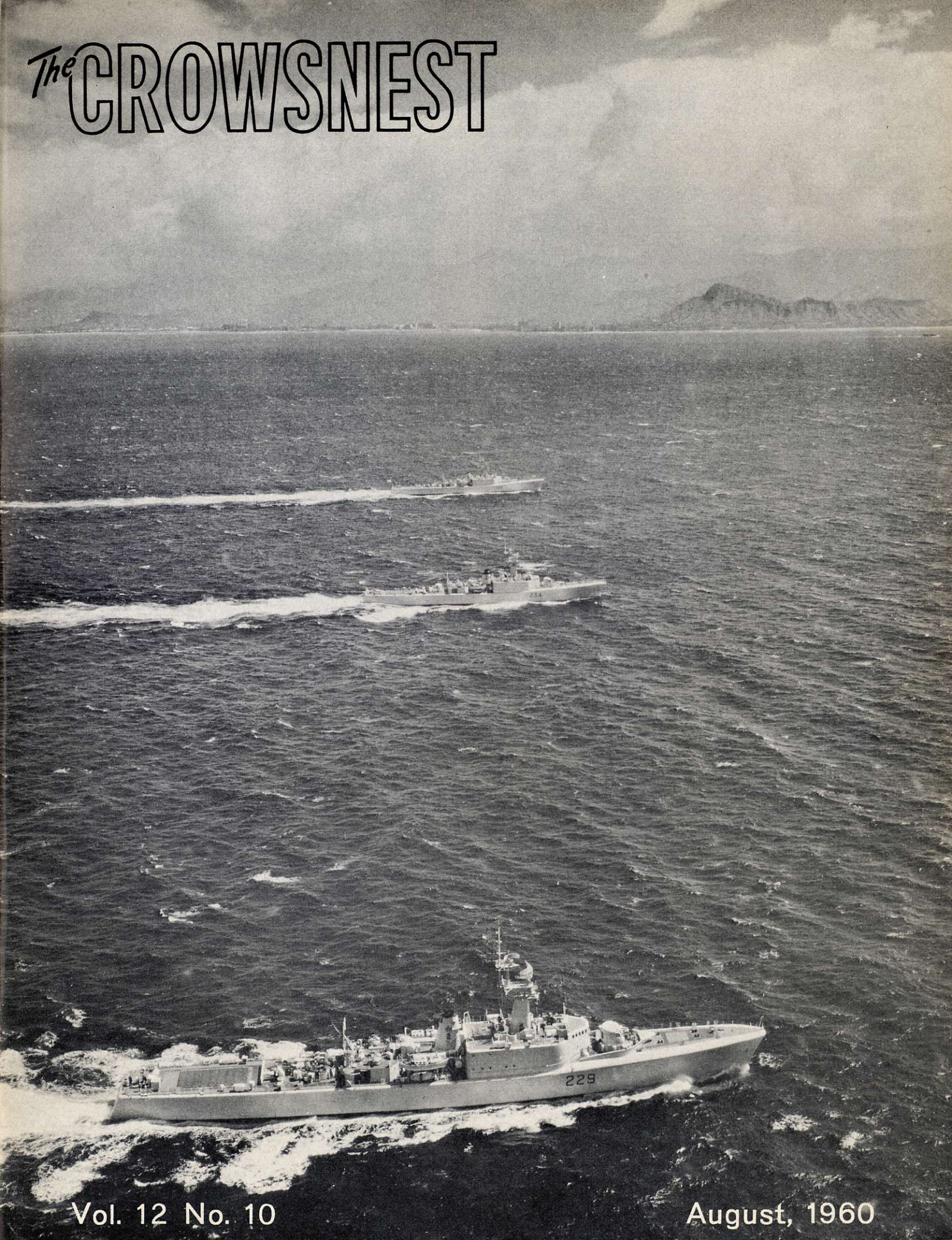
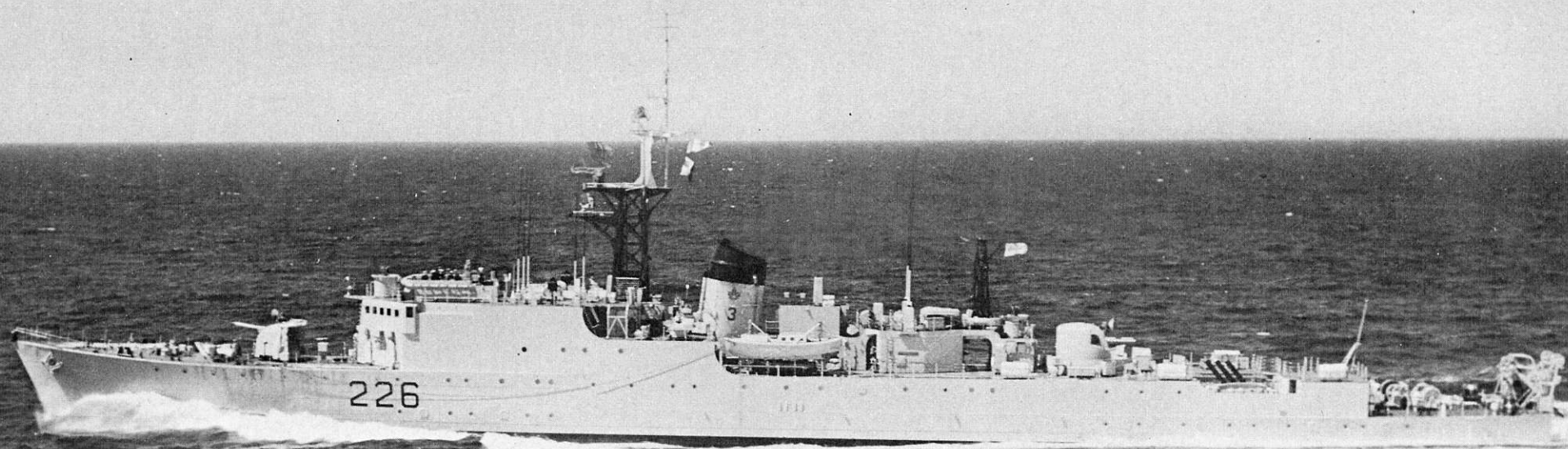


The CROWSNEST





The CROWSNEST

Vol. 12 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1960

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The Cover—Famed Diamond Head looms dark at the upper right as HMC Ships *Ottawa* (foreground), *Assiniboine* and *Saguenay* steam in line abreast during exercises with the U.S. fleet off Hawaii. (E-56625)

LADY OF THE MONTH

Sailors who have known HMCS *Crescent* in the past will notice certain marked changes in her appearance following her emergence in mid-June from a refit that began in September 1959.

The most significant change is the structure at the stern—handling gear for variable depth sonar, which, it is hoped, will foil efforts of enemy submarines to escape detection by diving beneath surface thermal layers of the sea.

Her appearance has also been altered by the shield around her 3-inch-50 guns.

One set of limbo mortars has been removed to compensate for the VDS, but the remaining three-barrelled mortar and her three homing torpedo launchers leave her with plenty of anti-submarine fire power. (DNS-25836)

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Ottawa, Ont.



RCN News Review

This is USS Burrfish, which the RCN is borrowing from the USN for training duties in the Pacific Command. She is shown here equipped for radar picket duties, and her appearance will be radically altered before she takes up duties with the West Coast fleet. (Official USN Photo.)

Ships Present for Lisbon Ceremonies

At the invitation of the government of Portugal, four Restigouche class destroyer escorts of the Fifth Canadian Escort Squadron took part in ceremonies at Lisbon, Portugal, August 6-15, marking the 500th anniversary of the death of Prince Henry the Navigator.

Prince Henry the Navigator, a national hero of Portugal, was born in 1394 and died 1460. Among his accomplishments was an outstanding knowledge of cartography and navigation. His court was considered the centre of active and useful geographical study and the source of the best practical exploration of the time.

Canada was represented by HMC Ships *Gatineau* (Captain F. B. Caldwell), *St. Croix* (Cdr. W. S. T. McCully), *Kootenay* (Cdr. R. J. Pickford) and *Terra Nova* (Cdr. W. H. Wilson). Captain Caldwell, who holds the additional appointment of Commander Fifth Canadian Escort Squadron was in overall command.

Ships of a number of other navies were also present.

The squadron left Halifax July 20, for Portsmouth, England for logistic purposes. There they took part in the presentation of a large totem pole carved by Chief Mungo Martin, of the Kwakiutl Indian tribe of Vancouver Island, to HMS *Excellent*, the Royal Navy's gunnery school, to mark 50 years of close

association between gunners of the Royal Navy and Royal Canadian Navy.

The ships left Portsmouth August 3 and arrived in Lisbon August 6 for a ten-day visit. The squadron was to return to the United Kingdom, the *Gatineau* and *Terra Nova* to visit Glasgow and the *St. Croix* and *Kootenay* to go to Liverpool. The ships were due back in Halifax September 2.

Canada-U.S. Exercise Held

Maritime Command Pacific surface and air forces joined units of the United

States First Fleet in an anti-submarine warfare exercise off the west coast of Canada and the United States July 21 through August 3.

The exercise was conducted by Vice-Admiral Charles L. O. Melson, USN, Commander First Fleet.

Two anti-submarine warfare groups headed by the carriers USS *Kearsarge* and USS *Bennington* and six Royal Canadian Navy destroyer escorts, plus a supporting logistics group, made up of the surface forces in the exercise. Patrol and anti-submarine air squadrons located at Whidbey Island in Washington, and Alameda and North Island in California took part. Neptune aircraft of 407 Maritime Patrol Squadron, RCAF, based at Comox, B.C., comprised the air unit of Canadian Maritime Command Pacific forces.

The exercise was designed to train joint U.S. Canadian ASW forces. It was another of a series of similar international exercise held regularly to aid in the study and perfection of ASW techniques.

Divers Awarded Commendations

Rear-Admiral Kenneth L. Dyer, new Flag Officer Atlantic Coast, presented commendations from the Chief of the Naval Staff to two naval divers at the Operational Diving Establishment, on French Cable Wharf, Dartmouth, on August 8.

Civilians Give Surprise Send-Off

An unusual tribute was paid to Vice-Admiral H. S. Rayner on his departure from Admiral's House in the Dockyard at Esquimalt on June 30 at the end of his three years' service as Flag Officer Pacific Coast.

As the (then) Rear-Admiral and Mrs. Rayner drove through the Dockyard the main road was lined on both sides by civilian personnel from the administration building to the gate.

A cheer that started as he passed his former headquarters swelled to an ear-splitting roar by the time he passed HMCS *Venture* parade ground, where the cadets added their lungpower to the civilian farewell.

The demonstration had been organized without the knowledge of Admiral Rayner, who had reviewed a guard of honour that morning as Rear-Admiral E. W. Finch-Noyes raised his flag.

Lt. Alan Sagar and Ldg. Sea. Thomas Cowan were honoured for "... their calm disregard to personal safety in recovering the bodies of four crewmen from the partly-submerged derelict *Margaret Lou* on the 17th March, 1960".

Lt. Sagar has 10 years of combined Royal Navy and RCN service, and Ldg. Sea. Cowan has been in the RCN for seven and a half years.

Two other divers who assisted in the recovery operations have received the personal commendation of Rear-Admiral H. F. Pullen who retired August 1 as Flag Officer Atlantic Coast. They are Ldg. Sea. James Balmforth and AB James Onion.

The long-liner *Margaret Lou* foundered in a storm off Nova Scotia early in March. The 65-foot vessel was discovered in a widespread search following the storm about 100 miles southeast of Halifax, partly submerged. An attempt to tow the derelict to Halifax by the frigate *Lauzon* failed when the tow parted and the fishing craft sank.

The bodies were recovered before the tow was attempted. The ship, slowly settling, could well have slipped to the bottom carrying divers and victims. A constant swell added to the danger.

UBC Division Gets Top Rating

The Commanding Officer Naval Divisions has announced the selection of the top five University Naval Training Divisions for 1960.

Heading the list this year is the University of British Columbia, Vancouver, followed, in order of merit, by Halifax universities and colleges, University of Alberta, Edmonton, University of Western Ontario, London, Ont., and Memorial University of St. John's, Nfld.

The five University Naval Training Divisions were separated by only a small point spread.

Minister Lauds Guard and Band

Among the many letters of congratulations received by the Sunset guard from HMCS *Cornwallis* and the *Cornwallis* band, following their appearance in eastern Canadian cities, was one from the Minister of National Revenue, the Hon. George C. Nowlan:

"In this rapidly revolving world one always hears of criticism, but not very often of praise. Although this will not come as a surprise to you, yet I thought I would like to tell you of the great impression once more created on Parliament Hill by the *Cornwallis* detachment.

"The demeanour of the officers and men, the precision of the drill, the spirit of the occasion, all made this one of the most outstanding events which has ever been seen on Parliament Hill. Everyone on this assignment deserves the highest praise."

British Sub Pays Visit

One of the Royal Navy's most modern submarines, HMS *Cachalot*, visited Halifax July 9-18. The *Cachalot* was en route from New London, Conn., to her home base of Faslane, Scotland, at the close of an American cruise.

For the Halifax visit, her complement included seven officers, 15 chief and petty officers and 45 men. She is commanded by Lt.-Cdr. Peter Holloway.

Sailor Leaps To Fishboat's Aid

A Pacific Command sailor leapt from the quarterdeck of the destroyer escort *Margaree* on June 20 to aid a small fishboat drifting helplessly near the Swiftsure lightship at the entrance to Juan de Fuca Strait.

The story was told in the June 21 edition of *The Victoria Times*.

AB Nestor Wiwchar was on watch at about 0500 when he spotted the *Yankee Doodle* tossing about in heavy seas.

He notified the officer of the watch, and the *Margaree*, returning from training exercises, was diverted to the side of the disabled craft.

As the destroyer escort was brought alongside, AB Wiwchar waited his chance and, when the fishboat rose on a wave as the destroyer sank in the trough, he leaped to the top of the smaller craft's deck housing.

By his own estimate, he jumped about seven or eight feet.

A 25-knot wind was churning up 10 to 15-foot waves when AB Wiwchar made his daring jump.

From the quarterdeck of the destroyer a line was passed, and the sailor made it fast before taking over the wheel of the fishboat.

The owners, Mr. and Mrs. Charles E. Harris of Tacoma, said they had drifted in heavy seas for 12 hours after their engine failed. They were spotted five miles northwest of the lightship.

Farewell Message

In a farewell message to the fleet, Vice-Admiral Harry G. DeWolf, retiring Chief of Naval Staff, expressed pride in the accomplishments of the Royal Canadian Navy in which he served for 42 years.

Vice-Admiral DeWolf was succeeded as Chief of the Naval Staff by Vice-Admiral H. S. Rayner who assumed the appointment and was promoted to that rank August 1.

The text of Admiral DeWolf's message follows:

"As the Royal Canadian Navy enters its second half century of service to Canada, and my own naval career draws to a close, I should like to express my personal pride in the accomplishments of the service throughout the years, and more particularly in the devotion of all those, both service and civilian, active and reserve, who have made these accomplishments possible.

"The Navy has been my whole life, and the mere fact of retirement from active service will not prevent me from taking the same pride and pleasure in future marks of progress and achievement. Today I stand down knowing the Navy is in good hands, and confident that my successor will receive the loyal and devoted support that has been my happy lot.

"In these troubled times, Canada's armed forces are to be found in many parts of the world, serving in the interests of peace and good will. Wherever they go they bring credit to our country. Sailors, soldiers and airmen alike have reason to be proud of their service and should never hesitate to say so. Good bye and good luck."

Also aboard were a small dog and a talking mynah bird. AB Wiwchar tried to make friends with the bird, which promptly bit him.

In the quieter waters of Neah Bay, the tow was transferred to a U.S. Coast Guard cutter, and the *Margaree* returned to Esquimalt.

Governor General Presents Medals

His Excellency the Governor General presented the George Medal to two naval airmen at an investiture at Government House on Friday afternoon, July 8.

Able Seamen Jacques P. G. Bouchard and Angus K. MacLean were honoured for their bravery in rescuing the pilot from an aircraft which crashed and burned at the RCN Air Station, *Shearwater*, on August 20, 1959. The awards were published March 26 in *The Canada Gazette*.

Guests at the investiture included Mr. and Mrs. Ronald Bouchard, 49 Riverview, Nitro, Quebec, parents of AB Bouchard, and Mrs. Angus MacLean and Kenneth MacLean, 35 La Planche Street, Amherst, wife and father of AB MacLean. Both men were on leave at their homes but came to Halifax for the investiture.

Items Needed For Museum

In order to complete the display of RCN uniforms in the Maritime Museum in Halifax, the following items of Uniform Clothing are required:

Jumpers, drill and duck, negative slide fasteners;

Trousers, drill and duck, fall front.

It is requested any readers who have either or both of the above items in their possession, and are willing to donate them to the Museum, communicate with The Curator, Maritime Museum, Citadel Hill, Halifax, N.S.

USN 'Invasion' For Halifax

Close to 8,500 United States Navy personnel called at Halifax in 17 warships during the month of July. Two large forces were involved.

The first ship to arrive was USS *Sheldrake*, a survey ship with 10 officers and 75 men on board. A regular visitor, she was in Halifax July 2 to 12.

The first large concentration of American naval personnel occurred July 8-14. The aircraft carrier *Lake Champlain*, accompanied by six destroyer escorts and one submarine, called over



Lt. Robert G. Campbell won the Mackay Award for 1960, on graduating from the long communications course July 15 at the Communications School in Cornwallis. He gained the highest marks of his class in the year-long course. He will serve on exchange with the Royal Navy. (DB-14244)

that period, the force involving 310 officers, 410 midshipmen and 3,500 men.

The final visit of the month, July 22-28, involved another large force, consisting of the aircraft carrier USS *Essex* with an escort of six destroyers and one submarine. Its personnel totalled 310 officers, 410 midshipmen and 3,400 men.

