The CROWSNEST

Vol. 12 No. 5 March, 1960


228

The CROWSNEST

Vol. 12 No. 5 THE ROYAL CANADIAN NAVY'S MAGAZINE MARCH, 1960

CONTENTS

The Cover—Anti-submarine search and kill capabilities of the helicopter are questions of keen interest to the RCN. The cover picture shows a "chopper" of HS 50, the RCN's anti-submarine unit, armed with homing torpedoes, lowering its dunking sonar into the sea. (DNS-24078)

LADY OF THE MONTH

Everyone knew that the *Crusader* was a busy ship, that there was a mass of strange gear on her quarterdeck and something resembling a miniature oil derrick at her stern. Not everyone was aware, however, of the purpose behind her many voyages and the bustle about her decks.

It has now been announced that the *Crusader* was engaged in bringing variable depth sonar equipment to the stage where it could be considered operational and contracts let for its manufacture.

VDS represents an enormous step forward in the science of submarine detection and goes a long way toward depriving the submarine of its ability to hide beneath thermal layers or turbulent seas. (HS-59756)

Correction—HMCS *Sussexvale* is senior ship of the Fourth Canadian Escort Squadron and she—not the *Ste. Therese*—was pictured as the February "Lady of the Month". The editor apologizes for an inexplicable error.

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

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

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only	$ .10
6½ x 8½ glossy finish only	.40
8 x 10 glossy or matte finish	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of $1 for 12 issues; outside of North America, $1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing and Stationery,
Ottawa, Ont.

Authorized as Second Class Mail, Post Office Department, Ottawa.

RCN NEWS REVIEW

On the Lower St. Lawrence, spring isn't announced by the first robin or the bursting of pussy willow buds, but by the crunching and grinding of icebreakers. A group of 50 Navy League Cadets from the Montreal area were treated in early March to a trip on board CGS d'Iberville as she smashed into the heavy ice below Jacques Cartier bridge. Captain Charles Caron, of the d'Iberville, explains how his big icebreaker crushes the ice and sends it down river to open the St. Lawrence for shipping. (Photo courtesy Montreal Star.)

Wren Officer Wins History Prize

The first woman ever to submit an entry in the annual competition for the Barry German Prize in Naval History has been awarded first prize for 1959.

She is Miss Evelyn L. Jonas, of Galt, Ont., a former wren officer of the RCN (Reserve) who is at present doing post-graduate studies in West Germany. Miss Jonas won the $150 first prize with her essay, "The Strategic Role of Masts in the War of the American Revolution", which she submitted while a sub-lieutenant on the active list of the RCN(R).

Following the 1959 award, the Barry German prize in Naval History has been discontinued. The prize was founded by the Dominion Council of the Naval Officers' Associations of Canada in honour of Captain P. Barry German, RCN (Ret.), to encourage an interest in the history of maritime affairs of Canada and British North America, and was open to personnel of the RCN and its reserve.

Miss Jonas entered the RCN(R) in October 1952 as an ordinary wren and later became the first wren to specialize in the ordnance branch. She attended Queen's University and while there was attached to HMCS *Cataraqui*, Kingston naval division. She was promoted to Acting Sub-Lieutenant (W) in July 1957 and confirmed in that rank a year later. Before resuming her academic studies she served on th estaff of the Commanding Officer Naval Divisions, Hamilton, Ont.

RCN Ships World's 'Beauty Queens'

The beauty prize for warships has been awarded to Canada by a writer in the Spanish naval magazine, *Revista General de Marina*. In an article in the November 1959 issue on Spain's "Oquendo" class of fast frigates, Senor M. Ramirez Gabarrus writes:

"The Canadian Navy has built its own made-in-Canada frigates in Canadian shipyards. These frigates make up a 14-unit force of the St. Laurent and Restigouche types, all identical with one another and undoubtedly, if there were beauty competitions for frigates, a Canadian would win the prize. We understand they have the prettiest lines of any frigate built to date."

In the face of this glowing compliment, it is ungrateful quibbling to point out that the RCN calls these ships "destroyer escorts" and that there are certain differences between the St. Laurent and Restigouche classes.

Hundreds Attend SACLANT Ceremony

More than 500 military and civilian dignitaries, including NATO ambassadors and U.S. congressmen, attended change of command ceremonies at Norfolk, Virginia, when Admiral Robert L. Jerauld Wright, USN, as NATO's Dennison, USN, succeeded Admiral Supreme Allied Commander Atlantic, and Commander-in-Chief Atlantic and U.S. Atlantic Fleet.

Admiral Wright retired March 1 after 43 years of naval service, six of them as SACLANT. Admiral Dennison came to his new commands from London, where he served for a year as Commander-in-Chief Naval Forces, Eastern Atlantic and Mediterranean.

Ships from NATO countries at Norfolk for the occasion included HMC Ships *Iroquois, Huron,* and *Nootka,* HMS *Shoulton*, the French Navy's *Bois Belleau* and the Federal Republic of Germany's *Z-5*, the former USS *Dyson*, which was transferred to Germany only a few days earlier.

The honour guard for the change of command ceremonies consisted of four equal components: one from the RCN warships; one from the French Navy;

one from the U.S. Marines, and one from the Royal Navy.

There was no opportunity for a march past, but the guard paid formal honours by presenting arms to the ambassadors present and to Admirals Wright and Dennison.

Ships, Aircraft In Copy Book 'Kill'

American-British-Canadian naval exercises produced a copy book submarine "kill" in waters southeast of Bermuda on a February afternoon.

Ships and helicopters of the RCN and long range seaplanes of the USN joined in a hunt for the British submarine *Alderney* which was a perfect example of "complete, co-ordination", in the view of Commodore James Plomer, who was embarked in the *Gatineau,* senior ship of the Fifth Canadian Escort Squadron.

The USN flying boats made the initial sighting of the submarine's periscope, RCN helicopters made contact with their dunking sonar, the destroyer escort *Kootenay* made surface ship contact and was joined by the *Gatineau* in a hunt which would have resulted in the certain destruction of the sub were it the real thing.

"It was the perfect air-and-sea copy book exercise. Despite a fairly rough sea, each of the anti-submarine element was able to fulfil its role," said Commodore Plomer. He remarked particularly on the communications, which were "very good".

Commodore Plomer, Senior Canadian Officer Afloat Atlantic, was in overall command of RCN forces involved in winter exercises between Halifax and the West Indies.

Taking part in the joint exercise were elements of the Third and Fifth Canadian Escort Squadrons, RCN Helicopter Anti-Submarine Squadron 50, the destroyer escort *Nootka* and big Martin P5M seaplanes of Patrol Squadron 45, under the command of Cdr. H. M. Durham, from the U.S. Naval Station in Bermuda.

New Heating Plant To Reduce Costs

A considerable saving in maintenance costs, and an increase in efficiency will result from the introduction of a new central heating plant at HMCS *Cornwallis.*

A total of 24 heating plants employing 54 boilers formerly were used to heat the big training base. The new central heating plant, having three boilers, is expected to provide more heat at less cost.

The Royal Canadian Navy joined in the general rejoicing that attended the announcement on February 19 that a prince had been born to Her Majesty the Queen. Salutes were fired and the traditional order, "Splice the main brace", was given.

The new plant will be coal-fired, and will use the same type of coal (bituminous slack) that was used in the old heating system. It is expected however, that the approximately 20,000 tons used previously will be reduced to about 15,000 tons annually.

Maintenance of the new system will be much simpler and less expensive. Removal of ash also will be simplified and to a large extent mechanized.

Sidewinders Hit Five of Six Targets

Six Banshee jet fighters of the Royal Canadian Navy, armed with Sidewinder missiles, convincingly demonstrated their kill capabilities by shooting down five target aircraft in an exercise designed to test the effectiveness of the Banshee-Sidewinder combination.

The firings took place last November over the sea on the missile range of the Royal Aircraft Establishment at Aberporth, Wales. The targets were Firefly VIII aircraft, flown by remote control. Six missiles were fired at as many targets and five of the drone aircraft were "splashed". Banshee aircraft normally carry two Sidewinders.

The operation was carried out by aircraft of Fighter Squadron 870 when the Squadron was temporarily detached from the *Bonaventure* during the carrier's participation in NATO winter exercises in European waters.

When not engaged in carrier operations, VF 870 is based at *Shearwater*.

At the time of the exercise, VF 870 was under the command of Lt.-Cdr. W. J. Walton, who recently handed over command of the squadron to Lt.-Cdr. K. S. Nicolson.

In addition to Lt.-Cdr. Walton, the other Banshee pilots who took part in the successful missile firings were. Lt.-Cdr. A. E. Fox, Lt. W. S. Sloan, Lt. A. J. Anderson and Lt. C. W. Willis.

The final official assessment of the results of the firings were recently received in Naval Headquarters.

Joint Meeting On Defence Held

Senior officers of the United States and Canadian Forces responsible for the defence of the Pacific coast of North America assembled for a one-day conference at the Esquimalt headquarters of the Canadian Maritime Command Pacific on March 2.

Officers attending the conference were: Admiral H. G. Hopwood, USN, Commander-in-Chief U.S. Pacific Fleet; Vice-Admiral M. E. Curts, USN, Commander Western Sea Frontier; Lieutenant General F. A. Armstrong, Jr., USAF, Commander-in-Chief, Alaska; Lieutenant General Robert M. Cannon, USA, Commanding General Sixth U.S. Army; Major General D. W. Hutchison, USAF, Commander Ninth U.S. Air Force; Major General Geoffrey Walsh, General Officer Commanding Western Command; Air Commodore F. S. Carpenter, RCAF, Air Officer Commanding, Air Transport Command, and Rear-Admiral H. S. Rayner, RCN, Pacific Maritime Commander, who, with his staff, served as host to the conference.

RN Flag Officer Inspects Squadron

Rear-Admiral A. R. Hezlet, who recently was appointed Flag Officer Submarines of the Royal Navy, paid a four-day visit to the Atlantic Command in February during which he inspected the Sixth Submarine Squadron and discussed matters of mutual interest with Rear-Admiral H. F. Pullen, Canadian Maritime Commander Atlantic and officers of his staff.

During his stay, the Flag Officer Submarines met the officers of the Sixth Submarine Squadron and on Sunday attended squadron divisions and divine service.

Admiral Hezlet was accompanied by Commander the Hon. T. V. Stopford, representing the Senior Naval Liaison Officer (United Kingdom), Ottawa.

A study of the formative years of the Royal Canadian Navy and its early trials won first prize for Cdr. Robert A. Grosskurth, Naval Headquarters, in this year's essay contest conducted by Canadian Shipping and Marine Engineering News, Toronto. The essay appears in the March issue of the shipping magazine, which commemorates the 50th anniversary of the RCN. Cdr. Grosskurth received a prize of $100 and the engraved plaque he is shown holding. At the left is Eric A. Axelson, president of Canadian Shipping, who made the presentation, and at the right is E. C. Russell, Naval Historian, who was one of the judges. Second prize of $50 went to Commodore M. A. Medland, Commodore RCN Barracks, Halifax, and third prize, $25, to Lt. David Moilliet, HMCS Haida. (O-12575)

Two Yarmouth Sea Cadets have received Navy League scholarships of $250 each and another now attending Royal Military College under ROTP, was given a testimonial letter and a cheque by the Yarmouth branch of the Navy League of Canada, at an official ceremony held in Yarmouth, Nova Scotia. Shown left to right, Lt. David Mitchell, commanding officer of the Yarmouth Corps, RCSCC Chebogue; PO William Crocker, now attending Acadia University, Cadet James Bain, now at RMC; PO Robert Sinclair, attending University of New Brunswick, and Murray Knowles, president of the Yarmouth branch, who made the scholarship presentations. (Photo by Bob Brooks, Yarmouth.)

40 YEARS AGO

Life on the lower deck as it was lived in the early days of the RCN

BEFORE 1914, the recruit joining the Royal Canadian Navy underwent no acclimatization to naval life. He was drafted directly on board one of the cruisers, HMCS *Niobe* on the East Coast or HMCS *Rainbow* on the West, and was expected to find his sea legs in a hurry.

One good reason for this procedure was that there were no schools or establishments ashore to give him his preliminary training. The first of these was not established until after the beginning of the First World War.

A generation was to pass before the Royal Canadian Navy had a new entry training establishment isolated from the distractions and hubbub of an operational naval base. This came about in the spring of 1943 when HMCS *Cornwallis* was moved from Halifax to Deep Brook on the Annapolis Basin.

The members of the between-wars RCNVR were in some respects more fortunate than their regular force brethren. The VRs learned to speak "navalese", tie knots and march in the comparative calm of the naval divisions. They were thus not pitched into naval life in a wholly green condition.

The recruits of the old days for the most part learned by doing. In this respect, the Royal Canadian Navy with its renewed emphasis on on-the-job training, once *Cornwallis* has been left behind, has come almost full circle.

If a text were to be chosen for this instalment of Cdr. A. R. Turnbull's recollections of life in the Navy 40 or 50 years ago, it could well be this verse from the first chapter of Ecclesiastes:

"Is there any thing whereof it may be said, See, this is new? It hath been already of old time, which was before us."

Training

VERY LITTLE training was given at sea a half-century ago, as compared with the present day. One learned by doing, or at least by one's own efforts. The right method of carrying out any job was learned by watching and listening to the older hands, assisted by kicks from the bare foot of the leading hand or captain of top. Those feet were so horny they had the effect of a boot.

To qualify for a higher rating, it was of course, necessary to pass examinations, so the sailor studied the Seamanship Manual in his own time, and arranged for the captain of top to allow him to assist the senior hands when splicing large wires, etc., in order to improve one's knowledge. Then when he felt that he was sufficiently knowledgeable, he requested to be examined.

Boys did receive training. Their instructor would take them to seamanship and other classes and the gunnery and torpedo instructors would initiate them into the elements of their branches.

Pedagogic subjects were taught in the early days by the chaplain and selected chief or petty officers. The chaplain taught mathematics and navigation to the midshipmen, while the lower deck ratings, all volunteers, received instruction from the "acting schoolmasters" in the dog watches. In order to advance from AB or equivalent rating, it was necessary to pass Educational Test, Part I, which included simple arithmetic, up to about the standard of percentages and ratios—sufficient to enable a man to deal with his mess accounts and savings—and the simple calculations of his work, such as the amount of rope required for boat falls, etc. In order to prove his ability to read and write, the test also included a composition on some set subject and a piece of dictation. To most men this test was fairly easy, but to others, the mysteries of fractions and decimals had to be elucidated by Chief and PO volunteers, who acted as "assistant schoolmasters" for some small additional allowance on their pay.

As the technicalities of the service advanced with the years, educational standards obviously had to be raised and schoolmasters were introduced into the service. They were given the status of warrant officers but, as they entered as such, had to remain in that rank for 15 years before being advanced to commissioned warrant rank, as compared to the ten years qualifying-time required by the other warrant officers. They were employed in the instruction of the ratings, while instructor officers took over the instruction of young officers.

To advance in the non-substantive side of one's career, young ABs volunteered for either the gunnery or torpedo branches, while a very few could specialize as sailmakers.

Before going to the gunnery or torpedo schools, it was usual for these young volunteers to qualify as acting seaman gunners or seaman torpedomen at sea, and training classes for their instruction would be organized by the officers concerned.

Physical training was of a rather low standard, and, I suppose, not as necessary as in these days of so many sedentary occupations afloat. It consisted chiefly of doubling round the upper deck, six or eight times, after evening quarters, with the band (if any) playing suitable tunes, while standing on the top of the quarterdeck turret. Otherwise, there were about eight standard exercises of Swedish drill, including "skip jumping", "arm stretching and bending", etc. These would be carried out by sections of the ships' company, in turn, under the command of the PTI.

The foregoing is only a bare sketch of naval training 40 years ago, but the details can be filled in by referring to the training manuals of these days.

Cleanliness

CLEANLINESS was always a fetish of the executive officer as he was responsible for what one might term the "housekeeping" of the ship.

Personal cleanliness was absolutely necessary under the crowded conditions in which we lived and was so instilled into us that should one of the messmates show a disinclination to wash himself, a mock court would be held and, if "sentenced", the offender would be taken on the upper deck, stripped and scrubbed with the stiff hand scrubbers used for scrubbing woodwork. As a rule, one experience of this kind was enough and provided an all-time cure. Should this method not be adopted, the offender could be "run in" officially by his leading hand on the charge that he had conducted himself "to the prejudice of good order and Naval discipline" by being dirty.

The messing accommodation was kept clean by the cooks of messes and sweepers. The upper deck was kept clean by the various parts of ship concerned, each under its own captain of top.

For the seamen, the first job at "Hands fall in" at 0600 was "Scrub and wash the upper deck". Unless conditions were really wintry, all hands went barefoot for this. Sea boots were not a general issue and the salt water would rot the stitching of leather footwear. Anyway, it was considered "sissy" to want to wear boots.

At that time, practically all decks were wooden, made of teak, caulked with oakum and paid with pitch. The decks were kept as spotless as the mess tables by daily scrubbing and weekly holystoning.

