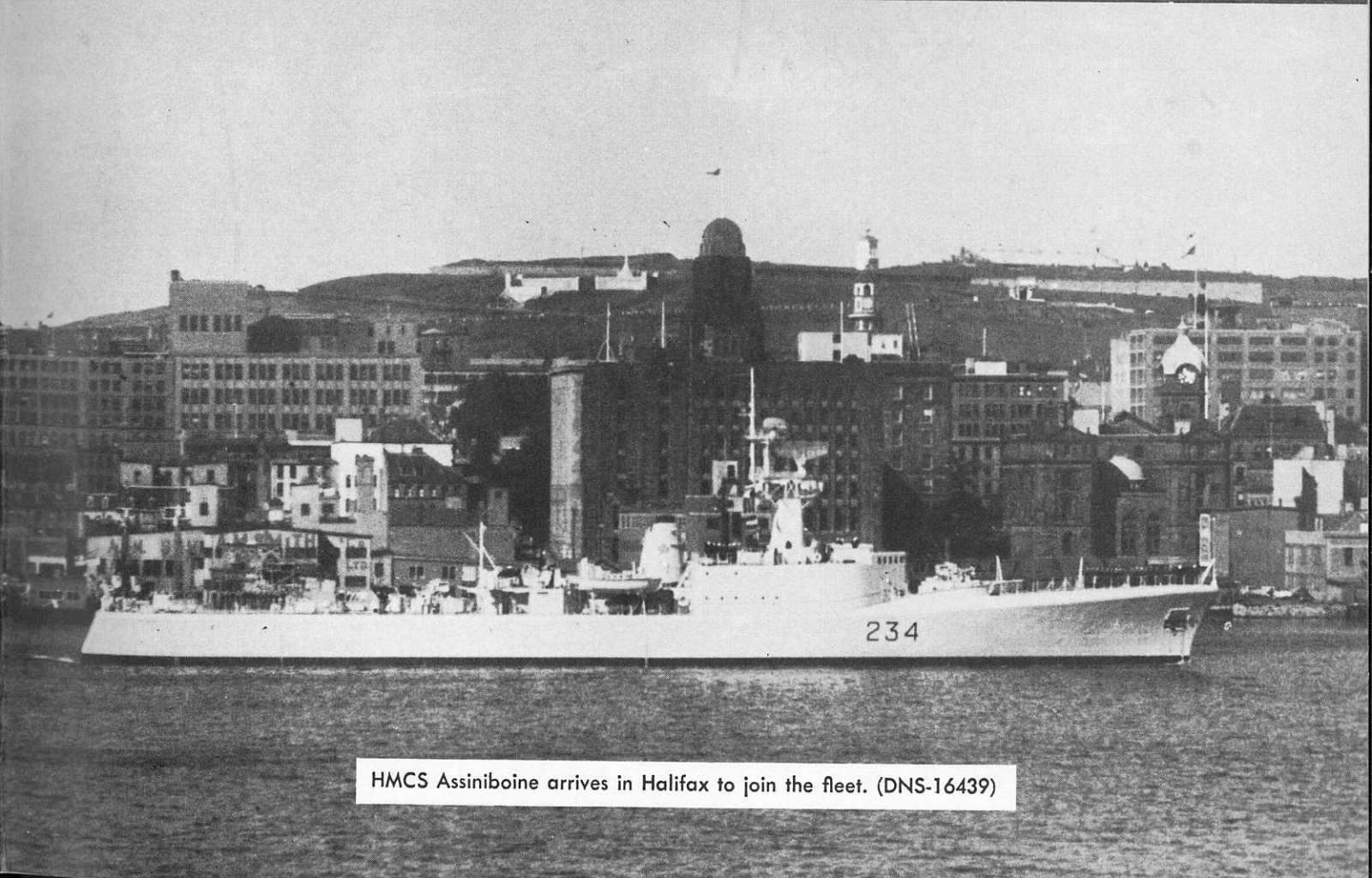


HMCS Lanark passing under Tower Bridge to the Pool of London. (HS-43026)

HMCS St. Laurent, proud escort to Her Majesty the Queen. (SL-0111)



Helicopters of HS 50 take off at dawn for northern Quebec. (HS-45354)



HMCS Assiniboine arrives in Halifax to join the fleet. (DNS-16439)



Divers from HMCS Labrador prepare for Arctic plunge. (LAB-1587)

The Road to Murmansk 1000 Years Ago

Norse Voyager Related Story to Alfred the Great

DURING the Second World War many seamen of the allied nations, Canadians among them, took the cold and stormy road to Murmansk and the White Sea. The first man ever to go there by sea, and to render a report of proceedings, was a Northman or Norwegian, as we would say nowadays, called Ohthere, and he told the tale to King Alfred.

Besides starting a navy, the King was translating schoolbooks from Latin to Anglo-Saxon as part of his educational program for the people of Wessex. One among them was the *Compendious History of the World* by Paulus Orosius. He found this work not too suitable to his purpose and rewrote it, adding a complete account of the Germanic-speaking lands, including Ohthere's voyage.

Ohthere (pronounced in three syllables "Oht-he-re" to rhyme with Oathay-ruh) lived in Halgoland, now written Helgeland, in about latitude 66° North on the coast of Norway. The Permians, whom he mentions, are still known and live in the Kola Peninsula speaking a distinct dialect of Finnish, as Ohthere noticed. In his day they lived on the east of the River Dvina which flows into the White Sea at Archangel. Cwen Land included both sides of the Baltic Sea, and extended from Norway to the White Sea, or Cwen Sea as it used to be called, roughly corresponding to the area now known as Lapland.

Ohthere's story has been paraphrased in a poem called "The Discoverer of the North Cape" by Henry Wadsworth Longfellow, but it is not accurately reported there. For example the poem makes much of the sun going round the sky without setting (the "midnight sun") but that does not appear in the story as King Alfred set it down. Here is a translation of Ohthere's story from the Anglo-Saxon edition of Orosius:

OHTHERE told his lord, King Alfred, that he lived the farthest north of any Northman. He said that he lived in the land in the north by the North Sea. The land stretches a long way north from there, but it is all deserted, except in a few places where Finns camp, hunting in winter, and fishing on the sea in summer.

Once he wished to find out how far the land stretched to the north, or whether anyone lived to the north of



the waste land. So he travelled northward along the coast; the waste land lay on the starboard hand all the way, and the high sea to port for three days; that took him as far north as the whalers go. Then he travelled as far north as he could in another three days' sail. There the land curved to the eastward, or the sea went into the land, he did not know which, but he knew that he waited for a wind a little north of west, and then sailed east along the coast as far as he might in four days' sailing.

Now he had to wait there for a due north wind, for the coast curved directly south, or the sea entered on the land, he did not know which. Then he sailed southward along the coast as far as he could in five days' sail, and came to a great river in the land. He turned up the river, because he durst not sail beyond it for fear of opposition, for the land beyond was all settled.

He had not found any settled land since he had left his own home, but had had waste land on the starboard hand, with only fishers, fowlers and hunters, and they were all Finns, and it was high sea to port all the way. The Permians had tilled their land very well, but he durst not go there. But the Terfinns' land was all waste, except where hunters, fishers or fowlers camped. The Permians told him many stories, both of their own land and of

the lands about them, but he did not know what was to the south of it because he had not seen it himself. It seemed to him that the Finns and the Permians spoke nearly the same language.

Apart from spying out the land, he had gone there mostly after walruses, because they have very fine bone in their tusks—he had brought some of the tusks to the king—and their hide is very good for ship cordage. This whale is much smaller than other whales: It is no more than seven ells* long. But the best whale fishery is in his own land: They are 48 ells long there, and the biggest are 50 ells. He said that, with five companions, he had killed 60 of them in two days.

He was a very rich man in the goods which his land produced, that is in wild animals. He had at the time he visited the king 600 tame deer. These animals they call reindeer. Six of them were decoy-reindeer which are very valuable among the Finns because they use them to catch wild ones. He was among the richest men of the land, but he had no more than 20 head of cattle, 20 sheep,

* Both Alfred and Ohthere considered the walrus to be a whale, the Anglo-Saxon word being "horshwael"—horse whale. Walrus is from the Norse "hvalross"—whale horse. The ell was anything from 14 inches to 48 inches. In this case it seems to be 18 inches.

and 20 swine, and for what little plowing he did, he used horses.

But his riches come mostly from the tribute that the Finns pay him. This tribute is in rich furs, birds' feathers, walrus ivory, and cordage made from the hides of whales and seals. Each paid according to his condition. The richest must pay 15 marten skins, five reindeer, and a bear skin, ten measures of feathers, a kirtle [fur coat] of bear or otter, and two ropes, each 60 ells long and made either of whale or seal hide.

He said that the Northmen's land was very long and narrow. All that his men could graze cattle on, or plow, lay by the sea, and is very stony in some places.

Wild moors lie to the east alongside the tilled land. On the moors dwell the Finns. The tilled land is broadest in the south, and grows narrower to the north. In the south it might be 60 miles wide or a little more, and in the middle 30, and to the north, where it was narrowest, it might be three miles wide or a little more. The moors in the south in some places are so wide that a man might take two weeks to travel across them, but in some places he might do it in six days.

