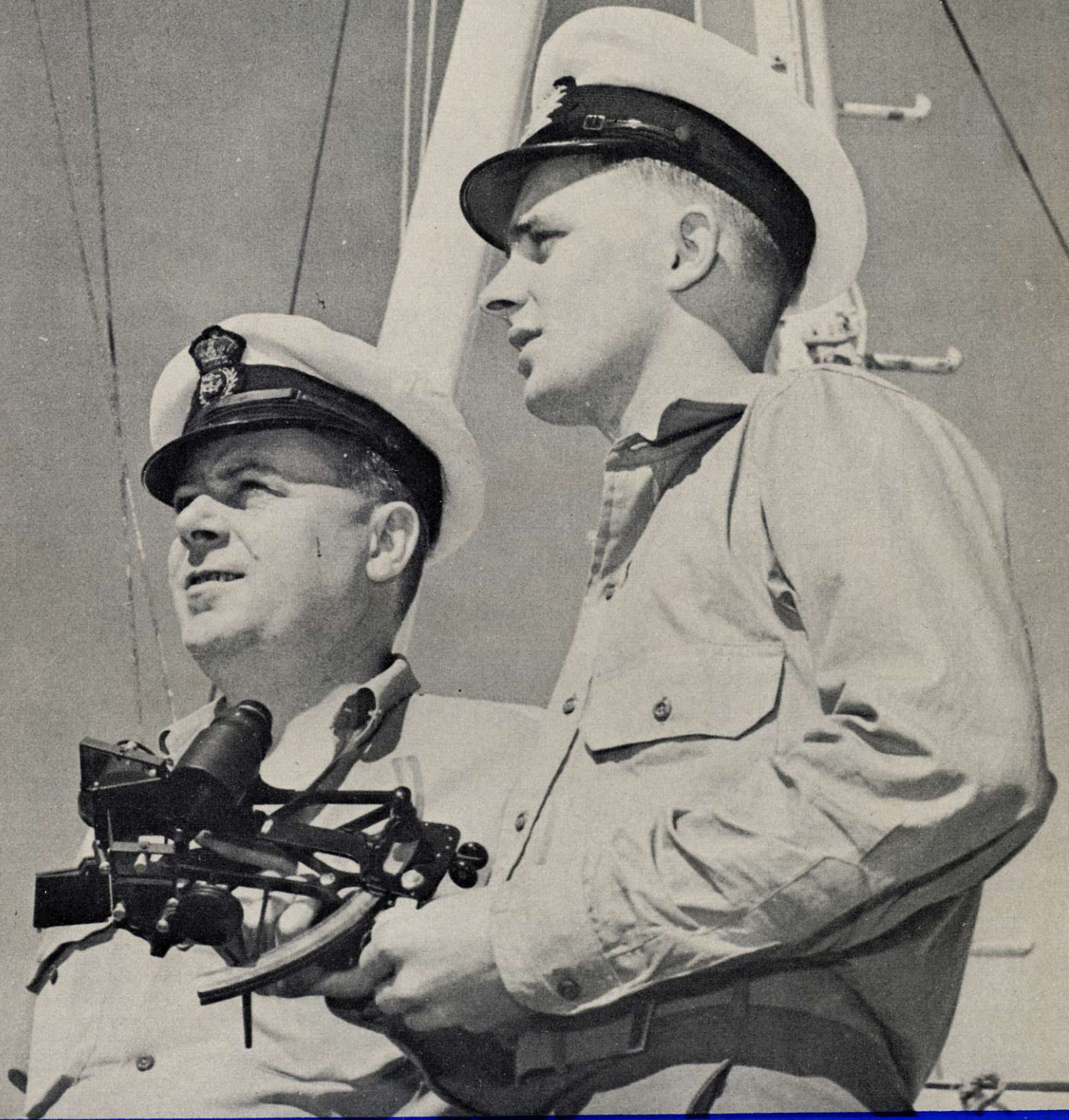


The CROWSNEST



Vol. 12 No. 11

September, 1960



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THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1960

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The Cover—Second-generation sailors are becoming increasingly numerous in RCN families. CPO R. R. Curtis and son, Officer Cadet Terry Curtis, were shipmates in the *Terra Nova* during the past summer's cruise to England, Scotland and Portugal. (CCC5-414)

LADY OF THE MONTH

In this issue we present two "Ladies of the Month": (a) HMCS *Lanark*, steaming up the Saginaw River for a week-end stay in Bay City, Michigan, and (b) Miss Ondra Gansser, Bay City's Armed Forces Day queen. Information accompanying the picture did not say whether the third man from the left was about to throw a heaving line or a lariat.

The *Lanark* visited Bay City in the course of a cruise of the Upper Lakes as part of the Great Lakes Training Centre's summer reserve training program. The picture appears here through the courtesy of the editor of *The Bay City Times*.

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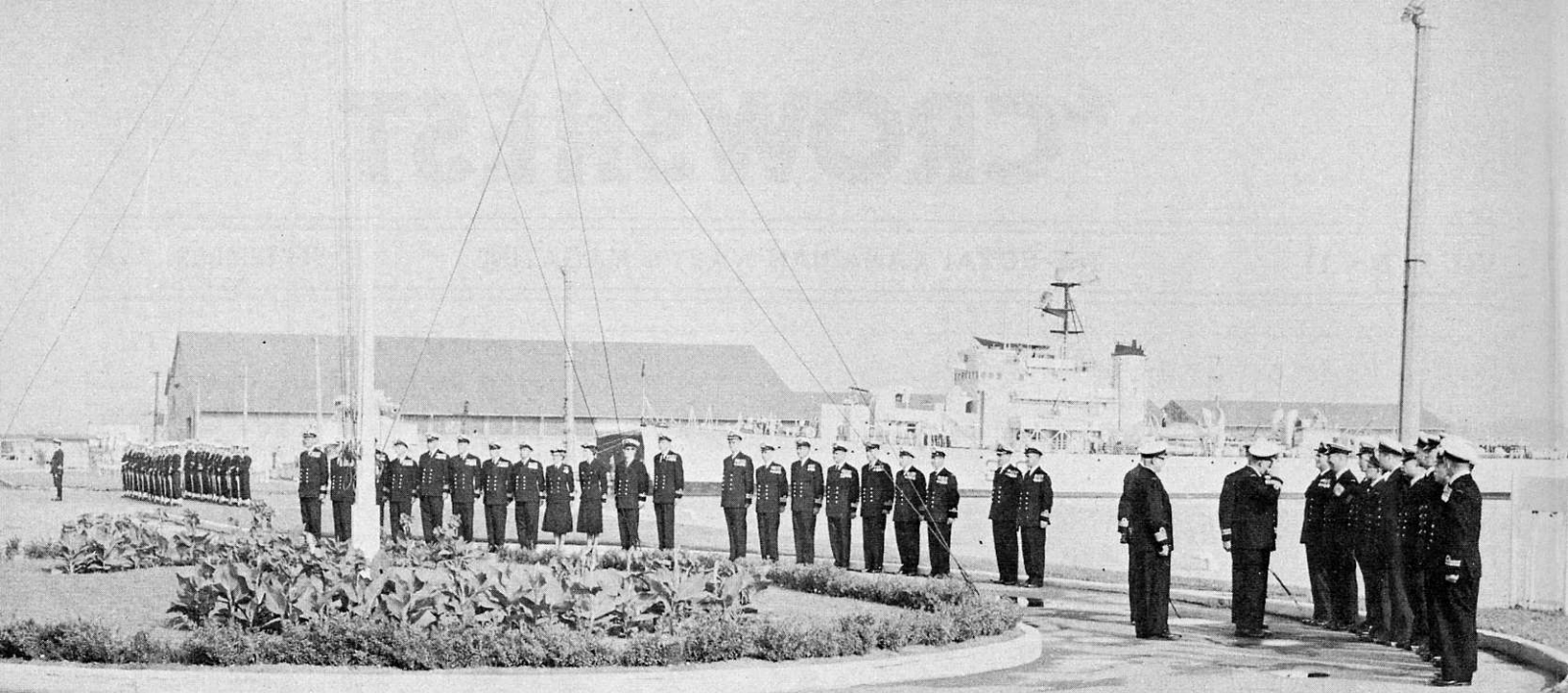
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RCN News Review

Commodore Paul D. Taylor meets his staff on taking up his appointment August 22 as Commanding Officer Naval Divisions with headquarters at Hamilton. At the far left is a guard made up of new entries from divisions across Canada who were training at the Great Lakes Training Centre and, in the background, is the Lanark, one of two frigates which served on the Great Lakes during the summer, training new entries. (COND-5985)

Retired First Sea Lord Dies

Obligated by ill health to give up the post of First Sea Lord last May, Admiral of the Fleet Sir Charles Lambe died at his home in Fifeshire on August 29 at the age of 59.