For the normal scrubbing there was a standard routine which was general throughout the service. The senior leading hands would handle the hoses and, assisted by other leading hands with brooms, would spread the water around. All the other ratings lined up across the deck with long-handled scrubbers, with which they would scrub the deck up and down several times, always keeping in lines. When the captain of the top decided the deck was sufficiently clean, it would be rinsed down by the hoses, while the scrubbers would be exchanged at the "wash deck locker", for squeegees, brooms, swabs and deck cloths. The senior hands with brooms would sweep away as much of the water down the scuppers as possible and would be followed by a line of ABs with squeegees, drying the deck as much as possible. The ABs would be followed by the ordinary seamen with swabs, to dry up any streaks of water left by the squeegees and finally boys and junior ordinary seamen would dry out ring bolts, and other similar obstructions with deck cloths. This gradation of seniority was strictly adhered to and any junior who attempted to usurp the squeegee or broom job of a senior rating could expect a "blast".

On Saturdays, the routine was holystoning. For this the deck was wetted, sand was sprinkled over it and all hands would proceed on their knees, again in lines up and down, scouring the sanded deck with blocks of sandstone, known as "holystones" or "Bibles", until breakfast was piped. After breakfast all the surface sand would be washed down and the deck dried up as in daily routine. The paintwork would be washed with "strongers" or "soojie". Strongers was a solution of caustic soda and soft soap in fresh water and was only used on particularly recalcitrant patches of dirt, while soojie was a gentler solution of soft soap and a soap powder (an early type of detergent, I should imagine).

In order to maintain cleanliness on deck at other times, "spitkids" were provided. These were shallow open-topped oaken containers, similar in shape to the bottom half of a barrel, whitewashed internally and fitted with external brass bands which were kept highly polished. Just before "stand easy" and at meal times, the spitkid party would be piped to "Place spitkids" and, at "Out pipes" or before "Hands fall in", to "Clean out and stow away spitkids". The object of these containers was to act as litter bins; all matches and cigarette ends had to be placed therein and those few old-timers who still had the habit of chewing tobacco had to use them as spittoons.

In addition, at "Clear up decks", just before quitting work and before rounds at night, the decks would be swept with soft-haired brooms and all material collected passed over the side down the "gash chute". Nothing was ever allowed to be thrown over the side. To do so was a heinous crime in the eyes of the Executive Officer in most ships.

To maintain the external appearance and cleanliness of the ship, a "side party" was employed, which usually consisted of a leading hand and two men, who, being provided with a copper-punt, kept the external paintwork, including the waterline, in good shape and clean in harbour, touching up any rusty spots and making good abrasions where lighters had removed paint, etc. They were also responsible for painting the exposed portion of the cable, between the hawse pipes and the water when the ship was at anchor. The cable would otherwise appear rusty from lying in the cable locker.

The armament was kept cleaned by a daily routine known as "Quarters clean guns", at which every seaman had a detailed part of the armament to polish or burnish or otherwise clean.

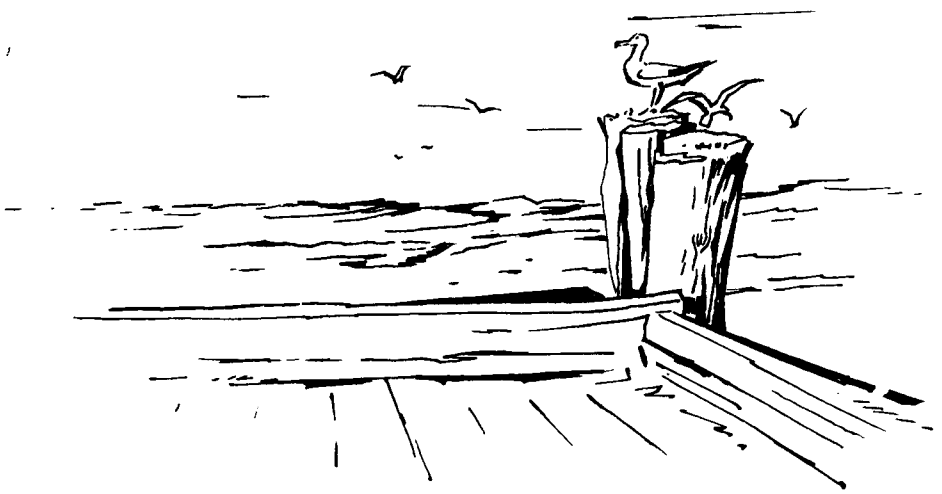
Cleaning materials were very sparse and consisted of emery cloth, metal polish, bathbrick, soap and cotton waste. Due to the very limited amounts of cleansing agents supplied, most of the bright-work was kept clean with powdered bathbrick and oil, when the metal polish and emery cloth had run out. Cotton waste was also meagre. It was common for two men to share cleaning materials, using old clothing as polishing rags. This gave rise to the term "Raggies" for any two particular chums and the expression "parting brass rags" when two such friends fell out with each other.

Accommodation

FOR accommodation purposes the ship's company was allocated to various messes, and these were generally organized according to the department to which a rating belonged.

While mess decks were allocated to the seamen, they were normally messed according to their "part of ship", with a leading hand in charge. For disciplinary reasons, the leading hand was always from another part of ship. Thus a foretopmens' mess would probably have a forecastle leading seaman in charge of it. This was to ensure that in the familiarity of life in these broadside messes, the leading hand did not get so friendly with any one rating that he favoured him when the allocation of dirty or arduous jobs came up in the "part of ship" work.

Chief or petty officers were messed in "box messes", which were surrounded by semi-bulkheads about 4′ 6″ high. The upper portion to the deckhead was curtained off to provide them



with some privacy. Boys were messed together on a separate mess deck with, usually, a leading seaman PTI in charge. Stokers also had their own mess decks, adjacent, if possible, to their bathrooms and alleyways leading to the boiler rooms, so that it was generally a lower messdeck on which they lived. ERAs messed together, as did artisans, in box messes.

The furnishings of the broadside mess decks were very meagre, consisting of tables, attached to the ship's side by hooks with the inboard ends supported on steel "crawfords". These were galvanized steel U-shaped supports with hooks at the ends of the U, which engaged ringbolts fitted in the deck head. Across the U, about half way down, was a transverse bar which had a hook in the middle, on which the mess kettle was hung. The "crawford", like the metal mess traps, which consisted of a mess kettle, a "fanny", a tea urn, and a tea chest (divided internally into two compartments for tea and sugar) had to be kept highly polished. A long wooden stool on each side of the table, again hooked to the ship's side and with one folding iron leg at the inboard end, provided the seating accommodation. The seat was about eight inches wide and two inches thick and the length of the table. A "bread barge" provided the seat for the leading hand of the mess at the head of the table. This was a wooden keg in the shape of a truncated cone, fitted with brass bands and a flat circular wooden lid in which the mess' ration of bread was kept. Crockery and cutlery was issued once a quarter and consisted of plates and basins (no cups and saucers except for C & POs), knives, forks and spoons. If, due to bad weather, the crockery was broken or otherwise lost, or the cutlery became depleted due to the cook of the mess dumping them down the chute when "ditching the gash" after washing up, no further supply was available. The men were often, in my experience, reduced to drinking from jam tins or any other receptacle they could get, and to using their "pusser's dirk" as cutlery.

Other mess equipment included an enamelled salt pot of a horrible grey green colour, about six inches in diameter and eight inches tall, fitted with a lid attached permanently by a ring. A white enamelled butter dish and containers for condiments also formed part of the mess traps, as did a tinned-steel ladle. The ladle was of one pint capacity and was mainly used for measuring the rum tots. The rum issue was "three-water", i.e., a half gill of neat spirit diluted with one and a half gills of water to a half pint. As the rum for all those "drawing" was received from the rum tub by a cook of the mess in the "fanny", it became necessary for it to be measured out in the mess for each man. No half-pint measures were supplied, so the method used was to dip the ladle into the fanny, partly filling it, then tilting the ladle until the liquid half-filled it diagonally. Thus a reasonable half-pint measure was obtained.

Each mess had a "rum caterer" who was in charge of doling out these rations (generally the leading hand of the mess) and it was his responsibility to see that each man entitled received his tot. Often these caterers would knock slight dents in the bottom rim of the ladle, thus ensuring that rations issued never exceeded the allotted half-pint, but in fact, almost guaranteeing that a slight surplus would remain after the issue was completed. These "plushers", as the surplus was known, became by custom the perquisite of the caterer, but his messmates made sure that the dents were not too voluminous.

For the stowage of small mess traps, such as plates, basins and cutlery, a "mess shelf" was secured to the ship's side or a convenient bulkhead. It consisted of a wire framework, which was formed to take piles of plates and basins, a drawer at the bottom for the cutlery, and a small cupboard at the top for the salt pot and any small provisions, such as tins of condensed milk, jam, etc. No fresh milk was supplied, so unsweetened condensed milk was used in lieu.

A mess tub of water kept on the deck under the table was the utility vessel of the mess. All hands washed in the same water, which was also used for clothes washing, scrubbing out, etc.

Also kept under the table, generally on a line rigged from the table leg to the ship's side, was a net containing hand scrubbers and deck cloths and the nets supplied for the cooking of potatoes and peas or beans.

For purposes of tidiness, all articles left "sculling" on the mess decks were collected by the ship's corporal or PO of the mess decks, and placed in the "scran bag" which was kept under the charge of the MAA.

To redeem any article, the claimant had to forfeit a piece of soap, generally an inch length cut from the bar as issued. The soap was then used by the PO of the mess decks for general cleaning purposes.

For the stowage of kit, bag racks were provided, as one used one's kit bag as a locker. Hammocks were stowed in "nettings". In the older ships these were situated on the upper deck and formed part of the bulwarks. I believe they were intended to act as a sort of "splinter mat" around the ship. In the more modern ships and destroyers they were situated on the mess decks.

Hands were detailed to act as "hammock stowers". It was necessary that the hammocks be properly stowed, otherwise they would overfill the stowage provided. This also meant that they should be properly lashed up to occupy the minimum of space, with seven marline hitches and a "double one for Sunday" at the end opposite to the running eye of the lashing. At the pipe "Stand by hammocks" at 2030 each evening the hammock stowers would man the nettings and pass out the hammocks shouting the owner's name as it was thrown out on deck. The sailor would then get his hammock and sling it in his billet, the stowers restoring the netting with those unclaimed hammocks of people on watch or ashore, in readiness for "Rounds" at 2100. Hammocks were slung from hooks or bars over the messes and the space allowed per hammock was 20 inches. When fully occupied hammocks and their occupants were pretty closely packed together.

Along the ship's side in tiers, were fitted ditty-box racks. The ditty box was the sailors' personal locker for letters, photographs, any valuables and other personal bits and pieces. As this was fitted with a key which the owner generally wore round his neck, like a dog tag, it was a reasonably secure stowage. Cap boxes, of black enamelled tin, painted pale blue internally, held two caps, and were stowed in racks secured to the deck head above the hammock bars. These were also fitted for a small padlock and key, and could be used as a sort of "safety deposit" similar to the ditty box.

Messing

THE usual method of catering was the "canteen messing" system, where each mess received from the "pusser" rations of dry provisions of certain categories in kind, and a small daily allowance for each man in cash, which was intended to be expended on other items from the canteen in order to round out the diet.

The items included in the ration issue included only the following: meat, potatoes, bread, flour, beans or pess, canned milk, tea, sugar and slab cocoa. Meat and potatoes were daily issues; the remainder weekly.

Due to the lack of refrigerated space, meat was kept in the "beef screen", a

metal framework on the upper deck, enclosed by a wire screen inside which was laced painted canvas. This kept salt spray off the meat, but allowed air to circulate around the quarters of beef or carcasses of mutton hung on hooks on bars inside. The butcher, generally a seaman or Marine, would carve up the carcasses into the joints and weights for each mess daily before issue time under the supervision of the senior steward. In most ships a routine was laid down so that each mess received in turn, roasts, steaks, stewing meat, etc., to ensure fairness in distribution of the choice cuts.

Potatoes, which are reputed to give off poisonous or at least obnoxious gas when stowed in an unventilated space, were stowed in "spud lockers" on the upper deck also, generally on the "booms", as was the beef screen. These were fairly capacious lockers holding a ton or more each of potatoes, the sides of which were perforated with numerous holes to allow air to circulate among the vegetables.

To carry out the domestic duties of the mess, two men were allocated as "cooks of the mess" for a term of 24 hours. They came from opposite watches to ensure that one was always available if the other was on watch. Their duties included all the domestic chores of the mess during their duty period and covered the preparation of food, drawing rations, "dishing up", scrubbing out, etc. As a rule the leading hand of the mess did not participate in this roster, but other leading hands in the mess would do so. Thus arose the old jingle "When you get the hook, you don't take cook," (only when your turn comes round).

In order to control the messing and supervise the expenditure of the cash allowance, a mess caterer was elected by the messmates. As a rule, this was an older married man, who, due to the financial stringency imposed on him by the maintenance of a family, generally made sure that the canteen bill for foodstuffs for the mess was kept to a minimum, as any over-expenditure of the cash allowance had to be made up out of the pockets of the mess members. At the end of each month, the paymaster would pay to the leading hand of the mess the cash allowance due, and the canteen manager would also present his bill, which had to be settled immediately in full. Thus, if the bill exceeded the allowance the leading hand would allocate the balance equally among the messmates and collect the cash from them in order to pay, or, should, by some chance, the balance be the other way he would dole out the surplus similarly. This money was known as "mess savings".

Often it occurred that the mess caterer would cater on a very sparse basis and mess savings would be proportionately large, but if a majority of the messmates decided they preferred to "eat a little higher off the hog", even if it meant paying out at the end of the month, the caterer would be voted out of office and replaced by one more generously inclined.

The preparation of all food was a duty of the cooks of messes, and included the making of pastry, or dough, for boiled puddings, the peeling of potatoes and vegetables and generally the preparation of the foodstuffs to the point where it was ready for cooking. The ship's cook staff only cooked the food. Each mess had baking and roasting tins, but boiled puddings were lashed up in cloths.

As the food was not cooked individually for each mess, all such dishes, etc., had a tally with the number of the mess on it. Potatoes and other vegetables were sent to the galley in nets (as mentioned previously) and boiled in one large copper all together.

At the bugle call or pipe "Cooks to the galley", the cooks of messes, not actually on watch would repair to their messes, lay the tablecloth (a sort of linoleum material) and put out the cutlery, then go to the galley and get their own cooked dishes to the mess, where, by this time, as "Hands to dinner" would have been sounded, the leading hand would supervise the sharing of the meal. Following the meal the cooks would draw washing-up water from the galley (generally the water in which the vegetables had been boiled) and proceed to "dish up", followed by sweeping out the mess.

As no smoking was allowed below decks, most of the messmates would have adjourned to the upper deck immediately after the meal, thus allowing the cooks to clear up.

The cocoa was a coarse type of chocolate to which, during its manufacture, a fair proportion of arrowroot was added. It was supplied in block form and in order to produce a potable beverage had to be boiled. Incidentally, we always swore that some type of purgative was also added.

This cocoa was made by the ship's galley staff for the men *en masse*, each mess contributing its share of the raw material. It was made in huge tubs, stirred by large wooden paddles (usually the blades of broken cutters' oars) and drawn by the cooks of messes at the pipe "Hands to cocoa and wash", which immediately followed the calling of the hands in the morning. It was also available during the night watches in cold weather for those on watch in exposed positions.

After breakfast the cooks of messes stood fast from "both watches" to scrub out the mess. This included the scrubbing of the table and stools, bread barge and mess tub and the area of deck allocated to the mess, and the men were generally allowed about three quarters of an hour to do this. On Saturdays, however, they stood fast in the mess all the forenoon until captain's rounds, usually at 1100 or 1130. During this extra period they were expected to scrub all ditty boxes, wash all paintwork, clean all brightwork and burnish the "crawfords", so that when the captain inspected the messdeck, everything would be gleaming and spotless, and if, as some captains did, he wore white gloves and probed into nooks and crannies for traces of dust, woe betide that mess. In coal-burning ships, it was, of course, nearly always possible for the captain to find some traces of coal dust during his rounds.

By the way, no cakes or other prizes were offered for the cleanest mess, except occasionally in ships where there were several boys' messes and only these could participate in the competition.

When fresh provisions ran short, salt pork, corned beef and ship's biscuits were issued in lieu of fresh meat and bread, and dried peas or beans in lieu of fresh vegetables.

Salt pork was supplied in casks of brine and, as with most stores packed for long storage, each cask was marked with the date of packing. During the First World War the victualling depots must have really dug out their old

stock, for I have eaten salt pork dated 1823—almost a hundred years old.

When salt pork was to be issued the casks were brought on deck and the heads removed. A salt water hose was then played on the contents for some hours to wash out the brine and remove most of the salt from the pork. The pork was then all dumped into a large "harness cask" and filled with fresh water, again to soak as much of the salt out of the meat as possible. It was allowed to stand for 24 hours or so, with a change of fresh water, if it could be spared. When the meat was issued to the messes, the standard method of preparation was to cut it up into about half-inch cubes, roll it in dough and lash it up in a cloth for boiling. This was known as a "steerage hammock". To accompany it, a thick pea soup was always made from dried split peas, and in fact, if not served too often, formed a tasty and filling meal. Corned beef was prepared as a hash with potatoes or as a shepherd's pie, known as "hoosh".