Russians Ships Call at Halifax

The Soviet naval vessels *Sedov* and *Ekvator* paid an unofficial visit to the Port of Halifax over the Dominion Day holiday week-end.

The two ships, used for survey work arrived July 1 and remained in port until July 6.

The *Sedov* is a four-masted steel barque and is commanded by Comodoro P. Mitrofanov, the group commander. The *Ekvator* is the former German hydrographic vessel *Meteor*.

The two ships were said to be engaged in an oceanographic study of the Gulf Stream.

Cash Awards For Suggestions

A West Coast sailor and a West Coast civilian have each won cash awards from the Suggestion Award Board of the Public Service of Canada.

CPO Stanley A. Waddington proposed a modification to minesweeping equipment used by the RCN. Details of the suggestion were forwarded to the Suggestion Award Board for assessment and trial by specialists, and the idea has been adopted.

Also adopted after trial and assessment was an idea submitted by Gerald J. Williams, a draftsman on the staff of the Superintendent, HMC Dockyard, Esquimalt. Mr. Williams has been employed at the dockyard since June 1957.

Victoria-born CPO Waddington joined the RCNVR in March 1944 and transferred to the RCN in November 1945. He has served on both coasts and at sea in the Ontario, Antigonish, La Hulloise, Haida, Sioux and Cowichan.

LETTERS

Only modesty keeps the editor from framing two letters commenting on the RCN 50th Anniversary issue of *The Crowsnest*.

From H. R. Gillard, National Secretary of the Navy League of Canada, with headquarters in Toronto:

"Our Vice-President and Public Relations Commander, F. C. Aggett, and many of our other national and local leaders join me in expressing congratulations to you and your staff for the excellence of your May-June issue of *The Crowsnest*, which features the 50th Anniversary of the Royal Canadian Navy.

"Using words supplied by Commander Aggett, the publication is more packed in graphic form and prose than any previous issue of your fine publication.

"We also wish to record our thanks for the space allotted our Sea Cadet movement."

From Cdr. William M. A. Greene, USN, Secretary-Treasurer, United States Naval Institute, Annapolis, Maryland:

"On behalf of the U.S. Naval Institute I wish to offer my most sincere congratulations on the fiftieth anniversary of the Royal Canadian Navy, and on the fine edition of *Crowsnest* that we recently received.

"The Royal Canadian Navy has much to be proud of and is deserving of high recognition. All hands, I am sure, are enjoying a feeling of great accomplishment at this, their Navy's fiftieth birthday.

"We are always glad to receive your magazine. Your anniversary issue shows that you are keenly alive to the need for high standards of quality . . ."

PRINCE OF NAVIGATORS

NEARLY every country takes vast pride in its own favourite national hero. France has her Napoleon, the United States has George Washington, and England her beloved Nelson. There are plenty of others, such as Peter the Great and William Tell, but where shall we find a national hero who is such to the world at large as well as to his own country? The answer is to be found in that land of hardy seafarers, Portugal, which 500 years ago gave to the world Prince Henry the Navigator. Will our other great favourites continue to look so brilliant after 500 years? Fame is a capricious jade.

All seafaring nations are glad to rejoice with Portugal in the celebration of the Prince's quincentenary and at least 15 of them sent warships to join with Portuguese ships in the great naval review which was the culminating act of homage to the memory of this great man. From August 7 to 14, the ships gathered in Portuguese waters of Sagres, the "Promontorium Sacrum" where the Roman gods and goddesses used to rest from their toils and where ships used to dip their sails to salute Saint Vincent, who lies buried on the headland which bears his name. This desolate point at the southwest tip of Portugal is where Prince Henry made his home, surrounded on three sides by the wild Atlantic waves.

Portugal's hero certainly started off on the right foot. He chose his parents wisely, for his father was the much-loved King John I of Portugal and his mother a gentle English princess of Plantagenet blood. Royal families in mediaeval times seldom gave an example of brotherly love. It was generally poison in France, the dagger in Italy, and open warfare in England. But, with Henry of Portugal, family life told a very different story. He was the third of five brothers, all as close-knit in ties of affection as could be. The eldest, Duarte, who became king in 1433, tells us, "never was there any jealousy among us . . . we put up with each other's behaviour . . . we were blest in having such a Father and such a Mother". Even their sister, who was married at the then unconventional age of 30, tried to persuade brother Henry to come to the court of Burgundy with her, for she could hardly bear to be parted from him when she became Duchess of Burgundy.



A contemporary portrait of Prince Henry the Navigator, which appeared as a frontispiece to "The Discovery and Conquest of Guinea", written by his chronicler, Azurara. (Courtesy Bibliotheque National, Paris)

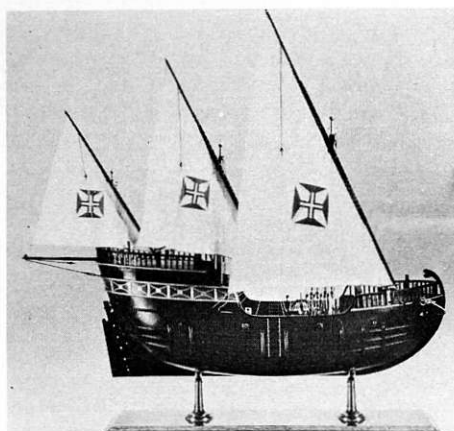
The three elder brothers were eager to prove their courage and manhood, and they looked around for worlds to conquer. They found one close at hand in the Moorish garrison of Ceuta on the African coast just opposite the Spanish fortress of Gibraltar. It was agreed that a war in Africa would be a holy

crusade and a Christianizing mission among the heathen. It proved to be the starting point in Henry's career. His request to his father, as recorded at the time, gives the key to his character:

"When God pleases that we arrive at Ceuta, let me be among the first to



The world as we know it, thanks to the venturesome thinking of men such as Prince Henry the Navigator, began to take shape in the latter part of the 15th century. This German map of 1492, showing Europe and the west coast of Africa, was made by Martin Behaim, who was at the court of Prince Henry's great-nephew, King John II of Portugal, as adviser to the young king in carrying on his great uncle's work. Crude though it may be, the map depicts lands unknown a half-century earlier. (Courtesy Public Archives, Ottawa)



An exact model of the type of caravel that Prince Henry perfected. The sails always carried the Crusaders' Cross. These ships were swift, stormworthy and easy to manoeuvre. (Courtesy Public Archives, Ottawa)

disembark, and when your scaling ladder is placed against the wall, may I be the first to climb up?"

There spoke the hot blood of the 21-year-old prince, but his Father made him work hard for such a privilege. First he had to collect and enlist troops, to bring them to Porto, arrange for their embarkation in the fleet of ships which it was his duty to muster and equip. Henry's popularity and fiery enthusiasm should have facilitated his tasks, but that the plague was raging in the big towns, and, a few days before the conquering host set sail, the gentle Queen died of it to the bitter dismay of all her family. She had given a sword to each of her three sons wherewith he was to receive the honour of knighthood at the hands of the King. But so great a prize was not lightly bestowed.

PRINCE HENRY now had 70 ships all ready to sail from the estuary of the great Douro River, each bearing his own banner with his motto "Talent de bien faire" and the chroniclers record that "he received great praise for this marvellous deed". Even the King's words are recorded thus: "Your fleet is very well equipped as by one who desires to serve me and increase his honour."

On July 24, 1415 the fleet set sail for the African coast that was to be Henry's lode-stone for the rest of his life. Ceuta, the stronghold of the Moslems, fell before the Christian attack, and Henry and his brothers were knighted in what had been the great mosque, but was sanctified upon capture as a Christian cathedral. Their mother's last wish for them was richly fulfilled.

During the campaign Henry gained some first-hand knowledge of Africa and the people who dwelt there. In

the city he had seen the vast riches acquired from overland trade routes across the desert. From this time he resolved that the riches of Africa should flow into Portugal by the legitimate route of sea-borne trade; that in so doing his ships should carry the Christian religion into heathen lands and that the great enigma of the African coast and the sea way to India should be finally solved.

The King and his sons returned in triumph to Lisbon, and Henry, who had led a brilliant naval attack on Ceuta, was rewarded with the Dukedom of Viseu. He started planning voyages of African discovery and later he revisited the scene of his great naval and military triumph, eager to question his Moorish prisoners and to learn what he could about Gambia and hear tales of the Guinea coast.

The Author

The accompanying story on Prince Henry the Navigator was written specially for The Crownsnest after the author had done extensive research on the subject for an article commissioned by another publication.

Miss Sylvia Seeley, who is on the staff of the Royal Canadian Geographical Society, in Ottawa, has taken a special interest in nautical themes and last year wrote extensively on the subject of the St. Lawrence Seaway.

The illustrations for the present article were obtained through Miss Seeley's efforts. Much assistance was given her in the way of source material by the Canadian Embassy in Lisbon and the Portuguese Information Bureau in London.

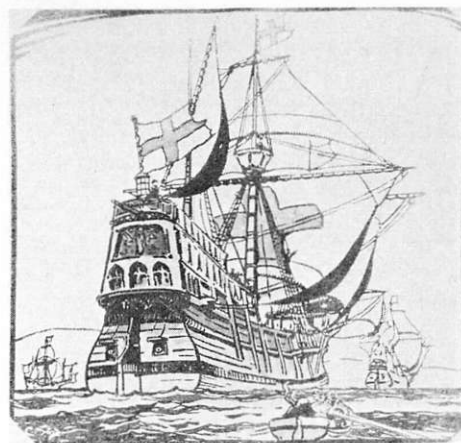
When he returned home in 1418 he was made Governor of Algarves, the southern province of Portugal, where he set up a court of his own devoted to the study of seamanship and navigation. He rebuilt the old naval arsenal on the neck of Cape St. Vincent, and made his home on the desolate headland of Sagres, overlooking the Atlantic. Here he lived and studied for the rest of his life, teaching other men to carry out his will, armed with the riches of his knowledge, and guided by his moral leadership. He himself never quitted his post as director and overseer.

Just to the east of Sagres were the immense shipyards of Lagos, where his ships were built, provisioned, and manned, for a ceaseless procession of

discovery down the terrifying coast of West Africa. His own life was one of monastic severity, but he could hardly be called a recluse, for he gathered around him navigators, mathematicians, cartographers, astronomers and men of the greatest maritime learning and experience. He built the first observatory in the Kingdom and, for all that he was a Christian Crusader, his thirst for learning knew no barrier of race or creed. A contemporary historian says that the Prince "devoted great industry and thought to the matter, and at great expense procured the aid of one, Master Jacome from Majorca, a man skilled in the art of navigation and in the making of maps and instruments, and who was sent for with certain of the Jewish and Arab mathematicians to instruct the Portuguese in that science."

HENRY was determined that his expeditions should stand every possible chance of success. In his day sea voyages were dangerous affairs in any case; it was folly to increase the risks by ignorance and lack of foresight. He knew that it required well-trained captains to lead and encourage the untaught seamen to venture into what they believed was "the Sea of Darkness". Every year from 1418, onwards Henry sent out well equipped vessels from Lagos with instructions "to find the coast of Guinea." They all failed.

They did indeed discover Porto Santo and Madeira, and a few went as far south as Cape Bojador (about latitude 26 N) but beyond that point they said, lay certain destruction: monsters big enough to swallow ship and crew alike, a heat that would boil the ocean, and other horrors. Henry was determined to dispel such superstitions with the light of true knowledge, but it was a



The work of Prince Henry the Navigator was an inspiration to voyagers such as John Cabot, who crossed the North Atlantic in the Matthew (above) just 37 years after Prince Henry's death. (Courtesy Public Archives, Ottawa)

difficult task because he knew well enough that in addition to all these fanciful tales there were also very real dangers to be encountered of quite another sort.

Then, in 1428, help came from his elder brother Dom Pedro, who had been travelling all over Europe and now returned home bringing maps and charts that he had collected with much care to please Henry. Among them was a precious *mappa mundi* from Venice and possibly it was from this map that the Prince learned the origin of the true dangers of Cape Bojador. The reason why this point had for so long remained the southern limit of Christian exploration was, that on reaching this latitude a very big circuit must be taken out into the open ocean. It was said that the submarine shoals of this cape stretched out a hundred miles from the coast and gave rise to furious currents which could drag small ships southwards with little hope of return, unless indeed they were prepared to risk losing themselves in mid-Atlantic.

So great was the real danger and so fierce the strength of the southerly currents that the Prince directed his captains to sail first of all due west to the Azores and then southwest to Madeira and, in thus teaching his men to avoid positive dangers, he gradually overcame their fear of all the fantastic horrors with which the Arab traders had for centuries decorated the unknown coast of Africa. Later the Prince obtained a Papal Bull granting absolution to those who died unshriven in the service of his voyages. His resolution to succeed was as constant as his patience. He rewarded his sailors generously even when their efforts did not come up to his expectations. His orders were always the same, "Next time, go further".

AT LAST, in 1433, Prince Henry found the man he wanted: Gil Eanes, whom he had brought up from childhood in his own household. Gil offered to venture south of Cape Bojador, and the Prince gave him the best ship and the best navigating instruments possible and sent him off with everything that could conduce to success.

Alas! Gil got no farther than the Canary Isles, whence he returned shamefaced, with only a few slaves.

Prince Henry had not trained up Gil for nothing. His actual words are recorded and he spoke to Gil thus: "You know that I brought you up as a small boy, and how much confidence I have in you . . . If you do nothing more than



Monument to the Discoverers, led by Prince Henry, which was unveiled at Lisbon August 9, during the naval review week which was the highlight of the 500th anniversary celebrations being held this year. Four destroyer escorts of the RCN were present. (Courtesy Portuguese Information Bureau, London)

pass Cape Bojador, I shall be satisfied . . . I am amazed that you should have got in your head such ideas about something which is so uncertain. I would not blame you if these things had been told you by any one who had the least authority. Just you go, and never mind what the others say, and make your voyage from which, by the Grace of God, you can only derive honour and profit".

Young Gil swore that his master should not see his face again till he returned from beyond Cape Bojador. He obeyed orders, kept well out into the ocean, sailed beyond the dreaded Cape, and surprisingly, did not fall off the edge of the world. There were no monsters, cannibal mermaids, nor oceans in flames—just sea and sandy coast, apparently for evermore. He

landed to try and bring some trophy back to his Prince, but he found nothing better than a few desert flowers, and when he finally returned in 1434, and placed the dried leaves in the Prince's hand, and showed his newly charted position, Henry knew that all his years of striving were not in vain. Knowledge and seamanship in the face of real danger had overcome the entire host of imaginary terrors. The gold and jewels of India were not to be the prize of his lifetime, but he had opened the way which his compatriot, Vasco de Gama, was to follow with such resounding success in 1498.

All Prince Henry's researches in navigational science went to prove that the southern route to the East was not only possible, but might become something like a Portuguese monopoly. For

the rest of his life his seamen, no longer fearing the dreaded Cape Bojador pushed ever farther and farther south, till the coastline began to bend in eastward. In 1436 Prince Henry sent his Captain Baldaia with an expedition which reached the Rio de Ouro; in 1441 Nuno Tristao got as far as Cape Blanco; and in 1442 Nuno Tristao reached the mouth of the River Senegal. And so it went on until the Equator itself was reached and passed and finally, long after Henry's time, the Cape of Storms was rounded by Bartholomew Diaz in 1487.

The unending expense of these expeditions in time exhausted even Henry's princely income; he had Papal permission to use the resources of the wealthy Order of Christ, of which he was Grand Master. This Order had replaced the Templars in 1318 and imposed a very

strict rule of life on its members, which Henry obeyed faithfully.

In 1433 his eldest brother Duarte became king, and he supported these explorations for the honour and glory of Portugal. His second brother, Pedro the Traveller, was ever at Henry's right hand until, on the death of Duarte in 1438, Pedro became involved in the troubles of a long regency for his little nephew, King Afonso V, which eventually cost the Regent his life, to Henry's deep sorrow. But young King Afonso, and in due course his son John, grew up imbued with their uncle Henry's spirit, and the Caravels of Christ sailed not only all around Africa but even to the furthest shores of the Indian Ocean.

There is a strange contrast between the silent student of Sagres and the

brilliant results achieved by his knowledge and direction. In spite of his quiet monastic life, his master-brain led to some of the most active and daring exploits the world has ever seen — a prophet who showed the way across the sea to future generations. Except for two brief campaigns on the Moroccan coast — a disastrous one with his beloved younger brother Fernando — in 1437 and a subsequent triumph with his nephew Afonso V in 1458, Prince Henry hardly ever left Sagres. He stayed working at his post, directing, studying and instructing till the day of his death November 13, 1460, an anniversary richly honoured by Portugal and all seafaring countries. He was a hero in intellect and spirit who taught other men to reap the abundant harvest that he had sown.



The storm-swept headland of Sagres where Prince Henry lived most of his life. It lies near Cape St. Vincent, at the extremen southwestern point of Portugal, scene during August of a naval review in honour of the memory of the Navigator. An ironical twist of history was the destruction of Prince Henry's villa, with many of his records and relics, by Sir Francis Drake, whose own career owed so much to the surge of discovery initiated by the Portuguese prince. (Courtesy Canadian Embassy in Lisbon)

OFFICERS AND MEN

Officers Named To Senior Posts

Among appointments of interest made in recent months are the following:

Commodore Desmond W. Piers, Commandant of Royal Military College for three years, took up the appointment of Assistant Chief of the Naval Staff (Plans) on July 8.

Commodore Paul D. Taylor has taken up his new appointment as Commanding Officer Naval Divisions at Hamilton. He had been Naval Member Canadian Joint Staff and Canadian Naval Member of the Military Agency for Standardization, in London, England, since May 1957.

Commodore Ralph L. Hennessy was promoted to that rank and appointed Deputy Chief of Naval Personnel on June 30. He had been Director of Naval Training.