Admiral Lambe, who succeeded Earl Mountbatten as First Sea Lord in May 1959, visited Canada and the United States, accompanied by Lady Lambe, last fall. He was guest of the RCN at a mess dinner in HMCS Carleton.

The post of First Sea Lord was assumed by Admiral Sir Caspar John on Admiral Lambe's retirement.

Air, Sea Transport For Governor General

His Excellency, Governor General George P. Vanier, and Mrs. Vanier made history for themselves and the RCN during their tour of the Atlantic provinces last summer.

In Halifax on July 7, A Royal Guard was paraded for His Excellency and he toured HMCS Stadacona and the Dockyard.

Leaving Halifax the vice-regal couple visited Truro and Sydney, N.S., and rested briefly at Keltic Lodge, Ingonish, N.S. From there, on July 17, they were flown by helicopter to the aircraft carrier *Bonaventure*, anchored in the bay.

A Royal Guard was awaiting His Excellency as the helicopter touched down on the flight deck. Captain John C. O'Brien, commanding officer, welcomed the Vaniers on board.

In the afternoon His Excellency and Mme. Vanier witnessed a display of flying by helicopters, Banshee all-weather jet fighters and Tracker anti-submarine aircraft.

For the Governor General and Madame Vanier it was a day of firsts. It was their first helicopter ride and their first visit to Prince Edward Island. They also witnessed, during the cruise, their first display of carrier-borne aircraft.

There were also some firsts for the carrier. She was carrying her first Governor General and she was passing through Northumberland Strait for the first time.

Following His Excellency's visit to Charlottetown, where he arrived by helicopter, the *Bonaventure* sailed for St. John's, Nfld., arriving on July 21. Here the Governor General and Mme. Vanier said goodbye and were flown ashore by helicopter. Then the *Bonaventure* turned for home.

While on board the *Bonaventure* Madame Vanier had dinner with a cross-section of the carrier's personnel, ranging from ordinary seamen to commanders, while His Excellency attended a mess dinner.

She also presented her picture to the petty officers' mess, of which a cousin, PO John DeSalaberry, was a member. The 12 petty officers of the mess presented her with a table cloth and a barometer.

On another occasion Cdr. Joseph M. Paul, executive officer of the carrier, escorted Mme. Vanier on an hour-long tour of the ship.

Aircraft, Men on Forest Fire Front

More than 200 naval personnel, five helicopters and large quantities of miscellaneous fire-fighting and communications equipment were sent by the Royal Canadian Navy's Atlantic Command to battle forest fires in Nova Scotia and Prince Edward Island during August and early September.

In addition, helicopter maintenance personnel at *Shearwater*, worked around the clock to keep all available helicopters in the air to meet commitments.

Early in September two Sikorskys and a Bell were working in the Indian Field area of Shelburne County; one Sikorsky was at the Collingwood district and a second Bell was at Summerside, Prince Edward Island.

"The helicopters and their crews," said officials, "did excellent work." The "choppers" airlifted firefighters out of

danger when they became trapped by spreading flames, carried out reconnaissance flights over fire areas, deployed men and equipment and operated as communications links between many firefighting operations.

The Navy also formed a pool of personnel and equipment from which new requests for assistance were met. Standing by were 100 men from *Stadacona*, 75 men from *Shearwater* and 235 men from ships in harbour. Transportation and firefighting hand tools also were provided.

Cruisers Bought By Japanese Firm

The last two cruisers to serve with the Royal Canadian Navy, the *Ontario* and *Quebec* have been sold for scrap to a Japanese firm, Mitsui and Company.

The *Ontario*, first to go, was paid off on October 15, 1958, and sold to a West Coast firm, which began, but did not complete, the task of dismantling her in Vancouver.

The *Quebec*, paid off on June 13, 1956, has been berthed at Sydney, Nova Scotia, awaiting disposal by the Crown Assets Disposal Corporation.

Air Squadron Commended

Composite squadron VC 922 stationed at Patricia Bay, B.C., was commended early this summer by the Commanding Officer Naval Divisions for its three years of accident-free operations.

In his message CANCOND said, "Please extend my congratulations to all the officers and men of the squadron for their efforts that have brought about this fine achievement."

He concluded by saying, "It is hoped that continued application of the rules of flight safety will further enhance this most enviable record."

Naval Exhibit at War Museum

The Canadian War Museum in Ottawa is observing the 50th anniversary of the Royal Canadian Navy with a special naval exhibit. The exhibit was opened on August 29 by Rear-Admiral P. D. Budge, Chief of Naval Personnel.

Others attending the opening were: Air Commodore W. E. Bennett, Deputy Air Member for Technical Services, representing the RCAF; Lt.-Col. C. C. Kruger representing the Canadian Army; Captain A. O. Solomon, Naval Secretary; E. C. Russell, Naval Historian, and Clifford Wilson, Assistant Director of the National Museum.



The former cruiser *Ontario* went into drydock in North Vancouver in August to be prepared for her last, long journey. Plans were to take her under tow at the end of September for the voyage to Japan, where she will be scrapped. Down by the head, her propellers and rudder removed and towed stern first, the *Ontario* was to present a far different sight from her appearance in the days when she ranged the Pacific on goodwill and training cruises. (E-57421)

Among the naval weapons on display are the Sidewinder air-to-air missile, the primary weapon of the RCN's jet fighters, and the homing anti-submarine torpedo.

Uniforms of naval officers, nurses and seamen, badges of the various branches of the RCN, models of ships, aircraft and the boiler and engine rooms of naval vessels, and old and new life rafts are displayed along the central aisle of the museum.

It is expected the naval exhibits will remain on display until the end of the year.

RCN Officer Goes To Pole by Sub

Commodore O. C. S. Robertson, Naval Member Canadian Joint Staff, Washington, and Naval Attaché, Washington, this summer became the first Canadian

to traverse the most direct route through the Arctic's Northwest Passage, to witness a ball game played at the North Pole, and to see the ice over the North Pole from below.

Commodore Robertson was the technical adviser to the United States Navy on board the nuclear submarine *Seadragon* when she made her historic transit of Parry Channel through the Canadian Archipelago and thus opened a new direct-route Northwest Passage.

Commodore Robertson commanded HMCS *Labrador* on her maiden voyage in the Arctic in 1954 when she became the first large ship to negotiate the Northwest Passage from west to east. The following year he took the *Labrador* back to the Arctic to head a 14-ship task group carrying supplies to the DEW Line sites. On both voyages the *Labrador* conducted extensive hydrographic and scientific surveys.

The *Seadragon*, commanded by Cdr. George P. Steele, USN, left New Hampshire on August 1, and went up the Greenland-Labrador slot through Davis Strait and Baffin Bay. She entered Parry Channel on August 15 at Lancaster Sound and proceeded through Melville Sound and McClure Strait to complete the channel passage August 21. From there she proceeded up the Beaufort Sea to the North Pole.

After completing the Polar transit the *Seadragon* entered the Pacific by way of Chukchi and the Bering Seas, and then set course for Pearl Harbour where she joined the Pacific Fleet Submarine Force.

During the Polar transit the *Seadragon* investigated a number of huge icebergs, among them one 74 feet high and 108 feet deep. Another was 879 feet wide, 1,470 feet long, and more than 300 feet deep. By the use of sonar and underwater television the scientists were able to study the bottoms of bergs and other ice.

In addition to Commodore Robertson and the crew of 75 men and eight officers, the *Seadragon* carried a group of scientists and technicians including Dr. Waldo K. Lyon, of the Naval Electronics Laboratory, San Diego, California, senior scientist in the submarine. Dr. Lyon also sailed in the *Labrador* during her northern explorations.