"A straight rush" was the simplest preparation of a joint of beef and was resorted to when time was short. The meat was placed in the baking dish, some fat spread over it, peeled potatoes were put around it and the whole roasted. It is understood that the term implied a "straight rush" from the beef screen to the galley via a short hesitation in the mess.

(A further instalment of Commander Turnbull's recollections will appear in an early issue.)

RCN BIDS FAREWELL TO THE JAUNTY

THE ROYAL CANADIAN NAVY has said goodbye to the "Jaunty". With the introduction of the RCN's new trade structure, the "Jaunty", or master-at-arms, has been incorporated into the newly-formed boatswain's trade and more than 300 years of tradition have come to an end.

The word "Jaunty" was the closest the British tar could come to the French *gendarme*. As the head of the Navy's police or former regulating branch, the master-at-arms was a well-known figure. Although there were lieutenant-commanders-at-arms and lieutenants-at-arms in that branch as well, it was the master-at-arms who loomed large in the minds of the young seamen.

His history dates back to the mid-1600s when he was a junior officer and he and his "mates" were responsible for the training of all men in the ship in the use and care of small arms. Hence his title.

The master-at-arms was rated as one of the "inferior" officers in the ship, and was thus appointed by warrant from the Navy Board. However, as the years passed his duties changed and gradually he became the disciplinarian, or ship's policeman.

In the early 1800s certain ships' officers, including the master-at-arms and the cook, although appointed by warrant, were considered petty officers.

When the Royal Canadian Navy came into being in 1910, the master-at-arms was a chief petty officer and the most powerful figure on the lower deck. He was responsible for the seamen's discipline ashore and afloat. He was seldom found in ships smaller than a cruiser, and in the years before the Second World War the Canadian Navy's masters-at-arms usually held sway in the large training establishments on each coast. Up to the Second World War he was the only non-commissioned officer privileged to wear a frock coat and sword on ceremonial occasions. Other chief petty officers wore their ordinary uniforms and carried sabres on such occasions.

The master-at-arms was many things to many men. As the ships' policeman he was held in awe; as a disciplinarian, he was the right hand of the officers; as a "master" he was also a friend to the erring and protected the sailors' rights.

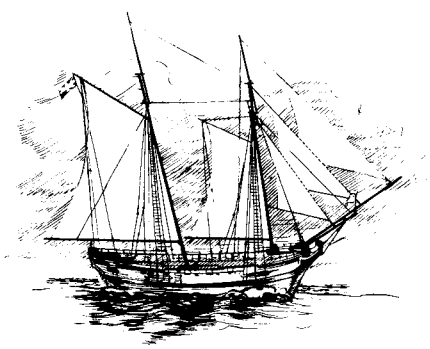
The master-at-arms was in effect a buffer between the officers and men. He was everywhere. At no time was an official inspection held without the master-at-arms being there. He always attended divisions. The "master" was present at the commander's and captain's table for requestmen and defaulters parades every day.

But the 300-year tradition of the master-at-arms is merely being supplanted by an even older tradition. Boatswains were first recorded in the British Navy over 400 years ago and were known as "standing" officers; they remained with the ship, and were appointed by Admiralty Board.

At one stage in his career the bos'n was next to the captain and on occasion even commanded ships. In this regard the bos'n has come full circle, for in the RCN's new trade he must be able to take charge of minor war vessels in the rank of chief petty officer.

Bos'ns, until the age of steam, were the engineers of their time. They kept the masts, sails and spars in shape, for without these the ship had no motive power. With the advent of steam, the bos'n' s power gradually diminished.

Now, with the reshaping of its trade structure, the RCN says "farewell" to its masters-at-arms as they take on the equally honoured mantle of boatswain. —L.W.T.



OFFICERS AND MEN

Promotions for Senior Officers

The half-yearly promotions lists were discontinued by the Royal Canadian Navy on January 1. Since that date the following promotions have been announced by Naval Headquarters:

ROYAL CANADIAN NAVY

Lt.-Cdr. William James Walton, promoted to the rank of Commander and appointed in command of VS 880, effective February 18;

Lt.-Cdr. Eugene Gosh, promoted to the rank of Commander; serving on the staff of the Chief of Naval Personnel as Staff Officer Engineering Personnel (Officers), Naval Headquarters;

Lt.-Cdr. James Main Clark, promoted to the rank of Commander; serving as Assistant Director of Naval Training (Cadets), Naval Headquarters;

Lt.-Cdr. Peter Robert Hinton, promoted to the rank of Commander and appointed Deputy Director of Naval Organization, Naval Headquarters, effective February 11;

Lt.-Cdr. Thomas Edward Connors, promoted to the rank of Commander and appointed to the staff of the Fleet School, *Stadacona*.

In addition to the foregoing, the following officers have been confirmed in rank:

Commodore Paul Dalrymple Taylor, serving as commanding officer *Niobe* and Naval Member of the Canadian Joint Staff (London).

Commodore Harold Victor William Groos, serving as commanding officer *Naden* and as Commodore RCN Barracks, Esquimalt.

Captain Edgar Sydney MacDermid, serving as Director of Surface and Air Warfare, Naval Headquarters.

Captain Henry Allan Porter, serving as commanding officer *Sussexvale* and Commander Fourth Canadian Escort Squadron.

Captain Leonard Jack Nairn, serving as Assistant Supply Officer in Chief bos'n's power gradually diminished.

Commander William Alexander Manfield, serving as Assistant Director of Naval Organization, Naval Headquarters.

An instructor at the Naden School of Music and clarinet soloist with the Victoria Symphony Orchestra, PO Barry I. Moncur has been honoured by being selected by the dean of the Royal Conservatory of Music, Dr. Boyd Neel, to attend a six-week course at the conservatory in Toronto. (E-54141)

WEDDINGS

Petty Officer (W) Mary Daw, *York*, to Lewis Rutledge, Toronto.

Leading Seaman Harvey Friesen, *Naden*, to Margaret Anne Huntley, Ladner, B.C.

Able Seaman John David Lecky, *Crescent*, to Carolyn Gerrior, Halifax.

Commander F. C. Palmer, *Niobe*, to Kiira Kostjukovits, Montreal.

Sub-Lieutenant Murray John Roberts, *Shearwater*, to Sandra Lynn Hall, Saint John, N.B

Lieutenant Richard Edgar Stone, *Jonquiere*, to Nona Diana Shove, Ganges, B.C.

Able Seaman Harold Clayton Willis, *Stadacona*, to Audrey Keeping, Halifax.

BIRTHS

To Petty Officer J. H. Arrowsmith, *Naden*, and Mrs. Arrowsmith, a daughter.

To Petty Officer R. J. Connor, *Naden*, and Mrs. Connor, a daughter.

To Sub-Lieutenant G. M. Griffin, *Naden*, and Mrs. Griffin, a daughter.

To Petty Officer J. H. Grodde, *Victoriaville*, and Mrs. Grodde, a daughter.

To Surgeon Lieutenant-Commander H. D. MacWilliam, *Naden*, and Mrs. MacWilliam, a son.

To Leading Seaman E. T. O'Donnell, *Naden*, and Mrs. O'Donnell, a son.

To Leading Seaman R. M. Ozorio, *Naden*, and Mrs. Ozorio, a son.

ROYAL CANADIAN NAVY
(RESERVE)

Cdr. W. G. Curry, commanding officer, HMCS *Hunter*, Windsor, Ontario, promoted to the rank of Captain;

Lt.-Cdr. F. H. Morrow, of HMCS *Carleton*, Ottawa, promoted to the rank of Commander;

Lt.-Cdr. Peter Thomas, executive officer, HMCS *Malahat*, Victoria, promoted to the rank of Commander;

Lt.-Cdr. (L) R. G. Wilson, executive officer, HMCS *Star*, Hamilton, promoted to the rank of Commander (L);

Lt.-Cdr. (L) W. H. Johns, of HMCS *York*, Toronto, promoted to the rank of Commander (L);

Surgeon Lt.-Cdr. W. S. Patterson, of HMCS *Cataraqui*, Kingston, promoted to the rank of Surgeon Commander;

Lt.-Cdr. (SB) H. A. Irish, of HMCS *Discovery*, Vancouver, promoted to the rank of Commander (SB).

Magazine Wins Safety Award

The HMC Dockyard Safety Award Shield, given annually to the Department having the most outstanding safety record of any department in Halifax Dockyard, was presented by Commodore H. G. Burchell, Superintendent, HMC Dockyard, to J. J. Power, officer-in-charge, RCN Magazine, the 1959 winner, at a ceremony held at the Magazine, Bedford, on February 24.

Last Parade of George V Colour

The King George V Colour of the Royal Canadian Navy was paraded for the last time and transferred to a permanent resting place on the altar of the Church of St. Andrew (Protestant chapel) in *Naden* Sunday morning, February 28.

The Colour was transferred from the *Naden* wardroom to the chapel under an Escort composed of Lt. C. J. Scott, Colour officer; CPO L. Farr; PO John Pringle and PO R. W. Quick.

The order of service was conducted by Chaplain Horatio Todd, Senior Chaplain (P) of the Pacific Command. Among others taking part were Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast; Commodore H. V. W. Groos, Commodore RCN Barracks at *Naden*; Cdr. D. G. Padmore, Executive Officer of *Naden*, and Chaplain I. R. Edwards, Assistant Command Chaplain (P), Pacific Coast.

In March 1925 His Majesty King George V approved the use by the Royal Canadian Navy of the King's Colour.

Upon presentation of the Colour of King George VI to the RCN in 1939, the original King George V Colour was deposited in the wardroom officers' mess of *Naden*.

Father MacLean Leaves Service

The senior Roman Catholic chaplain for Canada's three armed forces has retired.

He is Right Reverend Ronald MacLean who plans to return to parish duties in Nova Scotia after almost 20 years' service in the Royal Canadian Navy. He has been succeeded by Group Captain L. A. Costello, RCAF.

Monsignor MacLean was born in Boisdale, N.S., on January 24, 1895, and was a parish priest before entering the RCN in October 1940.

During the war he served at various shore establishments, and in July 1946 was appointed to the cruiser *Uganda*, later renamed *Quebec*. In August the following year he was appointed to the cruiser *Ontario*.

Following sea duty, Monsignor MacLean was appointed to *Cornwallis*, where he worked with men entering the Navy, and in September, 1954, he was appointed Command Chaplain (RC) on the staff of the Flag Officer Atlantic Coast.

He was next appointed Chaplain of the Fleet (RC) at Naval Headquarters in June 1957 and in this appointment was the senior Catholic chaplain in the RCN.

The chaplain services of the three armed forces were later merged, and on September 22, 1958, Monsignor MacLean was appointed Chaplain General of the Armed Forces (Roman Catholic). In March, 1959, it pleased His Holiness, Pope John XXIII, to confer the titles of Domestic Prelate and Monsignor on Chaplain MacLean.

Radar Suggestion Brings PO $335.75

For the second time, a suggestion by PO John K. Wilson, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada.

The board has announced the award of $335.75 to PO Wilson for his suggestion on modifications to radar magnetrons used by the Royal Canadian Navy. In December, 1959, he was awarded a lesser amount for his suggestion of a carrying rack for a radio unit used by the Navy.

Details of both suggestions were forwarded to the Suggestion Award Board of the Public Service of Canada for assessment and trial by specialists and the ideas were adopted.

PO Wilson was born in Stoney Mountain, Manitoba, and served in the RCNVR from June 1942 to October 1945. He joined the permanent force in August 1947 and was discharged in August 1957. In June of 1958 he entered the Navy for the third time, and is now serving at *Shearwater*.

Second World War Stoker Now Officer

A former chief petty officer, Lawrence Henry Choquette, has been promoted to the rank of Acting Commisisoned Engineer Officer in the RCN. He has been appointed to *Shearwater*.

A/Cd. Off. Choquette served in the RCNVR during the Second World War for three years as stoker second class. He joined the regular force at *Donnacona*, Montreal naval division, on June 3, 1946. He has since served on both coasts and with naval air squadrons at *Shearwater*.

Commissioned Rank For Ex-Airman

Robert Spicer, former CPO, has been promoted to the rank of Acting Commissioned Engineer in the Royal Canadian Navy. He has been appointed to *Naden*.

A/Cd. Off. Spicer joined the RCAF January 18, 1943, and was discharged September 30, 1945. He enlisted in the RCN October 17, 1945, at *Prevost*, London, Ontario, naval division, as an air mechanic.

Rear-Admiral B. R. Spencer, Chief of Naval Technical Services, presented a record of service certificate to Lt.-Cdr. William J. Simpkin (right) who has retired as Director of Fire Fighting. The presentation was made in the Bytown Officers' Mess during a farewell gathering. On the same occasion, Squadron Leader B. G. Quinn presented Lt.-Cdr. Simpkin with a medal on behalf of the fire marshals of the armed forces.

He was commended by the Chief of Naval Staff in June 1955 for "presence of mind" in saving a United States naval aircraft from serious damage while he was serving on loan to the USN. He has since served at *York*, the Toronto naval division, Naval Headquarters, and *Naden*.

Cdr. W. Bremner Named CANCOMNEW

Cdr. William Bremner has been appointed Canadian Naval Commander, Newfoundland, and commanding officer of HMCS *Avalon*, naval establishment in St. John's, effective February 15.

Cdr. Bremner entered the war-time RCNVR in December 1940 and transferred to the permanent force in January 1946.

Before going to Newfoundland he was in charge of the Torpedo Anti-Submarine School at *Stadacona*.

Navy's Fire Chief Goes to Pension

The Royal Canadian Navy's chief "smoke eater" proceeded on retirement leave February 17.

He is Lt.-Cdr. William John Simpkin, who, as Director of Fire Fighting, has been chief of Canada's fifth largest full-time fire department since 1946.

Lt.-Cdr. Simpkin's fire-fighting career started 35 years ago when he joined the Toronto fire department. For the next 17 years he worked from down town area fire halls.

When the Nazi blitz raged over the United Kingdom during the Second World War, Lt.-Cdr. Simpkin was one of the trained fire-fighters recruited for the Corps of Canadian Firefighters organized under the Minister of National War Services. In England, one of his war jobs was officer in charge of fire-fighting at Southampton dockyard.

Lt.-Cdr. Simpkin was released to join the RCN and returned to Canada on Christmas day, 1944. He entered as a lieutenant and took up training duties at Naval Headquarters, then went to each command to organize fire protection.

Today the department has 475 men protecting RCN ships, aircraft and buildings in 18 fire halls across Canada. The men are civilian employees who work with 11 RCN officers engaged in fire protection.

Most of the men were inexperienced when recruited and were trained to navy standards. They are now included in a Department of National Defence program covering career planning.

Lt.-Cdr. Simpkin was born in Bradford, Ont., in 1900. He now resides in Russell, Ontario, where he is serving as an elected member of the village trustees. He is also a member of the Lions Club and the Masonic Order.

A group of serving and former naval officers, some of whose careers antedated the beginning of the Royal Candian Navy, met in Hamilton, Friday, February 19, to mark the year of RCN's Golden Jubilee. Here at the anniverrsary dinner at the Hamilton and District Officers' Institute are, left to right: Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, the host; Vice-Admiral E. R. Mainguy, Toronto, former Chief of the Naval Staff, Rear-Admiral Walter Hose, Windsor, the RCN's first Chief of the Naval Staff, Rear-Admiral G. L. Stephens, Ottawa, former Chief of Naval Engineering and Construction; Surgeon Commodore Archie McCallum, Toronto, first Medical Director General of the RCN, and Lt.-Cdr. H. J. F. Hibbard, Port Hope, one of the founders of the Royal Canadian Naval Volunteer Reserve. (COND-5629)

Dinner Observes 50th Anniversary

A group of distinguished serving and former naval officers whose careers span the 50-year history of the Royal Canadian Navy met in Hamilton on Friday, February 19, to mark the RCN's Golden Jubilee.

The occasion was a Command dinner given by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, and the officers of his staff.

Officers attended from cities across Canada and represented the Royal Canadian Navy (Reserve) and its predessors, the Royal Canadian Naval Reserve and the Royal Naval Volunteer Reserve, and the Women's Royal Canadian Naval Service.

The guest of honour was Rear-Admiral Walter Hose, CBE, RCN (Ret), first officer in the RCN to bear the title Chief of the Naval Staff. Admiral Hose, who was born at sea on October 2, 1875, had served 20 years with the Royal Navy when, in 1911, he was loaned to the new Canadian Navy, formed May 4, 1910. He transferred to the RCN in 1912 and headed it from 1921 until his retirement in 1934. He now lives just outside Windsor, Ont.

One other former Chief of the Naval Staff also attended the dinner. He was Vice-Admiral E. R. Mainguy, Toronto.