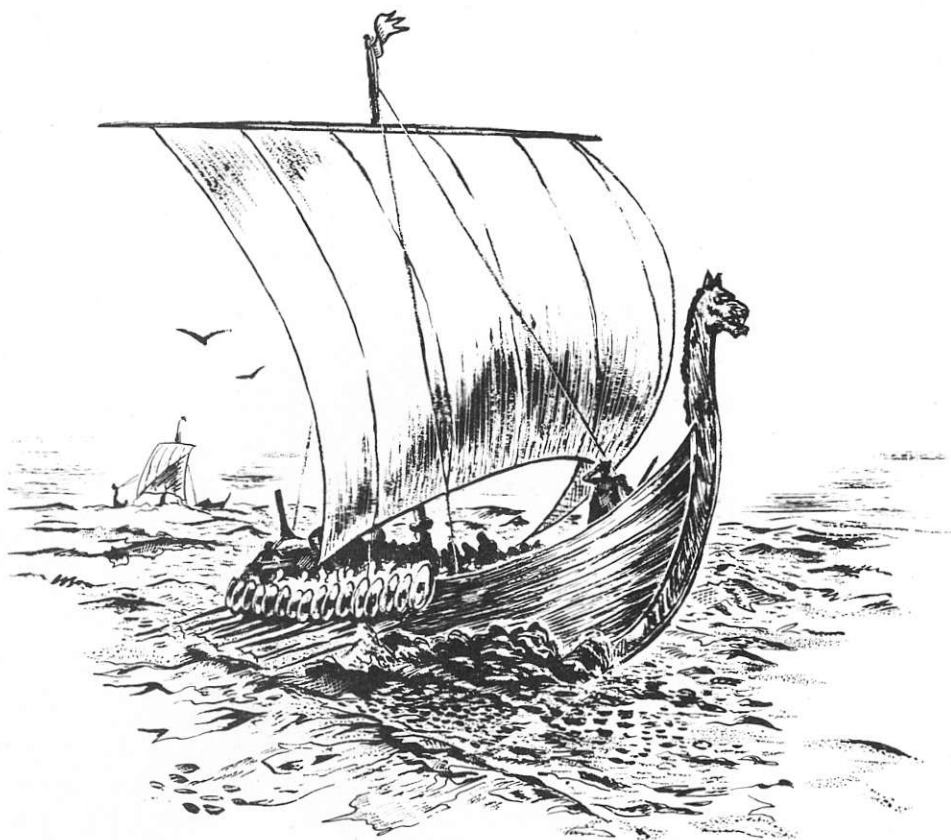
Mystery Badge Found in 'Derry

When the *Iroquois* was in Londonderry during October her captain was invited to call on the Londonderry Sea Cadet Corps, there to be presented with a memento in the form of a hand carved corps' badge. There was, however, special reason for this ceremony, for in the corps' possession is a large brass badge of the *Iroquois*. The odd circumstance, is that it is not the same as any known badge that the *Iroquois* ever had, and there is no record that the *Iroquois* ever presented her badge to the Sea Cadet Corps.

The badge depicts an Indian's head wearing hair in braids and a large flowing war bonnet. The head is brown, the hair black, and the feathers of the war bonnet are white with red and black trim. The whole is set off in a light blue background; it is diamond-shaped, and is surmounted by a Tudor crown under which is the name "Iroquois".

The commanding officer of the corps first remembers it when the corps moved into the building formerly used by the RCN as a canteen. Should, by any chance, a former member of the *Iroquois*' ship's company know the circumstances of its presentation to the corps, the present ship's company would like to know, too.

The wartime badge of the *Iroquois* was almost identical with the official badge now displayed by the ship. Unofficial badges of unique design were not at all uncommon.



Alongside Norway to the south on the other side of the moors is Sweden, and to the north is Cwen Land. The Cwens raid them. There are large fresh lakes on the moors, and the Cwens carry their ships, which are small and

light, overland to the lakes and thence raid the Northmen.

Ohthere said that the shire where he lived was called Halgoland, and that no man dwelt to the north of him.—Ph. Ch.

Cumberland Ends Fruitful Season

The final evaluation of new naval equipment is in the hands of Royal Navy analysts now that the trials cruiser HMS *Cumberland* has completed another busy summer of tests.

The results of some of the trials, notably of new metal folding bunks, folding tables and of new kit lockers, designed to fit into the limited living space on board ship, did not need to await analysis. The equipment met with general approval during operations.

The major trials carried out by the *Cumberland* in 1956 involved the testing of two new gun-control systems, both of which can automatically track and aim at a target by radar. These were carried out in the Mediterranean during early summer. So accurate were the new methods of gun control that many of the targets, towed by jet aircraft from Malta, were destroyed or shot down, despite the fact that non-explosive shells were used.

Toward the end of the trials period, the *Cumberland* went to the Atlantic and northern waters to test her stabilizer and to find out how well new equipment stood up in rough weather.

Numerous items of equipment, ranging from a six-inch turret for "Tiger" class cruisers to a 25-foot fibre-glass motor boat, were also subjected to tests. The *Cumberland* left on her trials cruise in May and returned to Devonport late in September.

Like a Sailor On Horseback?

Nautical lore is where you find it. The following little gem appeared in a newspaper account of the successful Trafalgar Day ball at HMCS *Grifon*, the Port Arthur naval division:

"On the opposite wall to the 'gentlemen of the navy', high above the cabaret-style tables, were beautifully executed rope knots, work of Captain Ormsby, among these were the sheep-shank, reef knot, bollen-on-a-bike and the garrick bend."

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Buckingham*

The *Buckingham* is completing an active season of coastwise excursions. During August, the *Buckingham* was the floating mansion of His Honour Gaspard Fauteux, Lieutenant Governor of Quebec, during his tour of the eastern shores of that province.

With the addition of the flight deck aft, the *Buckingham* has been the centre of interest during sea-going trials with *Shearwater's* helicopter. Most of the ship's company, and officers, as well as new entry seamen of Haida XVII Division were taken up for short flips during the landing and taking off evolutions. Everyone was impressed by this new form of transport and much admiration was expressed as to the deft handling of the aircraft, and its extreme manoeuvrability.

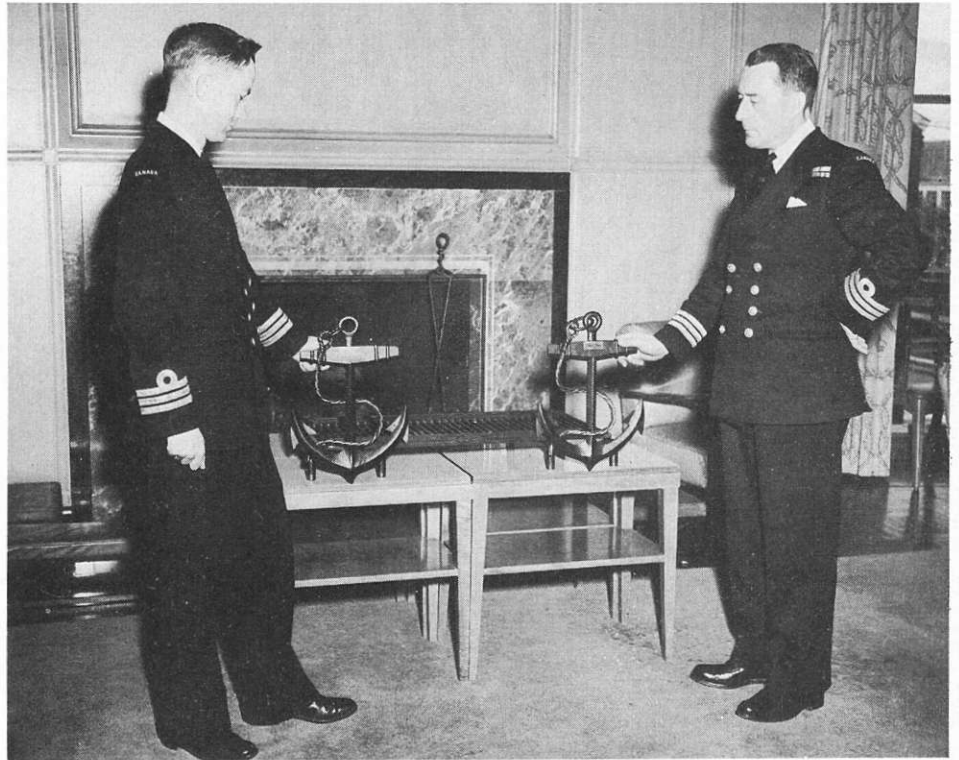
The ship's bell was first put into service as a baptismal font on the occasion of the christening on board, by Chaplain R. Shannon, of Geoffrey Hill, son of Lieut. and Mrs. G. H. Hill. It is hoped that this will be the first of many such happy and traditional ceremonies in the ship.

HMCS *Cornwallis*

The second of a series of Christmas pantomimes was to be produced by HMCS *Cornwallis* on December 13, 14, and 15. It was based on Frank Baum's fairy story "The Wizard of Oz", from which the pantomime's title has been shamelessly adapted to "The Wonderful Wiz of Cornwoz".

Last year's performance, "Snow White and The Seven Ods", was *Cornwallis'* first venture at reproducing the traditional English pantomime. The success of this production encouraged the group to try again this year, allowing more time for preparation. The script for this year's endeavour was written by Lieutenant Douglas B. Payne.

A few of the scenes and characters could be identified with the original story, whereas a great many others were recognizable only by their marked resemblance to well-known personalities or activities of *Cornwallis*. This loose interpretation of the term pantomime affords unlimited scope to the author and director.



A presentation of andirons appropriate to the furnishings of the establishment has been made to the Stadacona Wardroom Officers' Mess by the officers of the Ordnance Branch. Commander M. H. Walker, Superintendent Naval Armament Depot (right) made the presentation on behalf of the Ordnance Branch to Commander E. S. MacDermid, Mess President, who accepted on behalf of the Wardroom officers. Embodying the revised pattern of the fouled anchor, the andirons are a particularly fine example of ironwork craftsmanship, designed and produced by Canadian industry.

The cast, including chorus, numbered about 30, and some 17 songs, varying from negro spirituals to "Rock 'n Roll", are liberally interspersed throughout the show. The musical director was Chief Petty Officer William Stitt, who also conducted the orchestra, while Mrs. C. E. Bandy was in charge of choreography in addition to playing the part of the "Wicked Witch".

Lieut. James Gates, USN, accepted the onerous task of producing the necessary bedlam of flashes, thunder, smoke and flame when the heroine Dorothy was brought before the Wizard.

The pantomime, which went into rehearsal in early November, was produced and directed by Lt.-Cdr. George Bower, with Lieut. D. B. Steel as stage manager in control of a group of some 30 helpers.