Three Ships in NATO Exercises

Three destroyer escorts of the Royal Canadian Navy were taking part in fall sea exercises which began in early September as part of a regular cycle of NATO training.



Rear-Admiral D. E. Kjøholt, Royal Norwegian Navy, called on Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, September 6, in conjunction with the Halifax visit of the Norwegian training ship *King Haakon VII*. The guard of honour, under Lt. C. D. Maginley, was drawn from the Academic Division of the Fleet School in Stadacona. (HS-62354)

These were HMC Ships *Nootka*, *Iroquois* and *Haida*, units of the First Canadian Escort Squadron based at Halifax. Ships and aircraft of six NATO nations were also participating.

The exercises were held to train Atlantic Command forces and headquarters in co-ordination with national commands and forces of the Allied Command Channel and the Allied Command Europe, and were within the broad framework of NATO-wide exercises previously scheduled for 1960.

The RCN ships, due to return to Halifax October 15, were to take part in Exercise First Watch/Second Watch, a small scale control and protection of shipping exercise, slated for the North Sea and English Channel area.

A second exercise, named Pipe Down Two—a small scale fleet exercise—was to be held between October 11 and 15 by RCN and USN fleet units returning to their home ports.

Ships at Sydney Celebration

The destroyer escorts *Columbia* and *Chaudiere* visited Sydney, N.S., during the summer for the city's 175th anniversary celebrations.

Two other ships, the frigates *Fort Erie* and *New Waterford*, also visited the port for three days.

While in Sydney personnel from the destroyer escorts participated in whaler races, in the Warrior Day parade, a golf tournament and softball games, and were hosts at a party in the *Chaudiere* for children from the local orphanages.

Nearly 20,000 people visited the ships on visitors days. Among them were several members of the Montreal Canadiens hockey team.



Vice-Admiral H. G. DeWolf was the guest of honour when the Air Council of the RCAF dined the Naval Board on August 10. Air Marshal Hugh Campbell, Chief of the Air Staff, presented a testimonial to Admiral DeWolf on behalf of the Air Council and himself in recognition of the contribution made by the admiral toward furthering friendship and mutual understanding between the RCN and RCAF.

Columbia Sails For Nigeria

HMCS *Columbia*, destroyer escort of the Fifth Canadian Escort Squadron, based at Halifax, was to visit Lagos, Nigeria, from September 28 to October 4, to take part in ceremonies marking Nigeria's Independence Day October 1.

This is the date of Nigeria's attaining independent status within the British Commonwealth.

Commanded by Cdr. W. P. Hayes, the *Columbia* was to represent the Canadian Armed Forces during the Nigerian Independence Day observations.

The *Columbia's* visit to Nigeria is part of a cruise that will take the ship to other African seaports during the months of September and October.

The ship left Halifax September 9, and is scheduled to return October 25.

SEVEN SUBMARINES

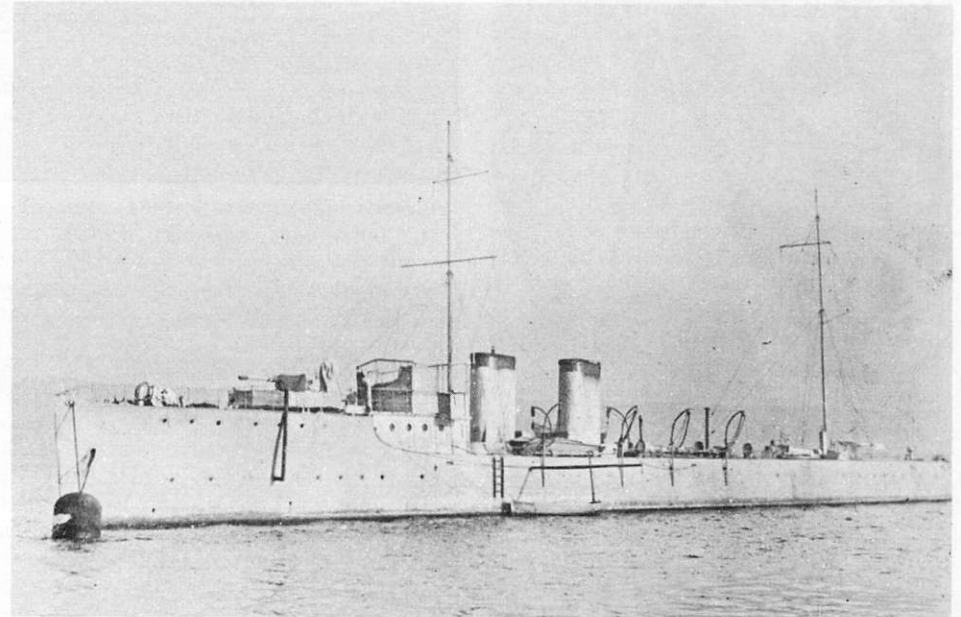
EARLY NEXT YEAR, when the former U.S. submarine, the USS *Burrfish*, is commissioned in the Royal Canadian Navy as HMCS *Grilse*, there may be those who will say: "The RCN now has its first submarine."

In this they will be wrong by six submarines and 46 years.

Submarines in the Royal Canadian Navy actually go back to 1914 and through the intervening years the Navy has owned and operated six of them. The services of many have been loaned by other navies for the anti-submarine training of HMC Ships. In addition a total of 24 submarines were built in a Canadian shipyard for the Royal Navy, Italy and Russia during the First World War.

The RCN's first submarines were the CC 1 and CC 2, which were purchased on the dubious authority of the Premier of British Columbia when his province, at the outset of the First World War, was in a state of alarm.

The two boats were built in Seattle for the Chilean Navy. They had been ordered by the Chilean government from the Electric Boat Company of New Jersey, which had arranged for the Seattle Construction and Drydock Company to build them. A price of \$818,000 had been agreed upon and \$714,000 had



The first HMCS *Grilse* was a torpedo boat—a converted yacht that spent the First World War patrolling along the coast of Nova Scotia and around Bermuda. She gained fame when she survived a vicious storm after the news had gone out that she had been lost with all hands. (CN-6022)

actually been paid by Chile but the remainder of the payments was in arrears.

At this stage the builders were anxious and willing to sell the submarines to Canada. They asked \$1,-

150,000, which was \$332,000 more than their price to Chile.

The company undertook to deliver the submarines on August 5, 1914, to a rendezvous five miles south of Trial Island, just outside Canadian territorial

The Wedding That Wasn't

A merry wedding dinner and a somewhat less than merry wedding breakfast were attended by the crews of Canada's first two submarines during the First World War. There was just one thing missing—a wedding.