Captain D. G. King took up the appointment of Assistant Chief of Staff (Personnel and Administration) on the



Governor-General Vanier, calling July 11 on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, desired to meet any officer or man who served in HMCS Fraser on the occasion of His Excellency's evacuation from France in 1940. Left to right, Admiral Pullen introduces Commodore W. M. Landymore (now Chief of Staff) and Lt.-Cdr. Thomas Kellington (now engineer officer of HMCS Terra Nova). (HS-61687)

WEDDINGS

Sub-Lieutenant James MacCuish, *Micmac*, to Lois Elaine Ramsay, of Halifax.

Able Seaman J. D. Campbell, *Sioux*, to Donna Pauline Nauss, Liverpool, N.S.

Able Seaman W. R. Croshaw, *Sioux*, to Thelma Christine Lund, Charlottetown, P.E.I.

Able Seaman Paul J. E. Frenette, *Kootenay*, to Geraldine M. Smith, Tufts Cove, N.S.

Lieutenant Norman J. Haslett, *Shearwater*, to Laurel Margaret Brodie, Armdale.

Able Seaman Galord F. Horst, *Kootenay*, to Margaret M. Pearson, Fort Erie, Ont.

Able Seaman K. Irving, *Sioux*, to Gladys Margaret Louise Ryan, Halifax.

Able Seaman, C. F. King, *Sioux*, to Shirley Marie Clark, Lancaster, N.B.

Able Seaman Bernard L. Klashinsky, *Kootenay*, to Heather Gail Fraser, Halifax.

Ordinary Seaman Charles Landy, *Cornwallis*, to Dorothy Penney, Kingston, N.S.

Able Seaman C. O. Lefort, *Sioux*, to Audrey Kristine Gustafson, Fort Frances, Ont.

Able Seaman J. E. Mercer, *Sioux*, to Margaret Anne Leach, Niagara on the Lake, Ont.

Able Seaman John P. Rafferty, *Kootenay*, to Margaret D. Leudy, New Waterford, N.S.

Able Seaman Ted B. Saunders, *Kootenay*, to Joyce A. Davies, Mono Mills, Ont.

Sub-Lieutenant Roderick S. Smith, *Discovery*, to Vaughn Magdalen Barlow of Victoria.

Able Seaman Alfred Steigor, *Naden*, to Patricia Miller, of Telkwa, B.C.

Lt. Peter J. Traves, *Jonquiere*, to Lucy Bunting Whitman, Halifax.

staff of the Supreme Allied Commander Atlantic, Norfolk, Virginia, on August 17.

Captain R. P. Welland, after three years in command of HMCS *Shearwater*, has taken up the appointment of Director of Naval Operational Requirements at Naval Headquarters, effective August 1.

Captain A. B. Fraser-Harris became Director of Naval Ship Requirements at Naval Headquarters on August 1.

Captain P. E. Haddon, who had been executive staff officer to the Chairman, Canadian Joint Staff, became executive officer of HMCS *Niobe* on June 21.

Captain T. C. Pullen, formerly executive officer of HMCS *Niobe*, became Commanding Officer, HMCS *Shearwater*, July 25.

Captain E. T. G. Madgwick, formerly Chief of Staff to the Flag Officer Pacific Coast, was appointed to HMCS *Jonquiere* as Commander Fourth Canadian Escort Squadron and as Training Commander and as Senior Officer in Command, effective August 24.

Captain R. W. Timbrell, effective August 17, was appointed Assistant Director of Plans Defensive Operations on the staff of SACLANT. He had been Director of Undersea Warfare at Naval Headquarters since September 1958.

BIRTHS

To Able Seaman John Clint, *Naden*, and Mrs. Clint, a son.

To Lieutenant J. L. Creech, *Quinte*, and Mrs. Creech, a son.

To Leading Seaman Arthur Hearn, *Huron*, and Mrs. Hearn, a daughter.

To Petty Officer Arthur Hill, *Cornwallis*, and Mrs. Hill, a daughter.

To Petty Officer William Humphries, *Huron*, and Mrs. Humphries, a daughter.

To Sub-Lieutenant P. M. Mara, *Kootenay*, and Mrs. Mara, a son.

To Able Seaman John McLeod, *Huron*, and Mrs. McLeod, a daughter.

To Petty Officer J. M. Ryan, *Naden*, and Mrs. Ryan, a son.

To Petty Officer G. H. Sherwood, *Kootenay*, and Mrs. Sherwood, a daughter.

To Lieutenant Howard Wallace, *Stadacona*, and Mrs. Wallace, a daughter.

Captain Marcel J. A. T. Jette has been appointed Commandant, College Militaire Royal de St. Jean. He had been attending the National Defence College in Kingston, Ont.

Captain J. C. Chauvin was promoted to that rank on August 1, and appointed Senior Assistant to the Engineer-in-Chief at Naval Headquarters.

Captain R. J. Pickford was promoted to that rank and appointed Director of Naval Plans on July 27.

Captain Robert H. Chicken, on June 17, was promoted to his present rank and took up the appointment of Deputy Director General of Naval Ordnance.

Captain Donald G. Padmore, on June 13, was promoted to that rank and appointed in command of HMCS Venture.

Captain J. P. T. Dawson, on July 1, became Naval, Military and Air Attaché on the staff of the Canadian Ambassador to the Netherlands, concurrent with his promotion to captain.

Marine Museum Opened in Toronto

Although rain forced the cancellation of the RCN's Sunset Ceremony, which was to have accompanied the official opening of the Marine Museum in Toronto, the museum was opened as scheduled on the evening of July 4.

The Royal Canadian Navy's Jubilee formed the keynote of addresses at the opening ceremony, Lieutenant-Governor J. Keiller Mackay, who officiated, observing that the Navy had established "a rich and ennobling tradition" in its 50 years.

The museum is the repository of ship models, documents, logs and ships' gear, as well as a reconstructed captain's cabin and wheelhouse.

Veterans Hold Annual Meeting

The Canadian Naval Association in early August held its sixth annual meeting at Guelph, Ontario, and elected a new slate of officers.

President for the 1960-61 season is H. A. Maynard, of the Oshawa Naval Veterans' Club, while the executive vice-president is W. J. Slater of the Quinte Naval Veterans' Association. Immediate past president is S. Calvert, Brantford Naval Veterans' Association.

Commodore R. I. Hendy, RCN(R), of Toronto, is honorary president.

The Canadian Naval Association was formed in 1955 and the first re-union was held in Peterborough. Dominion charter was obtained in 1959, and at the present time the association is affiliated with Naval Veterans' Associa-

tions in Oshawa, Woodstock, Belleville, Brantford, Pre-War RCNVR Club Toronto, Port Hope-Cobourg, Peterborough, Hamilton, the Toronto Naval Club, Guelph, Kingston, Sarnia, and Sault Ste. Marie.

Naval veterans' clubs desiring information should direct enquiries to: The Executive Secretary Treasurer, The Canadian Naval Association, 16 Eastgate Crescent, Scarborough, Ont.

Paraplegics Use Navy Pool

The swimming pool at Naden has become the most popular recreation spot in Victoria for 75 children and adults who attend classes twice weekly.



Rear-Admiral Pullen's flag was hauled down from Command Headquarters in the dockyard at Halifax August 1, whereupon CPO George Smith, chief yeoman at the naval base, presented it to the Admiral during the official departure ceremony. A hand-embroidered cloth covered the memento. Chief Smith and Mrs. Joyce Downey, a clerk in the central registry, had devoted more than 30 hours of spare time to its creation.

The wording is as follows:

*This is the flag of
Rear-Admiral H. F. Pullen, OBE, CD,
which was flown over Maritime
HQ Atlantic
Representing three commands—
Maritime Commander Atlantic
Commander Canadian Sub-Area
of NATO*

*Flag Officer Atlantic Coast
Hauled down First August Nineteen
Sixty*

(HS 61894)

They are paraplegics, registered for their Tuesday and Friday classes by the B.C. Society for Crippled Children.

The interest shown by the children and adults has been rewarding for those involved in their instruction. For many of them it is the only form of recreation possible and they eagerly look forward to the swimming periods. Many have learned to swim.

Most members of the group require individual attention and this is given by the Naden P and RT staff, medical assistants, and ladies from the YMCA "Keep Fit" class. Chief instructor is PO Al Hayward.

Six Promoted From Lower Deck

Six former chief petty officers and one former petty officer have been promoted to the rank of commissioned officer in the Royal Canadian Navy.

The men promoted were: Chief Petty Officers Dennis John De Ste Croix, Norman Henry Thompson, William Emerson Rhodes, Stephen Cowell, William Craig Curry, and Michael Thomas Semenick, and PO Lorne Lambert Trask.

Before promotion to officer status, all passed professional examinations and attended an educational course in Naden.

Following a six-week officers' divisional course starting in July in Cornwallis, the officers were to take up appointments in the fleet.

Diving Course For Officers

A seven-month course—four months at Stadacona and three months with the USN—has been arranged for officers interested in clearance diving. The course will begin this fall.

It is intended that officers who complete the training will be employed in two clearance diving appointments, separated if possible by a general service appointment.

Only volunteers are being accepted for the course.

Squadron Sends Cheque to Chile

Officers and men of the RCN's Fourth Canadian Escort Squadron in mid-June sent a \$750 cheque to assist the relief program for victims of the Chilean earthquakes.

The money was raised by ship's companies of the frigates which make up the squadron. Contributions also came from officer cadets of HMCS Venture.

Captain H. A. Porter, squadron commander, suggested in a letter sent with the cheque to the Canadian Ambassador to Chile, Paul Tremblay, at Santiago, that if possible the money should be spent on relief for families of naval personnel.

He noted one of the hardest hit areas of southern Chile was around Concepcion, where the Chilean navy has its Telcua Luano base.

Ships of the squadron visited Valparaiso last February and were welcomed with warm hospitality.

Navy Assists in Finding Bodies

The Navy assisted civil authorities in finding and recovering the bodies of two fishermen who were drowned in Byron Tittle Lake about 25 miles from Dartmouth, over the weekend of June 4-5.

A helicopter of HU 21 located the overturned boat of William Gallant and Robert Scudder and divers of the Operational Diving Unit recovered their bodies from the water.

The search, co-ordinated by the RCMP began on Monday, the 6th when the victims failed to return from their expedition.

Sea Cadets in Trenton Parade

Sea cadets from eight Ontario corps paraded last May 15 at Trenton, Ontario, in honour of the 50th anniversary of the Royal Canadian Navy and to mark the opening of the new sea cadet barracks at Trenton.

Represented were the following Royal Canadian Sea Cadet Corps: *St. Lawrence*, Kingston; *Hollowell*, Picton; *Quinte*, Belleville; *Howe*, Peterborough; *Skeena*, Port Hope; *Drake*, Oshawa, and the host corps, *Trent*, of Trenton.

RCAF COLLEGE JOURNAL READY

The appearance each year of the *RCAF Staff College Journal* is an event that is looked forward to with interest by all branches of the armed forces in Canada.

The *Journal* provides a unique forum for the discussion of military problems as they relate to Canada and the rest of the world. Due to come off the presses in September, this year's journal will contain articles by such eminent writers as Captain B. H. Liddell Hart, British author and commentator on military affairs; Dr. H. A. Porter,



Here are the major award winners of the 1960 graduating class of HMCS Venture. The awards were presented by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, at Venture's graduation ceremony held on August 4. Upon graduation the cadets became Acting Sub-Lieutenants. Front row, from left: A/Sub-Lt. Robert M. Woosnam, winner of the Hampton Gray Shield for the graduating cadet outstanding in athletic ability and sportsmanship; A/Sub-Lt. Eric Nelson (winner of three major awards)—The Venture Trophy, for attaining highest standing among Executive (Air) Cadets in the graduating class, the Pullen Trophy, for outstanding professional achievements, and the Officer-of-the-Watch Telescope, for the highest standing in scholastic and professional subjects and officer-like qualities; and Officer Cadet Thomas R. Byrne, winner of the Venture Officers' Shield, for the junior (first year) cadet with highest marks in athletic ability and sportsmanship. Back row, from left: A/Sub-Lt. John E. McGee, the Officer's Sword, for outstanding marks in officer-like qualities; A/Sub-Lt. Philip E. Levy, the Naden Trophy, for the graduating cadet with the highest standing of the executive cadets; and A/Sub-Lt. Dermot C. Hallaran, of Berks, England, the Rowland Cup for being judged as having the best sportsmanship qualities by his fellow cadets. (E-57060)

Dean of Engineering, University of Saskatchewan; Dr. G. R. Lindsey, director, Defence System Analysis Group, National Defence Headquarters; Air Vice-Marshal Sir Laurence Sinclair, commandant, U.K. Joint Services Staff College, and others.

The annual prize essay is a feature of the *Journal* always looked forward to with interest.

The directors of the *Journal* try to limit the press run to the number of copies which will be required. Persons desiring a copy (the cost is one dollar) should, therefore, place their subscriptions at an early date through their mess or send cheques, plus bank exchange, made payable to the *RCAF Staff College Journal*, Armour Heights, Toronto 12, Ontario.

40 YEARS AGO

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



ONE FEELS slightly disloyal to the Navy's glorious past to point it out, but the photographic evidence is that the sailor of a half-century ago, by modern standards, was a sloppy dresser. The observation applies both to officers and men.

There were a number of reasons for this: Drycleaning and laundering methods were primitive, stowage on board ship and in barracks was inadequate and sharply-creased trousers were no more the style among civilians than they were among sailors. In fact, in most pictures of those days, service or civilian, it is difficult to detect signs of trouser-crease at all, except among the dandies.

In days of yore, officers creased their trousers sideways, although references at hand do not say when this custom was discontinued. There is evidence that it could not have been much more than 50 or 60 years ago in the insistence of the late sailor-monarch, His Majesty King George V, to the end of his days, that his trousers be pressed athwartship.

At what period, then, was the term "fore-and-aft rig" invented to distinguish the dress of chief and petty officers and "idlers" from the "square rig" of men dressed as seamen?

In the paragraphs that follow, Cdr. A. R. Turnbull, RCN, (Ret.), continues his story of life in the Navy of 40 or 50 years ago.

Uniform



WHILE THE general appearance of the "men dressed as seamen" has changed little over the years, many minor changes in items of uniform have taken place.

The No. 1 dress of the early years under discussion, in addition to the serge trousers and jumper with buttoned cuffs and gold badges as now worn, together with silk, collar and lanyard, included as headgear a "white hat" made of straw sennet, with a wide brim and cap tally. As a rule the serge tape chinstay was worn under the chin when being inspected, but stowed away in the crown otherwise. The brim was always turned up. Turning down the brim was con-

sidered a sloppy habit similar to the modern wearing of a duck cap "flat aback" (on the back of the head) and would call forth the ire of any PO or leading hand observing it.

Dresses Nos. 2 and 3 were serge suits, with jumpers fitted with plain (no buttons) cuffs. Caps were worn with this. No. 4s were No. 3s without collars or lanyards, and were usually referred to as "night clothing".

The normal working rig was No. 5s, a white duck suit with silk, but without a blue collar. Only artificers and artisans were allowed to wear blue boiler-suit overalls for work, but stokers wore



The unpressed appearance that preceded the era of dry cleaning and steam irons is typified in this portrait of Rear-Admiral John Kingcome, RN, Commander-in-Chief Pacific, 1862-64. A beaten-up cap, such as the Admiral is clutching, implied arduous service at sea. A cap in no worse condition brought an offer of \$25 from a shoregoing officer in Halifax in 1943. (E-35343)

"flannels and fearnoughts" and wooden-soled clogs when on watch in the boiler rooms.

Clean duck suits had to be worn on Mondays and Thursdays. This was one of the bugbears of the sailors' life, as he held three only of these suits in his official kit. Due to the scarcity of fresh water and the compulsory drying of clothes on the forecastle gantlines, if the weather was foul, it was almost impossible to produce a clean dry suit twice a week, as there were no ships' laundries in those days; each man was responsible for his own washed clothes and normally did them himself.

No. 6 dress was the tropical equivalent of No. 1s, and consisted of a duck suit with blue collar attached, and with bands of blue jean about half an inch wide sewn round the cuffs and at the bottom of the jumper.

Nos. 7 and 8 rigs were seldom seen, being a combination of blue trousers and white jumper or vice versa.

Tropical gear consisted of white cashmere vests, fitted with a spine pad, and drill shorts, with which blue stockings, folded at the knee, were worn. For boats crews, signalmen and people similarly employed in the open sun, white helmets of a very poor design were provided and, when boats were under sail, these were often lost over the side when going about.

Winter clothing consisted of extra thick socks, long coarsely knitted woollen drawers, which felt like emery cloth when worn, and vests and an extra jersey and blanket, and, I believe, a pair of blue woollen gloves.

The flannel vests provided as part of the normal uniform were made of a pure woollen flannel, which after several washings shrank very considerably, so that it was always advisable to obtain garments several sizes too large when new to allow for this. As no pyjamas or other nightwear were provided, these "flannels" were used also as nightshirts. False flannel fronts, known as "flannel dickeys" were often worn, but one was always liable to be caught "improperly dressed" should for instance, the order "off jumpers for doubling round" be given.

Stokers' fearnought trousers were provided for use in the boiler rooms as they were made of a rough, hairy, felted woollen material which was



When the millinery trade of today refers to one of its creations (usually for the small-girl trade) as a "sailor hat", it is dipping well back into naval history. What the trade calls a "sailor hat" was known in the Navy as a "sennet hat" and the proper method of wearing it is demonstrated by these gunnery ratings on board HMCS Niobe in 1910. "Salty types" wore it with the brim turned down, if the shore patrol wasn't in the vicinity. (O-4430A)

"sparkproof", if not quite fireproof, and were necessary to the men when cleaning fires and hot embers flew. For the same reason they were supposed to wear flannel vests, but seldom did so; their torsos would normally be covered by a sleeveless cotton vest, and they would have a cap cover on their heads and a "sweat rag" around their necks, due to the high temperatures in which they worked.