Other senior retired RCN officers included Engineer Rear-Admiral G. L. Stephens, former Chief of Naval Engineering and Construction, of Ottawa, and Surgeon Commodore Archie McCallum, first Medical Director General of the RCN, of Toronto.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, Halifax, was the senior serving regular force officer attending. Others were Commodore C. J. Dillon, Supply Officer-in-Chief, and Commodore A. G. Boulton, Assistant Chief of Naval Staff (Plans), both of Ottawa.

Commodore R. I. Hendy, Senior Naval Officer, Toronto, attended as the senior serving RCN(R) officer.

The naval divisions of the RCN(R) were represented as follows: Cdr. Eric Pinfold, *Cabot*, St. John's, Nfld.; Captain J. W. Goodchild, Commanding Officer, *York*, Toronto; Cdr. W. T. Houghton, Commanding Officer, *Star*, and Cdr. R. G. Wilson, Executive Officer, *Star*, Hamilton; Captain J. R. H. Kirkpatrick, Commanding Officer, Kitchener Tender, Kitchener, Ont.; Lt.-Cdr. F. A. L. Bloch-Hansen, *Prevost*, London, Ont.; Captain W. G. Curry, Commanding Officer, *Hunter*, Windsor; and Captain C. R. Frayer, *Chippawa*, Winnipeg.

Also attending were Lt.-Cdr. H. J. F. Hibbard, of Port Hope, Ontario, one of the founders of the Royal Canadian Naval Volunteer Reserve, and Cdr. (W) Isabel Macneil, Halifax, one of the first officers of the WRCNS when it was formed during the Second World War and later senior RCN Wren officer when regular force Wrens were authorized in 1955.

THE NEW RCN TRADE STRUCTURE FOR AIR

IN NOVEMBER 1957 the Fleet was informed by general message that a new personnel structure was to be estabished for the Royal Canadian Navy. Further information on the various sections of this new personnel structure was promulgated in the November 1957 and subsequent issues of *The Crowsnest.*

One of the major changes involves the introduction of a new trade structure for men. The timing and general supporting information concerning this new trade structure for air trades were announced to the Fleet in a general message from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, in March 1960. The text of the message appears on this page.

Text of Message to the Fleet

1. "The new trade structure for men of the air trades has been approved by Naval Board and appropriate tri-service authorities.

2. This trade structure, consisting of the following new trades formed from present branches as indicated, will be introduced 1 April, 1960.

(a) Naval Airman (AM) from Aircraft Control and Safety Equipment;

(b) Weaponman Air (WA) from Air Ordnance;

(c) Naval Aircrewman (NA) from Observer's Mate;

(d) Air Electrical Technician (EA) from Electrical Technician Air;

(e) Air Electronic Technician (RA) from Radio Technician Air;

(f) Air Fitters (AF) and Air Riggers (AR) trade groups standard and one remain in these trades;

(g) Aviation Technicians (AT) from Air Artificers, Plane Technicians and those Air Fitters and Air Riggers trade groups two and three.

3. All men now serving shall transfer to new air trades. All OSNAS serving in *Cornwallis* or *Shearwater* at time of introduction shall be allocated to new air trades by these establishments. All future recruits shall be allocated to new air trades in *Cornwallis.*

4. All men shall retain the rank, trade group and seniority held at the time of introduction of new trade structure for air.

5. All promotion and advancement qualifications attained in present trade structure for air shall be counted as equivalent qualifications in new trade structure where applicable.

6. Men who are in the zone for promotion to the next higher rank at the time of introduction of new trade structure for air will continue to be considered in the zone for promotion in their new trade. All these men can be promoted, if selected and a vacancy is available. Further promotion for such men shall be conditional upon successful attainment of those qualifications prescribed for the higher rank in their new trade.

7. Men who are not in the zone for promotion to the next higher rank at the time of introduction of new trade structure for air will be required to obtain the qualifications prescribed for the next higher rank in their new trade.

8. Formal training for men assigned to new trades normally will be given during course for next higher trade level. These courses will include those trade subjects in which men are lacking. Candidates for such courses will be chosen on a selective basis. This formal training will be supplemented wherever possible by special short courses. Subject to future requirement LM1's with air experience at the *Shearwater* will be considered for selection for future air trade courses.

9. Men qualified trade group four who transfer to a new trade will not be required to re-qualify. Some will be given further training in their new trade on a selective basis.

10. This message does not affect RCN(R) personnel.

To plan and implement a new trade structure for the Royal Canadian Navy required much detailed study and work. The task was begun under the direction of the Chief of Naval Personnel at Naval Headquarters and, as indicated by the general message on the subject, the results are now available.

To outline and explain the new trade structure for air, the following questions and answers have been prepared.

I

What does the formation of a new trade structure involve?

The formation of a new trade structure requires:

(a) an analysis of the duties performed by men in ships, air squadrons and establishments;

(b) the review and revision of all air trade specifications;

(c) the review and revision of all complements for men;

(d) the review and revision of the relationship between the various ranks and trade group levels.

At the same time, it is necessary to consider the rights and interests of all men serving in the present trades.

II

What are trade specifications?

Trade specifications contain a description of the operation, maintenance, administration and instruction duties at all levels of each naval trade. They form the basis for all formal training courses and the award of trades pay in the Navy.

III

By whom were the new trade specifications prepared?

The new trade specifications were prepared jointly by Naval Headquarters and representatives from the fleet together with advice from certain naval schools. The first step in this project was accomplished by certain selected Chief and Petty Officers, with recent sea and air experience, who were brought to Naval Headquarters during 1958 to work under the guidance of the Director of Naval Manning. These men worked in groups and were selected so as to cover all the fields embraced by each new trade. For example, the specification for the new trade of Naval Aircrewman was drafted by an Observer's Mate, an Aircraft Controlman and a Radio Technician Air. They were given the present trade specifications in the Manual of Advancement and Promotion (MAP) together with the trade summaries of all the new trades contained in the Report of the Ad Hoc Committee on RCN Personnel Structure and, using this information, they produced the first draft of the new specifications.

IV

What further steps were necessary in the preparation and approval of the new trade specifications?

These draft specifications were examined by the Heads of Branches, e.g., the Electrical Engineer-in-Chief, Director of Naval Aviation, Director of Air Engineering, and schools concerned, re-drafted to reflect their comments and were approved by the Heads of Branches. In addition, these specifications were reviewed and approved by Naval Board. During these processes, certain amendments were made by these authorities until a final version of each specification, acceptable to all concerned, was attained. Subsequently, all trade specifications must be processed through those authorities responsible for tri-service approval. This is required in order to justify trades pay.

V

How are new trade complements prepared?

As the main requirement of any complement is to get the job done as efficiently and economically as possible, new trade complements are prepared by determining the minimum rank and trade combination, based on the revised trade specifications, necessary for each individual naval position and then totalling the result. The number of positions required is based on the navy's current commitments, afloat and ashore.

VI

Will the rank and trade combinations of the new trade structure be the same as they are now?

No. The rank/trade combinations in the new trade structure will be different because of the increased emphasis placed on the trade capability.

VII

What are the minimum trade requirements for each rank?

The minimum trade requirement for promotion to Able Seaman is trade group 1; to Leading Seaman is trade group 2; to Petty Officer 2nd class is trade group 3; to Chief Petty Officer 2nd Class is trade group 4.

VIII

Why is there a difference from what we have now?

The reason for the differenee is to allow men of more junior rank to attain higher trade levels but at the same time, to ensure that those men in the higher ranks are technically competent in their own trade as recommended by the Report of the Personnel Structure Committee.

IX

How will this new trade structure affect those men now serving?

In CANGEN 229/1957, the Chief of the Naval Staff stated that the rights and interests of the individual man would be carefully guarded during the implementation of the new personnel structure. TO COMPLY WITH THIS STATEMENT IT IS INTENDED THAT ALL MEN RETAIN THE RANK, TRADE GROUP AND SENIORITY THEY HOLD AT THE TIME OF INTRODUCTION OF THE NEW TRADE STRUCTURE FOR AIR.

X

What will happen to those men who are in the zone for promotion, (i.e. fully qualified) to the next higher rank at the time of introduction of the new trade structure?

They will continue to be considered in the zone for promotion in their new trades and can be promoted, if selected and a vacancy is available. For example, a P2TG2 who is in the zone for promotion to P1 in his present trade at the time of introduction of the new trade structure will remain so when transferred to a new trade, even though he lacks the minimum trade group required for the new trade structure. Such a man could be promoted to P1TG2.

XI

What are the future promotion prospects for such men?

All subsequent promotion for these men will be conditional upon successful attainment of ALL qualifications prescribed for the higher rank concerned under the new promotion regulations. For example, the man promoted to P1TG2 as described previously would have to attain trade group 4 in his new trade in order to qualify for promotion to Chief Petty Officer 2nd Class.

XII

What will happen to those men who are NOT in the zone for promotion to the next higher rank at the time of introduction of the new trade structure?

All such men will be required to qualify for promotion in accordance with the new promotion regulations. For example, a P2TG2 NOT in the zone for promotion to P1 will be required to meet all the minimum requirements, including trade group 3 in his new trade.

XIII

Will service time, trade grouping and other qualifications attained in present rank and trade be recognized in the new trade structure?

Yes. All such qualifications, where applicable, will be counted as equivalent qualification in the new trade structure for air.

XIV

How will the new trades be formed?

The new air trades will be formed in the following manner:

(a) All Aircraft Controlmen and Safety Equipment Technicians become NAVAL AIRMEN (AM);

(b) All Air Ordnancemen become WEAPONMEN AIR (WA);

(c) All Observer's Mates become NAVAL AIRCREWMEN (NA);

(d) All Electrical Technicians Air become AIR ELECTRICAL TECHNICIANS (EA);

(e) All Radio Technicians Air become AIR ELECTRONIC TECHNICIANS (RA);

(f) All Air Fitters (TGS and 1) and Air Riggers (TGS and 1) remain in these trades;

(g) All Air Fitters (TG2 and 3) and Air Riggers (TG2 and 3) become AVIATION TECHNICIANS (AT);

(h) All Plane Technicians and all Air Artificers become AVIATION TECHNICIANS (AT).

XV

Will any information be provided concerning the future promotional prospects in each of the new air trades?

No definite information can be provided on this subject. Promotion in all trades is governed, as always, by vacancies in complement. Any changes in complement, therefore, can affect future promotion. As complements are reviewed and subject to change on an annual basis, it is impossible to state whether one trade provides better promotional prospects than another. Every effort, however, will be made to provide reasonable promotion opportunity in all the new trades.

XVI

Why not allow all men in their present trades to continue in these trades and only change those men at the recruit level?

If this were done, it would mean having two navies with two promotion systems, two advancement systems, two drafting systems, two training systems, etc., for 20 years or more with the result that the efficient organization and administration of ships, air squadrons and establishments would be impossible.

XVII

Will all men be employed in different jobs immediately after the introduction of the new trade structure?

No. After the new trade structure for air is introduced, most men will be employed in their same jobs although in certain cases with a different trade name and for some, the extent of the trade field has been broadened.

XVIII

How will men become qualified in their new trades?

This is where the evolutionary aspect becomes apparent. Over a period of time, certain of these men will be required to perform the complete functions of their new trades. The capability to do this will be attained progressively through both formal courses and on-the-job training.

XIX

Does this mean there will be a long program of conversion courses?

No. Any formal training given to men in the fields in which they are lacking will be done, in most cases, during the course for the next higher trade level. In addition, however, it is intended to provide special short courses to increase the capability and effectiveness of certain men transferred to the new trades.

XX

Can everyone get a higher trade course in their new trade?

No. As in the past, higher trade courses in all trades will be on a selection basis and every endeavour will be made to ensure that the best qualified and most worthy men are chosen.

XXI

Will correspondence courses be available in all air trades in the near future?

No. The emphasis is being placed initially on the preparation of the formal trade courses given in the schools for all the new air trades. From these courses, it is intended to prepare trade manuals and, subsequently, these manuals will form the basis of future self-study programs.

XXII

What will happen to those men who are qualified TG4 in their present trade?

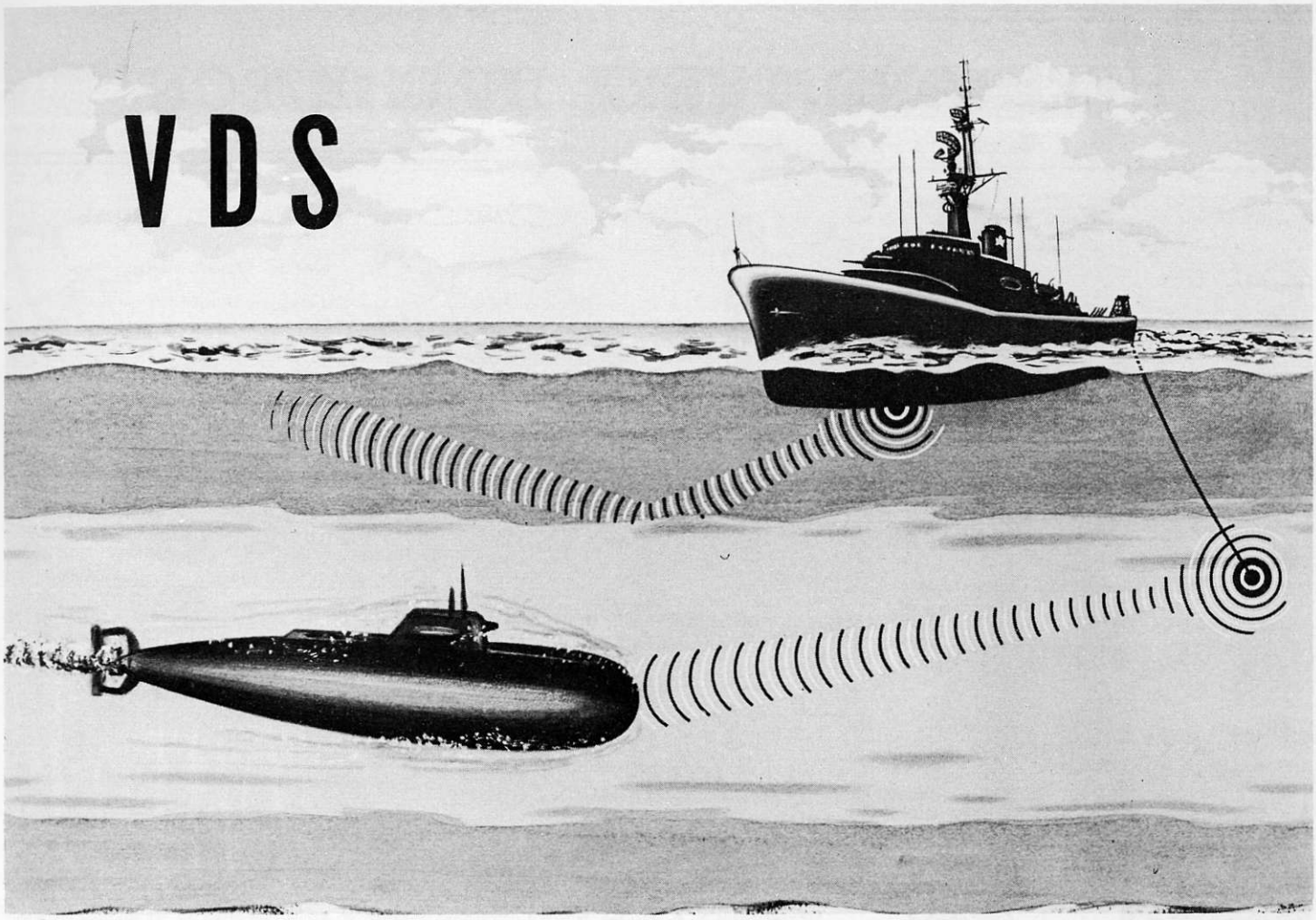
All men qualified TG4 will not be required to re-qualify. Opportunity will be provided, however, for these men to take further formal training in their new trades on a selection basis.

XXIII

How will these changes affect men who are close to retiring to pension?

Men holding trade group 2, 3 or 4 with less than 5 years to serve to pension will not normally be considered for any further formal training and probably will be employed in their present capacity for the remainder of their service.

VDS



After many years of research and development work, variable depth sonar has reached the point where contracts have been let to manufacturers to produce the gear for RCN warships. Submarines will no longer be able to rely on the protection offered by surface thermal layers which deflect the sonar beam. (CN-6031)

A NEW TYPE of sonar that holds promise of being one of the most significant break-throughs in the science of submarine detection in recent years is to be manufactured in Canada for the Royal Canadian Navy, it was announced in March by Hon. G. R. Pearkes, VC, Minister of National Defence.

Called variable depth sonar (VDS), the new system will enable warships to lower sonar gear through the ocean's thermal layers, thereby overcoming submarines' ability to escape detection in or below these temperature strata.

Variable depth sonar is the result of more than ten years' research and development by Defence Research Board scientists of the Naval Research Establishment, Halifax.

The need for a layer-probing sonar first became apparent when German submarines, both by accident and design, made tactical use of thermal layers during the Second World War.

The upper levels of oceans usually contain layers of varying temperature which form a horizontally uniform pattern many miles in extent. These layers may refract or completely resist penetration by sonar transmissions from hull-mounted sets.