HMCS *D'Iberville*

Navy Days for the Quebec City area were held on Saturday and Sunday, October 6 and 7. Once again the high

light of this year's celebration was the presence of a naval aviation unit. VF 870 Squadron provided a most creditable performance over the city and the static display of Banshee aircraft on George V Square proved to be a great attraction.

The Maritime Exhibition was composed this year of exhibits furnished by George T. Davie Shipbuilding Co., Davie Shipbuilding Company, RCA Victor Company and Canadian Westinghouse Company.

The new entries under training carried out a physical training demonstration on both days and a church parade of all naval units in the Quebec area took place on Sunday following religious services held on board. The salute was taken by Cdr. Achille Pettigrew, RCN(R) (Ret'd), now a judge, who was commanding officer of the Quebec City RCNVR Half-Company from 1925 to 1935.

Navy Days were considered a success and provided the general public of the

area with an opportunity to know their Navy. A total of 6,500 persons visited *D'Iberville* and the Quebec City Airport over the Navy Days week-end.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, carried out his annual inspection of *D'Iberville* on Monday, October 22. A guard was paraded on this occasion.

Captain J. C. O'Brien, Director of Naval Training, visited *D'Iberville* on Friday, October 26.

Saturday, October 27, the chief and petty officers, *D'Iberville* and *Montcalm*, held their annual Hallowe'en dinner dance at Grande-Allee Armouries, Quebec City. An eight-piece band from the Royal 22nd Regiment was in attendance. Guests of honour, Cdr. and Mrs. Favreau and Lt.-Cdr. and Mrs. Lemay were officially welcomed by CPO M. G. Girard. A turkey dinner was served and an enjoyable time was had.

Meanwhile a Hallowe'en dance was held in the *D'Iberville-Montcalm* men's mess. A three-piece band was on board for the occasion and everyone in attendance enjoyed themselves fully. Guests of honour were the commanding officer and the executive officer with their wives.

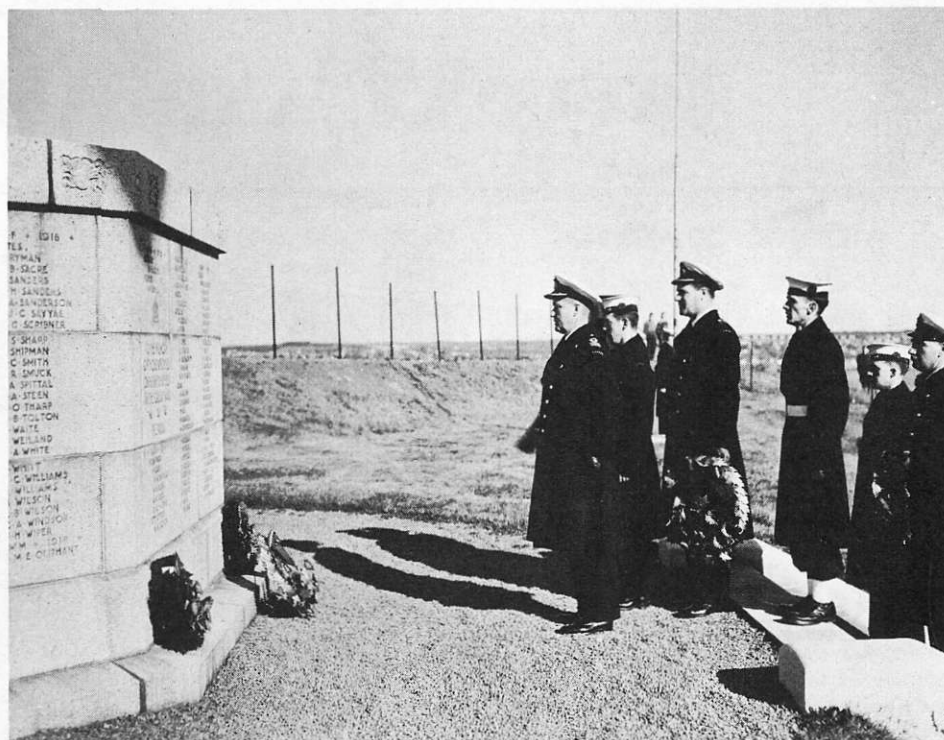
November 11 was the occasion of a Remembrance Day parade and service at La Croix du Sacrifice. The parade was composed of all the available forces in the area with a contingent of veterans and Canadian Legion members also attending. The guest of honour was the Right Hon. Louis St. Laurent, Prime Minister of Canada, who took the salute at a march past following the ceremony. On November 12 a Remembrance Day ceremony was held on board SS Arosa Sun. Personnel from *D'Iberville* joined a guard and a wreath was laid on the waters of the St. Lawrence River to commemorate the Merchant Navy sailors who lost their lives during the two World Wars.

D'Iberville provided 50 men for the royal guard on the occasion of the opening of the provincial parliament on November 14. The composite guard under the command of Lt.-Cdr. N. Strouts was composed of *D'Iberville* with the 3rd Battalion of Canadian Guards.

On November 6 a group of new entries appeared on TV for the benefit of the Red Feather campaign.

Lieut. G. S. Schober was appointed to the *Buckingham* in September. On October 9 Lt.-Cdr. N. Stouts joined *D'Iberville* from the *Iroquois*. He assumed the duties of training officer.

CPO M. Darveau joined *D'Iberville* on September 27.



Commodore E. W. Finch-Noyes, Commodore RCN barracks, places a wreath on the Sailor's Memorial atop Citadel Hill as part of Remembrance Day observances in Halifax. (HS-46039)

HMCS Coverdale

Recent visitors to *Coverdale* included Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who paid an informal call and Cdr. D. S. Blackmore, Senior Officer Supplementary Radio Stations, on his semi-annual tour of inspection.

Personnel at the station were invited by Mayor Leblanc to take part in the Lobster Festival celebrated at Shediac, N.B., in August. A tri-service honour guard was formed for the attendants at the crowning of the festival's queen, after which the traditional lobster dinner was served.

NAVAL DIVISIONS

HMCS Unicorn

Unicorn, the naval division in Saskatoon, has a new Staff Officer (Administration) Lt.-Cdr. J. R. Strachan is retiring from active service, and his place is being taken by Lt.-Cdr. J. L. MacLean.

Lt.-Cdr. Strachan has been in the RCN for 15 years, the last six as staff officer at *Unicorn*. He is going into private business in Saskatoon.

Lt.-Cdr. MacLean comes to *Unicorn* from service afloat and ashore on the East and West Coasts.

HMCS Hunter

A parade of *Hunter's* ship's company through downtown Windsor on Sunday, September 16 preceded open house at the Windsor naval division.

From 1400 to 1700 over 2,000 persons passed over the quarterdeck and saw the Reserve Navy in action. A model of the new destroyer escort, the *St. Laurent*, drew special attention from the guests and visitors. Cdr. W. G. Curry, commanding officer, later stated that it was one of the best open houses ever held at *Hunter*.

The 1956 commemoration of the Battle of Trafalgar was held Saturday, October 20, at *Hunter*. This year's Trafalgar Ball lived up to all traditions and expectations. Rear-Admiral Walter Hose unveiled a portrait of Lord Nelson as a reminder to everyone of a great man who converted consideration, thoughtfulness and efficiency into discipline and teamwork.

Many guests were present, among them Rear Admiral Leon J. Jacoby, USN(R), of Broadhead Naval Armouries, Detroit, Michigan, and Mrs. Jacoby; Lt.-Col. D. D. Irwin, USMC; Lt.-Col. Robert Mysham, Commanding Officer Windsor Regiment RCAC and Mrs. Mysham; Wing Commander D. U. Hutton, RCAF and Mrs. Hutton; and E. H. Moss, British consul in Detroit, and Mrs. Moss.

OFFICER AND GENTLEMAN OF OLD SPAIN

Captain Quadra's Memory Honoured by B.C. Place Names

NAMES REDOLENT of a romantic past, of Spanish galleons and gentlemen adventurers from the court of Spain dot the navigation charts of the British Columbia coast—more particularly the waters and islands in the vicinity of Vancouver Island, by repute the most solidly British portion of the whole of Canada.

Among the names which will come immediately to mind are Juan de Fuca Strait, Quadra Island, Cordova Bay, San Juan Islands, and such English references to the presence of Spaniards on the coast long ago as Spanish Banks. Many other geographical features bear names which would appear to be Spanish adaptations of Indian names.

Spain's interest in and influence along what is now the British Columbia coast lasted until late in the 18th century, brought her to the verge of war with Britain and then vanished with the arrival of Captain George Vancouver.

The last days of Spanish rule, however, left enduring memories of a Spanish naval officer and gentleman of sterling qualities, Captain Juan Francisco de la Bodega y Quadra — a man so highly esteemed by Captain Vancouver that he named the land where they met "the Island of Quadra and Vancouver". The name was progressively shortened to "Vancouver's Island" and then to its present form "Vancouver Island".

Ninety-nine years after his departure from what is now Canadian soil, Captain Quadra's name was given a ship which gave many years of valuable service in West Coast waters.

The Canadian Government Ship *Quadra* was a steam vessel of 265 tons net (573 GRT) built in Paisley, Scotland, in 1891. She was of steel construction, 174.5 feet in length with a beam of 31.1 feet. Her quadruple engines developed 120 horsepower, giving her a maximum speed of 11 knots. Her official number in Lloyd's Register was 96,899 and her Canadian port of registry was Ottawa, Ontario.

On October 15, 1891, CGS *Quadra* sailed from Greenock for Esquimalt by way of Magellan Strait. She arrived 69 days later on January 5, 1892.

Her captain from 1891-1908 was John T. Walbran, Master Mariner. Captain Walbran was one of the great maritime figures of the Pacific Coast. Born in Yorkshire in 1848, he passed through *Conway* and secured his master's certificate at the astonishing age of 22. In 1888, he joined the Canadian Pacific Navigation Company and was in command of SS *Islander* and SS *Danube*.

In 1891 he joined the Dominion Government Department of Marine and Fisheries to supervise the building of the *Quadra*. He knew the West Coast better than anyone and published that remarkable book "British Columbia

Coast Names 1592-1906", which remains the authoritative work on the subject. He died widely mourned and highly respected in 1913.