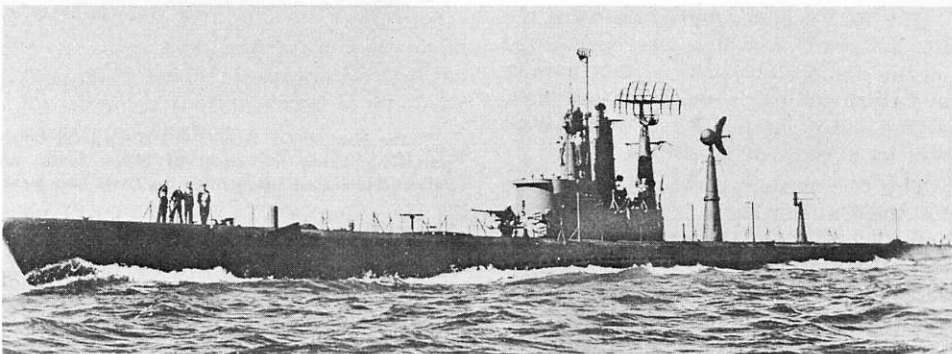
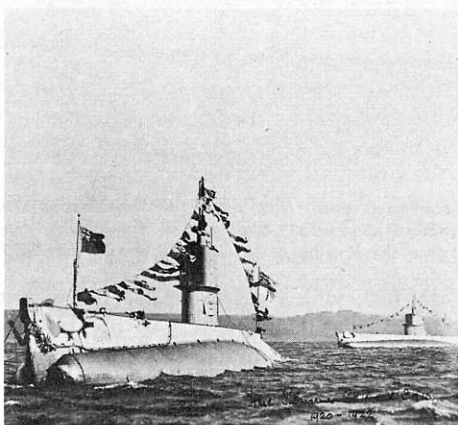
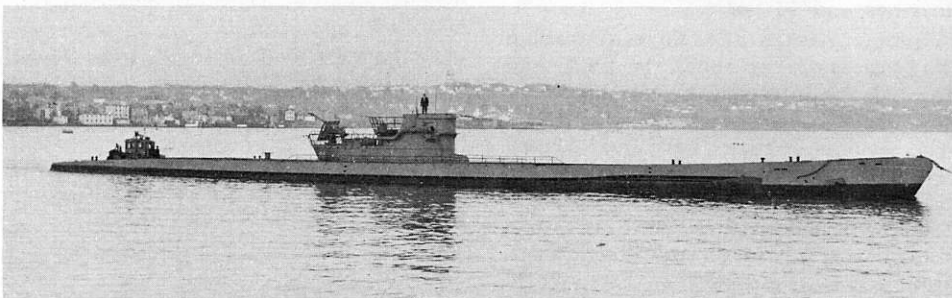
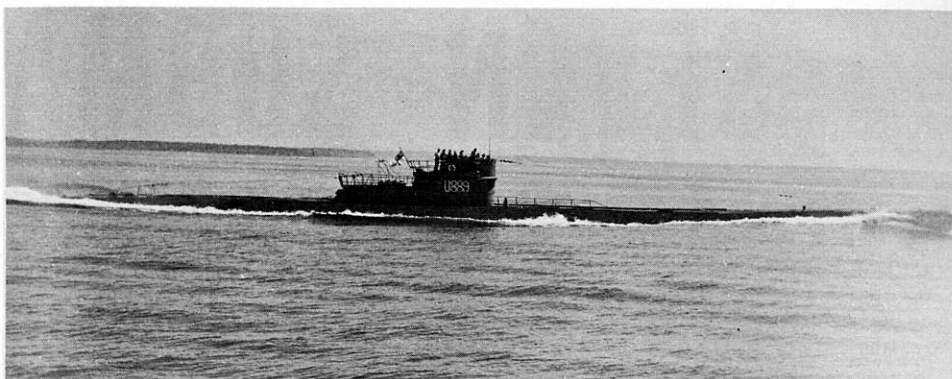
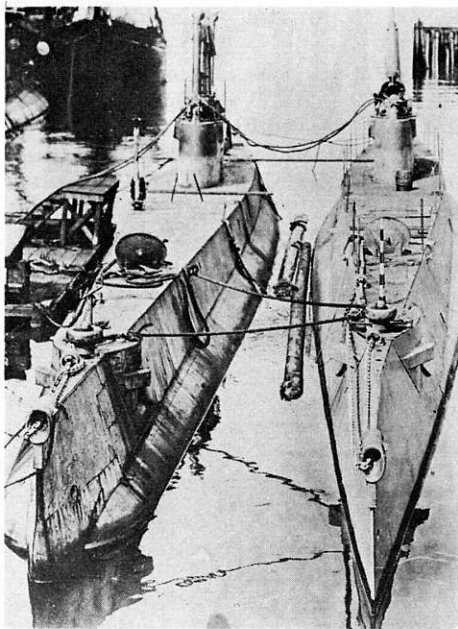
The story, as told by one of the early members of the RNCVR, F. W. Crickard, who served in the submarine, appears in the late Dr. Gilbert Tucker's "The Naval Service of Canada" in the following words:

"Leave was practically unobtainable in the months which succeeded the opening of the war and one afternoon both boats happened to be in harbour, having returned from patrol that morning. The crew desired leave and after a 'council of war' it was decided that we would have a wedding, to which officers could hardly refuse to grant leave for the afternoon and evening. This was consequently applied for in the service manner to attend the wedding of a petty officer whose name I will not record. This was readily

granted and one of our officers even kindly thought that a wedding present would not be inappropriate and proceeded accordingly.

"As many men from both boats as could be spared went ashore, and the first problem was to procure a bride and bridesmaids. This was not a difficult matter in Victoria and a most glorious party resulted. This took the form of a dinner party in the famous Westholm Grill, attended, of course, by the bride and her maids.

"It was felt that the suspicions of the officers might be aroused and this actually proved to be the case, as several of the officers attended the Westholm Grill and witnessed the wedding supper. They were then apparently satisfied, or at least they could not deny the existence of the wedding. Leave expired at 1 a.m. and our Commanding Officer, being still somewhat suspicious, to use his own words, decided 'to give the beggars a wedding breakfast' and took both boats to sea at 4 a.m. in very heavy weather".



At top right Canada's first two submarines, the CC 1 and the CC 2, are shown alongside at Esquimalt during the First World War. Lower left, the submarines CH 14 and CH 15, shown moored in Halifax Harbour, were given to Canada by Great Britain in 1919. The fifth submarine to be commissioned into the Royal Canadian Navy was the U-889, the first German submarine to surrender to Allied Forces in the Western Atlantic (top right). She was kept only from May 12, 1945, until January 1946, when she was turned over to the United States Navy. The U-190 surrendered to the RCN off Newfoundland on May 14, 1945, and for the next two years, under the White Ensign and manned by RCN personnel, she toured East Coast ports and was tested and evaluated. She was responsible for the sinking, almost on the eve of armistice, of the minesweeper Esquimalt in the approaches to Halifax. The U-190 was destroyed by bombing and shelling on Trafalgar Day, 1947. The Royal Canadian Navy's seventh submarine in 50 years will be the former USS Burrfish, shown bottom right. She will bear the historic name of HMCS Grilse. (CN-609; HS-22593; HS-1377; HS-3148, and O-13015).

waters. Precautions were taken to prevent news of the event leaking out to others, including American officials, the local Germans, and certain Chileans in Seattle waiting for the release of the submarines to them.

Without clearance papers and manned by company crews, the boats cast off by night on August 4. In darkness and fog, and running on electric motors, they came safely to the harbour entrance where, in spite of the exhaust noise, they started the diesels and worked the boats up to full speed.

Meanwhile the Canadian officials arranged to receive the two vessels. Lt.-Cdr. Bertram Jones, RN (Ret), had reported to the Navy when war seemed imminent, and his services were ac-

cepted. He was ordered to meet the submarines and inspect them as carefully as possible. If they appeared satisfactory he was to pay for them with a cheque for \$1,150,000 drawn by the Province of British Columbia on the Canadian Bank of Commerce. Accompanied by Lt. R. H. Wood, Chief Engineer at Esquimalt, Jones met the submarines and spent four hours inspecting them. The huge cheque was then given to the impatient builders, British colours were hoisted, and no time was lost in making for Esquimalt.

Here, however, the first real hitch developed and, had things not been straightened out quickly, Canada might well have lost her first submarines almost before she really had them.

In maintaining the secrecy of the transaction a good job had been done—even the Army shore batteries had not been notified. A tug, spotting two submarines churning toward Esquimalt in the early morning dawn, raced for harbour with her siren cord lashed to the rail to give the alarm. The shore batteries trained their guns on the two but fortunately held fire while they checked with the Dockyard by telephone to see whether any known submarines were in the vicinity. The Dockyard gave an affirmative and the panic was over, but it had been close.

With no torpedoes available in Esquimalt, some from HMCS *Niobe*, cruiser at Halifax, were sent by rail. Before

long the submarines had successfully completed their first dives.

They patrolled the West Coast for three years. Their well-advertised presence may have deterred the Germans from conducting raids in British Columbia waters where there was little to prevent them from shelling the seaports of Vancouver and Victoria.

Early in the First World War, Canadian Vickers, Ltd., of Montreal, under contract from the Electric Boat Company of Groton, Conn., commenced building ten submarines for the Royal Navy.

Some of the fitting of the boats was done at Quebec City, where they had been moved to avoid the freeze-up, and after work-ups at Murray Bay they sailed for Halifax. Allocated to the "H" class in the Admiralty classification system, six were sailed for Britain on July 22, 1915, and were the first submarines to cross the Atlantic under their own power. The remaining four sailed later for the Dardanelles.

Subsequently, 14 more boats were ordered, eight for the Italian government and six for the Russians. The last six were built as hulls only and were shipped in a "knockdown" condition. In all 24 boats were constructed in Canada. All machinery had been supplied by the Electric Boat Company and installed at Montreal.