For really dirty work, such as painting ship or coaling, seamen were provided with a canvas suit. This consisted of a pair of canvas trousers, usually large enough to be worn over other clothing and supported by a canvas belt, and a canvas jacket with two huge side pockets. For coaling, however, these were seldom worn—any old rig was usual, old football jerseys and similar cast-off clothing being the normal wear, even by officers, as it was such a heavy and filthy job.

The "sealed" service patterns of clothing were purely utilitarian. No personal smartness could be obtained in them and this resulted in the purchase of "tiddly suits." The Beau Brummels of the lower deck were not satisfied with trousers made from the standard 24-inch width of serge, which would result in the legs being only about 23" round at the bottoms, so they would obtain from

shore tailors' suits made of material which would allow the trouser legs to be 28 inches in circumference, which was the standard "tiddly" size. Similarly with jumpers, the "pussers" pattern was short in the body, extending only to the hip line and the sleeves were wide and reached normally well above the wrists. The "tiddly" jumper was skin tight and reached well down over the buttocks. An additional touch of "tiddliness" was often added by having the normal blue jean lining to the waist of the trousers and the cuffs of the jumper sleeves replaced by blue velvet or Scots plaid material. On occasion, suits were made of "diagonal serge" similar to that used in civilian suits, but unless a ship was "slack" it was seldom that one could pass the OOW inspection in such a suit when proceeding ashore on liberty.

A survival of 19th century uniform was retained in the Royal Yachts until well after the First War. Instead of jumpers they had serge "frocks", worn inside the trousers, which were of cloth instead of serge. The lacing at the back of these trousers was of black silk, instead of the normal serge tape worn by the rest of the Navy.

As only two pockets were provided in the suits, one each in trousers and jumpers, it was difficult to carry much

bulky material about with one. Pipe smokers were at a special disadvantage and normally carried their smoking materials tucked into the top of the trousers.

Two other articles of uniform not, I believe, now issued to men dressed as seamen were the "blue" shirt and the cholera belt.

The blue shirt was made of a material similar to bed ticking in blue and white narrow stripes. It was shaped similarly to the modern civilian shirt without an attached collar. Of course, this could not be worn buttoned up and the front had to be tucked away to leave only the flannel visible, so that the majority of people cut away the "tuck in" portion and bound the edges with blue jean about half an inch wide, on which they worked designs in coloured silks or cottons, such as feather stitching or similar fancy work. Often they would fit a pocket on the side opposite to that fitted in the jumper to provide extra carrying capacity.

The cholera belt was of a heavy rough woollen material, somewhat similar to "fearnought" and was supposed to be worn next to the skin as a protection to the kidneys and lumbar region. It had a small linen pocket fitted to it and was secured by tapes. It was almost impossible to wear this article in the tropics in any comfort, as it resulted usually in a band of prickly heat, a horribly itchy skin complaint, around one's waist. However, it was worn as much as possible, as it was the only way one could carry valuables. It was the practice among the older hands to always carry, if possible, sufficient cash, in golden sovereigns, in this belt to pay their passage back to England from the station on which they were serving, in case of any family emergency. There were no, or very few, compassionate services passages home. If one obtained leave on compassionate grounds, one had to pay one's own way home and back.

Word having got around about the hidden gold, sailors were often "rolled" by the natives abroad, especially if they were "under the influence" during a run ashore.

To maintain uniforms to the standard required by the inspecting officers, there was always installed in the ship's routine one half-day a week to "make and mend clothes". Boys, during their training in the shore establishments or the training ships received instruction in the use of the needle and were shown how to sew on a patch and to darn socks etc., so that they were fairly capable of maintaining their kit by the time they were drafted to sea.

Laundry work was a fairly difficult business in most ships. Fresh water was strictly rationed. At the pipe "serve out washing water" the cooks of messes would muster at the pump and the captain of the hold (Tanky) would supply about half a mess tub full to each mess. As cooks of messes changed each day, this water was generally used for laundry purposes during the dog watches. Gantlines were rigged on the forecandle for clothes drying and at about 1930 each evening, except Sundays, "Up all washed clothes on the Foc'sle lines" would be piped. All uniform pieces of clothing were fitted with small worked eyelets and another part of the kit was 24 clothes stops. These were pieces of thin cord, about the size of "snooting" and 15 inches in length, whipped at each end. To secure the washed articles to the lines for drying, these clothes stops were rove through the eyelets and the articles "stopped" to the clothes line by clove hitches. In order to provide a uniform appearance to the ship from outboard, all articles had to be interlocked so that no spaces or "holidays" were apparent on the lines. At about 2000, the "duty part" of foc'slemen would trice the line up taut and they would so remain all night until the pipe the following morning "Down all washed clothes", when the lines had to be cleared. It is obvious that should it rain during the night the effort was completely wasted, so it became the practice to try and get friendly with a stoker, whose branch was allowed to dry laundry in funnel uptakes and in boiler rooms not in use, in most ships, as there were seldom any spaces provided as drying rooms.

Punishment



SERVICE "CRIME" was, I suppose, much more severely punished in the first quarter of this century, than it is today.

Absence without leave became desertion after seven days' absence, or if the offender was found in plain clothes without leave. Leave breaking was punished by a "scale", laid down in KR&AI and consisted of one day's pay and one day's leave stopped for every three hours or part thereof.

This seemed rather heavy punishment for being five minutes adrift, probably due to a bus or train being held up by traffic, but no sympathy was ever extended by any CO on that account, to my knowledge; their remarks were almost invariably "You should make allowances for this". It was however, a

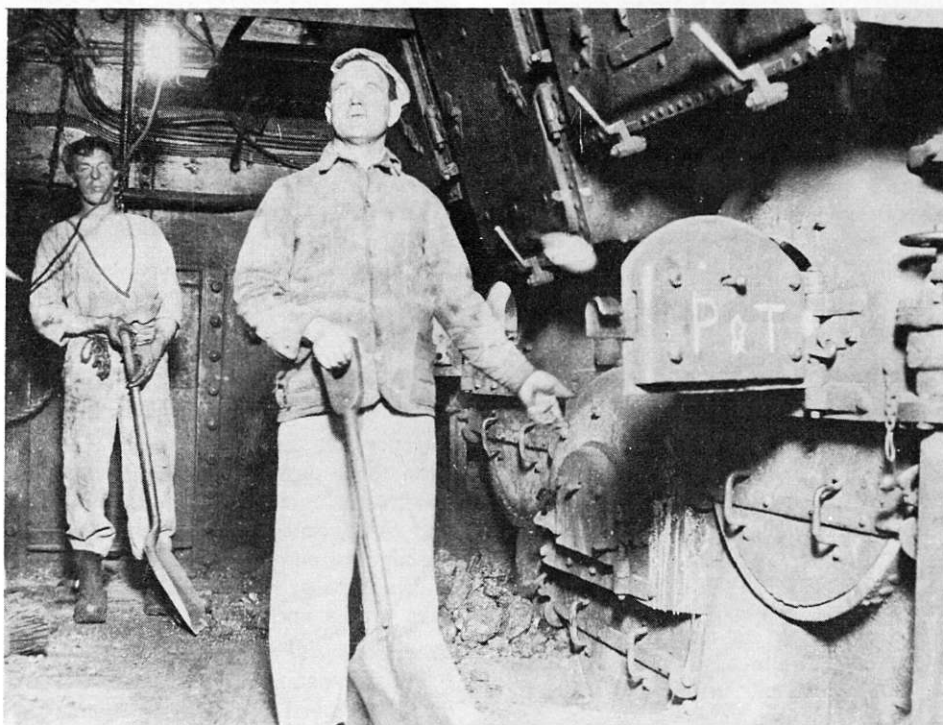
real deterrent to habitual "nibblers", who, for instance, lived on North Street in Halifax and just rushed in through the Dockyard "Middle" gate as the ship's bells were striking for 0700—the time leave usually expired.

Duty POs would be at the gangway with the "short leave" book, ticking libertymen's names off as they returned on board, and occasionally searching them for liquor or other contraband not allowed on board. At the last stroke of the bell they would slam the book closed, and all men not ticked off were then "adrift", even if at the foot of the gangway, with the resultant investigation by the OOW. Of course, such offenders were often "dismissed", if a reasonable excuse was given or if the time absent over leave was of very short duration, but it was not long before the OOWs became familiar with the persistent "nibblers" who were one or two minutes adrift once or twice a week, with the usual "First Lieutenant's report", followed by "Captain's report", as the CO was the only officer authorized to stop pay.

The crime considered the most contemptible by the lower deck was stealing from a shipmate. When such cases occurred the offender was completely ostracized by his mess or topmates. This was an offence punishable by "warrant" if the punishment, as it

usually did, included a period of "cells" or detention, or the loss of a GC badge. The warrant was always read before the whole ship's company, lower deck being cleared for the reading, generally immediately after Evening Quarters. If the punishment included detention or imprisonment for such serious crimes as "striking a superior officer", refusal of duty or theft, the prisoner was marched in by a guard of two sentries, with sidearms, and a petty officer, generally a ship's corporal. The prisoner was dressed usually in night clothing, but without a silk or lanyard, and with no cap tally. This was presumably because he had disgraced the ship.

The captain or senior officer present, would then proceed to read the warrant which was a "pro forma" document, the preamble of which always commenced "Whereas it has been represented to me, that — Joe Blow — Able Seaman — Official No. . . . did on the . . . day of . . . 19 . . ." etc., etc. When the man's name was read out there would be a pause, and the ship's corporal would order him to take a pace forward and snatch off the culprit's cap, so that all the assembled ship's company could see who was being punished. The remainder of the warrant would be read, at the conclusion of which the prisoner would be ordered to "on cap"; take a pace back, placing himself between the two



What the well-dressed stoker wore 40 or 50 years ago is illustrated in this picture of two men in the stokehold of HMCS Niobe. The men are wearing fearnought trousers, made of heavy wool to render them spark-proof, one pair recently laundered. The man in the foreground is wearing a canvas jacket and cap cover. The other is wearing clogs and flannel blue shirt, with the collar cut away and bound. (E-41064)

sentries once more. He was then marched off to serve his term and the ship's company was dismissed. This was always to me a very impressive ceremony.

For petty crime, such as being slack in turning out during working hours, punishment was generally awarded by the executive officer, usually a commander in larger ships, or the first lieutenant in smaller craft. This punishment ranged from extra work (No. 10A) or extra drill (No. 15) to the undignified No. 10, which consisted of "facing the paintwork" where a man stood and faced a bulkhead, close up, at attention, in silence, for half an hour or so during his dinner hour, and again in the dog watches. As this approximated the standing of a small boy in a corner, it was regarded as a degrading punishment for a man.

In the early days it was also usual for ship's corporals and captains of tops to carry a "stonicky", a short length of rope, generally knotted at the end, which was applied to the rear end of any laggards. Thus, at the bugle or pipe, "Both watches for exercises fall in", these POs would stand at the bottom of the ladders leading from the mess decks to the upper deck, and the last man up always got one with the "stonicky".

Boys were not liable to the above punishments, but were caned for their misdemeanours. Smoking by boys was prohibited and the punishment was, if caught, usually six "of the best". For this punishment, the culprit either had to bend down, or, if one was available, was stretched over a vaulting horse, and a ship's corporal laid the cane in the presence of an officer and all the other boys in the ship.

As the rig to be worn for this punishment, was a pair of duck trousers, and no underwear, the effect can be imagined. The ship's corporals did not as a rule, temper the breeze to the shorn lamb.

The usual occupation of cell prisoners, when punishment was carried out on board a ship sufficiently large to be fitted with cells, was the picking of oakum. This consisted of fraying out by hand a piece of old tarred hemp rope, which due to weathering and use had the consistency of iron. The daily "task" was, I believe, two pounds weight of this material, which had to be stranded down to rope yarns and then each yarn picked to a fibrous mass of the consistency of cotton waste. This kept newcomers busy a full day from about 0600 to 2000, but the "old timers" who had various methods of speeding up



The skin-tight jumper favoured by the sailor of today does not appear to have been in vogue when this picture of a boy seaman and an ordinary stoker was taken on board HMCS Niobe about 1911. (R-614)

the process would generally have completed the job by about 1600.

Generally, cell punishment included "first three days on low diet", and this was really low; just bread, soup and tea. Also, unless otherwise ordered by the medical officer, the cell prisoner had no blankets at night for the first three days of the punishment.

An annoying punishment doled out as a rule for personal "dirtiness", e.g. not dearing a clean duck suit on Monday or Thursday morning, was to "muster bag" in the dog watches for two or three successive days. This meant laying out one's kit on the upper deck in accordance with the diagram in the Seaman-

ship Manual, with all items properly rolled and "stopped" and one's name showing.

Any punishment whatever entailed stoppage of leave for the period of the punishment, and all offenders had to muster at the pipe "Blacklistmen to muster" just before rounds at 2100 each night.

Disrating or deprivation of GC badges were also awarded for serious crime.

However, no rating could be disrated to below that of AB or equivalent in the other branches.

It appeared to be common practice that the loss of a GC badge was considered equivalent punishment to seven days cells

For persistently repeated or serious offences, men were reduced to the second class for conduct or second class for leave.

Second class for conduct resulted in a "fair" or "poor" character assessment for the year, whilst second class for leave, resulted in leave being stopped altogether except when "general leave" was piped or, occasionally, "special leave". Men thus punished were required to muster with the other defaulters nightly at "Rounds" at 2100.

Discharge for bad conduct or "with disgrace" was awarded for incorrigible bad conduct or serious crime. This entailed the mutilation of the man's service certificate, by having the top right hand corner of the front page snipped off. However, this did not affect his getting a job in civilian life very much, as the significance of the corner being cut off was not generally known by potential employers.

Miscellaneous



HERE ARE several practices which come to mind which do not fall into any of the preceding categories, but which, it is felt, are worthy of mention, and will thus appear under separate headings in this section.

Church services:

In accordance with the Articles of War, prayers were read or a service was held every day.

Normally on week days, the ship's company was closed aft for the reading of prayers immediately after morning divisions. These prayers, an extract from the Church of England prayer book, were read by the commander, but occasionally the captain would undertake this duty if no chaplain was carried. Of course, it was "Fall out the Roman Catholics" prior to closing aft.

On Sundays, a proper service was held. Immediately after divisions, the duty party of the watch would be piped to "rig church". This consisted of collecting all the wooden buckets from the various parts of ship and placing them at intervals. On these buckets, as fore and aft bearers, the capstan bars were placed and across them mess stools to provide better seating accommodation.

At the pipe "Hands lay aft for prayers", the ship's company (less the RCs) would muster on the quarterdeck and seat themselves anywhere as in a normal church. Hymn cards would be handed to them as they passed onto the

quarterdeck. A normal morning prayer service would be held, with the band playing for the hymns (or a volunteer pianist or organist) and the chaplain would preach, with the captain reading the lessons. If no chaplain was borne the captain would take the service and often give a very fine sermon, not always of a religious character, but it was his opportunity to speak, more or less unofficially, to the ship's company.

Dead men's effects:

Should such a tragedy as the death of one of the ship's company occur, his personal effects were sent to his widow or next-of-kin, but his uniform and similar possessions were sold at auction. It was a matter of pride in all ships that a large sum should be so realized for the benefit of his dependents, and at such auctions his shipmates would bid very generously. I have seen lanyards sold for five shillings (half the average man's weekly pay) and other items proportionately, and then thrown back in for resale.

Run men's effects:

In the case of deserters (run men), a similar sale of their effects would be held, but, as the proceeds from such sales went to the Receiver-General at the Admiralty, an exactly opposite emotion would be felt by the ship's company. Bidding would probably not exceed 1/ — or 1/6d. for an almost new No. 1 suit. These sales of run men's effects were very sparsely attended and usually only by bargain hunters who were somewhat deficient in their own kit.

Smoking:

As stated previously, smoking was only allowed on the upper deck and, in wartime, the striking of matches at night was prohibited as the illumination was visible over long distances in clear weather. On exposed parts of the upper deck which could not be screened by canvas or hessian, lengths of burning slowmatch were suspended in suitable places for the lighting of pipes and cigarettes, the dull red glow from which was much less visible.

Police lights:

After "pipe down" at 2200, it was "lights out" at 2230, when all main lighting in the mess decks was switched off. However, to allow for returning libertymen in harbour, and watchkeepers going on or off watch during the dark hours, "police lights" were left switched on. These were supposed to have blue shades on them to subdue the lighting, but often the supply ran out due to them being broken by bad weather, gunfire, etc., and a normal clear glass shade would replace the broken one. To have a police light, just over one's hammock was unfortunate, if one could not sleep with a light shining in one's face, but was an advantage to those addicted to "reading in bed". To dim this light it was the practice to pull a sock over the shade. This had unfortunate consequences at times as the lamps used, being of a carbon filament type, produced almost as much heat as light and burnt socks often resulted.

(The fourth and final instalment of these recollections will appear in an early issue.)



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Crescent*

After a lengthy period in Dockyard hands, undergoing an extensive refit and installing VDS, the *Crescent* is once again at sea.

During the refit period the complement was considerably reduced but was gradually built up again during the months of March, April and May.

The ship's company has been active in sports. An interpart softball schedule saw a team of Technical petty officers fighting for the lead with the weapons team.

The ship's company team has also been active, playing against Shannon Park, USS *Prevail* and HMCS *Iroquois*, winning all its games.

The *Crescent* acted as host ship for the *Prevail* (AGS 20). Informal calls were exchanged. A reception was held for the ship's officers on June 13. Softball games were arranged, and other recreational facilities were made available.