The *Quadra* was employed as a Dominion lighthouse tender, attended to buoys when required and assisted in the maintenance of the fishing regulations. On February 26, 1916, she was sunk at Gallows Point at the entrance to Nanaimo in a collision with SS *Charmer*. The wreck was purchased by Captain A. L. Bissett, associated with the Vancouver Dredging and Salvage Company, for a few thousand dollars. She was raised, repaired and altered.

Early in 1917 she was put into service as an ore-carrier under Captain Cutler. She operated between Britannia Beach and Tacoma carrying copper concentrates for the Britannia Mining and Smelting Company. Her captain stated that in the first 45 months of service she had made 450 trips, totalling 144,000 miles and had carried 270,000 tons of ore. This would appear to have given a very handsome return on the original investment!

The *Quadra* fell upon evil days. In 1925 she was the centre of a charge of conspiracy to violate the prohibition laws of the United States, after being seized by the Coast Guard Cutter *Shawnee* and brought into San Francisco. She was reported to be in a similar predicament in 1930. Her end is not known to the writer and all efforts to establish it have been inconclusive so far. There is small hope that it was a good one.

Without such tarnish is the memory of the ship's namesake, Juan Francisco de la Bodega y Quadra, who was born in Lima, Peru, about 1744. His father was Don Tomas de la Bodega, whose family was of the Spanish nobility; his mother was Francisca Mollinedo, whose family came from Galicia. The name "Quadra" was adopted by Don Tomas at the request of a relative who resided in Lima: Don Antonio de la Quadra. It is also a matter of record that Captain Quadra's paternal great-grandmother was Dona Isabel de la Quadra. Hence the addition of the name was more than a whim—it formed a link with the family's past.

Quadra's connection with the coast of British Columbia began when he was a lieutenant in the Spanish Navy

The Canadian Government Ship *Quadra*, which after many years of valuable service on the West Coast fell upon evil days and is presumed to have come to an unhappy end. (E-35629)



(teniente de navio). In 1775, he was given command of the schooner *Sonora* and sent on a voyage of exploration which took him from the naval base of San Blas, Mexico, as far as 58° North. Port Bucareli was discovered and named after the Viceroy of Mexico, but nothing was recorded between the Queen Charlotte Islands and the Strait of Juan de Fuca.

In 1779 Quadra, then in command of the *Favorita*, sailed northward under the orders of Commander Arteaga in the *Princesa* as far as Prince William Sound, which was named Ensenada de Regla by the Spanish explorers, and within view of Mount St. Elias, in Alaska. Because of the war which involved Britain and Spain, the latter's explorations in the area ceased until Nootka was occupied by Martinez in 1789.

By 1791, Quadra had risen to the rank of post captain (capitan de navio), was a Knight of the Order of Santiago and was in command of the Spanish naval establishment at San Blas. Because of his rank and ability, but doubtless also because of his two previous voyages to the North Pacific, the Viceroy appointed him Governor of Nootka in that year. His principal task was to negotiate with Captain George Vancouver, RN, in the negotiations concerning the restoration of British ships and property at Nootka.

In 1778, Captain James Cook, RN, landed at Nootka Sound to claim the territory for Britain and commenced to trade with the natives. When merchants in the east and in Britain discovered the value of this trade—particularly in sea otter skins—they originated commercial expeditions to Nootka and thus insured that the island and the coast would continue to be of importance to the British flag.

In 1785, the first commercial expedition to Nootka was organized and several other expeditions followed in subsequent years. In 1789, the Spanish authorities in Central America became alarmed at this intrusion into what they considered their sphere of influence and sent a naval expedition under Lieut. Martinez to stop British trade in the North Pacific.

Martinez seized British ships and British subjects and dispossessed Captain John Meares of a tract of land which he had acquired from a local chief and on which he had erected certain buildings, including a slip from which was launched in 1788 the *North-west America*, the first ship built in this area.

When the Spanish action was reported to the British government, there was great indignation and Britain prepared to declare war on Spain over the

"Nootka incident". The Spanish government offered to restore the seized ships and property and war was averted. Captain Quadra and Captain Vancouver were sent by their respective countries to Nootka to settle the matter.

Vancouver and Quadra varied in their interpretation of the instructions given them by their respective countries where Nootka was concerned, but despite their official differences, they became warm friends.

Vancouver said: "The politeness, hospitality, and friendship, shown on all occasions by Senor Quadra, induced Mr. Broughton and myself, with several of the officers and gentlemen of both vessels, to dine at his table almost every day, which was not less pleasant than salubrious, as it was constantly furnished with a variety of refreshments to most of which we had long been entire strangers."

On one occasion Captain Quadra observed to Captain Vancouver that it was a matter of regret that there was no memorial to their friendship.

"In our conversation whilst on this little excursion, Senor Quadra had very earnestly requested that I would name some port of island after us both, to commemorate our meeting and the very friendly intercourse that had taken place and subsisted between us. Conceiving no spot so proper for this denomination as the place where we had first met, which was nearly in the centre of a tract of land that had first been circumnavigated by us, forming the south-western sides of the gulph of Georgia, and the southern sides of Johnstone's Straits and Queen Charlotte's sound, I named that country the Island of Quadra and Vancouver; with

which compliment he seemed highly pleased."

With the loss of Spanish influence in the area after the Nootka Convention of 1795, the island was called Vancouver's Island and eventually by its present simpler name.

On September 22, 1792, Quadra sailed in the sloop *Activa* for Monterey after completing his negotiations with Vancouver. When Vancouver sailed later from Nootka, he proceeded to Monterey for a happy reunion with his friend. They sailed together on January 15, 1793, and on the 18th, Vancouver entertained Quadra on board the *Discovery* to a farewell dinner. In his journal Vancouver records that it was a "painful consideration" to think that they might not meet again.

In March 1794 Captain Quadra died in or near San Blas. He is remembered in British Columbia not only because of the references to him in Vancouver's *Voyage* and in the various histories of the Nootka incident, but also because of the following geographical names:

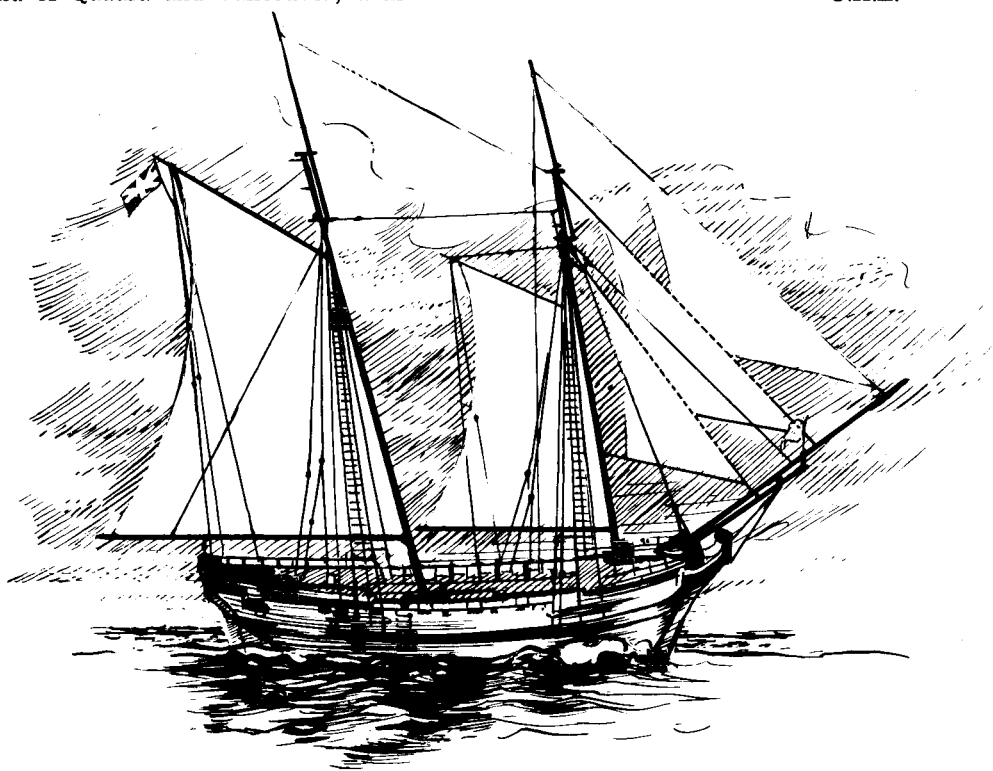
Quadra Island: The largest of the northern Valdes group was so named by the Geographic Board of Canada in 1903.

Quadra Hill: A hill of 748 feet on Galiano Island.

Quadra Rocks: Houston Stewart Channel, Queen Charlotte Islands, which were named after the CGS *Quadra* (in turn named after Captain Quadra) which struck these uncharted rocks May 1892.

Quadra Street: One of the main thoroughfares in Victoria.

—C.H.L.



SCHOLARS AFLOAT IN '56

DURING the past summer some 825 university students from every province in Canada went to sea as cadet officers in the Royal Canadian Navy (Reserve). Serving in the University Naval Training Divisions, they spent three and one-half months training on the east or west coasts. The cadets began arriving at *Stadacona* and *Naden* in the first week of May.

Operational cruises on the West Coast took cadets to Prince Rupert, Vancouver, Port Alberni and NanOOSE Bay on Vancouver Island, to Ketchikan in the Alaskan Panhandle, Seattle, Washington, and Portland, Oregon. On the East Coast UNTD cadets visited ports in the United Kingdom, Belgium and France in a sea training program of three trans-Atlantic cruises for 450 of the cadets.

The University Naval Training Divisions had their beginning in 1942, when the wartime shortage of officers was acute. Captain A. W. Baker, RCN(R), a professor at the Ontario Agricultural College in Guelph, Ontario, proposed the scheme. A trial division was set up at the Agricultural College. The value of the plan soon became evident, and the University Naval Training Divisions moved eastward and westward to other universities and colleges.