An additional ten submarines were ordered by Britain from the United States and were built there. Of these, two were given to Canada after the war and became CH 14 and 15.

Actually the CH 14 and CH 15—then H 14 and H 15—were on their way to England when hostilities ceased and they were ordered to Bermuda where they remained for a year.

In January 1919 Sir Robert Borden, in Paris at the time, was asked if Canada would accept a gift of two submarines. They were accepted and commissioned into the RCN.

However, following their acquisition, the Royal Canadian Navy began a period of retrenchment and in 1922 both submarines were disposed of, along with the cruiser, HMCS *Aurora*.

The RCN did not again have a submarine until after the fall of Germany in 1945 when two enemy submarines, the U 889 and U 190 surrendered to Canadian ships at sea.

The U 889 became the first U-boat in the Western Atlantic to surrender when she gave herself up off Shelburne, N.S., on May 10, 1945, to HMC Ships *Oshawa* and *Rockcliffe* (Algerines) and *Dun-*

vegan and *Saskatoon* (corvettes). In January 1946 she was turned over to the United States Navy.

The U 190 surrendered to the frigate *Victoriaville* and the corvette *Thorlock* on May 12, 1945, and was brought into Bay Bulls, Nfld., and later taken to Halifax. She was kept for over two years and, along with the U 889, visited Montreal and other East Coast ports.

One of the U 190's victims had been the Bangor class minesweeper *Esquimalt*, which she torpedoed in April 1945 almost on the eve of Armistice.

In July 1947, having been checked over, tested, evaluated, and tried out, the U 190 was taken out into the North Western Atlantic, scene of some of her depredations during wartime, ignominiously shelled by HMCS *Haida*, *Nootka* and *New Liskeard*, and bombed by Seafires and Fireflies of 883 Squadron and 826 Squadron. She wasn't long in going, in fact, after the aircraft dropped their bombs, the *Nootka* and *Haida* scarcely had time to get away their first salvos before she upended and sank.

The USS *Burrfish*, taking the historic RCN name of HMCS *Grilse*, is the first submarine since the U 190 to become part of the RCN fleet.

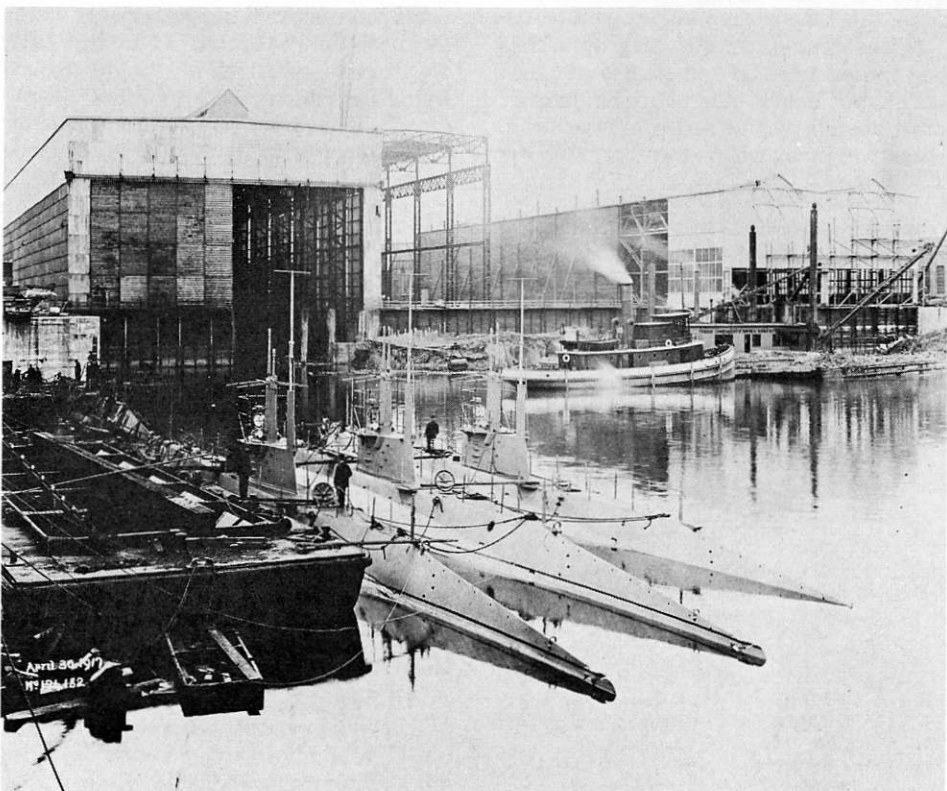
Although the *Grilse* will be the first submarine since 1947, the Sixth Submarine Squadron of the Royal Navy

partly manned by Canadians, has been based on Halifax since 1954 with two or three boats operational at all times. These boats became necessary for the training of RCN ships and aircraft in anti-submarine procedures. But the acquisition of the *Grilse* will not affect the Sixth Submarine Squadron, since the *Grilse* will be based on the West Coast for the use of the Pacific Command's squadrons and aircraft.

During the Second World War many Canadian sailors trained and served in submarines of the Royal Navy. In 1954, when the Sixth Submarine Squadron was to be based on Halifax, the training of Canadians in RN submarines was re-instituted in order to provide the squadron with a partly Canadian complement. It was intended, too, that these submarines would form a nucleus for the RCN's own submarines when she acquired them.

The first HMCS *Grilse* was a 225-ton torpedo boat converted from a yacht during the First World War. A freak of fate, which had its beginnings on December 11, 1916, brought her to world-wide notice.

The *Grilse* slipped from Halifax on December 11, 1916, and headed for the wintry North Atlantic en route to Bermuda. Early the following day she reported a moderate southeast wind. At



Canadian shipyards during the First World War built for England, Russia and Italy a total of 24 submarines. Three of them are shown fitting out at Vickers' shipyard in Montreal. (CN-6078)

1500 she radioed that the weather was worsening and she was heading for Shelburne, N.S.

Three hours later listeners heard her SOS. She radioed that she was in danger and required immediate assistance and passed her position. Two minutes later another message was received, "Now sinking . . ." Then silence.

All ships in the area headed for her last reported position and a wide search was carried out. Not a trace of the *Grilse* could be found.

Authorities gave up hope and, on December 14, Ottawa issued a bulletin: "The Minister of the Naval Service regrets to report that it is feared that HM Torpedo Boat *Grilse* (Lieut. Walter Wingate, RNCVR) has been lost at sea with all hands. . . ." There was little doubt in anyone's mind that the RCN had lost its first ship along with her 56 officers and men.

A few hours after this message, just before midnight on December 14, a battered hulk crept into Shelburne harbour. She was obviously in trouble, down by the head, leaking, with a severe list, running lights out and rigging, mast, boats and deckhouse gone.

Battered and beaten as she was, there was little doubt that this was HMCS *Grilse*. A terrible marine disaster had turned into cause for rejoicing, and when word of her miraculous survival had been flashed to the world she became the RCN's best known ship.

In her struggle for survival, the *Grilse* had indeed tried to find shelter at Shelburne, but heavy seas had pounded her until she started to settle by the head. Huge waves smashed over her, opening

hatches and flooding the engine room. Stokers worked up to their necks in water at times to keep the ship going.

An unfortunate error in reporting her position had sent would-be rescue ships searching fruitlessly in the wrong area. During the second day of the storm the *Grilse* wallowed helplessly with the seas even pouring down her funnels.

But the plucky little ship fought her way, taking a battering every mile of the 150 miles, to a haven at Shelburne. Six of her crew had been washed overboard.

Repaired, the *Grilse* went back into service and, along with more than 100 other small Canadian ships, patrolled the Atlantic coastal area. It was partly due to their efforts that only one major vessel was lost in the area during the First World War.

Taking command of the new *Grilse* will be Lt.-Cdr. Edmund Gilbert Gigg, a veteran of submarine service. With him, as executive officer, will be Lt. John Rodocanachi, former RN submariner, who transferred to the RCN three and a half years ago.

Lt.-Cdr. Gigg was born in North Bay, Ontario on September 15, 1924, and entered the RCNVR in April 1942. He was promoted to sub-lieutenant in May 1943 and trained and served with the Royal Navy in the submarine service.