The problem was of particular concern to the RCN because of the presence of such layers off Canada's coasts.

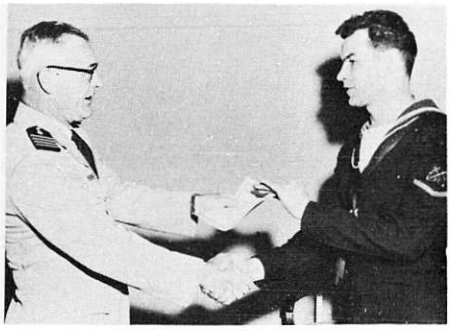
DRB scientists and RCN anti-submarine specialists, working on the project together, discovered the problem could be substantially overcome by placing transducers in or below the layers of varying temperatures.

Applied research and development followed. The result is an equipment consisting essentially of a transducer enclosed in a streamlined body which can be towed at varying depths. The towing cable houses a core of electrical conductors. These transmit signals to the towing ship's sonar displays and also carry electrical power from the ship to the transducer.

The concept that led to the development of VDS was initiated almost simultaneously in Canada and the United States. Close liaison was maintained with the Royal Navy and United States Navy, which also sought improved detection methods along similar lines. Information was shared throughout by the associated countries, with Canada concentrating on specified possible methods as the other countries explored different but allied techniques.

HMCS *New Liskeard* (coastal escort) was the first ship to be used for experimental trials. Repeated testing and modification resulted in improvement in the equipment's performance, and a more sophisticated version of VDS, built by Canadian firms, was installed in HMCS *Crusader* (destroyer escort). Intensive evaluation produced effective results and the equipment was accepted for service in the RCN.

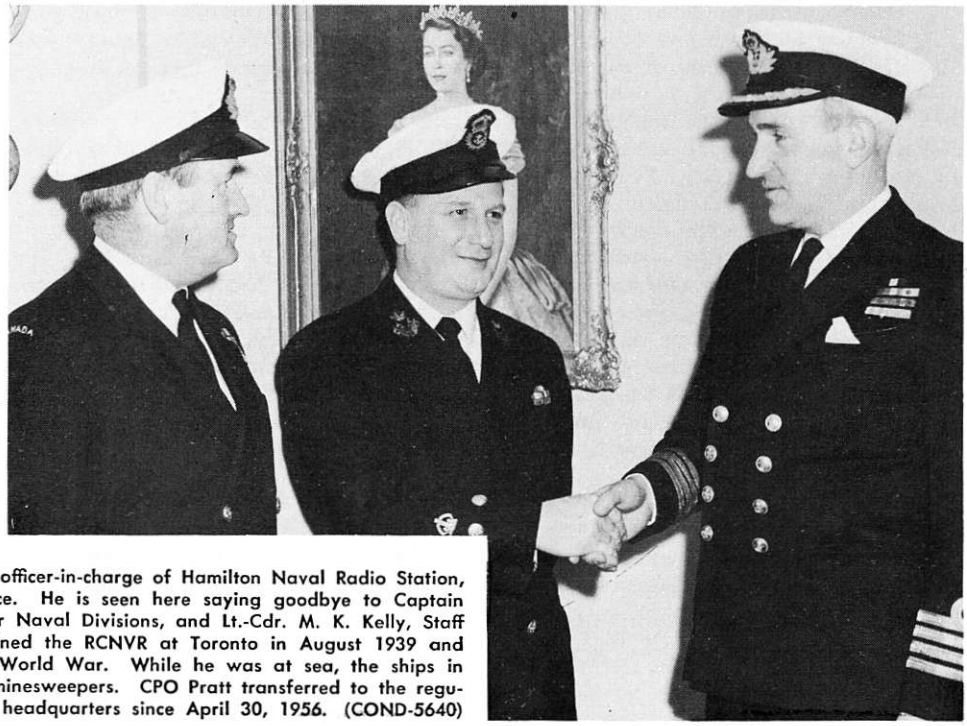
HERE AND THERE IN THE RCN



PO John C. Fortin, RCN, receives congratulations and a certificate from Captain R. B. Lautzenheiser, USN, executive officer of the U.S. Naval School of Aviation Medicine at Pensacola, Florida, after successfully completing a 16-week course designed to qualify lower deck personnel as assistants to naval surgeons in aviation medicine. PO Fortin is now serving at Stadacona. (USN Photo)

Rear-Admiral R. A. Wright, Naval Comptroller, inspects a guard, paraded in his honour at HMC Dockyard, Esquimalt. Officer of the guard is Lt. Charles McLauchlan. In the background are the Naden band and the headquarters of the Flag Officer Pacific Coast. (E-54222)

The following message was received by the Commodore Superintendent Atlantic Coast from the Haida on completion of her recent refit: "I would be grateful if you would convey our appreciation to Dockyard personnel for an excellent refit. We are particularly impressed with their co-operation and standard of workmanship. However I regret to inform you that my rabbit hutch is bare." Commodore H. G. Burchell, Commodore Superintendent Atlantic Coast, attempted to rectify this deficiency with a presentation to Commander John Husher, commanding officer, Haida. (HS-60380)



CPO E. S. Pratt, who has been the chief petty officer-in-charge of Hamilton Naval Radio Station, has retired after more than 20 years' naval service. He is seen here saying goodbye to Captain R. M. Steele, Chief of Staff to Commanding Officer Naval Divisions, and Lt.-Cdr. M. K. Kelly, Staff Officer (Communications) to COND. CPO Pratt joined the RCNVR at Toronto in August 1939 and served both afloat and ashore during the Second World War. While he was at sea, the ships in which he served sank two U-boats and four Nazi minesweepers. CPO Pratt transferred to the regular force in 1944 and had been serving at COND headquarters since April 30, 1956. (COND-5640)

AFLOAT AND ASHORE

PACIFIC COMMAND

Naval Technical School

The Naval Technical School has taken up the challenge of the new RCN trade structure and has begun the first Trade Group Two qualifying courses for men in the radar plot, sonar and radio trades. An extensive lateral training program, consisting of courses in those trade subjects in which men are lacking when transferred to the new trades, is being conducted for men serving in ships of the Pacific Command.

HMCS Jonquiere

In early January, the *Jonquiere* sailed to spend three weeks in the land of rocks and Christmas trees which has become so familiar to her throughout this commission. Week-end calls were made at Port Alice and Kitimat, B.C., with a short stop at Prince Rupert.

These calls were enjoyed by the ship's company as it gave some relief from ports of call void of everything except wild life. The citizens of Kitimat and Port Alice were most hospitable, arranging tours and entertainment for all on board. Local basketball teams were challenged, but rough seas had taken their toll of the ship's team, resulting in defeat at Kitimat and a win by a narrow margin at Port Alice.

Activities were organized within the ship to help pass the time. Perhaps the most notable of these was a fishing derby held from the ship. It was won by Able Seaman Foster who caught the one and only fish, a two-pound 13-ounce bullhead.

The final week-end, spent at anchor in no-man's-land, was abruptly interrupted when it was discovered that the ship's sick berth attendant, PO MacCoy, required immediate medical attention. The ship weighed anchor and proceeded to a predetermined anchorage to rendezvous with a USCG float plane. Within four hours PO MacCoy was aboard the plane and on his way to hospital.

The ship then weighed anchor and once again the impossible happened (see April '59 issue). Much to the foc'sle party's horror, on sighting the anchor, they discovered that there was only half an anchor, the flukes having remained on the bottom. Undaunted and still having faith in anchors, the ship proceeded to anchor for the remainder of the week-end.

On return to Esquimalt, the *Jonquiere* had steamed 43,258 miles in this commission and, commencing on February 1, began three months in a well-earned refit.

RCN and Canadian Army units joined forces in February for "Operation Hi-Lift" in the Nanaimo area. Thirty soldiers of the Princess Patricia Canadian Light Infantry (based at Victoria) were airlifted from the Nanaimo army camp at Mount Benson region, some 10 miles distant. (E-54151)

ATLANTIC COMMAND

HMCS Cornwallis

Early in January a small, but valuable, addition was made to the New Entry Training Syllabus. Entitled a "Tour of Museum and Ships", it provides for a one-day guided tour of the Maritime Museum and at least two ships of the Atlantic Command by New Entries under Training.

The purpose of the tour is not only to give the budding sailors their first view of operational ships but also to acquaint them with the trades and equipment found at sea, to awaken an interest in the Maritime Museum and to stimulate pride of service through an increased knowledge of Naval History.

The tour, which takes place mid-way through the New Entry Training, on Sunday of the eighth week, also provides instruction on the duties of the various trades in the service and assists the new entries in giving their trade preference.

Six divisions made the tour in January and February and it proved to have recreational and instructional value for all of them. The ships toured included three frigates, three Tribal class destroyers and four destroyer escorts. In all cases the new entries evidenced great interest in the ships and the personnel and equipment on them. The ships' companies took the fledgling sailors under their wings and conducted the tours with gusto and enthusiasm. In the Maritime Museum the new entries spent hours browsing among the countless mementoes of the RCN.

Each week the New Entry Division leaves Halifax with a greater knowledge of the men, ships and history of the RCN and with a feeling of the identity with and acceptance by the real Navy. It is felt the tours have resulted in a new entries approaching their training with increased energy and enthusiasm.

CNAV Saint Charles

Six weeks' yeoman service to ships of the RCN Atlantic Fleet ended in early March for CNAV *Saint Charles.*

The ocean tug, whose master is Captain James Bennett, was relieved in Bermuda by a sister tug, the *Saint John.*

The *Saint Charles* had steamed well over 2,000 miles by the time she returned to Halifax. In the Bermuda area since late January, she operated in naval exercises in Bermudian waters as: a target towing vessel by day and night for HMC Ships carrying out surface gunnery practice; a torpedo recovery and sonar exercise vessel for the RCN Helicopter Anti-Submarine Squadron, HS-50, operating from the U.S. Naval Station in the colony; duty tug for berthing, unberthing and moving of ships at Ireland Island, and liberty boat from the Island to Hamilton, as well as supplying the crew to operate the 46-foot yard craft also used for this purpose.

The *Saint Charles* was a familiar sight in St. George, the stepping off port for the most frequently used exercise areas. She carries a crew of 21 civilian employees of the Navy, with merchant marine ranks.

Her successor in Bermuda, the *Saint John*, is commanded by Captain Randall Domine. The tugs are 840 tons, 152 feet long, of a new design produced in the RCN building program of the last decade.

Other civilian-manned vessels of the RCN present during the RCN winter exercises included CNAVs *Bluethroat New Liskeard and Sackville*, all from Halifax. The first-named was minelaying and diving depot ship for the First Canadian Minesweeping Squadron from February 10 to 25; the latter two are naval research vessels.

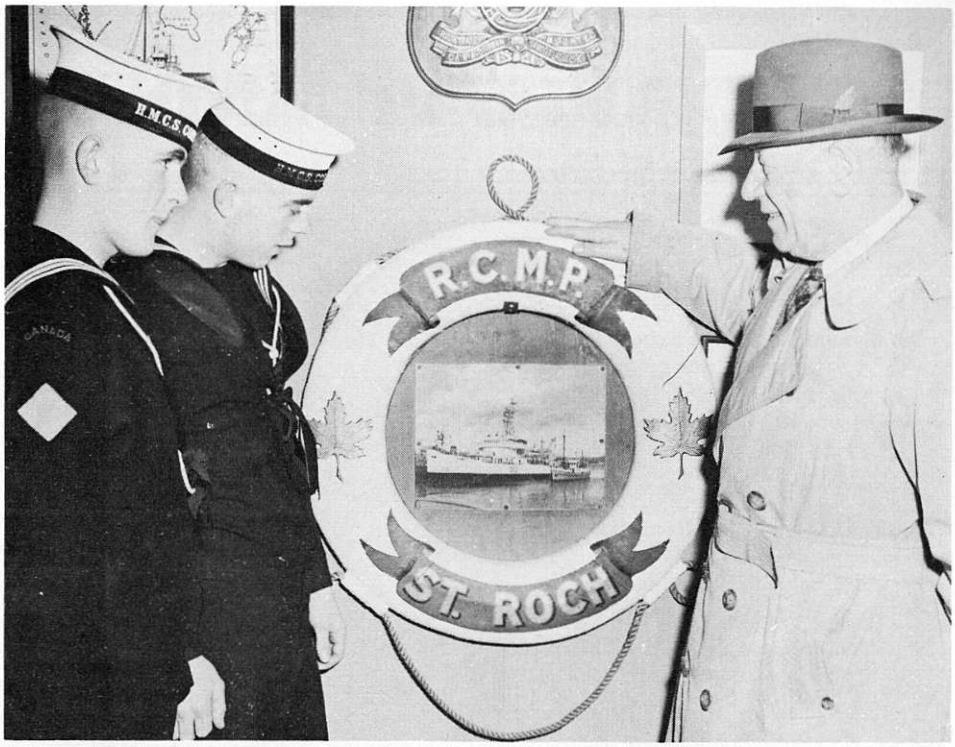
HMCS Shearwater

The *Shearwater* band embarked in ships of the Seventh Canadian Escort Squadron for Bermuda to take part in the winter exercises in those waters. The musicians were attached to the mobile repair ship *Cape Scott.*

The 33-piece band was formed in March 1956. A 16-piece dance orchestra, and two smaller groups for dinners or social functions are included in it.

Since its inception, the band has performed at many functions in the eastern provinces of Canada and in the United States. Most notable of these was the visit of Her Majesty the Queen to Canada in 1957. In conjunction with this event, the members of the band travelled to New York City to play for Her Majesty during her inspection of the British Legion at the Seventh Regiment Armouries. They also took part in ceremonies during the visit of Princess Margaret to Canada in 1958.

In 1959 the band travelled over 4,000 miles, playing at 103 public and service engagements before audiences of more than 80,000 people, as well as untold



Superintendent H. A. Larsen, RCMP (Ret.), shows Ordinary Seamen Harold Larson and George Picco a picture of the first two ships to circumnavigate the North American continent—HMCS Labrador and the little RCMP patrol ship St. Roch, the latter of which he commanded on two journeys through the North West Passage. The picture was taken during a tour of the Maritime Museum, Halifax, by new entries from Cornwallis. (DB-13669)

The youngest children in the winners' group at the talent show, held for the benefit of the Minor Hockey Club at Shannon Park, were left to right, Sonja Swanson, 9, piano soloist, daughter of CPO and Mrs. Harry Swanson; Deborah Blaney, 6, vocalist, daughter of CPO and Mrs. E. H. Blaney; and her sister Eva, 8, also a vocalist. (HS-60139)

numbers of television viewers during this time. Other engagements included participation in ceremonies during the presentation of the Queen's Colour in 1959; a band concert during "Canada Week" at Boston, Mass., which was sponsored by the State of Massachusetts, and appearances at various county and town fairs in the maritime provinces.

The band is directed by CPO William Stitt, a native of Toronto. He attended Danforth Technical College and Humberside Collegiate.

Joining the Navy in July, 1942, as a second class stoker, he was transferred a few days later to bandsman.

CPO Stitt has served in naval establishments on both coasts as well as the interior and has held the positions of bandmaster in the *Magnificent, Cornwallis* and *Shearwater* and has been assistant bandmaster at *Stadacona*. He qualified as bandmaster at the RCN School of Music in 1953 and in 1956 became a Licentiate of the Royal Academy of Music in London, England.

CPO Stitt makes his home at Oyster Pond, Nova Scotia.

Leadership School

On February 19 two courses completed training in the Leadership School at *Cornwallis*. They were No. 53 Officers' Divisional Course and No. 106 Petty Officers' Second Class Leadership Course, who had been at the school since January 11.

There was great rivalry between the two courses in the many sporting events in which they participated. No. 106 course led in all events until the final week when No. 53 course won a swimming tabloid on aggregate points, thereby breaking the undefeated run of the petty officers' course.

No records were broken on the assault course by either group, but Cd. Off. Gordon Copp had the misfortune to break a finger when he slipped in the deep snow. The slow times on the assault course were in part due to the fact that there was a covering of about a foot of snow.

Two Lieutenants' Qualifying courses completed two weeks' training in the school recently. They were Foxtrot and Golf groups, which have now returned to *Stadacona* for pre-sea training. Included in Foxtrot course were three ensigns of the Belgian Navy.

Two new courses are under training in the school. They are No. 107 Chief and Petty Officers' Course and No. 108 Petty Officers Second Class course.

Shannon Park

In order to raise funds for the hard working Minor Hockey Club, a talent show was held in Shannon School, with no less than 55 acts entered in the program, including instrumentals, solo and vocal groups.

Judges Prof. Harold Hamer, Chaplain (P) W. W. LeVatte and Rev. Father R. Pelleteier, found it hard to choose only nine winners. In the older group of vocalists the judges, working on the point system, found they had five acts with equal points.

After a great deal of deliberation, they decided upon the following prize winners:

Deborah Blaney, Eva Blaney, Sonja Swanson, Dorothy Gale, Phillip Wagner, Gail Crane, Jacqueline Winch, Nancy Brimicombe, Susanne Blaney, Margaret Jones, Maureen Jones, Brenda James and Joseph Suttle.