At the end of the war the universities

Bonds Go Fast In Labrador

Officers and men in the Arctic patrol vessel *Labrador* exceeded their quota for the sale of 11th Series Canada Savings Bonds in just 75 minutes.

The *Labrador* was informed by naval message while in the Arctic that bonds were to be sold in RCN ships. Lieut. Peter Robinson passed the word on to the ship's company in the *Labrador's* newspaper, "Bergy Bits".

When the *Labrador* arrived at Stephenville, Newfoundland, bond application forms were waiting. At sea, on the way to Halifax, a bond headquarters was set up in the ship, and at 1930 Lieut. Robinson, assisted by Arthur Collins, a civilian oceanographer, started the sale.

As it progressed, bulletins announcing the running total were broadcast over the ship's public address system. The ship's quota of \$15,700 was reached in exactly 75 minutes, and before the evening's sale concluded the *Labrador* sales stood at \$21,100.



"Look and learn" is the prelude to "do and learn" for University Naval Training Division cadets during summer training afloat and ashore. Experienced seamen pass on their knowledge and skill, something that Ldg. Sea. Real Gosselin illustrates in the top picture as he gives Cadets Thomas Turner and Gerry Teahan a short course in bends and hitches. Below, Ldg. Sea. Robert Boyle shows Cadet Bernard Currie how to form eye splice in a wire. The pictures were taken on board the frigate *Lauson*. (HS-45093) (HS-45095)

expressed an interest in military training for the students, and the Navy wished to continue the UNTD to train undergraduates for commissioned rank in the Royal Canadian Navy (Reserve). In 1947, the National Conference of Canadian Universities approved naval training in peacetime.

In the next few years the program expanded, until today there are 22 UNT

Divisions reaching 35 universities and colleges from coast to coast.

Administered by Rear-Admiral Kenneth F. Adams, the Flag Officer Naval Divisions in HMCS *Patriot*, Hamilton, Ont., the UNTD has trained more than 1,500 officers in the RCN(R).

Cadet James McCullum of Kingston, Ontario, second year executive branch cadet, is typical of the 240 cadets

trained in *Naden* this summer. Cadet McCullum entered Junior Arts at Queen's University in September. Upon arrival at *Naden* in May he took a six-week course in celestial navigation. He then joined HMCS *Oshawa*, senior ship of the 12th Canadian Escort Squadron. With the *Oshawa* were HMC Ships *Brockville* and *Digby*, also coastal escorts, and HMCS *Cordova*, a coastal minesweeper. Sixty cadets were borne in the four ships.

After a few days spent in evolutions in a practice area near Vancouver Island, UNTD Cruise Bravo continued to Port Alberni—70 miles north of Victoria. Two days later the squadron slipped and proceeded to Prince Rupert to fuel.

While at sea, Cadet McCullum stood watch on the bridge of the *Oshawa* as second officer of the watch. In this capacity he assumed command of the ship under the supervision of the officer of the watch. With cadets in command of the four ships in the squadron, officer of the watch manoeuvres—changing formation, carrying out man over-

board procedure, coming to a buoy—were conducted.

In Prince Rupert, the ships' companies took part in a parade through the city. The ships arrived in Ketchikan in the Alaskan Panhandle on July 3. On the American Independence Day cadets participated in another parade. After a two-day stay the ships sailed for home, carrying out officer of the watch manoeuvres en route.

The cadets were well received in ports of call on other UNTD cruises on the West Coast this summer. In Portland, the British consul entertained the visitors at a private club. Cruise Charlie arrived in Seattle on the first day of the annual Sea Fair in the American city. A band greeted the ships as they tied up. That evening members of the English Speaking Union honoured the cadets with a dance at a Seattle home. The following day the UNTD participated in the Sea Fair parade.

Back in *Naden*, Cadet McCullum took a two-week course in atomic, biological, chemical protection and damage control. From lectures and films he learned of

the latest developments in these types of warfare. Two weeks of communications followed; this included training in flashing, semaphore and flag signalling, fleet manoeuvres, and voice procedure used in radio communication.

Cadet McCullum had then completed the courses required for his commission as a sub-lieutenant in the RCN(R). For the next four weeks, Jim took instruction in torpedo-anti-submarine warfare, towards qualifying for promotion to lieutenant.

During his third winter of training at HMCS *Cataraqui* in Kingston, he will go before a board which will review his records and personal assessments by his divisional officers. Upon passing the board, Cadet McCullum will receive a commission as an acting sub-lieutenant, confirmed when he graduates with a Bachelor of Arts degree from Queen's University.

He intends to continue training in the active reserve, attending drills one night a week in the winter, and receiving training on the coast during the summer, between semesters as a teacher.—G.P.

HAMILTON CARRIER BOY SPENDS DAY AFLOAT

A HAMILTON SPECTATOR carrier boy had the treat of his life one August day last summer when he was the special guest of the Royal Canadian Navy and HMCS *Wallaceburg*.

To Howard Lane, 13, of Dundas, Ontario, it was unexpected and exciting, and like all good stories it had a simple beginning.

The *Hamilton Spectator* runs a daily column, "Your Carrier Boy", featuring the youngsters who tote the "Spec" from house to house in Hamilton and nearby communities. The column devotes itself to giving a brief thumbnail sketch of each paper carrier and usually states their future hopes and ambitions. When it came the turn of Howard the story in the paper said . . . "he hopes to join the Royal Canadian Navy when he is old enough."

Those plain words started a chain reaction. Two naval officers, stationed in Hamilton, read the column and next morning got their heads together. The upshot of their informal conference was this:

- (a) approval was obtained from the Chief of Staff to invite Howard to be the Navy's guest;
- (b) arrangements were made to have Howard sail with HMCS *Wallaceburg* for Toronto the following day;
- (c) Howard's mother was phoned

and she gave her blessing to the whole idea, and

- (d) a very excited young man could hardly believe his ears!

At 0800, on the *Wallaceburg's* sailing day, Howard accompanied by Mel Jaggard circulation representative for the *Spectator* in Dundas arrived at the Great Lakes Training Centre to join the ship. It was a keyed-up boy who



Taking a trick at the wheel, Howard Lane is intent on his quartermaster assignment. Coaching him is none other than the commanding officer of HMCS *Wallaceburg*, Lt.-Cdr. D. S. Bethune.

scampered over the gangway and Howard confessed that he had been too thrilled to sleep a wink. But sleep or no sleep he was ready for a full day of activity.

The *Wallaceburg* sailing in company with other ships of the Great Lakes Training fleet steamed to Toronto for "Lakefair" a water day feature at the Canadian National Exhibition. The ships anchored off the CNE lakefront and as well as having the run of the ship, Howard had a choice "seat" to view the multi-water events taking place. Another thrill for Howard was lunch on board in the wardroom.

Later in the day Howard and Mr. Jaggard were taken ashore by motor boat, given a tour of the Armed Forces Display at the CNE and then driven back to Hamilton.

One final surprise was in store for the carrier boy. At the day's end he was presented with a large mounted photograph of a Tribal class destroyer.

Howard's interest in the navy isn't entirely by chance. His father served in the Royal Navy and his older brother is attending Royal Military College, Kingston.

On the day of his lake cruise, when Howard was being interviewed by the *Spectator*, the reporter asked him who was his naval hero. Howard replied: "My father, sir."

THE NAVY PLAYS

The Roarin' Game Has Early Start

Even before winter was on the way curling rinks had long been echoing the shouts of skips and the bass undertones of leads mumbling "the skip is clueless".

Last year a Naval Curling Club was organized in Ottawa and managed to get in about a dozen games. Before the schedule was finished those members most interested in the sport decided something tangible should be done about it.

The enthusiastic response to the initial inquiry prompted the establishment of the Royal Canadian Naval Curling Association, and all establishments will have received by now a draft constitution to establish an annual naval curling bonspiel.

Time "fugits", hence it has been necessary to act quickly to arrange this year's (1956-1957) 'spiel without waiting for formal adoption of the Association constitution.

The Ottawa club will sponsor and arrange this year's contest and it has been decided to hold the first RCN Curling Association Annual Bonspiel in Hamilton. At least ten rinks will be guaranteed nine games each over a two-day period.

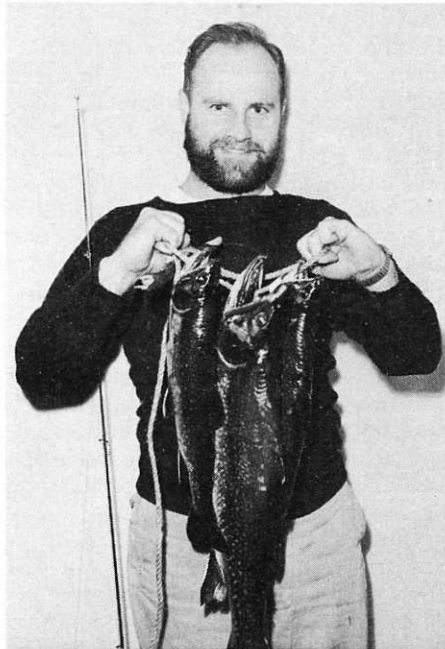
All divisions and establishments have been invited to send rinks. Prizes, both rink and individual, will be presented and, of course, there will be entertainment with pipers, dinner and the good companionship with the endless arguments so common among those who love this sport.

Unicorn Enters Basketball League

The Navy's colours again will be carried in the Saskatoon Men's Basketball League.

HMCS *Unicorn*, the Saskatoon naval division, is once more sponsoring a team in the league, with veteran coach PO Norman K. Jones at the helm and Sub-Lt. Tom McClocklin managing.

The presence of an RCAF team in the league has given added incentive to the sailors to produce the best navy team ever in Hub City.



Beginner's luck with no need to resort to an angler's mendacity, was the fate of Lt.-Cdr. George Marlow, commanding officer of Helicopter Unit HS 50, when he went fishing in northern Quebec while his machines were engaged in Mid-Canada Line airlift duties out of Knob Lake, Quebec. He displays the three speckled beauties he caught on his first attempt at angling, using a spinning reel and four-pound test line. (O-8995)

Navy basketball teams in the city have left a proud record and the last of the line—two years ago—was beaten by only two points.