He later took flying training and was awarded his wings in February 1947. He served with naval air squadrons flying from the naval air station, *Shearwater*, and from the aircraft carrier *Magnificent* until September 1950, when

he returned to submarine training and service with the Royal Navy.

In the next five years he served briefly as executive officer of HM Submarine *Alderney* and commanded HM Submarine *Selene*, followed by *Tally Ho*.

He returned to Canada in March 1955 for duty at Naval Headquarters where he served with the Director of Personnel (Officers).

Lt.-Cdr. Gigg was to begin further submarine courses at the United States Navy's Submarine School, New London, Connecticut, in November.

Lt. Rodocanachi was born on June 10, 1930, in Suffolk, England. He took his naval training at the Royal Naval College, and afloat in a cruiser in the West Indies and the Baltic. He then served in a variety of ships, including a submarine depot ship, with the Mediterranean Fleet. From 1952 to 1954 he served as torpedo officer and navigator of the submarine *Aeneas*, and then came to Canada as first lieutenant of the Sixth Submarine Squadron which he helped organize, and then served briefly in HMS *Astute*. He then became first lieutenant of HMS *Sleuth*, a submarine in Home Waters.

In May 1957 Lt. Rodocanachi transferred to the Royal Canadian Navy, and served for the next three years in the aircraft carrier *Bonaventure*. While in the "*Bonnie*" he qualified as a clearance diving officer, ships.

Before his appointment to the *Grilse*, Lt. Rodocanachi had been submarine officer on the staff of the Joint RCN-RCAF Maritime Warfare School at Halifax.



OFFICERS AND MEN

Columbia Saves Two Flyers

The *Columbia* in August rescued two crew members of a Tracker aircraft which crashed in the sea approximately 180 miles southeast of Halifax. The aircraft had been carrying out night anti-submarine exercises with the *Columbia* and *Chaudiere* and the submarine *Aurochs*.

When communication with the aircraft was lost and red flares were sighted, at about 2205, the ships proceeded at full speed to the area, using searchlight and extra lookouts. At 2252 two men were sighted in an aircraft dinghy and a short time later Sub-Lt. John A. Rowland and Ldg. Sea. Charles E. Wilkins were taken on board the *Columbia*.

A further search of the area by the *Columbia*, *Chaudiere*, *Haida*, *Nootka*, *Iroquois*, HM Submarine *Aurochs* and aircraft from *Shearwater* was carried out, but there was no trace of the other members of the crew, Lt. L. J. Verron-eau, the pilot, and AB William D. Taylor.

New Captains East and West

New commanding officers were appointed to ships in both Atlantic and Pacific Commands in August.

Lt.-Cdr. Glen M. de Rosenroll took command of the frigate *Antigonish*. An RCN cadet entry in 1943, Lt.-Cdr. de Rosenroll has served on both coasts and at Naval Headquarters. More recently he was executive officer of the destroyer



Commendations from the Chief of the Naval Staff are awarded to Ldg. Sea. Thomas Cowan, left, and Lt. Alan Sagar by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. The two clearance divers in March recovered four bodies from a dangerous derelict fishing vessel off Nova Scotia, the commendation observed, with "calm disregard to personal safety". (HS-62041)

escort *Skeena*, and since January 1960 had been cadet training officer of the destroyer escort *Assiniboine*.

Lt.-Cdr. Arthur G. Murray commands the frigate *Ste. Therese*. Lt.-Cdr. Murray served during the Second World War with the Royal Naval Reserve. He entered the RCN(R) in 1950, transferred to the regular force in May 1952 and has since been executive officer of the frigate *Lauson* and has served at *Stadacona* and Naval Headquarters. He recently completed a course at the RCAF Staff College, Toronto.

Cdr. John Harris MacLean is the new captain of the destroyer escort *Margaree*. Cdr. MacLean entered the Navy in 1941 and during the war served in mine-sweepers, corvettes and the destroyer *Restigouche*. Following navigation specialist courses he served at Naval Headquarters, with the United States Navy in Arctic waters, as navigating officer of the cruiser *Ontario*, in command of the frigate *Portage*, navigating officer of the Arctic patrol ship *Labrador*, and on the staff of the Commander Military Sea Transport Service of the United States Navy in New York City. Since then

he has been Director of Action Information and Navigation at Naval Headquarters.

Cdr. Arthur H. McDonald, who has been appointed in command of the destroyer escort *Cayuga*, was a cadet entry in 1940 and served with the RN until 1943. He became navigator and later executive officer of the destroyer *Kootenay*. Since the war he has been with the reserve fleet at Halifax, staff

WEDDINGS

Able Seaman Edward R. Fullaway, *Naden*, to Kathleen Annie Stevens, of Victoria.

Lieutenant Frederick J. Hallas, VS-880, to Marie Anne Jenkins, of Dartmouth, N.S.

Sub-Lieutenant Edward R. S. Murray, *Stadacona*, to Gail Lillian Stickley, of Kingston, Ont.

Able Seaman Patrick McCluskey, *Huron*, to Mary Cornier, of Saint John, N.B.

Able Seaman Roger Rayner, *Bonaventure*, to Winnifred Shirley Graves, of Charlotte-town, P.E.I.

Commander Peter H. Sinclair, Naval Headquarters, to Mary E. Stephens, of Ottawa.

Sub-Lieutenant Roderick C. Smith, *Stadacona*, to Vaughn Magdalen Barlow, of Victoria.

Leading Seaman Erik Sorenson, *Crescent*, to Marie Alma Hannah, of Kingston, Ont.

BIRTHS

To Lieutenant B. A. Beare, *Stadacona*, and Mrs. Beare, a daughter.

To Lieutenant-Commander W. J. Bryan, *Nootka*, and Mrs. Bryan, a daughter.

To Lieutenant-Commander J. H. M. Cocks, Naval Headquarters, and Mrs. Cocks, a son.

To Chief Petty Officer J. K. Johnson, *Nootka*, and Mrs. Johnson, a son.

To Lieutenant-Commander J. L. MacLean, *Nootka*, and Mrs. MacLean, a daughter.

To Lieutenant-Commander J. R. Sutherland, *Naden*, and Mrs. Sutherland, a daughter.

To Lieutenant-Commander John Williams, *Stadacona*, and Mrs. Williams, a son.

To Commissioned Engineer E. G. Whitehouse, *Nootka*, and Mrs. Whitehouse, a daughter.

officer at HMCS *Star*, Hamilton, in command of the frigate *La Hulloise*, and at Naval Headquarters. More recently he has commanded the frigate *Toronto* and served as Staff Officer (Operations) to the Flag Officer Atlantic Coast.

Cdr. Angus H. Rankin commands the mobile repair ship *Cape Scott*. Cdr. Rankin entered the former RCNVR in 1936, and, among other ships, commanded the corvette *Sackville* during the Second World War, winning the OBE while in this ship. He transferred to the regular force in 1945. Cdr. Rankin has commanded minesweepers, corvettes and a destroyer. He has also held senior staff appointments at Halifax and Ottawa.

Cdr. Leslie J. Hutchins is in command of the destroyer escort *Sioux*. Cdr. Hutchins served 13 years in the Royal Navy, transferring to the RCN in 1952. His appointments since have included those of executive officer of the destroyer escort *Athabaskan*, and on the staff of the Director of Naval Intelligence at Naval Headquarters. He also held various appointments in the Atlantic Command.

Training Idea Wins \$341 Cash

A suggestion by CPO D. H. Mann has earned him a cash award of \$341 from the Suggestion Award Board of the Public Service of Canada.

CPO Mann suggested an inexpensive piece of practice equipment for training personnel in the use of the bathythermograph used in oceanographic research. The cheque was presented by Cdr. D. L. MacKnight, commanding officer of the *Fraser*. CPO Mann until recently served in the *Fraser* and is now an instructor in the Fleet School at Naden.

RCN Ships Have 20,000 Visitors

Four ships of the Fifth Escort Squadron visited Portsmouth, England before sailing for Portugal to arrive August 6. During the one-week stay in Portsmouth HMC Ships *Gatineau*, *Kootenay*, *St. Croix* and *Terra Nova* were visited by some 20,000 people during three days of "open house" held at the Royal Navy dockyard where the ships were berthed.