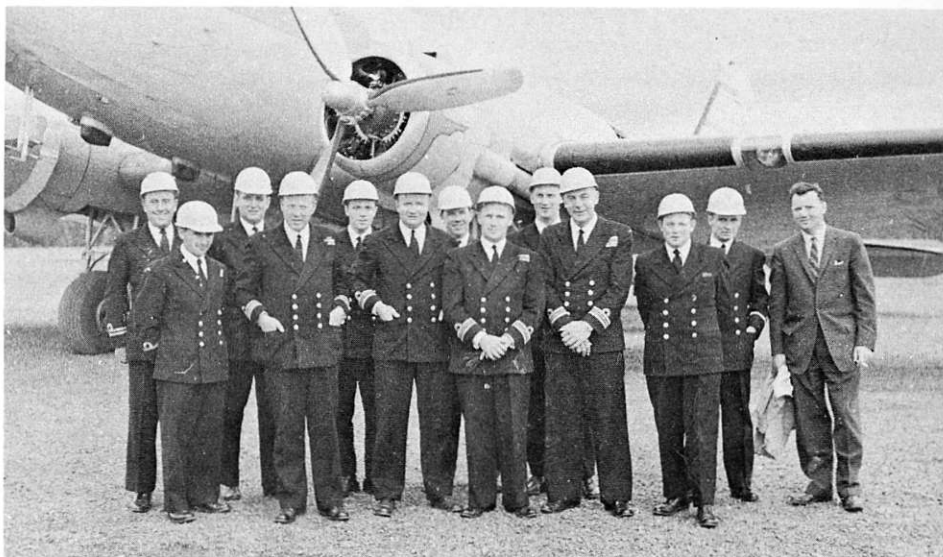
After a trial period lasting the greater part of three weeks, the *Crescent* departed on July 8 for work-ups in the Bermuda area.

First Minesweeping Squadron

During the cruise of units of the First Minesweeping Squadron to the Gulf of St. Lawrence area, HMC Ships *Fundy*, *Quinte*, *Thunder* and *Chaleur* visited Seven Islands.

C. E. McManus, manager of The Iron Ore Company of Canada, arranged a visit to the iron mines at Schefferville in a company aircraft for 12 officers from the ships. After a most interesting two-hour flight over the Quebec Labrador and North Shore Railway line to the mine, the group was given a conducted tour of the mine-workings and shops and entertained at lunch by Val Gregoire, the mine manager. On completion, the party was returned to Seven Islands by air.

The hospitality and kindness of the mine manager and his staff and the most informative and interesting tour were greatly appreciated. It was noticed that the people of Schefferville were



Officers of First Minesweeping Squadron ships visiting Seven Islands, Que., were flown to Schefferville in the northern part of the province as guests of the Iron Ore Company of Canada. Left to right are, front row: Cd. Bos'n D. E. Hall (*Chaleur*); Lt.-Cdr. N. S. Jackson (commanding *Thunder*); Lt.-Cdr. K. D. Lewis (commanding *Chaleur*); Lt.-Cdr. James Butterfield (commanding *Fundy*); Lt.-Cdr. R. J. Paul (commanding *Quinte*); Sub-Lt. Burns (*Chaleur*), and Mike Morin, public relations officer of the host company. Rear row: Lt. J. L. Creech (*Quinte*); Sub-Lt. D. C. Briggs (*Thunder*); Sub-Lt. J. M. Chouinard (*Chaleur*); Lt. Homer Matheson (*Thunder*); Sub-Lt. R. J. Deluca (*Quinte*) and Sub-Lt. Mike Graham (*Fundy*).



Reserve seamen from HMCS *Nonsuch*, the Edmonton naval division, were among the hundreds of naval reserve new entries from across Canada learning basic seamanship at the Great Lakes Training Centre, Hamilton, Ontario. Most of their time was spent aboard one of the two Atlantic Command frigates serving on the Great Lakes for the summer. Here on board the *Outremont*, three Edmonton seamen learn about rigging from PO J. Smith, a member of the regular ship's company. The "students" are Ordinary Seamen David Parliament, Max Melnyk and Grant Falkenburg, all of Edmonton. (COND-5856)

most amazed at the sight of 12 uniformed officers in their midst, some 300 miles from navigable water.

However, the Navy had been to Schefferville a few years before to assist the RCAF in the helicopter lift of men and material being used in construction of the Mid-Canada warning line. HS 50, and later, HU 21, then operated from nearby Knob Lake, and also from Great Whale River on the east coast of Hudson Bay.

The visitors included Cd. Bos'n D. E. Hall, *Chaleur*, Lt.-Cdr. N. S. Jackson, commanding officer, *Thunder*; Lt.-Cdr. K. D. Lewis, commanding officer, *Chaleur*; Lt.-Cdr. James Butterfield, commanding officer, *Fundy*; Lt.-Cdr. R. J. Paul, commanding officer, *Quinte*; Sub-Lt. R. S. Burns, *Chaleur*; Lt. J. L. Creech, *Quinte*; Sub-Lt. D. C. Briggs, *Thunder*; Sub-Lt. J. M. Chouinard and Lt. Homer Matheson, *Thunder*; Sub-Lt. R. J. Deluca, *Quinte*, and Sub-Lt. Michael Graham, *Fundy*.

PACIFIC COMMAND

Naden Band

By contrast with the ceremonial round of May the month of June was a flat calm for the *Naden* band.

However two events stood out from the normal routine. First was the Portland Rose Festival June 8 to 14, and the other the occasion on which a guard and band was paraded to receive Rear-

Admiral Finch-Noyes, the new Flag Officer Pacific Coast, June 30.

The band's participation in the Rose Festival consisted of taking part in the mammoth parade, which is about nine miles in length and already well known to band members. Also there were two concerts, a marching display at the Multnomah Stadium, and finally on Sunday, June 11, a church service.

For the Festival the band was embarked in HMCS *Skeena*, and the hospitality extended to the bandmen by the officers and ship's company proved to be a highlight of the engagement.—S.S.

NAVAL DIVISIONS

HMCS Montcalm

For the second consecutive year and the only two occasions on which the award has been made, Ldg. Sea. A. F. O'Connor has been chosen "best all round man" at *Montcalm*, the Quebec City naval division.

Also announced during ceremonies at the close of the training year was the selection of Wren Nicole Norman as "wren of the year" and Ord. Sea. Gerry Harvey as "best new entry of the year".

Ldg. Sea. O'Connor has been serving in the supply branch at *Montcalm* since 1950, and has served on both coasts and in a number of ships, and has been active in the organization of social events at the naval division. In civilian

life, he is employed by Anglo-Canadian Pulp and Paper Mills, Limited.

Montcalm feels that it may have a special claim to fame in that three sisters, Ghislaine, Huguette and Yolande Bureau, are serving in the wrens at the division.—P.M.

HMCS York

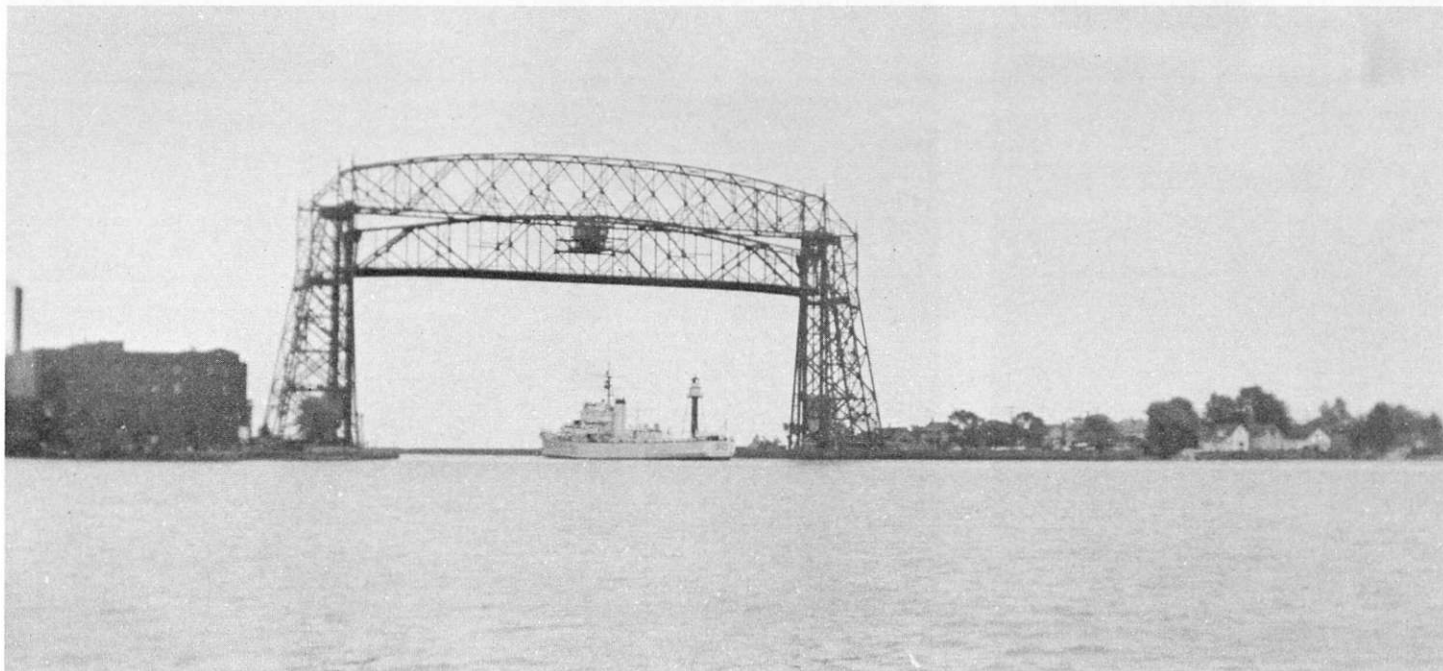
Toronto and its naval division *York*, were honoured by a visit from HMC Ships *Columbia* and *Chaudiere* on the occasion of their "flag showing" cruise through the Great Lakes. The ships were in Toronto Harbour from Sunday, June 12, to Thursday, June 16, but it was not a period of relaxation.

On Sunday almost 300 school teachers, senior high school students, members of the press radio and TV, and other invited guests were embarked.

For four hours the visitors swarmed over the ships and saw them in a simulated manoeuvre with the mortars fired for the "kill". The ships were also attacked by aircraft from VC 920.

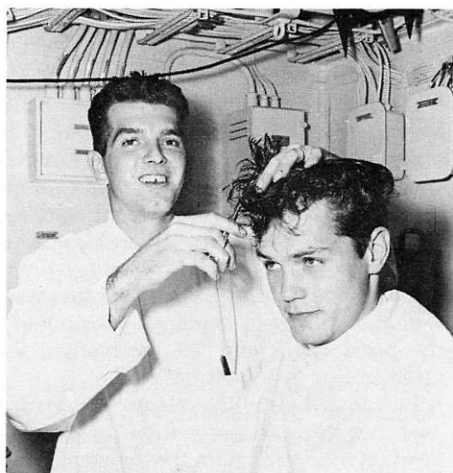
On Monday, Tuesday and Wednesday the ships swarmed with visitors, who lined up along the jetty for their chance to board. On Thursday a group of NOAC members, their wives and other guests were embarked for a brief trip on Lake Ontario.

From a *York* point of view the highlight of the visit was an opportunity for the ship's company to pay an official visit to the ships and to see the actual operation of their departments.

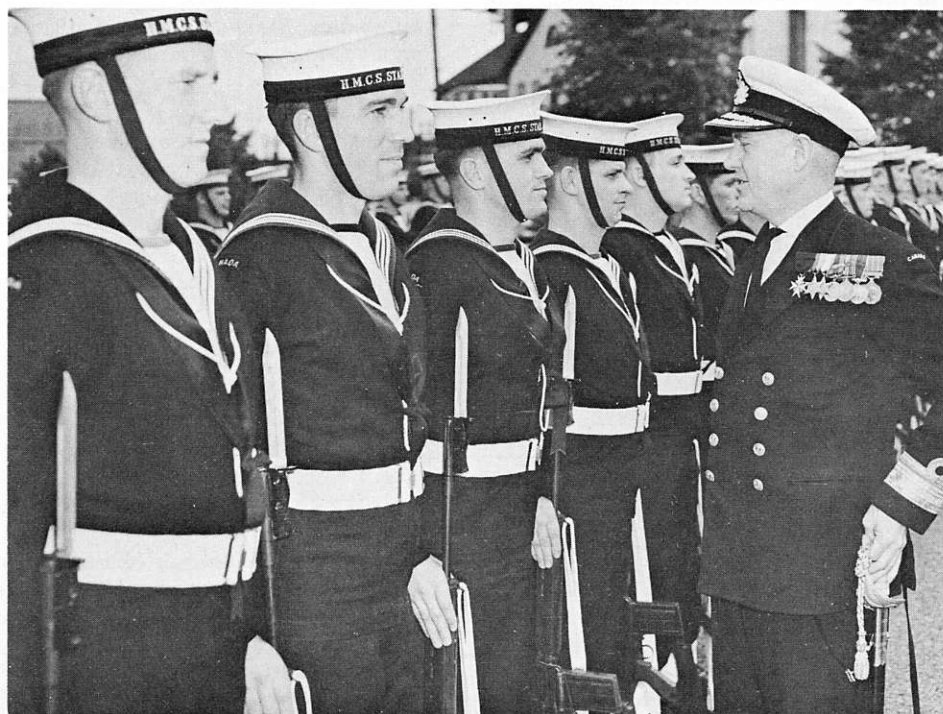


In the course of her Great Lakes training duties this past summer, HMCS *Outremont* travelled as far from salt water as it is possible for a warship of her size to go. She is seen outward bound from Duluth, Minnesota, at the western tip of Lake Superior. The picture is from a snap taken by Mrs. K. M. Vass, of Port Arthur, Ontario, whose son serves in the *Outremont*.

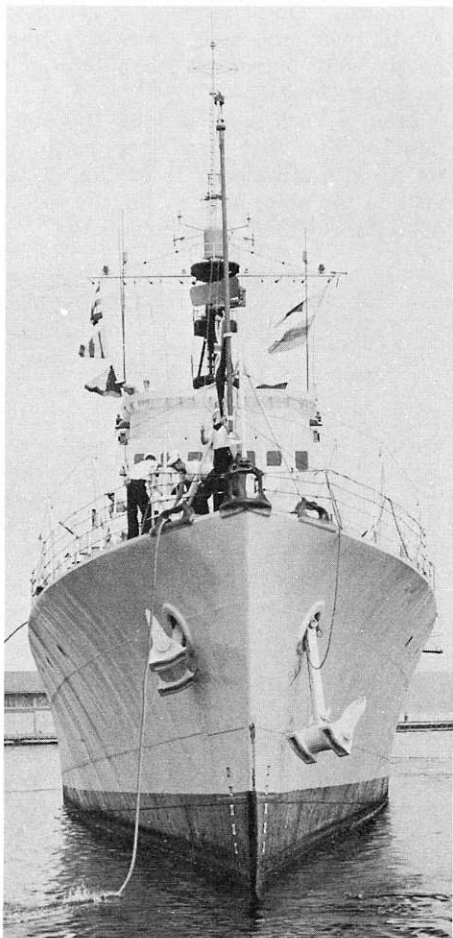
HERE AND THERE IN THE RCN



AB Gordon Smith is the barber during off-duty hours at sea in HMCS Gatineau. (CCC5-110).



"Say 'Ah-h-hi!'" Surgeon Rear-Admiral T. B. McLean, Surgeon General of the Canadian Forces, inspects a Stadacona guard during his call in early July on Rear-Admiral H. F. Pullen, then Flag Officer Atlantic Coast. It was the first visit to the East Coast of the first admiral in the medical branch of the RCN. (HS-61683)



HMCS Outremont eases up to the jetty at HMCS Patriot, Hamilton, in the course of summer training duties with the Great Lakes Training Centre. (COND-5825)



Rear-Admiral H. F. Pullen, who retired August 1 as Flag Officer Atlantic Coast, speaks at the Dockyard ceremony in which he laid the cornerstone for the new boiler shop extension July 5. This was the first cornerstone ceremony the RCN has seen since the Halifax yard was transferred from the Royal Navy half a century ago. The Dockyard authorities thus honoured the admiral for his 38 years of service to the RCN, and his historical and contemporary interest in the dockyard. (HS-61589)



Dr. F. O. Read and family, Ottawa, whose camping trips in an old converted bus were publicized in a Canadian rotogravure magazine in recent years, toured HMCS Kootenay at Halifax during a swing "down East". Flanked by naval guides, the family poses by its cherished "Ottawa Clipper" and the Kootenay. In front are, left to right: Tommy, 15 months; Keith, 11 years; Mary, 8; Shirley, 5, and Jimmie, 7. Back row: CPO Harry Torrents, Gordon, 13; Douglas, 14; Dr. Read, Louise, 16; Mrs. Reid, and Lt.-Cdr. Vern Margetts, supply officer of the Kootenay. The oldest son, Donald, 17, had a summer job which prevented him from making the trip. (HS-61724)



Sea Cadets John Wall, of Penticton, B.C., and James Loch, of Winnipeg, were among hundreds of Royal Canadian Sea Cadets who spent two weeks at HMCS Quadra, sea cadet camp near Comox on Vancouver Island this summer. The camp program includes boatwork, swimming, rifle practice, seamanship training and other activities. (E-56795)



A month-long search for Montreal radio station CJAD's new Hi Teen Queen ended June 4 when Miss Heather Gaynor, of St. John Fisher High School in Valois, was chosen for the honour from among 35 of Montreal's loveliest teenagers. RCN personnel in the Montreal area were particularly pleased by the choice because Heather is the daughter of Cdr. B. E. Gaynor, Officer-in-Charge Naval Supply Depot, Montreal, and Mrs. Gaynor. As Hi Teen Queen, Heather became official hostess of the radio station's Hi Fi Club on its regular Saturday afternoon broadcasts. (Gratz Bros. Ltd. Photo)



C. A. Payne, left, is presented with a cheque and certificate from the Suggestion Awards Committee by Cdr. K. M. Roy, Officer-in-Charge, Naval Supply Depot, Halifax, for his award-winning suggestion that a portable chute be used in conjunction with a hatchway for moving scrap material from the second to the first floor of the Surplus Store at the Naval Supply Depot. This method assists in the loading of trucks and eliminates a safety hazard. (HS-61034)



This picture of survivors of the U-877 was taken by Lt. Stan Dery, RCNVR, then first lieutenant of the Castle class corvette *St. Thomas*, which destroyed the German submarine. (HN-1998)

SURRENDER TO FRIENDSHIP

"Mrs. Stanislas Dery and Mrs. Conrad Camaraire flew over this week to spend five weeks in England, Germany, Italy, Switzerland and France. In Munich they will be guests of Dr. and Mrs. Peter Heisig."—From a social item in the *Montreal Gazette*, May 14.