During intermission, fudge, donated by the mothers of the hockey players, was sold and entertainment was provided by a group of eight small folk-dancers who are pupils of the Joyda Parry Dancing School, under the direction of L. Roy Mavor.

The grand finale of the evening—the performance waited for by all—was a breathtaking (?) song routine by Mrs. Kenny Wallace, Mrs. Lois McQuestin, Mrs. Joyce Currie and Mrs. Phyllis McConnell. In spite of their efforts, the sum of $98.80 was realized for hockey.

The Shearwater band, under the direction of CPO W. C. Stitt, embarked in February in ships of the Seventh Escort Squadron departing for the Bermuda area to take part in winter exercises. The band was attached to the mobile repair ship Cape Scott while at Bermuda. (DNS-25195)

NUCLEAR SUBMARINES MAJOR NATO WORRY

". . . One of the major problems that the U.S. Navy, and the rest of the Navies in NATO, faces is how best to be ready for the day when we are opposed by great numbers of nuclear-powered submarines."

ON FEBRUARY 29, more than 500 military and civilian leaders, including ambassadors from NATO countries, met at Norfolk, Virginia, to say goodbye to Admiral Jerauld Wright, USN, who was stepping down after having been NATO's Supreme Allied Commander Atlantic for six years, and to welcome his successor, Admiral Robert L. Dennison. SACLANT is also Commander - in - Chief U.S. Atlantic Fleet and Commander of Chief U.S. Atlantic.

At the request of the *Army Navy Air Force Journal*, published in Washington, Admiral Wright prepared a farewell despatch, which appeared in the March 5 issue. The first paragraph above is quoted from Admiral Wright's article.

Two of the most important developments of the past ten years, according to Admiral Wright, were the trend to construction of nuclear-powered submarines and ships—"A transition greater than from sail to steam"—and the maintenance of a huge, modern submarine force by the Soviet Union. NATO, at the same time, found itself with decreasing numbers of naval and airforce for Atlantic defence and had to compensate for this by working to make available units as strong as possible.

"Since 1954 we have held over 70 training exercises in the Allied Command Atlantic. Almost every one of these included anti-submarine warfare operations. We have been molding our forces to insure that we will be able to preserve the connecting sea links which make possible a unified defence of our alliance."

Admiral Jerauld Wright, USN, who has retired after six years as Supreme Allied Commander Atlantic. (SACLANT Photo)

Great progress has been made, according to Admiral Wright, in standardization of tactics, communications, equipment etc., in the strengthening of the command organization and in the exchange of military and research information. "While the abilities of some of the NATO nations to maintain large military forces may be limited by their economies, each can contribute greatly by providing its best scientific research talent."

Admiral Wright points up what he considers one of the main problems:

"Basically, all of the western nations have the same trouble: How to maintain a stable, expanding national economy and at the same time maintain defence forces that will not only serve as a deterrent to aggression, but also be strong enough to ensure victory in the event of war, global or otherwise . . .

"In the past six years I have observed within the 15 NATO nations an increasing awareness that we must be prepared to defend the Atlantic sea lanes, for if they were lost to us, the Alliance would be destructively separated. . . .

"We are entering a critical period in the history of the free world, and, particularly, NATO. I leave the military organization of NATO and the U.S. Navy with optimistic hopes that the important of the Atlantic and of sea power to defend it will continue to be foremost in the minds of our political leaders in the 15 NATO nations."

Good Ship Naden Off to Orient

If a few familiar landmarks have been missing around Esquimalt the explanation can be found in a headline which appeared in early February in an Ontario daily:

"Caledonia Cadet To Sail Pacific on HMCS Naden"

The story which accompanied the headline said the Sea Cadet in question "left by train Sunday night for the west coast where he will board HMCS *Naden*, at Vancouver Island, for a three months western Pacific cruise."

LONGER CAREERS FOR U.K. OFFICERS

Officers retiring from the armed forces of Great Britain are likely to have a few more grey hairs in the future—simply because they will be going on pension at a more advanced age.

On the other hand, there will be more officers than now retiring at a younger age.

The changes that bring this about were announced in the British House of Commons in early February in the following statement by the Minister of Defence:

"In November 1958 the Government put in hand an examination of the officer career structure in the services, following a recommendation of the advisory committee on recruiting that officers should be given the choice of retirement before 40, when their resettlement problems would be least, or employment until 60 or so.

"This examination has now been completed and I am glad to be able to inform the House that all three services will be able to go a long way towards meeting this need.

"The Army and RAF are introducing entirely new career structures which will mean that, generally speaking, officers other than those on short service commissions will be offered a career to at least 55 or, alternatively, the opportunity to retire with a pension at 37 or so.

"The Royal Navy has already introduced a career structure which gives a career until at least 50 to lieutenant-commanders on the General List, and to later ages to officers of higher rank. This will continue.

"These changes will, of course, have to be introduced gradually and it will not be possible to offer the new terms to all officers now serving.

"There will be an entirely new code of retired pay to match the new career structures. . .

"The Government believes that this is a necessary and major reform of great importance, and one which will have a significant effect on the attractiveness of the services as a profession."

WELLAND CANAL'S STORY

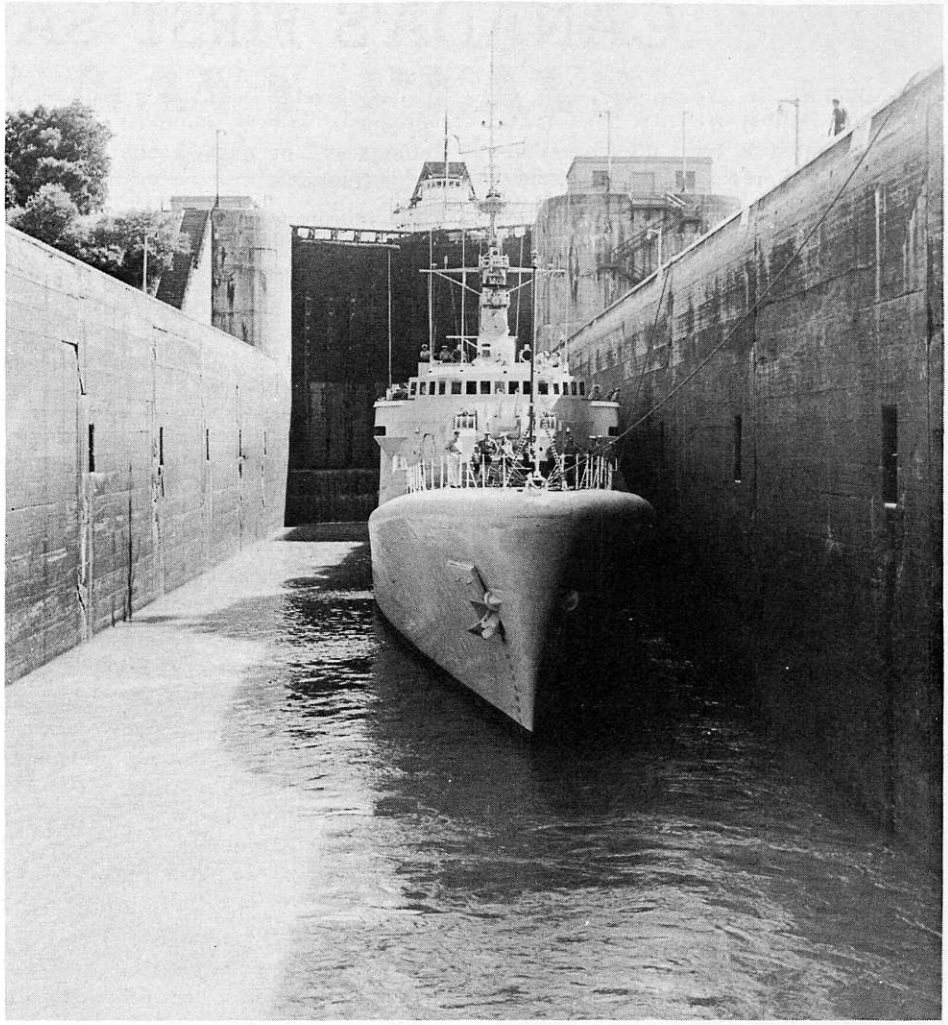
THE WELLAND CANAL became part of the St. Lawrence Seaway and was transferred from the Canals Branch of the Department of Transport to the St. Lawrence Seaway Authority on April 1, 1959. It may be regarded as the first portion of the Seaway to be constructed. It connects two of the Great Lakes and forms an integral part of the recently completed deep waterway, providing facilities for large lakers and ocean navigation between Montreal and the head of the Lakes.

As the Welland Ship Canal, it was officially opened on August 6, 1932, by the Earl of Bessborough, then Governor-General, in ceremonies at the north end of the flight of three locks, Nos. 4, 5 and 6. These overcome the difference in level created by the Niagara escarpment. Rt. Hon. R. B. Bennett (later Viscount Bennett) was Canada's Prime Minister and the Minister of Railways and Canals was Rt. Hon. R. J. Manion. The British Empire Economic Conference was in session at the time at Ottawa and present at the official opening were representatives of the various Dominions and other British entities attending the Conference.

As Lord Bessborough turned a lever that raised a fender protecting the gates of the east chamber of Lock 6, the SS *Lemoyne*, then the largest freighter on the Great Lakes, entered the lock downbound. On that occasion she carried 530,000 bushels of wheat. She is 633 feet long and has a beam of 70 feet and was sailing on a draught of 19 feet, six inches.

The present Welland Canal is the fourth constructed as a means of overcoming the obstacle to navigation presented by the rapids and falls of the Niagara River. Figuratively, these canals permitted ships to "climb Niagara Falls". The world-renowned falls were apparently first reported upon by the explorer Etienne Brule in 1616 or 1617 and shown on Samuel de Champlain's map of 1632.

By order of the International Joint Commission, the level of Lake Ontario is to be maintained between 244 and 248 feet above sea level as near as may be; the levels of Lake Erie vary in nature between 569 and 575 feet above sea level. The difference in level overcome by the Welland Canal is generally expressed as 327 feet.



Steaming down the giant staircase that is the Welland Canal, HMCS Gatineau is seen in Lock 5, en route to Halifax following her Royal Tour duties. A huge freighter awaits her turn in the lock above. (COND-5335)

The present canal is 27.6 miles long, has eight locks and its alignment is almost exactly North and South. The Lake Ontario or northern entrance is at Port Weller and the Lake Erie entrance is located at Port Colborne.

The successive Welland canals were:

First Canal—40 wooden locks, 110 feet long, 22 feet wide, eight feet of water over sills, completed 1829.

Second Canal—27 cut-stone locks, 150′ by 26½ by 9′, completed 1845.

Third Canal—26 cut-stone locks, 270′ by 45′ by 14′, completed 1887.

Welland Ship Canal—Eight concrete locks, six of dimensions 859′ by 80′ and 30 feet of water over sills, completed 1932. (One lock is 865 feet long and Lock No. 8 at the Lake Erie end of the Canal is 1,380 feet in length).

Inside useable length, between breastwall and upper gate fender of locks is usually expressed as 765 feet. Lifts vary from 43.7 to 47.9 feet, except at Lock No. 8 where the lift is a maximum of 12 feet, applicable only under special conditions on Lake Erie.

Locks 4, 5 and 6 are twin locks in flight and permit uninterrupted passage of upbound and downbound traffic.

When the construction of the St. Lawrence Seaway was begun in 1954, the available governing depth of the Welland Ship Canal was 25 feet throughout.

Work undertaken by the St. Lawrence Seaway Authority has resulted in a governing depth of water of 27 feet throughout.

Port Dalhousie is still in operation as a port, together with Lock No. 1 of the Third Canal, by means of which vessels may enter the reach that has been common to the Second and Third Canals. — *Canadian Weekly Bulletin*, Department of External Affairs.

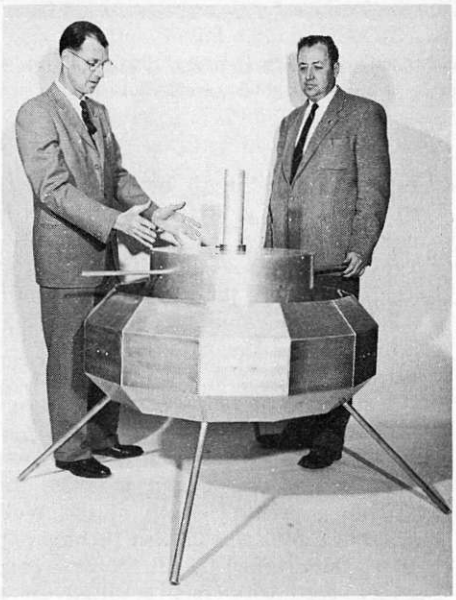
CANADA'S FIRST SATELLITE

SOMETIME in November, 1961, a multi-million dollar Thor-Delta rocket is slated to blast off from Vandenberg Air Force Base in California, carrying with it Canada's first bid in space research.

If all goes according to plan, the three-stage rocket will end its flight 700 miles up, and, at a speed of about 18,000 miles per hour, will put into orbit a 200-pound Canadian satellite which will circle the earth every 90 minutes.

The satellite will follow a 70-degree polar orbit, will be 42 inches in diameter, and will be equipped with solar batteries and transistors to operate complex equipment designed to run for a year. While the equipment may cease to operate after a year, the satellite could orbit "forever." A polar orbit is preferred to ensure that its path will lie over Canada.

Scientists at the Defence Research Telecommunications Establishment are now building equipment for the satellite which, in effect, will be the first radar base in space. Actually, four satellites will be built, one for ground-level tests, another to be tested as a prototype and two at the launching site to provide a reasonable assurance of a successful experiment.



R. Keith Brown, left, in charge of the Defence Research Telecommunications Establishment group at Ottawa which is constructing a satellite with instrumentation to sound the ionosphere's top levels, discusses an antenna problem with Dr. R. C. Langille, superintendent of DRTE's Electronics Laboratory. Long ionosphere-probing antennas will be fitted to the DRB satellite, which will resemble this aluminum mock-up.

The project is not classified, no secret equipment will be included, and any findings will be made available to any nation interested.

In appearance the satellite will be unique. Two 30-foot antennas—the longest used on any satellite to date—will project from its side. Five shorter antennas will also be projected from the hull. The hull will be of aluminum and fibreglass, and will be nearly round in shape, girded by banks of solar cells.

In operation the satellite will provide a "sweep frequency top-side sounding technique" to probe the upper levels of the ionosphere. In other words, the radio frequency will be such that the waves will penetrate the ionosphere from above. Transmitted from the earth, such waves are lost in space.

This, according to Dr. G. H. Chapman, deputy chief superintendent of the establishment, is the "natural outgrowth" of research which Canada has been conducting for years. The satellite is "another technique" to conduct studies similar to experiments using ground-based radar units which have aided study of the dense reflecting layer of the ionosphere from below.

Canadian studies are primarily directed to determining the extent and nature of the ionosphere as it effects radio communications.

The satellite will record fundamental scientific information about the structure of the upper ionosphere by using a radio sounder above the ionized layers. It will also provide information on galactic noises, which are the radio signals emanating from the stars and dust and hydrogen clouds of the Milky Way.

Once in orbit, the satellite will send its information to five receiving stations in Canada. The U.S. National Aeronautics and Space Administration (NASA), which will provide high altitude sounding rockets and launching services to test the prototype payload, will also be responsible for ground receiving stations outside Canada.

As the satellite nears a receiving station, its transmitting equipment will be turned on by radio, and as the satellite passes out of range its equipment will be turned off to conserve power. The process will be repeated by the next station.

Dr. Chapman told an Ottawa press conference that all data concerning operation of the satellite will be made available before launching, and if the power supply is sufficient, other nations will be invited to operate it.

Soundings obtained when the satellite passes over the northern auroral zone will be of particular interest to Canada because of the special communications problems existing in high latitudes and Arctic regions during auroral disturbances. Canada, also, is the only nation with area on both sides of the auroral belt.

Defence Research Board officials said the close association of their scientists with their NASA colleagues is a dramatic example of international collaboration in space science which undoubtedly will be extended in the future. An official said that the U.S.A. in particular has made clear its desire to extend this form of co-operation to other nations, and added that the United Kingdom is now planning similar joint space probes.

Ionispheric studies have been of great interest to the Royal Canadian Navy for many years, bearing as they do on problems affecting radio communication and navigation.—D.C.L.

Lost Day Promises Bachelors Freedom

The question is this: Will the spinsters of Canada be obliged, under the rules of the game, to give up their Leap Year pursuit of the bachelors serving in three Canadian destroyer escorts?

What makes Leap Year what it is and reverses the roles of pursuer and pursued is that extra day, February 29, tucked in between the 28th and March 1.

Heading westward across the Pacific on their operational cruise to Japan and Hong Kong, HMC Ships *Saguenay, Ottawa* and *St. Laurent* reached the International Date Line on February 28 and—wham—it was March 1. No February 29. No Leap Year Day. No peril for the shy bachelors among the 630 officers and men on board the ships.