Canada's new *Restigouche* class destroyer escorts were seen by capacity crowds who stood in long lines waiting their turn to board the ships. The Canadian ships also caused considerable interest and comment among Royal Navy personnel.

Royal Navy ships also reported good attendance and officials say 59,659 people

swarmed over the aircraft carriers, destroyers, submarines and other fleet units at the dockyard.

The ships were inspected by Sir Alfred J. Sims, Director General Ships for the Royal Navy, and other high ranking officers.

The ships, while in Portuguese waters, took part in celebrations marking the 500th anniversary of the death of the Portuguese national hero, Prince Henry The Navigator.

RCN Takes Part In Natal Parade

The RCN contingent in the parade August 15 celebrating the 211th anniversary of the founding of Halifax consisted of the band, 100 UNTD cadets and 100 sailors from *Stadacona*. In addition, 100 Sea Cadets paraded.

Floats were entered by the RCN Air Station, *Shearwater*, the Naval Armament Depot and the naval married quarters, Shannon Park. Cdr. Mark W. Mayo, was Natal Day parade commander. The parade lieutenant was Lt. D. S. Taylor. Both are from *Stadacona*.

Navy League Cadet Corps Christened

Canada's largest Navy League Cadet Corps, in Winnipeg, was recently christened NLCC *Millen* at a ceremony conducted by the national president of

the Navy League of Canada, R. J. Bicknell, of Vancouver.

The corps was named in honour of J. R. K. Millen, of Winnipeg, who was co-ordinator of Sea Cadets under the Commanding Officer Naval Divisions during the Second World War. Mr. Millen was presented with a silver tray bearing the engraved facsimiles of the signatures of 75 of his Navy League associates across Canada.

Mr. Bicknell said the growth of the Navy League Cadets, formed five years ago for boys 12 and 13 years of age, had been such that they now had as many corps as the Sea Cadets had formed in the first 50 years of their existence.

Ship's Badge for USN Captain

Captain C. E. Briner, USN, was presented recently with a copy of the badge of the minesweeper HMCS *Resolute*. The badge was presented in recognition of Captain Briner's assistance to the First Canadian Minesweeping Squadron during its visit to Washington in 1958. He is the Superintendent, Naval Weapons Plant, Washington, D.C.

The presentation was made by Captain R. V. Henning, Assistant Canadian Naval Attache, Washington, and Cdr. Richard Carle, on the staff of the Naval Attaché.



Commodore H. G. Burchell, Commodore Superintendent Atlantic Coast and Superintendent, HMC Dockyard, Halifax, presents a cheque for \$1,612 to Brigadier J. Smith, of the Salvation Army, on behalf of civil servants who contributed to the Dockyard Charitable Campaign which raised money for the Salvation Army and other worthy organizations. Looking on is J. V. Criddle, general chairman of the Red Shield Appeal for 1960. A cheque for \$4,040 went to the Halifax-Dartmouth United Appeal from funds raised in the campaign, and another for \$1,085 to the Canadian Cancer Society. (HS-60315)



This cluster of buildings, nestling in a valley near Greenock, Scotland, was commissioned during the Second World War as a ship of the Royal Canadian Navy—HMCS Niobe. Although the scene may bring to mind King Arthur's "many-towered Camelot", the establishment was manned by hard-working sailors and wrens, rather than knights in shining armour. (WD-832)

NIOBE IN THE VALLEY

Greenock, Scotland, has not forgotten the sailors and wrens from Canada who served there at HMCS Niobe during the Second World War and, if one may judge from the reminiscences of "R.M.S." in the June 1 issue of the Greenock Telegraph, the memories are pleasant.

Greenock's continued interest in the RCN was shown in an earlier issue of the Telegraph, which published an historical article during May in observance of the RCN's Jubilee.

The more recent article, which appeared under the heading "Canadian Naval Jubilee Recalls Old "Niobe"" and which is reprinted here, ascribes the transfer of HMCS Niobe from Plymouth to Greenock to the savage bombing to

which the south coast city was subjected. This was probably the explanation current at the time and, on the face of it, a logical one. However, the official explanation is that the change was solely for operational reasons.

With Canadian warships operating in increasing numbers in United Kingdom waters an accountant officer was attached to the Royal Naval Barracks, Devonport, in July 1940. This was a prelude to the commissioning of HMCS Dominion at Plymouth on October 1 of that year. Because the cable address of the RCN establishment was often confused with that of the Canadian High Commissioner in London, the name was changed to HMCS Niobe on March 1, 1941. The establishment at Plymouth

was short-lived under its new name. In June, the Newfoundland Escort Force, based on St. John's, was established, with a consequent shift in the area of operations of HMC Ships. Niobe was paid off on June 30, 1941.

But the tempo of war increased—more Canadian warships were entering United Kingdom waters, more Canadian naval personnel were being drafted to the British Isles for duty or training. On December 15, 1941, HMCS Niobe was again commissioned—this time at Greenock, Scotland—to act as parent ship to Canadian warships and also as an accounting base, manning pool and hospitalization centre.

The rest of the story is told in warm, human terms by "R.M.S."

NIOBE, as every schoolboy knows, was a mythological Theban mother of twelve who became the personification of maternal grief when she was slain by Apollo. It was perhaps only natural for classically-minded Greenockians to read into the name of that Canadian "stonewall frigate", HMCS *Niobe*, some allusion to sorrowing war-time mothers.

A sentimental touch—but all wrong. Greenock's Canadian naval base was named after an old four-funneled cruiser, first ship of the Canadian Navy.

Whatever it means to Canada, *Niobe* to Greenock means the Canadian Naval Base which came into being at Smithston in 1942.

I well remember, just prior to the closing of *Niobe* after the war, a Canadian rhyming off to me his views of the Greenock base:—

Here's to grand old *Niobe*
May her name forever stand,
In the history of the Navy
Her name spread o'er the land.
She's muddy when it's raining,
She's dirty when it's hot;
But it's no use complaining . . .
It's the only home we've got!

This Canadian was one of thousands from the Dominion who found a temporary haven at our one-time Poor Law Infirmary, known once as Smithston Asylum, and now as Ravenscraig Hospital.

For five years in the Second World War, Smithston was under the flag of the Royal Canadian Navy. It was the only establishment of its kind in Britain taken over by the Canadians, and from the visitors Greenock learned much about the land of the Maple Leaf.

It was only by accident that the Canadians ever came to this district at all!

At the beginning of the European war they were stationed at Plymouth. When the English port was blitzed the Canadian Navy was shipped to Greenock. Here they found a home, moored out at the Inverkip Road, in a building meant for a very different purpose.

At one time, *Niobe* was the base for 3,000 Canadian sailors, and 300 Canadian wrens—of whom about 100 were on loan to the Royal Navy.

Greenock learned to love these men and women from the Canadian towns and prairies.

On numerous occasions wrens and sailors told me that, while they were longing to get back to Canada, they would always have a warm spot in their hearts for Greenock.

Indeed many of the Canadians who spent some of the war years at Ravenscraig have re-visited the district in

peace time. I have spoken to a number of them on trans-Atlantic liners at the Tail of the Bank. Many found sweethearts in Greenock, and while some took their brides to their Canadian homes, others married in Greenock and are still here.

The war-time activities at *Niobe* were covered by a blanket of censorship, of course.

As a member of the *Telegraph* staff, however, I had certain privileges which I treasured. Many a social gathering I attended, and I was always struck with the warmth of Canadian hospitality.

At the front of the main entrance to *Niobe* were 52 temporary huts which housed personnel and offices. At the top of the steps was the quarterdeck, neatly roped off. From there the main entrance was reached, and the first thing the visitor saw was a lifebuoy with HMCS *Niobe* painted on it.

Somehow the old building had the air of a real ship.

Everything was always spic and span. Everybody darted smartly around in typical "pusser" fashion. In spite of this, I must admit I felt more at home at *Niobe* than in any Royal Navy establishment.

The red tape was not quite so much in evidence, and the atmosphere was noticeably friendlier.

Smithston did not undergo much in the way of structural alterations to be-

come a naval base. About all I can remember is that a former waiting room was transformed into an officers' mess. And what a transformation! It had the most modern cocktail bar I had seen until that time.