THERE WAS MORE to the item than is printed above. In its entirety, it went on to explain that Mrs. Dery is the wife of Stanislas Dery, lawyer in St. Johns, Quebec, who was once first lieutenant of the Castle class corvette *St. Thomas*, with the rank of lieutenant, RCNVR. (Currently he's a lieutenant-commander, RCN(R) (Ret).

Dr. Heisig, on his first meeting with Lt. Stan Dery had just ceased to be first lieutenant of the German submarine

U-877. At that time he was known as Oberleutenant zur See Peter Josef Heisig—one of a crew of 55 officers and men whose U-boat had been rendered unserviceable by what was then a secret weapon, code-named "Squid".

The U-877 came to her end on December 27, 1944, in mid-Atlantic. After the corvette *Edmunston* had picked up the submarine on her sonar (or asdic, as it was then called), the Castle class corvette *St. Thomas* moved in and made two attacks with squid from her single mounting. Each attack resulted in a terrific explosion.

The Canadian warships, which also included the frigate *Sea Cliff*, lost sonar contact with the enemy and, after vainly searching the area, were about to depart when the fatally damaged U-boat bobbed to the surface two and a half miles away and the crew swarmed

overboard and clung to one-man dinghies. The *St. Thomas* picked up four officers and 30 men. The remainder were taken into the *Sea Cliff*.

On board the *St. Thomas*, Lt. Heisig proved to be an amiable prisoner, who spoke French fluently and had relatives in Quebec province—factors which put him on speaking terms with Lt. Dery. Now the enforced "hospitality", which Lt. Heisig received on board the *St. Thomas* has been voluntarily returned.

The crowning touch came when Mrs. Dery, about to depart after a most pleasant visit with the Heisigs, was asked by Dr. Heisig to take a gift home to her husband.

It was a special gift, indeed—the former German naval lieutenant's sword—not surrendered to a victorious enemy but given freely as an act of friendship.

THE NAVY PLAYS

'Subs' Retain Soccer Title

The Sixth Submarine Squadron retained the Atlantic Command Soccer championship in a tournament at Cornwallis. The championship final was played between Cornwallis and the Sixth Submarine Squadron. The play see-sawed back and forth throughout the match, but the Submariners proved to have the stronger squad and defeated the Cornwallis club by a 4-1 score.

Before the final match three semi-final games were played, all of which kept the spectators on edge. The first game between Cornwallis and Ships proved to be a free-scoring match, with Cornwallis coming out on top 7-3.

In the second round, the Sixth Submarine Squadron met Stadacona. This was a very tightly-played game and at the end of regulation time the score was tied at 2-2. Two ten-minute overtime periods were played and, at the nine-minute mark of the second period, the Submariners scored a fast goal to win the match 3-2.

The third and final match of the semi-finals, between Cornwallis and Shearwater, was a hard-fought game until the latter part of the second half when Cornwallis scored two goals to defeat their opponents 5-3.

Two consolation games were played, with Stadacona being the victor in both. In the first game, they defeated Shearwater 5-1, while in the second they defeated Ships 5-0.

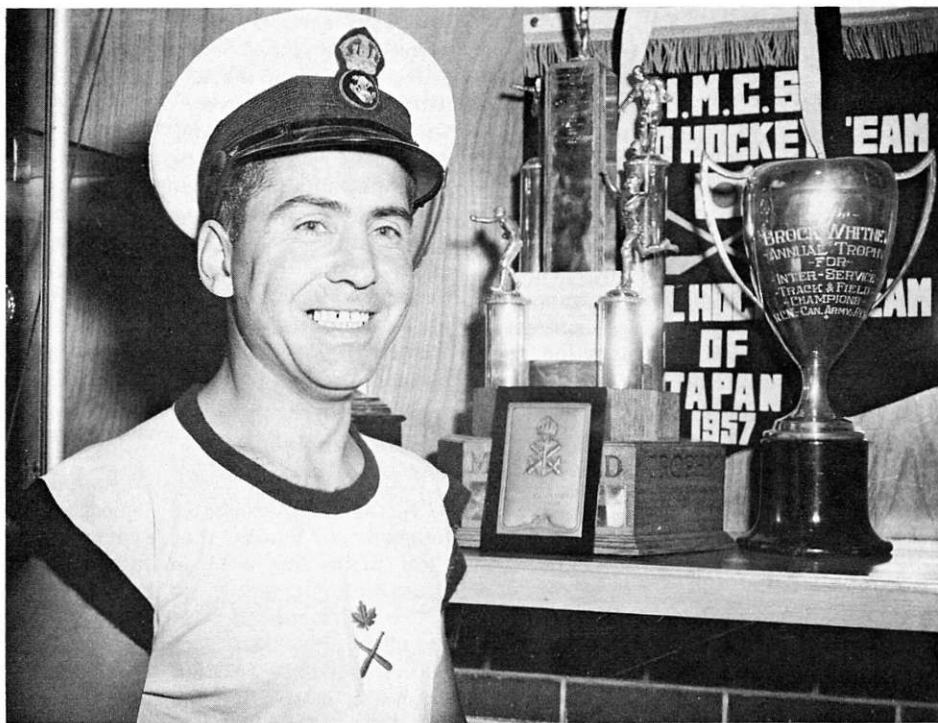
Outlook Good For Pee Wees

When the Pee Wee hockey teams of Shannon Park strap on their pads and skates this coming winter they will be hard pressed to better their last season.

Last year the Pee Wees had four teams in the Shannon Park League, and one bantam and one midget in the Dartmouth Minor Hockey Association.

After playing a 12-game schedule, semi-finals and finals, the playoffs finally resolved to Bruins versus Blackhawks and Red Wings versus Maple Leafs. Final victors were the Maple Leafs after a two-game total.

The Bantams and Midgets also played good hockey, according to Mr. C.



A signal honour was accorded Petty Officer Gerry LeBlanc, of Victoria and Ottawa, when he was selected to officiate at the Olympic track and field trials held in Saskatoon in July. He is on the staff of the P and RT Centre at HMCS Naden. (E-56656)

Bowles, president of the Dartmouth Minor Hockey Association.

A Pee Wee all-star team lost out later to Cornwallis for the G. B. Murphy Trophy, but it was a good game.

Cdr. W. H. Fowler, Command Education Officer, guest speaker at the annual hockey dinner, presented the Maple Leafs with the Shannon Park Town Council Trophy.

Wrens Softball Champions

Late July saw the wind-up of the ladies' softball league at Cornwallis when Wrens outscored Chief and Petty Officers' wives in a sudden death tilt 18-17.

Previously in the semi-finals the Wrens downed the Officers' Wives 21-2, and the Chief and Petty Officers' Wives held the bye.

At month's end a representative team drawn from Wrens, Officers' Wives and Chief and Petty Officers' Wives teams participated in a ladies' softball tournament at RCAF Station Greenwood. In their first game they lost out to RCAF

Beaverbank 18-7, and their second game, also a loss, was at the hands of Greenwood in a close 12-11 game.

Halifax Sailing Squadron Grows

Since it was founded in 1948, the Halifax Squadron of the Royal Canadian Naval Sailing Association has gradually increased its membership, and the facilities which the member can enjoy. It had no permanent home until 1958, and until then races were sailed from Shearwater and Stadacona.

In 1958, however, the squadron combined its resources with the Halifax Garrison Sailing Club and work was commenced on a club house on a site next to the Seaward Defence Base. Funds were obtained from the two clubs, from the ships and establishments of the fleet and from the Army and the club house was practically complete by June 1959. Since then, minor improvements and additions have been made by the members and the club now possesses the usual facilities that yachtsmen require.

The backbone of the sailing fleet has always been service whalers and dinghies, and there is keen competition for the weekly prize in Saturday's races. Winners so far this year include L. O. Bell, M. N. Gilles, C. J. Benoit, and S. D. Bryant.

The yachts *Tuna* and *Grilse* are raced on Saturdays against other yachts from local clubs, and they are used on Sundays and during the week for pleasure cruises. In addition, the growing membership includes general boat owners.

Whalers and dinghies from ships of the fleet are always welcome at the club. Club moorings and stowage space may be used during the time the ships are in harbour.

Crews from visiting U.S. and British warships have been invited to join in races from the clubs and this summer several visitors took advantage of its facilities.

Membership is open to all service personnel, and civilians connected with the services. Wives and children may also sail and attend the social functions.

Navy Successful In Softball Tilt

In late July a strong Navy softball team came through with three wins in the Tri-Service Softball Tournament at RCAF Station Comox, and brought home the "O" Peterson Trophy.

After losing their first game to RCAF, 4-3, they never looked back and the following day clobbered Army 18-3,

followed this up with a 6-5 win against their RCAF tormentors of the previous day and, in the last and deciding game, Navy vs Army, came through with a clinching 8-7 win to take the trophy.

New Entry Field Meet Held

Ottawa division, with a total of 49 points, won top honours in the New Entry Track and Field Meet at Cornwallis. Six firsts were taken by the Ottawa team, including the 100-yard dash, 220- and 800-yard races, the shot put, one-mile run and one-mile relay.

Four divisions, *Ottawa*, *Columbia*, *St. Croix* and *Saguenay*, took part in the meet. *Columbia* took second place honours with a total of 41 points while *St. Croix* held third spot with 35 and *Saguenay* was fourth with 32.

Naval Golfers Defeat Cowichan

With the Hirsch Trophy at stake, the RCN Golf Association successfully fought it out against the Cowichan Golf Club, in the last week of July, in their annual tournament.

The first round of 18 holes was played on the Gorge Vale course with Navy taking the first round 27-24. On the Cowichan course for the second round the Navy increased their win margin 29-19 to bring the trophy back by a total score of 56 to 43. Cowichan held it last year.

Bonspiel Awards Presented

On completion of the RCN Curling Club's season at Lachine Curling Club, Montreal, the presentation of trophies was made last spring.

The RCN Curling Club (Montreal) Bonspiel trophy was presented to Lt. R. J. Edwards, skip, whose team was composed of Sub-Lt. R. Swidinsky, Lt. G. A. Beament and Lt. P. C. H. Fortier.

Lt.-Cdr. A. K. Cameron received the runners-up trophy and with the concurrence of team members, Lt.-Cdr. J. R. Graham and Lt. T. H. Evans, subsequently presented it to Lt. (SC) J. P. Adair, USN, as the player who contributed the greatest effort and spirit to the team.

The Grand Aggregate trophy was also won by Lt.-Cdr. Cameron's rink.

laid on an elaborate program of entertainment for Bermudians which included parades; an "At Home" during which about 2,000 toured the ships lying alongside in Hamilton, with other crowds visiting ships in St. George's and at Ireland Island; an evening reception for 350 invited guests; static naval displays on the jetty such as homing torpedoes, anti-submarine mortar bombs, inflatable liferafts, walkie-talkies, diving gear, radar aerial targets and ship-borne "factory" displays.

There were also live displays off Albuoy's Point which included drone target demonstrations, diving by frogmen, firing of anti-submarine projectiles, and landings by helicopters armed with homing torpedoes.

On the morning of March 19 hundreds of children in organized parties were conducted over the ships, and in the afternoon all RCN warships here held "open house" to visitors.

Next morning some 600 bluejackets from the four destroyer escorts moored in Hamilton marched past the reviewing stand on Front Street on the way to church services. His Excellency the Governor, Major-Gen Sir Julian Alvery Gascoigne, took the salute. On the reviewing stand with His Excellency were Vice-Admiral Harry G. DeWolf, Chief of Naval Staff; Rear-Admiral Hugh F. Pullen, Flag Officer Atlantic Coast; Rear-Admiral B. R. Spencer, Chief of Naval Technical Services; and Commodore James Plomer, Senior Officer Afloat, Atlantic. About 300 sailors from RCN ships moored in St. George's took part in another church parade in the ancient capital, with the Wor. Harry Roberts, Mayor of St. George's, taking the salute.

BERMUDA MAGAZINE TELLS RCN's STORY

A picture story of the RCN's Jubilee celebrations in Bermuda during winter exercises in that area appears in the May issue of *The Bermudian*, a magazine which recently celebrated its 30th anniversary and which presents a bright and interesting picture of life in the mid-ocean colony.

The article on the RCN is illustrated by no fewer than ten pictures, the one heading the article showing HMC Ships *Gatineau*, *Terra Nova*, *Kootenay* and *Columbia*, dressed overall, alongside in Hamilton, capital of Bermuda.

Of historic interest is a picture of the Governor, Major-General Sir Julian Avery Gascoigne on board ship with Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and Commodore James Plomer, Senior Canadian Officer Afloat.

Also pictured is something that will be long remembered in Bermuda—the presentation by AB Alan Morrell, on

behalf of RCN personnel engaged in exercises at Bermuda, of a cheque for £600 to the Bermuda Sailors' Home.

Reprinted here is the first portion of the article in *The Bermudian*. The latter part was a brief history of the RCN, with special reference to the RCN's associations with the islands in war and peace.

FROM MID-JANUARY to the end of March the bulk of the Royal Canadian Navy's Atlantic Fleet took part in an intensive program of training exercises in these waters. In all about 5,000 personnel, 30 warships, a squadron of helicopters and a detachment of utility aircraft were involved in the operations, as well as British and American submarines.

To celebrate the Golden Jubilee of Canada's navy, RCN ships in Bermuda

WELL PLAYED, SIR

KIPLING's "flannelled fool" is not often seen in Canada, outside the larger cities, but there are nevertheless quite a number of far from foolish devotees of the willow and the leather scattered throughout the Dominion, and a goodly proportion of these are residents of Vancouver's lovely isle.

During the languorous days of the British Columbian summer a thriving league of teams plays a short schedule of games, and this year a team from the RCN's Pacific Command has entered the fray. The team, captained by Chaplain J. A. Nickels, has so far one resounding success to its credit, for on June 21, in Beacon Hill Park, battle was joined with the Albion Cricket Club of Victoria.

The RCN team batted first, and the first seven wickets fell for just 15 runs, but then Lt.-Cdr. A. Karagianis and PO

Bill Lewis came together to stop the rot, and took the score to 71 for eight wickets, closing the innings at the 20-over limit set by previous agreement.

When the Albion team took over the willow clubs, the RCN's attack was sustained by Ldg. Sea. Hannaford and Lt. Bernard McNally-Dawes, who bowled throughout the 20 overs with admirable persistence and accuracy.

Behind the sticks, Ord. Sea. Gordon performed in typical Godfrey Evans style, allowing not a single "bye" throughout the game, while in the field the sailors were on their toes to scoop up anything loose. In this endeavour, a noteworthy effort was that of Lt.-Cdr. Jim Dockree, who brought off an amazing catch in the covers, latching on to a ball travelling with the speed of sputnik.

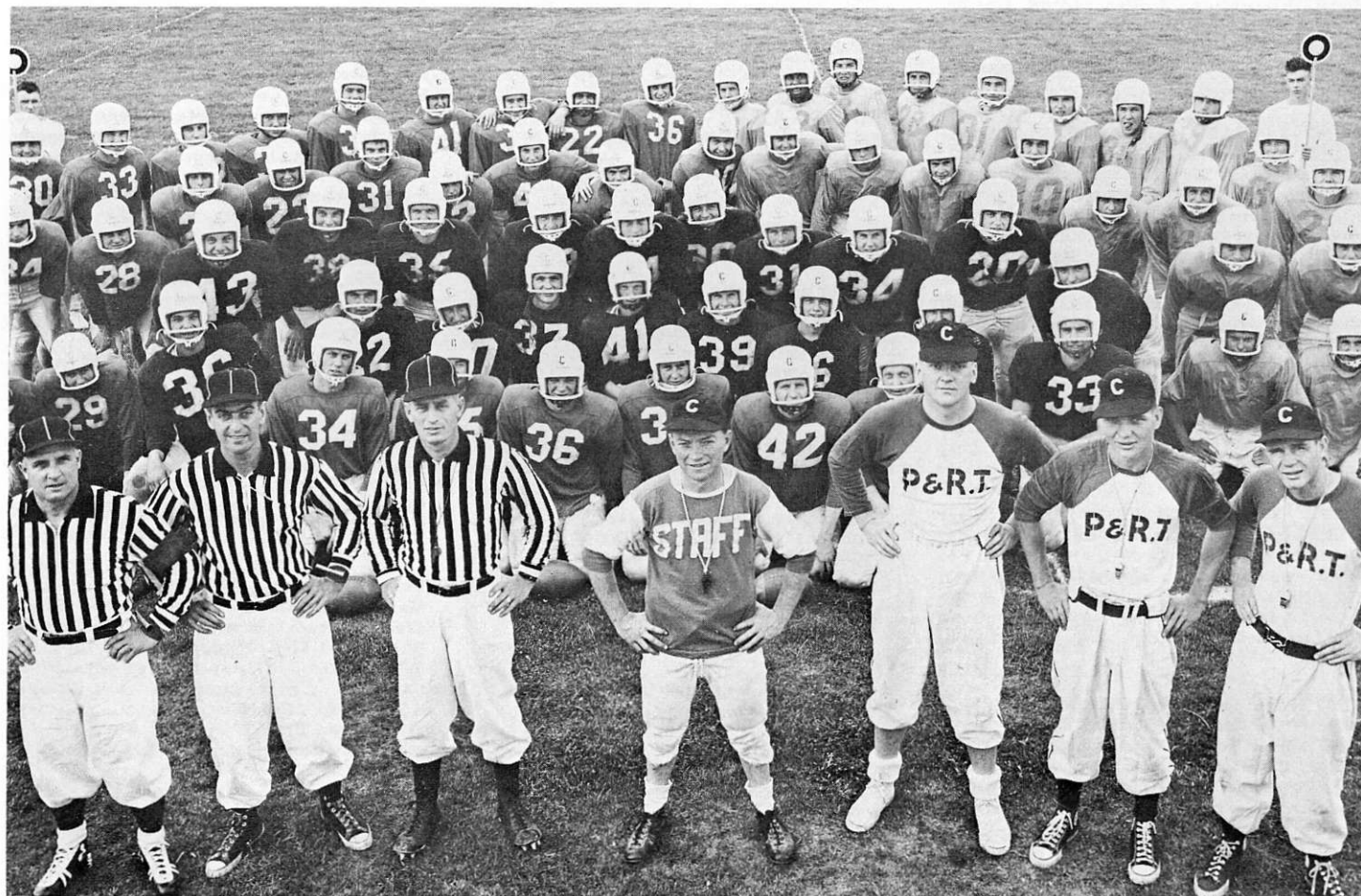
Excitement mounted as the wickets fell and the score crept up. Leading

Sea. Hannaford took five wickets for 27 runs and Lt. McNally-Dawes dismissed three batsmen, so that the Albion's score stood at 69 runs for seven wickets when the last ball of the match was due to be delivered. Needing three runs to win the game, a do-or-die stroke was made, but the ball was smartly fielded and only one run allowed, giving the RCN the team the victory by one run on the last ball of the match.—G.A.D.