Volleyball Top Sport at Hunter

Sports activities at HMCS *Hunter*, Windsor naval division, are well under way. Lieut. (S) J. O. Duffy, supply and sports officer, has a full volleyball schedule in operation.

A *Hunter* hockey team has been organized and entered in a local area league, and if team spirit is any criterion, it should prove a contender for first place.

RCNSA Officers Named at Esquimalt

The following officers have been elected by the Royal Canadian Navy Sailing Association (Esquimalt Squadron).

Honorary commodore is Rear-Admiral H. F. Pullen and honorary vice-commo-

dore are Commodore P. D. Budge, Commodore (E) J. B. Caldwell and Captain D. W. Groos.

The squadron commodore is Lt.-Cdr. Roy Smith; vice-commodore, Frank Piddington; rear-commodore, Chaplain G. L. Gillard; fleet captain, Lieut. Harold Moist; service boat captain, Fred Rainsford; Snipe fleet captain, W. J. Kirk; secretary, Dick Sharpe, and the treasurer Sub-Lt. (W) Margaret Spratt.

Cooks Active in Sports Program

Naden cooks showed tremendous enthusiasm in sports last summer, illustrating that they could handle a bat as easily as a ladle.

For a time it seemed their efforts would pay off but in the final week they were beaten by Ordnance for the summer "Cock o' the Barracks" Trophy.

However, the cooks maintained their reputation in boat-pulling in the Fleet Regatta by beating 15 other Supply crews to win the cup. The winning crew was composed of Leading Seamen Douglas Hooper, Lars Nichollson, Alex Skiba, George Miller, Harold Donnelly, and Lorne Gibbs.

The cooks are now going all out to win the winter "Cock o' the Barracks" Trophy and are busy learning the fundamentals of six-man touch-football. Although not too successful to date, they hope to become more proficient. Their fondest wish is that softball, where they excel, were a year-round sport.

Shearwater Keeps Football Trophy

Shearwater retained the Purdy Cup, emblematic of Nova Scotia Canadian football supremacy, by walloping the powerful Greenwood Bombers 30-13 at Halifax in November. The Flyers and Bombers met once before this season in the opening game of the year and Bombers won 34-19.

Half-back Bob Hayes with three touchdowns, led the Don Loney-coached team to victory.

Shearwater defeated *Stadacona* Sailors in a two-game total-point series to enter the finals.

THE UNDERWATER SAGA OF COMMANDER CRABB

BOOKS for the SAILOR

LAST YEAR I was privileged to be asked by Commander Crabb to check over the manuscript of a book to be entitled "The Watch Below" by Marshall Pugh. The book dealt with the underwater activities and careers of Crabb and his immediate associates. It was an excellent and most interesting book. Unfortunately before it could be published Crabb disappeared under exceedingly mysterious circumstances which need no enlarging here. In the light of this situation the author had to revise certain chapters and the book now published under the title "Commander Crabb" is the result.

Very few of the older diving fraternity could help but know and respect "Crabbie", as he was most widely known—he was "Buster" to his intimates—and I can say confidently that he was one of the most beloved characters in the diving world. He was liked and respected by both officers and men and was always a most welcome guest in either company.

"Crabbie" was born in January 1909 and served in the Merchant Navy from 1923 to 1928. He rejoined again in 1939

but transferred to the RNVR in 1940 and joined up with the Bomb and Mine Disposal Organization. He was sent to Gibraltar in 1942 where through his outstanding underwater exploits he saved countless tons of allied shipping. With great ingenuity the Italians managed to establish a human torpedo and limpet mine base in an interned tanker at Algiers just across the bay from Gibraltar. Access to and from the tanker was achieved under water through doors leading into one of the tank compartments and, such was their ability, that it is extremely doubtful whether the Spanish authorities were aware of what was going on. The Italians met with some initial success in their attacks but had not reckoned with the audacity, daring and ingenuity of "Crabbie" and his underwater team.

"Crabbie" remained in the Mediterranean Station throughout the war and when Italy capitulated he took over his old enemy's establishments and turned their abilities to helping the Allies' cause. This surely was a Gilbertian situation.



This drawing of Cdr. Crabb was dashed off by Lieut. Alan Sagar during a five-minute sitting at the RN diving school, Deepwater. Lieut. Sagar was at that time editor of "The RN Diving Magazine" and now is with the Operational Diving Unit in HMCS Granby at Halifax. "Crabbie was 'one of nature's gentlemen'—a gentle lion," says Lieut. Sagar.

Briefly toying with the thought of transferring to the Royal Canadian Navy, Commander Lionel Crabb jotted down these notes and handed them to an officer who had taken such a step. The ominous words "APRIL 1945 FINIS" were merely intended to indicate that he had reached the end of his service with the Royal Navy. "FINIS" was not written to his diving career until two years later.

CRABB. LIONEL KENNETH. PHILIP.

BORN. JAN. 28th 1909.

COMMANDER (SP) R.N.V.R. SENIORITY. JUNE 1952.

DECORATIONS. OBE. G.M.

CADET. H.M.S. CONWAY. 1923-25.

LAMPART & HOLT LINE. CADET. 1925-28.

MERCHANT NAVY SEPT. 1939 - JUNE 1940.

ROYAL NAVAL PATROL SERVICE AUG. 1940 - JULY 1941.

SUB-LIEUT. RNVR AUG. 1941.

APPOINTED LT & joined Bomb DISPOSAL NOV. 1941.

"MINE & Bomb DISPOSAL OFFICER GIBRALTAR

LT. (SR) MARCH 1944.

NOV. 1942.

Italian underwater attacks on shipping at Gibraltar started diving experience. For the next 5 years remained on the Med: Station, (Italy, South of France, Haifa), counter measures against U.W. attack & clearing ports. During this time

had 14 months with the leading Italians on the Island of St. ANDREA Venice, where I created the Allied Navies Experimental Station. & carried out many experiments with BRECON upon Maresca Breathing Apparatus, & worked with the San Bartolomeo Torpedo Torpedoes.

Demobilised APRIL 1945.

Experimental work on Underwater Photography with Admiralty Research Laboratory followed, until MAY 1951 when as Division Officer for that Establishment introduced T.V. to H.M.S. RECLAIM & served in capacity of LT. CDR. RNVR until Oct 1951 when appointed on 18 months recalled service to Underwater Centre Museum & Weapons Establishment to take charge of the Experimental Clearance Diving Team. APRIL 1954 FINIS.

After hostilities ceased "Crabbie" continued on underwater anti-sabotage work and mine clearance in various Middle East parts, principally Haifa. He was demobilized in 1948, with the rank of lieutenant-commander. His exploits had earned him the OBE and George Medal.

Even after demob., "Crabbie" could not leave his beloved underwater work alone and joined up with the Admiralty Research Laboratories for experimental work in underwater photography. He was the first diver to reach the sunken submarine *Truculent* under extremely hazardous conditions and also served in HMS *Reclaim* throughout the operations on the sunken submarine *Affray*. "Crabbie" also worked on the sunken galleon in Tobermory Bay.

"Crabbie" was a great personal friend of mine and many are the stories that could be told of amusing situations that arose from time to time. On one occasion "Crabbie" was asleep on the ward-room settee in HMS *Reclaim*. The ship was moved over the sunken submarine *Affray*, miles from land and the time two o'clock in the morning.

A very tired puffin, a bird with a face only a puffin of the opposite sex could love, had found its way into the ward-room and sought refuge under "Crabbie's" settee. A senior naval officer with a very kind heart was down on his hands and knees trying to feed a sardine to the puffin and calling to it by saying "Puff, Puff, Puff." "Crabbie" woke up rather bleary-eyed and said "Where in the . . . do you think you are? Paddington Station?" He refused to believe there was a bird under the settee and put his hand down the back. There were immediate yells from "Crabbie" as he hastily withdrew a bleeding and well-pecked hand.

The bird was captured but "Crabbie" had to let it loose in the diving flat, much to the concern of the diving watch who, only half awake, had just turned out to start diving on the 3 a.m. slack water. The effect on the drowsy men of a flapping puffin rushing around the flat was extremely amusing—to the onlookers.