On their homeward journey in April, the ships will gain back a day, but it won't be the one they lost. Unless the Judge Advocate of the Fleet rules otherwise, the bachelors can breathe easily for another four years and the girls can go back to their spinning wheels.

THE NAVY PLAYS

Basketball Title Goes to Cornwallis

The *Cornwallis* Cougars defeated a strong 5th Escort Squadron challenge to win the Atlantic Command basketball trophy. The three teams representing the 5th, 7th and 3rd Escort Squadrons provided the toughest sea-going challenge for a number of years. Establishments represented were *Stadacona, Shearwater* and *Cornwallis.*

Cornwallis defeated the *Shearwater* Flyers 49-42 and the *Stadacona* Sailors 56-37 to meet the Escort team which triumphed 84-22 over the 7th Escort Squadron and 101-16 over the 3rd Escort Squadron.

In the final the more experienced 5th Escort team took a 25-15 lead but could not hold on as the eager Cougars caught and passed them and finally went on to win 52-41.

Command Rugby Team Rallies

After losing to *Venture* and Royal Roads in their first two fixtures the Pacific Command Rugby team won the last three games.

The first success was a 12-3 win against *Naden's* Technical Apprentices and in a return match the Navy fifteen beat the Apprentices 9-5.

Their latest triumph was a 14-6 win over Victoria University.

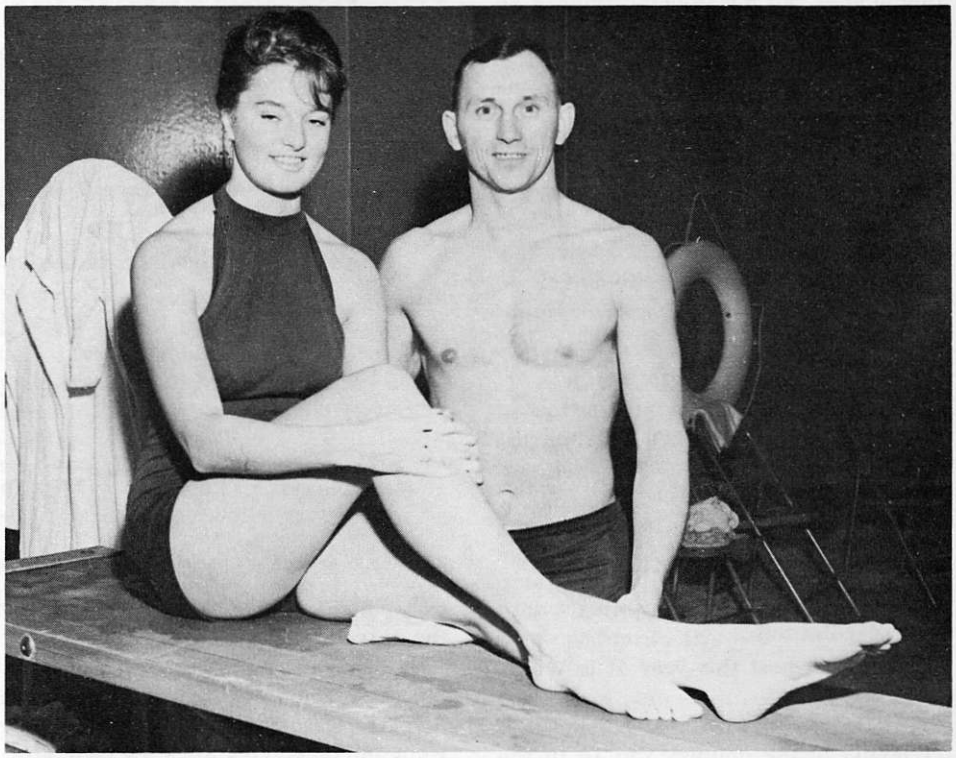
The Apprentice team started from scratch, as far as experience was concerned, and for the early part of the season at least are relying on conditioning. To date, they have played one game against *Venture* and they lost 20-0.

Navy-UNB Tied In Swimming

Cornwallis was host to the Nova Scotia Senior Amateur Siwmming and Diving Championships in February and Navy and University of New Brunswick tied for first place in the men's events at 67 points apiece.

Halifax YMCA held 45 points, followed by Acadia University with 50.

Mike Bidnock and Larry Uwins were the big guns for Navy, winning four events between them and aiding in the 400-metre free style relay win over UNB. They took five of the Navy's seven firsts.



Peggy Mahon, representing the YWCA, Halifax, and PO Mike Bidnock, Navy, won the diving championships in their divisions at the Nova Scotia Amateur Swimming and Diving Championships at Cornwallis in mid-February. (DB-13637)

UNB's Herb Milton won two events and was anchor man in the 400-metre medley relay which UNB won.

Ted Taylor of Acadia cut down the 50-metre back stroke record from 38·8 seconds to 37·6 seconds. Herb Milton of UNB chopped the 100-metre breast stroke record from 1 minute 27·4 seconds to 1 minute 25·9 seconds.

Halifax "Y" women won every event for the women's trophy with a total of 65 points. UNB held second place with 25 points followed by Acadia with 21 and Air Force with 10.

Royal Roads Wins College Crown

The Claxton Cup is once again in the Royal Roads trophy case after a three-year stay in eastern Canada.

The trophy is emblematic of team supremacy in the annual "little Olympics" Royal Military College, College Militaire Royal, and Royal Roads.

The Royal Roads athletes climaxed the two-day meet by winning six of nine swimming events to finish with 19 points for the five major events, a six-point edge over RMC and CMR, tied with 13 points.

Top individual honours for the meet also went to Royal Roads as Cadet Squadron Leader L. T. C. East was named winner of the Marshall Trophy as the contestant best combining outstanding sportsmanship and athletic ability.

Trophies were presented at the tournament ball at Royal Roads by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast.

In other Saturday competition, CMR won the final water polo games, defeating RMC 13-1, and Royal Roads scored a 57-45 basketball victory over RMC, winner of the Claxton Trophy last year.

Navy Curlers Easy Winners of 'Spiel

Navy Curlers made a clean sweep of the 1960 Tri-Service Bonspiel held at Comox, B.C., by winning the first three

places of the 12-rink draw. Navy's final total was 266 points and the host Air Force was the closest rival with 185 points.

Skip PO Norm Richardson with CPO Pete Loverick, Ldg. Sea. Dave Weidman and Ldg. Sea. Tray Trinder won the "A" section undefeated. The "B" section winner was a Navy rink skipped by Sgt. Gordon McKay with CPO Howie Ward, Surg. Lt. G. Woodall and Surg. Lt.-Cdr. C. West. This rink won the "B" section with only one loss. The rink of CPO Harvey Day (Skip) Dick Austin; PO Reg Chambers and CPO John Davies placed third. The other Navy rink of PO Roy Hogan, PO Al Morrow, PO Tim Phillips and Ldg. Sea. D. Sutton won three and lost two.

Sea Legs Prove No Handicap

"How do they practise at sea?" cried a rueful Army as HMC Ships edged Garrison 21-19 to take the Tri-Service Badminton Championship.

In third place with 14 points was *Shearwater* while the RCAF's Maritime Air Command and the Army's Camp Gagetown team shared fourth place with a three-point total.

Army was host this year at is Windsor Park courts.

To win the crown Ships put together 11 points in the doubles and 10 in the singles. Garrison got eight in doubles and 11 in singles.

Members of the winning squad were Lt. Vic Fast, *Athabaskan*; Lt.-Cdr. Ron Heath, *Athabaskan*; CPO Hal Jackson, *Crescent*; PO John Petter, *Stadacona;* AB John Dunn, *Algonquin* and Ord. Sea. Jim Steetley, *Bonaventure*.

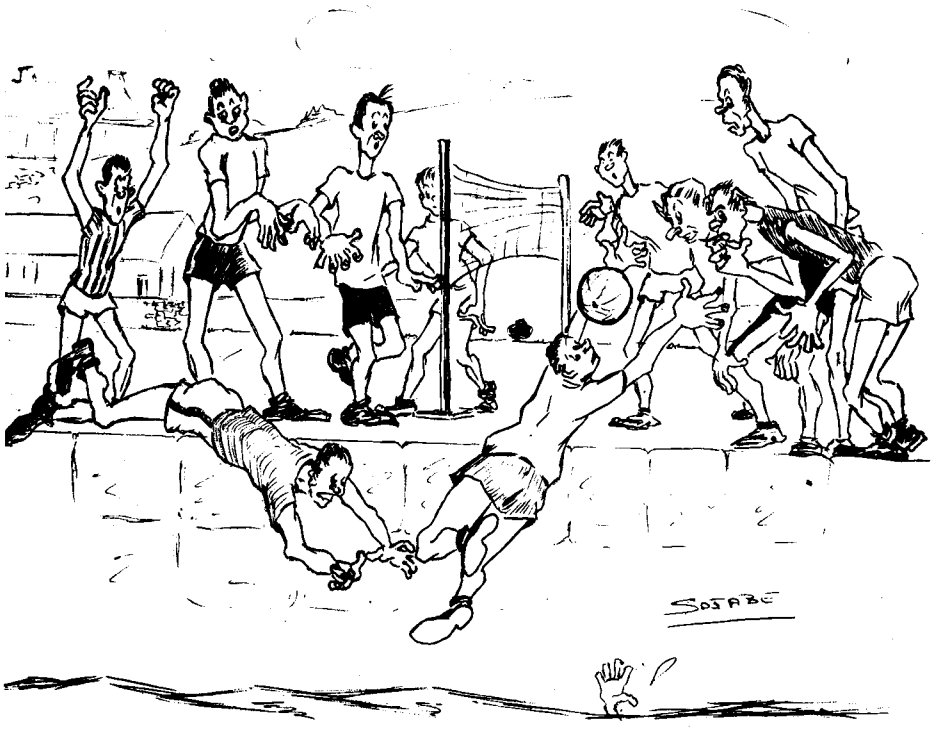
Navy Team Wins Victoria Title

For the second consecutive year the Navy's Victoria Commercial Hockey entry won the league championship with 10 wins and only one loss. This was also the second consecutive year that Navy only lost one game in league play.

Ldg. Sea. Neil Standley repeated as the league high scorer but shared the honours this year with line mate Ldg. Sea. Johnny Bond; both had 23 points. AB Cliff Uhren placed third, followed by AB John Morris, Ldg. Sea. Joe Tanner. PO "Art" Morton took league honours for the goal tender with the best goal average.

Navy won the first round of the playoffs with a lopsided 11-1 victory over the Vics when high scoring Standley went on a rampage and scored six of the 11 goals.

They then defeated second place Pattersons 7-1 and 6-4 in a two game total point series. From this triumph they went on to defend the Coy Cup (emblematic of the Vancouver Island champions), which Navy won from Nanaimo last season, but the up-Island team proved too much and Navy lost the series in three straight games by scores of 9-6, 5-4 and 4.2.



A cartoonist's comment on the perils of jetty-side volleyball in Bermuda. (CT-0132)

Halifax Navy Wins Playdown Series

Halifax Navy downed Springhill 7-4 in mid-March to win the best-of-three Intermediate Hockey playdown series in two straight games.

MacDougall led the sailors with two goals while singles went to McAfee, Briard, Alantivne, Weber and Fisher.

O'Brien scored twice for Springhill, Hayden and Thompson shot the other two goals.

Volleyball Played On Bermuda Jetty

Despite primitive athletic facilities at the RCN's temporary winter operations base in Bermuda, Canadian sailors engaged in a number of sports.

Chief activities were volleyball, for which two courts were laid out on the dockyard jetty where the *Cape Scott* was berthed, and softball on the two diamonds on the Boaz Island playing field two miles away.

Softball drew 800 competitors into 55 games and 400 played volleyball in two six-team knockout series and three four-team knockouts. The courts, being handy to ships alongside, enjoyed countless "pick up" games as well.

In addition, a horseshoe pitch was active on the jetty side and there was swimming from various island beaches, as well as golf and tennis. Fishing was also very popular.

Inter-Service Hoop Title Won by Navy

The RCN Pacific Command's "A" Basketball team outclassed all opposition and walked off with the 1959-60 Tri-Service Basketball Championships in March. Army placed second followed by Air Force and RCN "B".

In the opener the RCN "A" squad trounced RCAF Comox, 89-36. In this contest Ldg. Sea. Lloyd Henderson (coach of the RCN Junior Team) outscored the opposition, running up a total of 43 points. In the second game RCN "A" beat out RCN "B" 85-38. The final RCN victory was a 73-37 win over RCSME from Chilliwack.

The winning team included: Ldg. Sea. Lloyd Henderson, Ldg. Sea. Gerry Vowles, AB Martin Tomeczek, AB Syd Price, AB Dave Gray, AB Dick Mills, AB Dick Austin, AB Les Lane.

THE DUTCH AND THE SNORKEL

IT HAS BEEN remarked in these pages that the "snort", "schnorkel" or "snorkel", as it is variously called, was a Dutch invention. Now at hand is a book, honouring the Netherlands United Shipbuilding Bureaux Ltd. on its 25th anniversary, in which it is pointed out that submarines of the Royal Netherlands Navy were "snorting" before the Second World War.

A handsomely bound and printed presentation volume, "The Job and the Tools", by Hubert V. Quispel, managing director of the Netherlands Technical Nautical and Aeronautical Institute, deals with the operational history of the Netherlands navy during the Second World War and the accomplishments of Dutch naval shipbuilders.

The writer refers to the invention by a Netherlands naval officer of the "snort", with which all Dutch submarines from *O-19* onwards were originally fitted but which "in spite of its manifest usefulness, remained in obscurity until the Germans, claiming it as their invention, introduced it into U-boats."

The author continues:

"Thanks to this periscope-like device, Netherlands submarines, even before the war, could keep their air-greedy diesel engines running with the boat trimmed and its superstructure completely submerged and with all hatches closed. The way in which Allied submarines operated during the war did not present much opportunity for the use of this effective method of air supply; it was accordingly dismantled on the Netherlands boats to save weight.

"When the Germans unfortunately discovered snort plans and drawings in occupied Netherlands, they were quick to appreciate its value. Thanks to the snorts, U-boats in their patrol areas had no need to surface to charge their batteries. Benefiting greatly by this unappreciated Netherlands invention, they gave it the Teutonic name of 'schnorkel' and with that created the erroneous belief that it was a true German invention."

Although the Dutch device went unappreciated during the Second World War, it has since become standard equipment in all diesel-powered submarines—which means the vast majority of submarines in service today. Its value will diminish once the so-called conventional submarine is replaced by the nuclear-powered variety.

Among those who do not foresee the disappearance of the conventional submarine for some time to come is the First Sea Lord, Admiral Sir Charles Lambe, who said during a press conference in England on February 17:

"If anybody were to ask me whether I would like to have all our submarine fleet nuclear submarines now, on the wild assumption that we could afford it, I do not think I would say 'yes' at this stage . . . I believe there is a long future yet for the conventionally-propelled submarine, particularly because of its high, silent, underwater speed."

BOOKS *for the* SAILOR

The 200 Years of HMS Victory

CEREMONIES at Chatham Dockyard, England, in 1959 marked the bicentenary of the laying-down of HMS *Victory*, the fifth naval vessel to bear the illustrious name. After a foreword giving details of earlier ships Kenneth Fenwick's comprehensive biography takes the reader from that sunny July morning in Annus Mirabilis, the "Wonderful Year" of 1759, up to the present day when the old ship has found her final resting place, well bedded-down on a stone base at Portsmouth.

The name *Victory* is inseparably linked with Nelson and much has been written concerning the years, culminating in the Battle of Trafalgar, that she wore the famous admiral's flag. Though the retelling (which is done well) of this period takes up about one-third of the book) the author, from the start, transmits his enthusiasm for the ship herself in her many other campaigns; apart from such engagements as the Battle of St. Vincent, at which the *Victory* was the flagship of Jervis, the activities of Hood off Toulon in the French Revolution, Saumarez in the Baltic from 1808 to 1812, and the evacuation of the British Army from Corunna during the Peninsular War, make particularly interesting reading.

Mr. Fenwick also gives many details of ship construction, alterations and additions, etc, all of which combined with stories of personalities, anecdotes of day-to-day happenings on board, breathe life into history. Among the many facts recorded the welcome news that the *Victory* in her later days, has won the battle against the death-watch beetle, which it was feared, at one time, would destroy her.

Much research has obviously gone into the preparation of this well-illustrated book which is recommended not only for the historian but for all those who enjoy a good story of the sea.—J.D.F.K.

HMS VICTORY, by Kenneth Fenwick, British Book Service (Canada) Ltd., Kingwood House, 1068 Broadview Ave., Toronto 6; 369 pages, illustrated; $7.

Publications Still Sought

An excellent response has been reported by C. H. Stewart, librarian of the Department of National Defence Library, to the request in *The Crowsnest* for back copies of non-official naval publications.

However, the following are still required:

The Log (Royal Roads), volumes 1 to 4, up to 1943, and volume 6, number 1, and volumes 7 and 8, 1947-49;

White Twist, issues for 1949, 1953, 1955, 1956, 1958 and 1959, and

The Telescope, volume 1, numbers 2-7 inclusive, and volume 2, numbers 2 and 3—in other words, all but the first number of each volume.