Cornwallis Rink Curling Champions

Winner of the championship curling event in the Atlantic Command Bonspiel in late April at Cornwallis was the rink skipped by Lt. Roy Evans.

His rink included Ldg. Sea. Ed Franklin, mate; Captain F. S. Frewer, commanding officer, Cornwallis, second, and Lt.-Cdr. Chan Gillis, lead.



Three hundred new entries took part in Canadian football spring training session at Cornwallis. About a fifth of the number are seen here with officials and coaching staff. The officials, at the left, are CPO John Rowland, PO Paul Potvin and PO Maurice Ridgway. The coaching staff, centre and right, is made up of CPO Lawrence O'Brien, PO Roy McNeiley, AB Morrison Hedden and PO Raymouth Shanks.

RETIREMENTS

CPO JEAN FRANCIS BROWN, C1ET4, of Wilcox, Sask., joined May 6 1940; served in Naden, Stadacona, Assiniboine, Cornwallis, Cobalt, Port Arthur, CN-366, Border Cities, Peregrine, Niobe, Ontario, Magnificent, Micmac, Wallaceburg, Montcalm, D'Iberville, St. Laurent; awarded the CD August 18, 1952, retired July 3, 1960.

CPO WALTER HENRY DALLIN, C1BN4, of Frobisher Bay, Sask., joined August 6, 1939; served in Naden, Stadacona, St. Laurent, Hochelaga, Nipigon, Sudbury, Beaconhill, Sioux, Crescent; awarded RCN Long Service and Good Conduct Medal August 5, 1954; retired August 5, 1960.

CPO CANDIDO DE CANDIDO, C2SN4, of Drumheller, Alta; joined July 31, 1939; served in Naden, Stadacona, Ottawa, Q061, Skeena, Cornwallis, Chaleur, Dunver, Cougar, Crescent, Givenchy, Rockcliffe, Ontario, Beacon Hill, Wallaceburg, Portage, Haida, Huron; awarded RCN Long Service and Good Conduct Medal July 31, 1954; retired August 10, 1960.

CPO HIBBERT MEDLEY DOWNING, C2ER4, of Oxford, N.S.; joined July 31, 1939; served in Stadacona, Fundy, Assiniboine, Medicine Hat, Cornwallis, Stonetown, Peregrine, Kincardine, Scotian, Lloyd George, Nootka, La Hulloise, Haida, Wallaceburg, Micmac, Quebec; awarded Long Service and Good Conduct Medal July 31, 1954; retired August 2, 1960.

CPO LEONARD ERINGTON EBBELING, C1BN4, of Regina, Sask., joined July 31, 1939; served in Naden, Stadacona, St. Laurent, Lawlors Isld., Restigouche, Columbia, Niobe, Prince Henry, Niobe, Givenchy, Warrior, Ontario; awarded the Long Service and Good Conduct Medal, retired July 30, 1960.

CPO CLARENCE HARRY FAULKNER, C2ER4, of Halifax, N.S.; joined April 4, 1938; served in Stadacona, Venture, Skeena, Moose Jaw, Niobe, HMS Victory, HMS Berwick, Athabaskan, Avalon, Peregrine, Hochelaga, Chaleur II, Victoriaville, Micmac, Scotian, Haida, Iroquois, Magnificent, Bonaventure; awarded CD 29 May, 1951; retired August 9, 1960.

CPO VICTOR CHARLES GOODRIDGE, C1BD4, of St. Catharines, Ont., joined the RCNVR February 5, 1941, transferred to RCN June 19, 1946, served in Stadacona, Cornwallis, Naden, Magnificent, Star, Shearwater; awarded the Long Service and Good Conduct Medal March 8, 1946, retired July 28, 1960.

PO WILLIAM JOHN HERBERT, P1ER4, of Dundee, Scotland; joined May 6, 1940; served in Naden, Alberni, Stadacona, Barrie, Cornwallis, Chicoutimi, Scotian, Hochelaga, Avalon, Peregrine, Stonetown, Avalon, Uganda, Crescent, Rockcliffe, Ontario, ML 124, Cayuga, New Waterford; awarded CD September 19, 1952; retired August 25, 1960.

CPO LEONARD FREDERICK LAMBERT, C2WV4, of Acton, Ont., joined July 15, 1940, served in Naden, Nitinat, Q-069, Stadacona, Niobe, J-1531, Forest Hill, MV-889, V-190, Iroquois, Magnificent, Swansea, Micmac,

Haida, Nootka, Portage, Crescent, Algonquin, Shearwater, Prestonian, St. Laurent; awarded the CD September 4, 1952, retired July 31, 1960.

CPO DONALD DOUGLAS McCULLOCH, C2BN3, of Edmonton, Alta, joined July 31, 1939, served in Naden, HMS Malaya, Stadacona, Skeena, Lady Rodney, Chaleur II, Pt. Pelee Park, DEMS Halifax, Lethbridge, Cornwallis, Prince Rupert, Givenchy (CN 560), Strathadam, Peregrine, Givenchy (J-847), Prince Robert, Unicorn, York, Athabaskan, Ontario, Antigonish, Niobe, HMS Excellent; awarded the CD August 23, 1951; retired July 30, 1960.

CPO HOWARD DANIEL McLAUGHLIN, C2ER4, of Regina, Sask., joined July 15, 1940, served in Naden, Prince Robert, Dawson, Burrard (J-868), Stadacona, Fort Ramsay, Peregrine, Ingonish, Niobe, Cornwallis, Springhill, HMS Puncher, Portage, Givenchy, Diving Tender #2, Ontario, Prestonian, Lanark, Crescent, Assiniboine; awarded the CD August 1, 1952; retired July 14, 1960.

CPO ALBERT NORMAN O'CONNELL, C2ER4, of Port Elgin, N.B., joined July 31, 1939; served in Stadacona, Saguenay, Hepatica, Cornwallis, Niobe, Forest Hill, Peregrine, Strathadam, St. Stephen, Iroquois,

Crescent, Donnacona, Haida, Huron, Quebec, Buckingham, Wallaceburg; awarded the CD October 25, 1951, retired July 30, 1960.

CPO JAMES HEWITT OLIVER, C2SW3, of Vancouver, B.C.; joined RCNVR April 25, 1939, transferred to RCN September 28, 1945; served in Naden, Prince Robert, Royal Roads, Caracquet, RCN College, Stadacona, St. Catharines, Captor II, Discovery, Niobe, Warrior, Ontario, Beacon Hill, Cayuga, Athabaskan, Saguenay; awarded CD September 20, 1952; retired August 25, 1960.

CPO ELWYN JAMES HAROLD PERKINS, C1LT4, of Victoria, B.C., joined July 31, 1939; served in Naden, Stadacona, St. Laurent, Hochelaga, Drumheller, Cornwallis, Star, Cataraqui, Scotian, New Liskeard, Middlesex, Givenchy, Ontario, Discovery, Skeena; awarded the DSM August 15, 1944, Long Service and Good Conduct Medal, retired July 30, 1960.

CPO CARL JOHAN PETERSON, C1ST4, of Kingston, Ont., joined July 15, 1940; served in Naden, Stadacona, Annapolis, Nootka, Acadia, Chaleur II, Givenchy, Cornwallis, Micmac, Scotian, Warrior, Magnificent, Cayuga, Haida, Shearwater, St. Laurent, Hochelaga; awarded CD July 15, 1952; retired August 2, 1960.

CPO CLARENCE AUBREY REDDEN, C1LT4, of Windsor Forks, N.S., joined June 30, 1937; served in Stadacona, Saguenay, HMS Victory, Assiniboine, St. Laurent, Restigouche, HMS Osprey, Columbia, Naden, Cornwallis, Scotian, Swansea, Magnificent, Nootka; awarded the Long Service and Good Conduct Medal July 18, 1952; retired July 16, 1960.

CPO ROBERT WILLIAM REEDMAN, C2ER4, of Lytton, B.C., joined July 15, 1940, served in Naden, Nanaimo, Stadacona, Frederickton, Hunter, Peregrine, Cornwallis, Sioux, Givenchy, Ontario, Athabaskan, Ontario, Queen, Crescent; awarded the CD August 28, 1952; retired July 14, 1960.

CPO ANGUS RUSSELL, C1ET4, of Hamilton, Lanarkshire, Scotland, joined the RCNVR October 15, 1940, transferred to RCN June 19, 1944, served in Div. Str. Toronto, Stadacona, Suderoy VI, Cornwallis, Niobe, Haida, Huron, Qu'Appelle, Magnificent, Shearwater, Naden, Cayuga, Discovery, Bonaventure, Donnacona, Hochelaga, Bytown; awarded the CD October 16, 1952; retired July 27, 1960.

CPO JOHN SIDNEY SPELMAN, C1ST4, of Victoria, B.C., joined July 24, 1939, served in Naden, MacDonald, Prince Robert, Stadacona, Venture, Fundy, Charny, Givenchy, Burrard (J-847), Peregrine, Protector, Iroquois, Huron, Qu'Appelle, Warrior, Niobe, Chippawa, Naden Supply School, Ontario, Athabaskan, Crusader, Cayuga, Discovery (NSD Lynn Creek); awarded the Long Service and Good Conduct Medal; retired July 23, 1960.

CPO EARL ALEXANDER STONG, C1SG4, of Toronto, Ont., joined RCNVR April 29, 1940, transferred RCN November 15, 1940, served in Stadacona, Annapolis, Stadacona (Signal School), Ottawa, Avalon, St. Hyacinthe, Minas, Baddeck, Peregrine, York, Cataraqui, Carleton, Magnificent, Swansea, Cornwallis, Quebec, Haida, Bytown; awarded the CD, July 11, 1952; retired July 7, 1960.

Landlubbers Define 'Ship'

By dictionary definition, a ship is:

- any large sea-going vessel;
- a vessel with a bowsprit and three, four or five square-rigged masts;
- specifically, a vessel having a bowsprit and three masts, each of which consists of a lower, top and topgallant mast, i.e., a ship-rigged vessel;
- in the sport of rowing, a racing eight-oar boat;
- a naval shore establishment, commissioned as a ship — hence the term "stone frigate".

To this list (having taken a deep breath) one may add a "ship" definition to be found in Article 4.0 of the Department of Defence Production's "Master Vocabulary of Principal Ship and Cost Components" — short title "SHIPCAB" — issued June 10, 1959.

"A ship is, in brief, a self-contained body of interrelated members, components, spaces and areas and can, therefore, be defined as being a system of spatial relationships correlated to a common purpose, and enclosed by physical boundaries of which the form and extent are determined by practical considerations of sea-going efficiency."

And that, without knowing it, is what the Royal Canadian Navy has been furrowing the oceans with for the past 50 years.

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.

ADAMS, John T.LSAR1
AITKEN, JosephP2EM2
ALEXANDER, Hamilton V.P2BD3
ALLEN, Bryee R.LSNA2
ALLEN, David T.LSEM1
ALLEN, Ronald E.P2AT2
AMOS, Edward F.LSWU2
APELDOORN, Arnold J.LSAP2
ARCHER, William J.LSVS2
ARSENAULT, Windsor M.LSBA2
ARTHUR, Clifford W.P2EM2
AUSTIN, Harry F.LSAP2

BADGER, Lawrence R.LSRS2
BAIRD, Grant R.LSAR1
BAKER, Reginald H.LSSN1
BALD, Douglas L.LSRM1
BALDWIN, William G.LSRS2
BALFOUR, James R.LSWS2
BALL, Bernard I.LSFC2
BANNISTER, Robin J.LSBA2
BARBIN, Rodrigue J.LSSW1
BARBOUR, Ralph C.LSAW2
BARTLETT, Donald J.LSFC2
BASKETTE, Gerald M.LSAT2
BAXTER, Bruce H.LSAP2
BEARDSLEY, John T.P2RS3
BECKETT, Brian H.P2SG2
BERUBE, Auguste, U.P2SW2

BONES, Gordon G.LSNS2
BONNER, Douglas G.P2BD3
BONTER, George M.P2EM2
BOYLE, Philip G.LSEM1
BOYLE, Ronald C.LSEM1
BRADLEY, Eugene F.LSNS2
BROCKLEY, RobertP2AW2
BROOMHEAD, AlanLSRM1
BROWN, Robert D.P2WA2
BROWNRIGG, John A.P2MO2
BRUNER, Garvin R.P2BD3
BUCIOR, Chester J.LSPW1
BUJOLD, Gaston J.LSRP1
BUNTING, Kenneth G.LSFC2
BURKE, Clyde C.LSEM1

CALLAGHAN, Ronald F.P2BD3
CAMERON, Richard C.LSNA2
CAMPBELL, Roderick J.LSRP1
CANFIELD, Kenneth W.P2WU2
CARA, Lloyd P.LSRS2
CARDIFF, William E.LSPH2
CASHMAN, William A.LSRP1
CHAMBERS, Thomas H.LSCK2
CHILIBECK, William B.P2MA2
CLACKSON, Gerald N.LSWU1
CLARK, Charles B.LSEA2
CLARK, Lawrence H.LSNS2
CLARK, Robert D.LSLT3
CLARKE, Keith A.P2RS3
CLARKE, Warren C.P2RM2
CLYDE, David C.LSRM1
COCHRANE, Reginald T.P2AT2
COLDWELL, James H.LSAP2

COLES, Clayton H.LSEM1
COOPER, RalphP2NS2
COOTE, Glendon H.LSBA2
CORMIER, Claude V.LSWU2
COTE, Patrice D.LSNS1
COWAN, William E.LSAT2
COX, Dan C.LSWU2
CRAIG, Edward O.LSWA2
CRAIG, Robert L.LSEM1
CROTEAU, Claude J.P2EM2
CROXEN, Lester F.LSPW2
CUFFE, Henry J.LSAT2
CULL, Harold G.LSET2

DALBY, Robert V.LSRP1
DEGIRO, LamoLSBA2
DEMONE, Elder L.P2RS3
DENBY, William M.LSEM1
DESCHENES, Roland J.LSAM2
DICKSON, James F.P2LT3
DIXON, Lance G.LSMA2
DOCKSTADER, Clarence H.P2WU2
DODD, David S.P2NS3
DOHERTY, Robert M.LSWA2
DONOVAN, David K.P2FC2
DOUGLAS, John S.P2EM2
DRAKE, John P.P2RP2
DRINKWALTER, James H.LSNS1
DUFFY, Ronald W.LSFC1
DUGUID, William H.LSSN1
DUNCAN, Lawrence W.P2MA2
DUPUIS, Robert A.LSWA2
DYSON, George L.P2EM2

EASTICK, Leslie T.LSRM1
EASTMAN, Martin A.LSWU1
EVANS, Peter J.P2MA3
EVELEIGH, Robert P.LSSN1

FALCONER, WilliamP2BN2
FENNERTY, Gordon A.LSEM1
FERRISS, Donald M.P2EM2
FINLAYSON, Duncan T.LSEM1
FOLSTAD, Harold L.LSET2
FORD, Clifford B.P2EM2
FOREST, Roger J.LSRM1
FOSTER, James W.LSSN2
FOX, Brian F.LSRM1



On the eve of his departure from Hamilton to become Flag Officer Pacific Coast, Esquimalt, Rear-Admiral E. W. Finch-Noyes was made a life member of the joint Chief and Petty Officers' Mess at HMCS Star and HMCS Patriot. The presentation was made by PO Edward Dunfield, RCN(R), president of the mess. (COND-5797)

FOX, Clifford A.P2AW2
FOX, Steven C.LSEM1
FOY, Paul E.P2NS3
FRASER, Norman L.P2VS2
FRASER, Robert N.P2RP3
FRIER, Richard H.LSAR1

GALLAGHER, Brenton A.P2EM2
GALLANT, Jacques H.LSRS2
GALLO, David A.LSVS1
GARLAND, Kenneth G.LSBA2
GAUDET, Nelson J.LSCK2
GAUTHIER, Ronald A.LSLT3
GEDDES, Donald R.P2FC2
GELINAS, Jacques J.LSEM1
GLEDHILL, Allan S.LSRP1
GLOVER, Donald E.LSRM1
GORE, Andrew E.P2RM2
GORSLINE, Rodney A.LSRP1
GOUGH, David S.LSAP2
GOULET, Robert A.LSWS1
GRANDMAISON, Lloyd F.LSCK2
GRANGER, Thomas G.LSAT2
GRASS, George E.LSSW1
GREEN, Eldred A.LSWU1
GREENAWAY, Ronald H.LSAT2
GRILLS, Grant M.LSMA2