Reproduced on these pages are some notes which "Crabbie" jotted down one

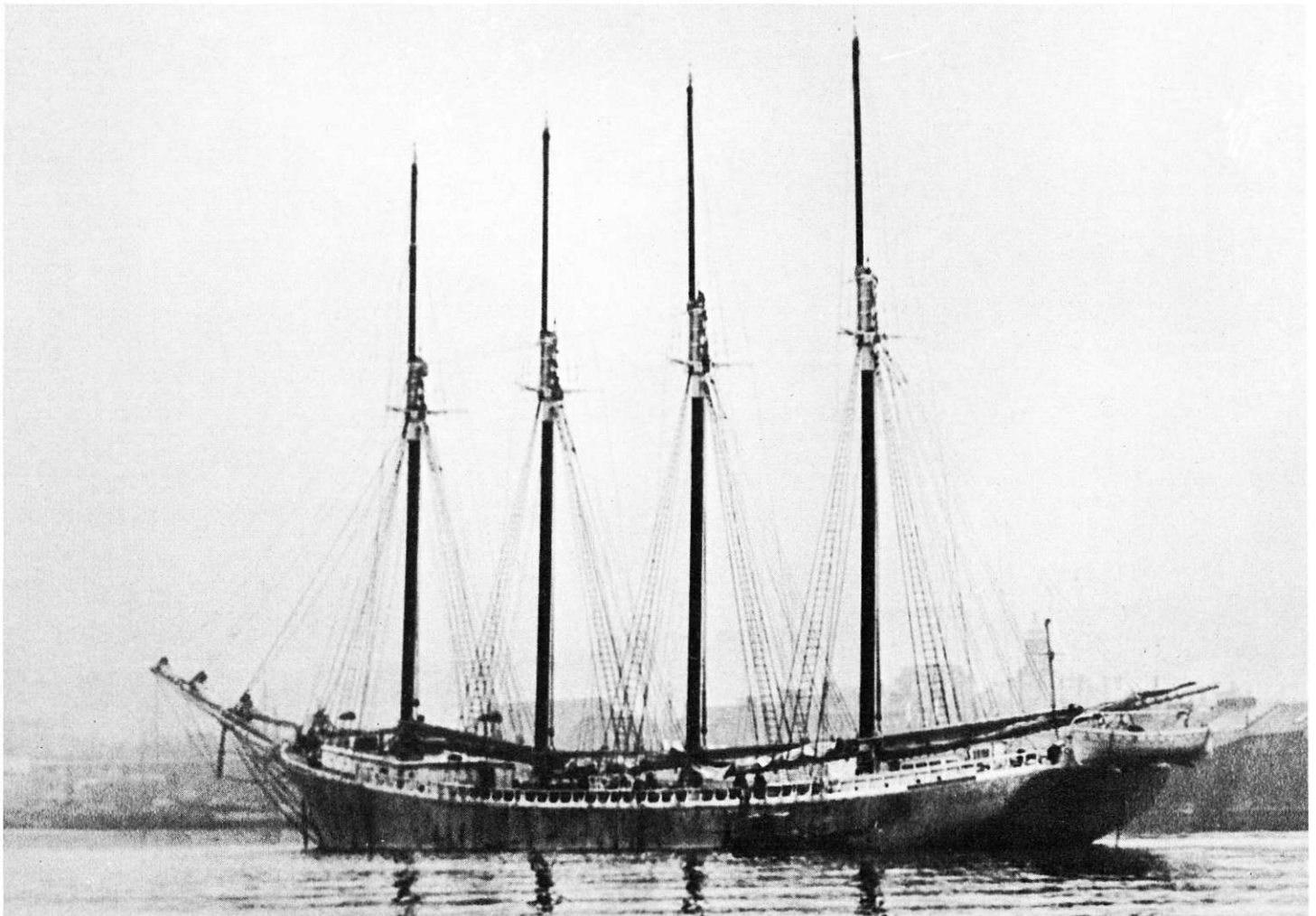
memorable evening which came to be known as "The Night of the 'Three-Point Landing'."

I had thrown in my lot with the Royal Canadian Navy and, as our party in a London flat mellowed, "Crabbie", too, was seized with the thought that he might try his luck in Canada. He handed me the notes of his service career and that was about as far as he got. He was over-age for transfer.

As the party broke up and started homeward "Crabbie" tripped on the top step of a flight of six leading to the street, soared through the air and made a perfect three-point landing—on his rather prominent nose and his elbows.

"Crabbie" embodied everything that goes to make up "an officer and a gentleman"—in its fullest sense. He was a brilliant diver and an extremely brave man. Marshall Pugh's book is a very timely memorial and is excellent reading.—J.N.B.

"Commander Crabb", by Marshall Pugh; The Macmillan Company of Canada, Limited, Toronto; 166 pages, illustrated \$2.50.



FROM THE NAVAL PHOTO SALON—This study of the Herbert L. Rawding, one of the few remaining four-masted schooners, is the work of Lieut. (SB) John Turner, until recently photographic officer at Shearwater and now at Naval Headquarters.

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.

AGGETT, Roger G.....P2CV2
AITKEN, Bob A.....P1ER4
ANDERSON, John A.....LSCD1
ANDREWS, Gerald.....LSCV1
ANKERSEN, Donald E.....LSEM1
ARDERN, Alan K.....P2AR2
ARNESON, Rudolph W.....LSEM1
ASTIKA, Henry V.....P2RN3
AUGER, Roger S.....LSEM1

BACKEWICH, William S.....P1EM4
BAILEY, Clifford J.....P2RD3
BARNES, James L.....LSQM2
BELISLE, Joseph I.....LSRP2
BENNETT, Michael J.....LSSE1
BERDAN, Harvey E.....LSEM1
BLYTH, Larrington P.....LSRT3
BORK, Patrick P.....LSRW3
BOUCHARD, Bertrand J.....LSRP1
BRIOUX, Robert G.....LSAA1
BURNETT, Gerald C.....LSAA1
BUTTERWORTH, Clifford W...P1EM4

CAFFERTY, Lawrence A.....LSQM1
CAIRNS, Lawrence K.....P1RA4
CAMERSON, Cleyon C.....LSEM1
CHAFE, Charles W.....P2EA3
CHALLINOR, Anthony.....LSAR2
CHAPMAN, Lorne R.....LSEM1
CHIPMAN, Waldon G.....LSRP1
CLEMENS, Willis G.....LSTD2
COLLIS, Anthony B.....LSEA3
COOK, Leonard V.....P1AC3
CORDER, Edward J.....P2RW3
CORMIER, Paul A.....LSEA3
COTTENDEN, Harry R.....LSQM1
COURTRIGHT, Lois M.....WLCY2
COX, Douglas G.....P2RP2

DARK, Donald B.....LSEF3
DAVIES, Marion J.....WLCY2
DELISLE, Albert O.....P2QM2
DEMERS, Laurier J.....LSAA1
DENT, John A.....LSRP1
DICKENS, Richard C.....LSEA3
DINE, Donald L.....P1SE3
DION, Julien F.....LSRP2
DOAK, Keith W.....LSTD2
DONCASTER, William A.....P1EM3
DUNBAR, Ronald J.....P1EM4

EAKIN, Martin N.....P2AR2
EDWARDS, Gordon C.....P1ET4
EGERTON, Alfred W.....P2RW3
EISNER, Andrew N.....LSCD1
ELKE, Margaret S.....WLCY2
ELLIS, William G.....LSQM1

FARRISH, Elmer J.....LSQM1
FEHR, Jacob.....P1CR3
FERGUSON, George A.....P2QM2
FOSTER, Albert B.....LSRP1
FOSTER, Robert.....P1ER4

GAGNON, Emery J.....P2AR2
GARNEAU, Robert A.....LSRN3

GASKIN, Robert E.....LSRP1
GIBSON, Russell.....LSEM1
GOURLEY, Edward W.....LSTD1
GRANT, Kenneth A.....P2RD3
GRANT, William G.....P2RS3
GROSETH, Robert B.....P2EF3
GRAVELLE, Roger J.....P1EM4

HAGUE, John R.....C2PC4
HAMILTON, Robert R.....LSQM1
HAWKINS, Donald K.....LSTD1
HAYNES, John E.....LSRP2
HENRY, Walter G.....P2OM2
HINSPERGER, George A.....LSRC1
HOBBS, Ervin.....LSAA1
HOWARD, Lorne A.....P2RS3
HYRNICK, Andrew.....LSTD1

JODOIN, Joseph C.....P2RP2
JONES, Thomas J.....P1RA4
JOYCE, Kenneth J.....P2CV2



KIERAN, Gerald F.....LSQM2

LAWSON, John T.....P2RW3
LECLAIR, David J.....P2AR2
LEIGH, Frederick O.....P2ED3
LEVANDIER, Douglas J.....LSQM2
LOGAN, Everett R.....LSRP2
LOISELLE, Guy J.....LSQM1
LONG, William.....LSCK1
LUNDRIGAN, Patrick A.....P2QM2

MacDONALD, John L.....P2AC2
MacDONALD, John R.....LSEF3
MacEACHERN, Roland E.....LSMO2
MACINTOSH, Francis T.....LSEM1
MacNEIL, Stephen F.....P2AA2
McCOMB, Francis H.....LSRN3
McDONALD, John F.....LSAA1
McGAW, Ralph T.....LSTD1
McKELLAR, Donald T.....LSEM1
McMASTER, Glen E.....LSRT3
McMILLAN, John C.....LSQR1
McNAIR, William H.....P2EM2
MADSEN, Frederick C.....LSQM2
MASON, David E.....P2EA3
MEIKLE, William E.....LSEM1
MERCER, Curtis E.....P2EA3
MILLETT, William E.....LSQM2

MOONEY, Gerald D.....C2AC3
MOORE, John E.....P2EA3
MULLAN, James P.....LSRP1
MURRAY, Leonard W.....C1R14

NASBY, William L.....LSTD1
NEWHOOK, Dennis H.....LSRW3
NOBLE, Wallace J.....LSEM1

O'REILLY, Joseph J.....P2RC2

PAGE, Victor G.....P2RN3
PARENT, Rene A.....P1CR2
PARKER, Gordon.....LSTD1
PASSMORE, Robert F.....P1RT4
PATTENDEN, John P.....P2EF3
PAYNE, Russell A.....P1ER4
PEDEN, Alexander G.....LSED3
PENNELL, Leo C.....LSTD1
PENNINGTON, Jack E.....P2ED3
PHILLIPPE, Fernand J.....P2SE2
PHILLIPPS, Edward C.....P2EM2
POPLE, William J.....LSEM1
POZDNEKOFF, Peter.....P1RT4
PURSE, David C.....P1ET4

RAFTER, Edmund L.....LSEM1
REID, Morrison R.....LSRW3
REILLY, Walter J.....LSRC1
RIGUSE, Russell M.....C2RT4
RONALD, Edward G.....LSVS1
ROSS, John L.....P2RN3

SAVAGE, Bryan C.....LSEM1
SCHULTE, Frank J.....LSRT3
SEWERS, David C.....LSEM1
SJOBLAD, Boris J.....LSEM1
SNIDER, Alexander J.....LSTD1
SPALLIN, Frederick A.....P2AR2
SPEIGHT, Thomas S.....LSRP1
SPICER, Daniel C.....P1ET4
STEELE, Ronald T.....LSAA1
STEELE, Vernon L.....P2QM3
STOHL, Ormie W.....P2EM2
SUTHERLAND, Clarence W....P2EF3

TARRANT, Vance L.....LSEM1
THOMPSON, Harold A.....C2PC4
THOMSON, Ross P.....LSRA3