LETTER OF THANKS

Miss Myriam de la Potterie, of Antwerp, Belgium, has written to the editor to express her thanks to the anonymous donor of a subscription to *The Crowsnest*. Miss de la Potterie was a member of the reception committee which greeted Canadian sailors at Antwerp last fall.

LOWER DECK PROMOTIONS

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

BARKER, William R. P1ER4
BARTON, Kenneth F. P2LT3
BAYNE, Robert H. LSLT2
BELL, Grant W. LSFC2
BOTTEN, Herbert C. C1BD4
BRITNELL, Eric W. LSLT2
BRO, Peter F. P2SN2
BURLOCK, Ernest E. C2LT4

CHALMERS, Thomas P2EM2
CHURA, Bud LSAP2
COOK, George K. LSRP2
CRAIG, Herbert LSSN2

DETTWILER, Jean-Pierre A. ..LSLT2
DICKINSON, Peter C2RP4
DONCASTER, William A. C2ER4
DOUCETT, Joseph P. C1HT4
DOWNEY, Charles L. P2FC3
DUNSMUIR, Robert C. LSEM1

EAGLES, Stanley W. LSAP2
EVERSON, William E. LSEM2

FERGUSON, Lloyd R. P2BN3
FREEMAN, Manfred A. C2LT4

GAGNON, Normand J. LSEM1
GAMBLE, David C. LSEM1
GARIEPY, Maurice J. LSLT2

HARDY, Marcel J. P2EM2
HENRY, Boyd F. P1ER4
HOLDSWORTH, William LSLT2
HOLLYWOOD, Philip A. P2WS3

JONES, Allan F. LSPH2
JONES, Thomas J. C2RA4

KARRAS, Denis W. LSAP2
KILBURN, Walter LSEM1
KIVELL, Donald A. LSAP2

LABEREE, Gordon W. LSEM1
LAZARUK, Nick C2FC3

LEIGH, Frederick O. P1SN4

MITCHELL, Clare D. LSRA2

MacDONALD, James J. LSMO1
MacKINNON, Roy D. LSFC1
McLEAN, Lloyd J. LSLT2
McPHAIL, Michael B. LSET2

NOBLE, Robert H. LSRP1

OAKE, Austin M. P2LT3

PELLETIER, Toussaint LSEM1
PETITPAS, Wayne J. LSAP2
PURDY, Paul S. LSEM1

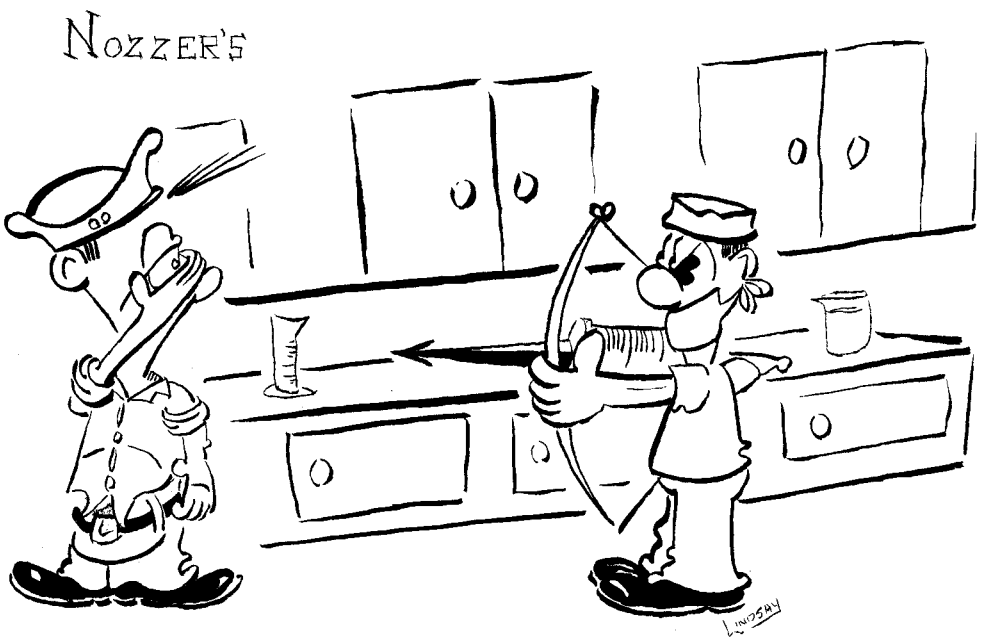
RANDS, William C. LSEM1
REAUME, Anthony J. P2RA3
RICHMOND, William A. P2EM2

SNYDER, William H. LSAP2

TARUM, Gerald S. P2LT3
THOMPSON, Kenneth H. C2FC4
TITUS, Cecil H. P2LT3

VANCE, Ian B. LSNS1

WARD, Charles E. LSEM1
WATKINS, Kenneth R. LSRA2
WILKES, Reginald J. P2RA3
WILLS, Herman H. LSSN2
WOODS, Gordon W. P2WS3



"FIRST NEEDLE"

RETIREMENTS

CPO MAX LEOPOLD BERNAYS, C1BN4, of Vancouver, B.C.; joined RCNR December 13, 1929, transferred to RCN August 1, 1947; served in *Naden, Stadacona, Ulna, Citadelle, French, Reindeer, Matapedia, Assiniboine, Avalon, Niobe, Peregrine, Outarde, Discovery, Ontario, Griffon, Cayuga, Porte Quebec, Sussexvale, Athabaskan, Fraser;* awarded Conspicuous Gallantry Medal, December 12, 1942; Long Service and Good Conduct Medal November 9, 1943; and CD April 27, 1954; retired February 20, 1960.

CPO GORDON RAYMOND ALBERT HOWE, C2EM4, of Halifax, N.S.; joined January 15, 1940; served in *Naden, Stadacona,* HMS *Emerald, Dominion, St. Laurent, Niobe, Hochelaga, Sarnia, Avalon, Baddeck, Cornwallis, Peregrine, Kentville, Huntsville, Middlesex, Scotian, Iroquois, St. Stephen, La Hulloise, Haida, Portage, Wallaceburg, Lauzon, Cape Breton, Nootka;* awarded CD June 14, 1952; retired February 17, 1960.

CPO LAURISTON ARTHUR SIMPKIN, C2ST4, of Halifax, N.S.; joined RCNVR December 12, 1939, transferred to RCN January 1, 1941; served in *Stadacona, Nootka, Hepatica, Avalon, St. Pierre, Sault Ste. Marie, Rockcliffe, Oshawa, Scotian, Micmac, Iroquois, St. Stephen, La Hulloise, Quebec, Star, Shearwater, Hochelaga;* awarded CD December 12, 1951; retired February 27, 1960.

CPO ARNOLD SHARP, C1HT4, of Saanich, B.C.; joined March 9, 1913; served in *Naden,* HMS *Excellent,* HMS *Nelson, Skeena, St. Laurent, Stadacona, Avalon, Chatham, Scotian, Peregrine, Niobe, Warrior, Givenchy, Rockcliffe, Cornwallis, Griffon, Discovery;* awarded Long Service and Good Conduct Medal April 25, 1950; retired March 31, 1960.

CPO VALERIE CLARENCE LORETTA, C2EM4 of Cape Bald, N.B.; joined November 18, 1940; served in *Naden, Clayoquot, Stadacona, Protector, Hochelaga II, Thetford Mines, Peregrine, Ottawa II, Port Colbourne, Glace Bay, Portage, Revelstoke, Scotian, Haida, Nootka, La Hulloise, St. Stephen, Swansea, Iroquois, Micmac, Whitethroat, Bytown, Assiniboine;* awarded CD November 18, 1952; retired March 27, 1960.

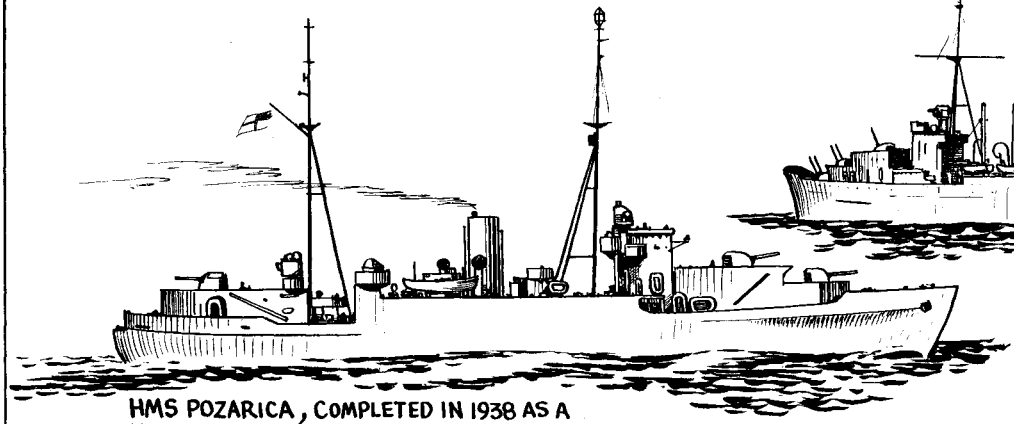
CPO JOHN FREDERICK PIERCE, C1ER4 of Halifax, N.S.; joined RCNR March 1940; transferred RCN March 24, 1941; served in *Stadacona, Laurier, Reindeer, Protector, Husky, Venture, Louisburg, Hunter, Cornwallis, Avalon, Scotian, Gaspe, Peregrine, Grou, Queen Charlotte, Iroquois, New Liskeard, St. Stephen, La Hulloise, Portage, Naden, Quebec, Donnacona, Nootka, Crescent;* awarded CD June 17, 1952; retired March 27, 1960.

Naval Lore Corner

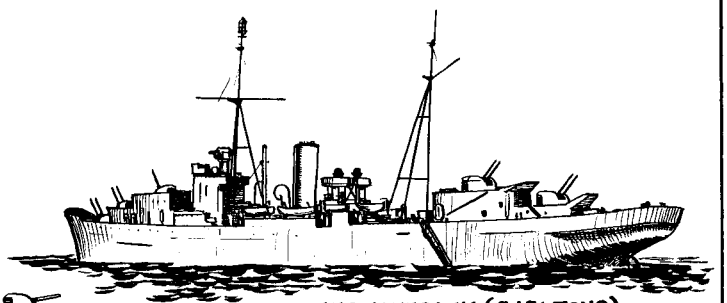
Number 81

WARTIME ANTI-AIRCRAFT SHIPS

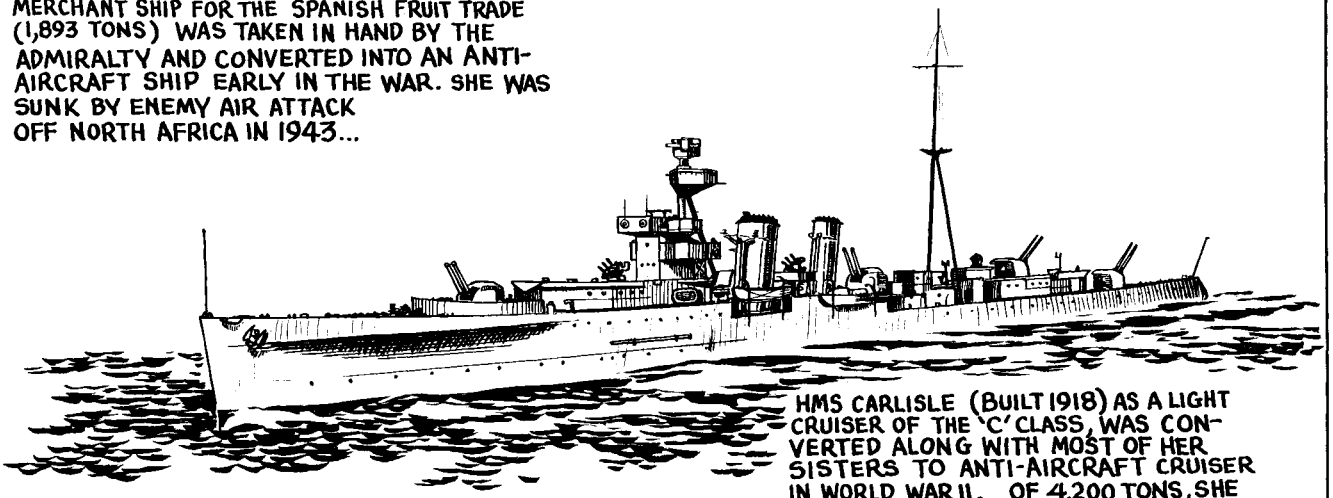
MANY NEW TYPES OF NAVAL CRAFT WERE EVOLVED IN THE SECOND WORLD WAR. ONE OF THESE WAS THE SPECIALIZED ANTI-AIRCRAFT SHIP...



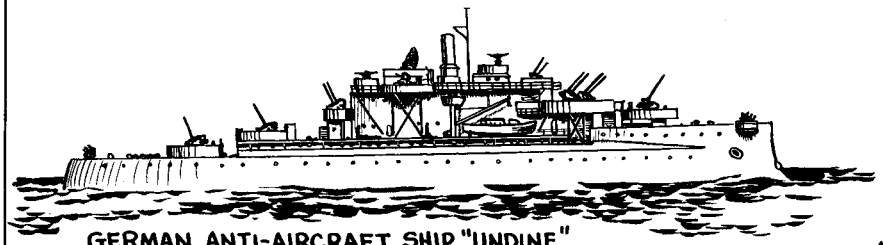
HMS POZARICA, COMPLETED IN 1938 AS A MERCHANT SHIP FOR THE SPANISH FRUIT TRADE (1,893 TONS) WAS TAKEN IN HAND BY THE ADMIRALTY AND CONVERTED INTO AN ANTI-AIRCRAFT SHIP EARLY IN THE WAR. SHE WAS SUNK BY ENEMY AIR ATTACK OFF NORTH AFRICA IN 1943...



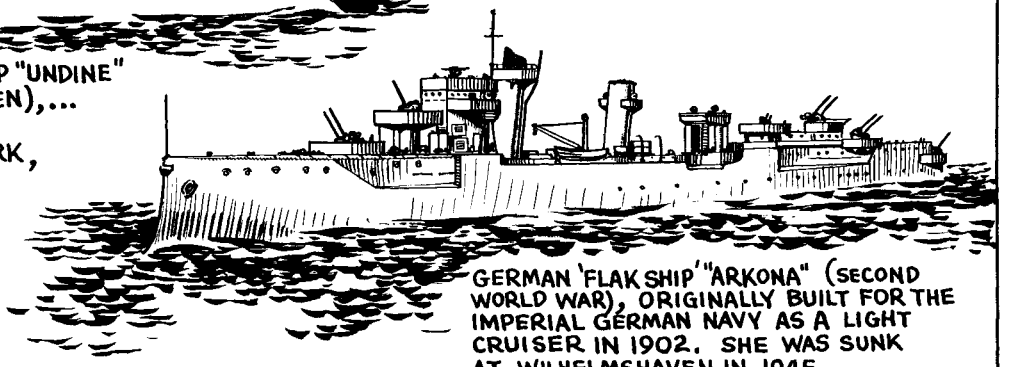
HMS ALYNBANK (5,151 TONS) BUILT AS A CARGO MOTOR VESSEL FOR THE BANK LINE (1925) AND CONVERTED BY THE ROYAL NAVY INTO AN ANTI-AIRCRAFT SHIP IN 1940...



HMS CARLISLE (BUILT 1918) AS A LIGHT CRUISER OF THE 'C' CLASS, WAS CONVERTED ALONG WITH MOST OF HER SISTERS TO ANTI-AIRCRAFT CRUISER IN WORLD WAR II. OF 4,200 TONS, SHE WAS ARMED WITH EIGHT 4 INCH A.A. GUNS AND MULTIPLE POM-POMS. SHE WAS SUNK BY GERMAN AIRCRAFT IN THE AEGEAN IN 1943...



GERMAN ANTI-AIRCRAFT SHIP "UNDINE" (SCHWIMMENDE FLAKBATTERIEN),... BUILT AS THE SMALL DUTCH CRUISER "JACOB VAN HEEMSKERK, SHE WAS SEIZED BY THE GERMANS IN 1940 AND CONVERTED INTO A "FLAK SHIP". SHE WAS EMPLOYED MAINLY IN DEFENDING HARBOURS...



GERMAN 'FLAK SHIP' "ARKONA" (SECOND WORLD WAR), ORIGINALLY BUILT FOR THE IMPERIAL GERMAN NAVY AS A LIGHT CRUISER IN 1902. SHE WAS SUNK AT WILHELMSHAVEN IN 1945...

J.M. THORNTON

The Queen's Printer
OTTAWA

MAJOR F.V. LONGSTAFF,
50 KING GEORGE TERRACE,
VICTORIA, B.C.

6C7659 12-61 CRO.S.

If undelivered return to:
The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:
L'Imprimeur de la Reine, Ottawa, Canada

11,000—3-60
N.P. 575-1674

Queen's Printer and Controller of Stationery
Ottawa, 1960