HADDOW, Glen A.LSAT2
HALL, William H.P2RM2
HALL, Eric R.LSAW1
HANCOCK, William J.P2SG2
HATFIELD, Sinclair C.LSEM1
HENDERSON, Densmore B.LSNA2
HENDERSON, Gordon W.LSRP1
HENDSBEE, David W.LSFC2
HENRY, AlexanderLSRM1
HILL, James P.LSEM1
HIPGRAVE, Dennis A.P2WS3
HOBBS, WilsonLSEM1
HOGGEN, Robert K.LSRM1
HOLLIER, Gordon P.LSRP2
HULL, Gerald M.P2PW2
HULLEY, Gordon O.LSEM1

JACKSON, Harlan E.LSEA2
JACKSON, Ronald C.LSSN1
JAMIESON, Keith D.LSSN1
JENKINS, Gordon A.LSFC2
JOHNSTON, John A.LSRP1
JOHNSON, Kenneth D.P2RP2
JONES, Charles E.P2EM2
JORDAN, Victor W.LSNA2

KARPIUK, William G.P2VS3
KELLY, Bernard D.LSRM1
KELLY, Ernest W.LSEM1
KENNY, Paul R.LSEM1
KING, Robert H.P2VS2
KING, RonaldLSEM1
KOHLRUSS, Delmar F.LSWU1
KOZAK, NicholasLSMA2

LABELLE, Jean H.LSSW1
LACHANCE, Claude J.LSBA2
LACHANCE, Paul H.LSCK2
LAING, Glen A.LSEA3
LALONDE, KennethLSRS2
LAMB, Robert G.LSWU1
LANE, Donald A.P2RS3
LANE, Thomas A.P2AM2
LANNAN, Marvin B.P2EM2

LARIVIERE, Jean-Guy J.LSSW2
 LARSEN, RobertP2CD3
 LAVIOLETTE, Donald R.LSSN2
 LAW, Norman C.LSSN1
 LEHTOLA, George J.LSRA2
 LEMOINE, Richard J.LSSW2
 LEVASSEUR, Hector J.P2AW3
 LEWIS, Nelson R.P2CK2
 LUCAS, Thomas A.P2RA3

MADISON, John F.LSCK2
 MAGNUSSON, Alen H.LSBA2
 MAIN, Jan P.LSNA2
 MANDER, Douglas N.P2NA2
 MATHESON, Francis G.LSSN2
 MAY, James C.LSEM1
 MELCHIOR, Leo K.P2SN3
 MILES, William M.LSAP2
 MILLER, Floyd C.LSWS1
 MONTGOMERY, Norman E.LSSW2
 MOORE, John A.LSRP1
 MOORE, Ronald J.P2SG2
 MOQUIN, Roderigue J.LSET2
 MORGAN, James C.LSAT2
 MORGAN, Thomas R.LSCK2
 MOULTON, Robert S.LSVS2
 MURCKLEN, Roy W.LSRS2
 MUSTER, EdwardP2SN2
 McCABE, Robert A.P2EM2
 McCANN, James T.LSRM1
 McCARTHY, Frederick J.LSAR1
 McCRACKEN, John L.LSEM1
 McDERMID, Clarence A.LSEM1
 McDONALD, John R.LSNS1
 McFADDEN, Frederick S.LSVS1
 McGEE, GeraldLSRS2
 McGLONE, Ronald J.LSLT2
 McGRAW, JosephLSEM1
 MCGREGOR, Ronald H.P2WU3
 McHATTIE, David L.LSRM1
 McINNIS, Sterling E.LSAF1
 McKENNA, Owen D.P2SN3
 McKENZIE, Joan A.WLSD2
 McLACHLAN, Andrew A.P2AT2
 McMULLIN, William I.P2EM2
 McPHERSON, John D.LSSW2
 MacDONALD, Archibald J.P2SN3
 MacFARLANE, John S.LSRS2
 MacINTOSH, Francis T.LSEM1
 MacKENZIE, Gerald B.LSSW2
 MacLEAN, Ralph A.LSSN2
 MacLEOD, Donald C.LSRP2
 MacLEOD, John T.LSAT2
 MacLEOD, Marshall E.P2EM2

NEWELL, Norman F.LSSG1
 NORMAN, Gerald M.P2RM2

OATWAY, Edward G.P2EM2
 OIVANEN, Gary L.LSAM2
 O'QUINN, Andrew S.LSCK2
 ORGAR, William J.P2EM2
 OZORIO, Raymond M.P2MA2

PALMER, James A.P2FC3
 PARSONS, Donald F.P2RM2
 PATTERSON, Donald R.LSEM1
 PEACOCK, Ross, H.LSSW2
 PEARDON, Keith R.LSET2
 PELLETIER, Ronald H.LSET2
 PICCO, George R.P2AM2
 PIHOWICH, Allan J.LSRM1
 PIKE, Leonard F.LSAM1
 PILGRIM, James A.LSNA2
 PITMAN, Donald M.LSWU1
 PLEWA, Adolf G.LSRP1

RCN (R) PROMOTIONS

ARMSTRONG, Victoria J. ..WASS(X)1

CAME, Frank T.ABMA(X)1

DAVIES, June M.WASS(X)1

DICKSON, Douglas B.P1CR(X)5

FILLMORE, Margaret E. ...WASA(X)1

FORD, Larry R.P2MA(X)4

GARRECK, HarleyP2QM(X)4

GAWTHORPE, ErnestP1QM(X)4

GIMPEL, John C.LSBD(X)3

GURIEL, CyrilP1BD(X)6

GOUGH, Francis W.C2SH(X)8

HRANKA, Cyril F.C2ER(X)8

JOHNSTON, William A. R. ..LSBD(X)3

KERLEY, Kenneth F. S.LSBD(X)3

KNEZEVICH, Rose M. A. ..WAME(X)1

LAWSON, Anne M.WACO(X)1

METIER, Wilma J.WAME(X)1

MORRIS, Burrel D.P2QM(X)4

OWEN, Sandra F.WASN(X)1

PENNOCK, Allen J.ABBD(X)1

ROSZMAN, Frederick C.LSTD(X)2

SMALE, Helen L.WP2CO(X)4

SMITH, Phillip J.LSAM(X)2

SPEED, Harry E.C1CR(X)6

TAYLOR, Harold R.ABLM(X)1

WADE, Charles H.P1CV(X)5

WALBERG, Walter E.LSBD(X)3

PLUMB, Duncan A.LSAF1

PORTER, Robert E.LSEM1

PROCTOR, Alan F.P2RM2

RADFORD, Hilliard W.LSRM1

RANDLE, Rose J.LSEM1

REES, Dennis A.LSRS2

REGAN, Richard T.LSEM1

RICHARD, Alain O.LSCK1

RICHTER, Warren F.LSLT2

ROBINSON, Bradley A.LSSW2

ROBB, Ian S.P2FC3

ROBINSON, Harry W.LSMA2

ROCHELEAU, ReynoldLSEM1

CANADIAN PUBLISHER

The Canadian publisher of two books reviewed in the July issue of *The Crowsnest*—*Coronel and Falkland* and *Admiral Lord Anson*—is British Book Service (Canada) Limited, Kingswood House, 1068 Broadview Avenue, Toronto. This information was not available when the July issue went to press.

ROSE, Archie E.LSRP1
 ROSS, Norman E.LSEM1
 RUTHERFORD, Gerald D.LSSN1
 RUTHERFORD, Theodore J. ...P2EM2
 RYAN, James F.P2WA2

SANDERS, Robert E.P2WU3

SANDULIAK, MauriceP2RA3

SCALES, Derrell J.P2CK2

SCHIJNS, Ferdinand A.LSRS2

SCHOFIELD, Lorne A.LSRP2

SCHULTZ, Karl F.LSFC2

SCOTT, John R.LSRM1

SELLARS, Joseph E.LSFC2

SENGER, Robert L.LSPW1

SHEA, Robert F.LSEM1

SHERWOOD, Wilfred S.P2SW2

SLANEY, Kevin J.LSBD2

SMALE, Joseph B.LSVS1

SMITH, John A.LSRS2

SMITH, Martin J.P2RM2

SORENSEN, EricLSEM1

SPRING, Robert G.LSEM1

STANSFIELD, DouglasLSRS2

STEVENSON, Brian J.LSNS2

STEWART, George A.LSRS2

STEWART, Raymond E.LSSW2

St. JOHN, Vincent H.LSRP1

STRAITON, JamesLSWU1

STRONG, Lawrence R.LSRP2

SUTTON, Donald K.P2AW2

SYNEK, Roland J.LSFC2

TARABAS, Donald F.LSRS2

TEATHER, Charles A.LSSN1

THOMAS, Leonard L.LSAT2

THOMAS, Phillip G.LSSN2

THOMSON, William G.LSNS2

THORNE, Norman W.LSEM1

TINNION, John S.P2RM2

TOWNSEND, Peter G.LSSG1

TRIPP, James C.LSEM1

TUELE, Ronald V.P2RM2

TULK, Walter S.P2FC3

TURNER, Edward P.LSRP1

TURNER, Henry M.P2SN3

UBDEGROVE, Stanley E.LSAM2

VANDENBURG, William J.LSRS2

VANDUZEE, Michael F.LSRP1

VINCENT, Dennis M.P2RM2

WADDELL, James G.LSMA2

WALSH, John A.LSBA2

WALTERS, John A.LSRP1

WATTERS, Doniel A.LSNA2

WATTS, James E.P2BD3

WAY, Gordon W.LSNA2

WEBB, ThomasLSRS2

WELLS, John D.LSAM2

WELLS, John R.LSRM2

WHITE, JosephLSRP1

WHITE, Thomas C.P2AT2

WILLIAMS, Robert J.P2WU2

WILSON, Robert R.P2SN2

WOOD, Lorne R.LSAF1

WOYCHUK, Wilfred F.LSVS2

WRIGHT, John P.LSBD2

WULOWKA, Olie E.P2RM2

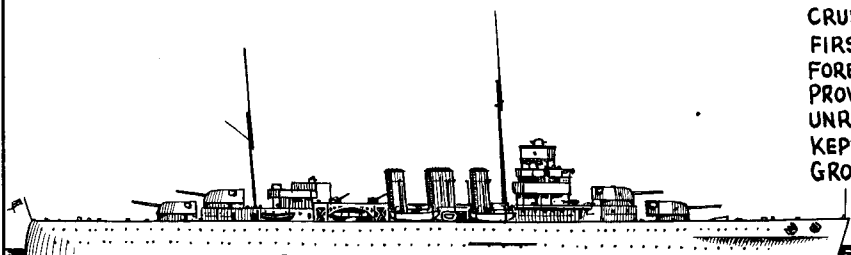
YOUNG, Fabian J.P2SW2

ZOBATAR, John A.P2SN3

Naval Lore Corner

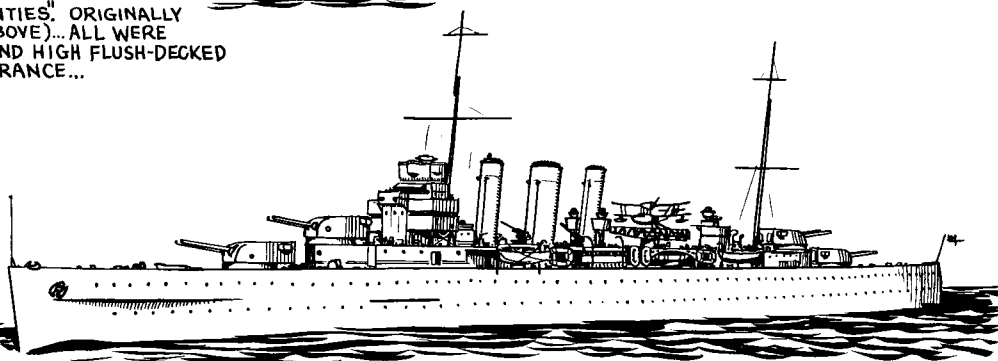
Number **84**
THE FAMOUS "COUNTIES"

BUILT BETWEEN 1927 AND 1930, AFTER THE WASHINGTON NAVAL TREATY, THE 13 "COUNTY" CLASS 8-INCH GUN CRUISERS (2 OF WHICH SERVED IN THE R.A.N.) WERE AT FIRST ROUNDLY CRITICIZED AS BEING INFERIOR TO THEIR FOREIGN CONTEMPORARIES. HOWEVER, THEY MORE THAN PROVED THEMSELVES DURING THE WAR WHEN THEIR UNRIVALLED SEA-KEEPING QUALITIES AND HABITABILITY KEPT THEM IN THE FORE-FRONT OF ACTION. OF THREE GROUPS (KENT, LONDON AND DORSETSHIRE CLASSES), THEY ALL UNDERWENT VARIOUS REFITS AND MODERNIZATION...

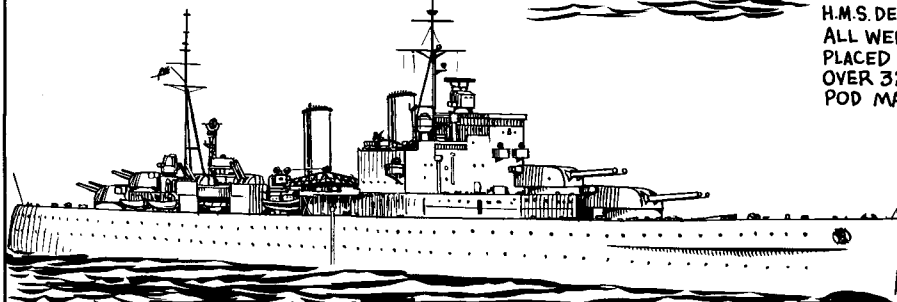


HMS BERWICK—THE FIRST OF THE "COUNTIES". ORIGINALLY THE "COUNTIES" HAD SHORT FUNNELS (ABOVE)... ALL WERE LATER LENGTHENED. THEIR 3 FUNNELS AND HIGH FLUSH-DECKED HULLS GAVE THEM A DISTINCTIVE APPEARANCE...

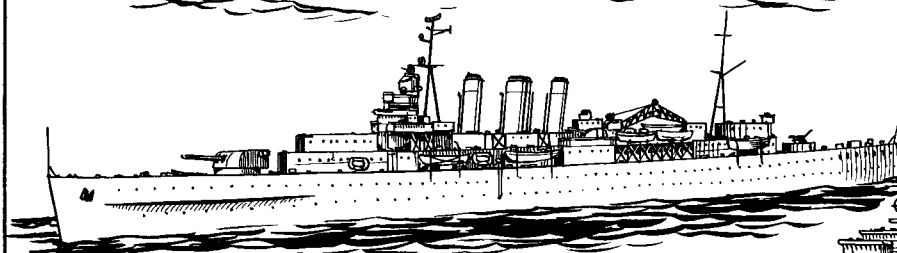
THREE OF THE "COUNTIES" WERE SUNK DURING THE WAR... ALL BY THE JAPANESE. H.M.A.S. CANBERRA HAD TO BE DESTROYED AFTER HEAVY DAMAGE OFF SAVO IN THE SOLOMONS IN 1942. H.M.S. CORNWALL AND H.M.S. DORSETSHIRE WERE SUNK IN THE INDIAN OCEAN IN 1942...



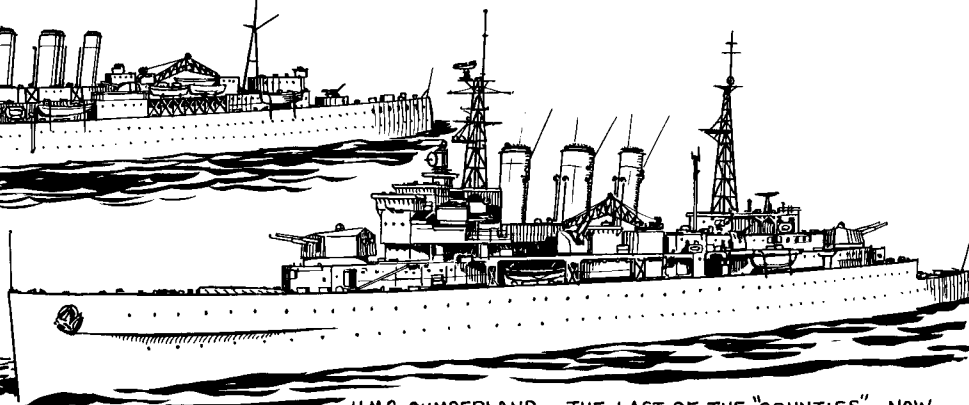
H.M.S. DEVONSHIRE—TYPICAL OF THE "COUNTIES" IN THE 1930's. ALL WERE ARMED WITH EIGHT 8-INCH GUNS AND DISPLACED BETWEEN 9,830 AND 10,000 TONS. SPEED WAS OVER 32 KNOTS. DURING THE WAR THEY RECEIVED TRIPOD MASTS AND LOST THEIR CATAPULTS...



H.M.S. LONDON (LEFT), THE ONLY "COUNTY" THAT WAS COMPLETELY RECONSTRUCTED. ORIGINALLY SHE APPEARED AS THE DEVONSHIRE (ABOVE). MODERNIZATION REDUCED THE NUMBER OF FUNNELS TO TWO. SHE SERVED UNTIL 1950.



H.M.S. DEVONSHIRE WAS CONVERTED INTO A TRAINING SHIP IN 1946-7 AND OF HER MAIN ARMAMENT SHE ONLY RETAINED 'A' TURRET. ADDED SUPER-STRUCTURE PROVIDED ADDITIONAL INSTRUCTIONAL AREAS. SHE HAS SINCE BEEN SCRAPPED.



H.M.S. CUMBERLAND... THE LAST OF THE "COUNTIES"... NOW BEING BROKEN UP, HAVING SERVED SINCE THE WAR AS A WEAPONS-TRIALS CRUISER (ABOVE). SHE SERVED FOR NEARLY 34 YEARS, AND WITH HER PASSING, A FAMOUS CLASS DISAPPEARS FROM THE ROYAL NAVY...

Roger Duhamel

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