TOLMIE, Donald G.....P2SW2

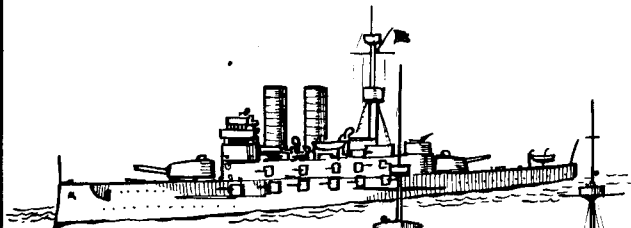
VILLENEUVE, Ralph.....P2TD2
VINCENT, John J.....P2RN3

WALKER, Donald E.....LSPW1
WALLACE, Edwin R.....LSED3
WALLACE, Ian.....P2CV2
WALSH, Wayne E.....LSEM1
WELLS, John R.....LSEM1
WESTCOTT, William R.....LSEM1
WIERIKKO, James O.....LSEM1
WILLIAMS, Hubert O.....LSEM1
WILLIAMS, Neil D.....P2RP2
WILSON, Carl F.....P2EG3
WILSON, Lawrence M.....LSTD1
WOOD, Douglas T.....LSLR1
WOODSIDE, Donald H.....LSEM1
WORTHINGTON, Donald E....C2CV3

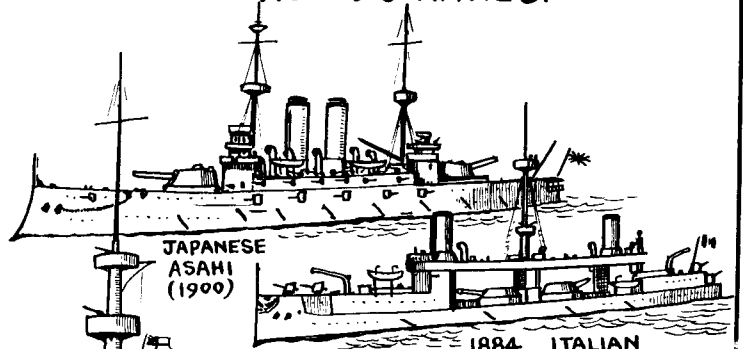
YELLAND, Murray A.....LSNS2

Naval Lore Corner

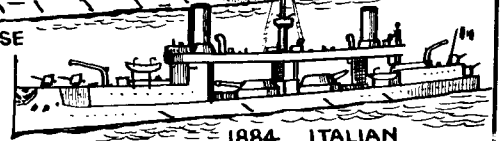
NO. 42
PRE-DREADNOUGHTS
of the
WORLD'S NAVIES.



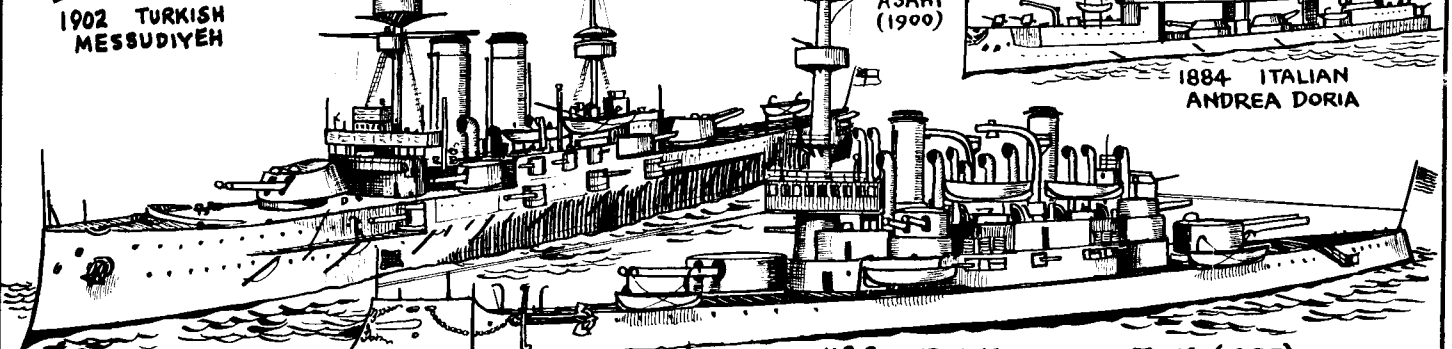
1902 TURKISH
MESSUDIYEH



JAPANESE
ASAHI
(1900)

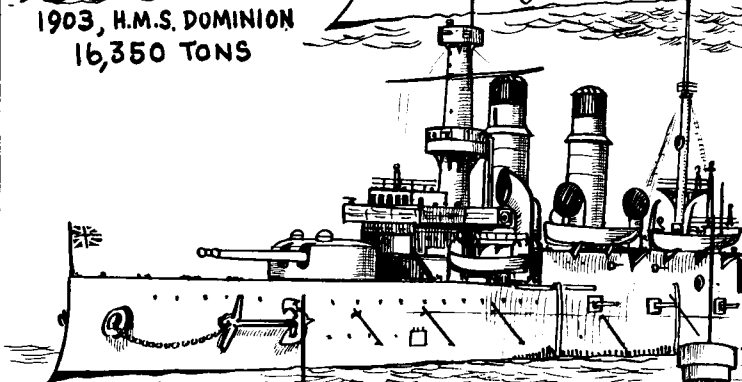


1884 ITALIAN
ANDREA DORIA

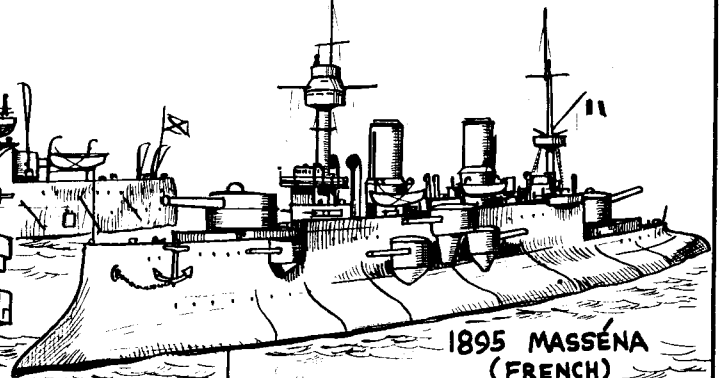


1903, H.M.S. DOMINION
16,350 TONS

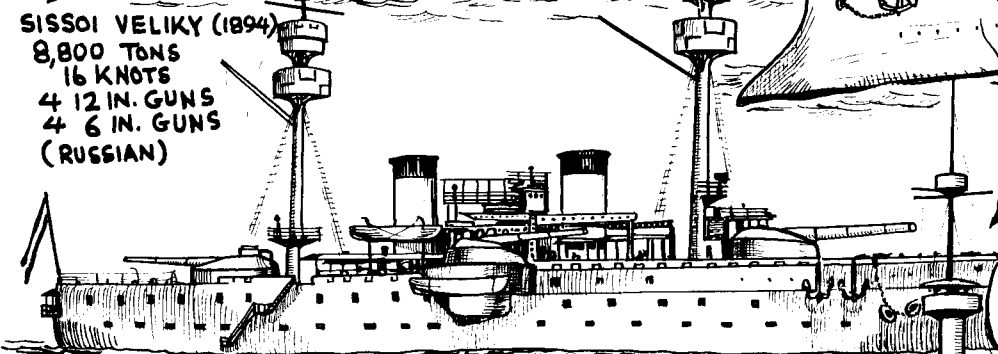
U.S.S. INDIANA 10,280 TONS (1893)
4 13 IN. GUNS
8 8 IN. GUNS
4 6 IN. GUNS



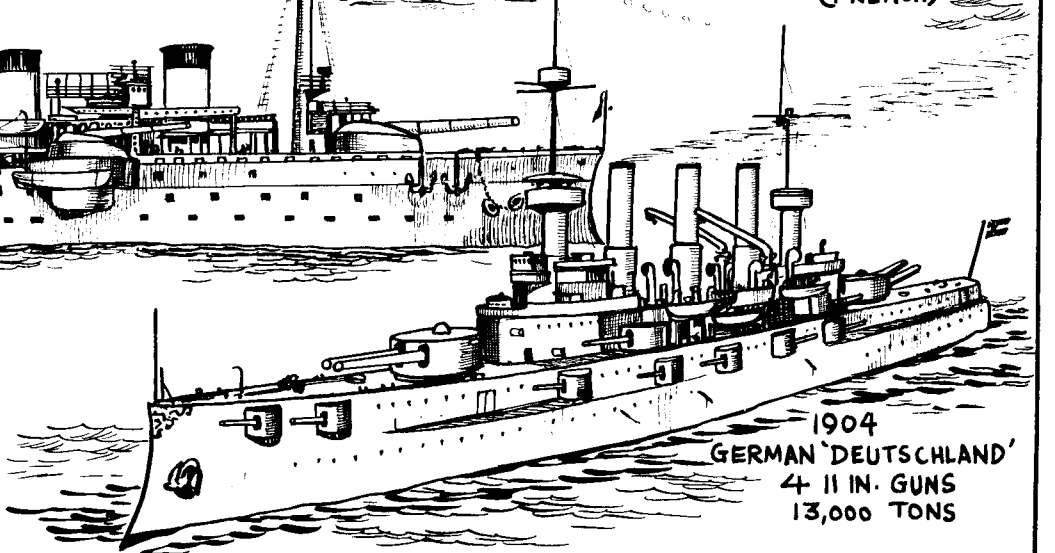
SISSOI VELIKY (1894)
8,800 TONS
16 KNOTS
4 12 IN. GUNS
4 6 IN. GUNS
(RUSSIAN)



1895 MASSÉNA
(FRENCH)



1887 SPANISH 'PELAYO'
(SPAIN'S ONLY BATTLESHIP
IN THE SPANISH-AMERICAN
WAR)
9,900 TONS
4 9.4 IN. GUNS
(ORIGINALLY ARMED
WITH 11 IN. GUNS)



1904
GERMAN 'DEUTSCHLAND'
4 11 IN. GUNS
13,000 TONS