On the walls were the murals in Walt Disneyish style of Hollywood stars and famous band leaders. The women celebrities had a mermaid look that would have done honour to Davy Jones' locker.

This was the exception rather than the rule. On the top floor of the building were the officers' cabins—which had not undergone any real change from pre-war Smithston times.

The confidence shown by the Canadians in the press was such that I was shown, on occasions, places definitely "out of bounds" to the ordinary individual. I recollect a visit to the communications room where I was impressed by their 120-line private telephone exchange.

It was all very business-like. All the offices and departments were wired up. In the torpedo room there was a broadcasting apparatus from which a daily "*Niobe* News Bulletin"—some of it in humorous vein—was broadcast to all parts of the building—even the galley.

Niobe had concert talent, too. It had its own variety party, a military band, and a dance band. The military band gave more than 100 broadcasts, including a number from London.



Time out for a brisk game of volleyball at HMCS *Niobe* on a sunny summer day during the Second World War. (HN-1317)

There were football, baseball, hockey, softball and ice-hockey teams.

I remember many a lively visit to Paisley Ice Rink, and the fun and frolics which followed the games.

But these Canadians did not only provide entertainment for themselves. I recollect several occasions when the matelots "put round the hat" at *Niobe* to bring joy into the lives of young people.

They gave many a treat to local children. They purchased perambulators and presented them to the matron of the orphanage at Smithston for her young charges.

There was an inconspicuous group of "old salts" at *Niobe* I well remember. They were nursing sisters who had served in hospitals in different parts of Canada and were brought over to restore health to sick men, and the wounded from ships. They did a grand job.

Niobe had many a distinguished visitor. Among those I recollect were Cardinal Villeneuve, the Hon. W. C. Woodward, Lieutenant-Governor of British Columbia; the Rt. Hon. Vincent Massey, Canadian High Commissioner to the United Kingdom; Naval Minister Angus L. Macdonald, and the Chief of the Naval Staff, Vice-Admiral Jones.

There were a number of officers of outstanding personality in charge at *Niobe*, including Captain J. R. Hunter and Cdr. E. M. Detchon.

Eventually the reins of office at the base were in the hands of Cdr. C. E. M. Donaldson, now Member of Parliament for Roxburgh, Selkirk and Peebles.

In the Autumn of 1945 the Canadian flag was struck at Smithston and the building turned gradually back to its normal function as a hospital.

The name HMCS *Niobe*, however, has not been erased from the naval lists. It is at present borne by the Royal Canadian Navy depot in London.—R.M.S.

The War's Largest Trade Convoy

SIXTEEN YEARS AGO this summer, the largest trade convoy ever to sail the Atlantic Ocean arrived safely at its destination. The same day the convoy's close-escort, composed of the Canadian frigate *Dunver* and corvettes *Hespeler*, *Dauphin*, *New Westminster*, *Wetaskiwin*, *Algoma* and *Longbranch* lay at Londonderry, Northern Ireland, refuelling and taking on provisions. They had just completed what to them was a routine wartime escort job.

The delivery of convoy HXS-300 and its 1,019,829 tons of cargo was not a story of flaming guns and exploding depth charges and torpedoes, but rather one of quiet efficiency and teamwork.

HXS-300 originated from New York on July 17, 1944, when 109 ships were escorted to the first ocean meeting place by four Royal Canadian Navy and two U.S. Navy escort ships. There, 31 merchant ships from Halifax joined in a heavy fog.

They were still enveloped in fog the following day when 24 ships from Sydney, N.S., joined. Next came three ships from St. John's Newfoundland. Two days later, at the Western Ocean Meeting Place (WESTOMP), the ocean escort force, consisting of HMCS *Dunver* and the six corvettes, took over from local escort force.

The fullgrown convoy was deployed in 19 columns covering more than 30 square miles of ocean.

When HXS-300 reached the eastern tip of Newfoundland it had been fog-bound for 800 miles. It was to face another 300 miles of fog-shrouded waters, with additional hazard of icebergs and U-boats.

On July 26 the convoy emerged from the fog. In clear weather the ships began to exercise emergency turns. The

preparations were timely, for the next day an aircraft from one of the convoy's four merchant aircraft carriers sighted a submarine 50 miles to the north.

The convoy lumbered on its ponderous way in worsening weather. In the holds of the merchant ships lay the vital cargoes bound for Iceland, North Russia, Loch Ewe, Oban, Belfast, Liverpool and Bristol. On July 28, in conditions of squally weather and poor visibility, the escort began reorganizing the huge convoy to facilitate the splitting for their final destination.

Early the next day, 28 ships, of which nine were Russia-bound, detached from the main convoy. On July 30, 14 fast ships left, and still later the final regrouping took place. On August 3, 1944, safely in port, the merchant ships began to discharge their cargoes while

the escorts refuelled and provisioned at Londonderry awaiting orders for convoy back across the Atlantic.

More than a million tons of cargo was carried in the 167-ship convoy. This figure pales in comparison to the 181 million tons carried in 25,000 ships which were safely escorted by the RCN throughout the Second World War.

From a force of six men-of-war in September 1939 the Royal Canadian Navy grew to a formidable array of almost 400 fighting ships ranging from cruisers to destroyers, frigates, corvettes and smaller patrol craft. In mid-summer of 1944, the RCN was responsible for the close escort of all convoys sailing the North Atlantic. The safe delivery of convoy HXS-300 epitomized Canada's naval achievement.

VOICE FROM THE PAST

The following letter addressed to "The CO, Royal Canadian Navy", was received at Naval Headquarters in June:

Sir:

I have read in the press recently that the RCN is celebrating its fiftieth year, when the cruisers *Niobe* and *Rainbow* commissioned.

I was an able seaman then, and one of a party of about a dozen lent from the old battleship *Revenge* (later renamed *Retribution*), that fitted boat's falls and various odds and ends in the *Rainbow* in Portsmouth. We were to receive the sum of a shilling per day for 17½ days for the work, but, being drafted soon afterwards, I heard nothing more about it, and of course don't expect to after all this time.

My last connection with the RCN was taking a class in rangefinding at Whale Island on being recalled to the RN in 1939.

I am,

Yours truly,

(sgd) L. R. Tilly,

Ex-CPO RN

56 Gloucester St.,
London SW 1,
England.

P/235846

International Sea Cadet Cruise

Twenty-five Royal Canadian Sea Cadets sailed from New York on July 22 on a three-week U.S. Sea Cadet training cruise to the Panama Canal Zone and return on board the USN transport ship *Randall*.

THE MANY LIVES OF WEST YORK

THE POST-WAR CAREERS of many former RCN ships have been varied and interesting. This is particularly true of the corvettes and frigates; many still keep the seas under a variety of flags and with diverse occupations.

Such a ship was His Majesty's Canadian Ship *West York*, which now lies several fathoms deep off Laurier Pier in Montreal Harbour, a port which she had left almost 16 years before as a spanking new corvette. In the course of those years she has had several names.

Launched at Midland on January 25, 1944, HMCS *West York* was commissioned there on October 6 the same year. By mid-November she was at Halifax and, after working up at Bermuda, the corvette arrived at St. John's to join the Mid-Ocean Escort Group, C-5. In the remaining months of the war, the *West York* escorted convoys between St. John's and the River Foyle, her team-mates being the frigates *Runnymede* and *St. Stephen*, and the corvettes *Hespeler*, *Huntsville*, and *Lachute*. (The *Runnymede* has been scrapped; the *St. Stephen* is a Canadian weather weather ship; the *Hespeler* is a cruise ship in the St. Lawrence under the name *Stella Maris*; the *Huntsville* is the Canadian cargo ship *Belle Isle II* and the *Lachute* is the *Cristobal Colon* of the Dominican Navy).

HMCS *West York* (named for Weston, Ontario), was paid off at Sorel, Quebec, on July 9, 1945.

The ship next came into view in something of a dramatic role. Under her new owners, the SS *West York* was sighted on November 7, 1945, by the light-keeper of East Point Light, Prince Edward Island, having considerable difficulty towing her yawing charge, a destroyer. In strong northwesterly winds, the towing line parted and the old flotilla leader *Assiniboine* piled up on the shore, where she may be seen to this day.

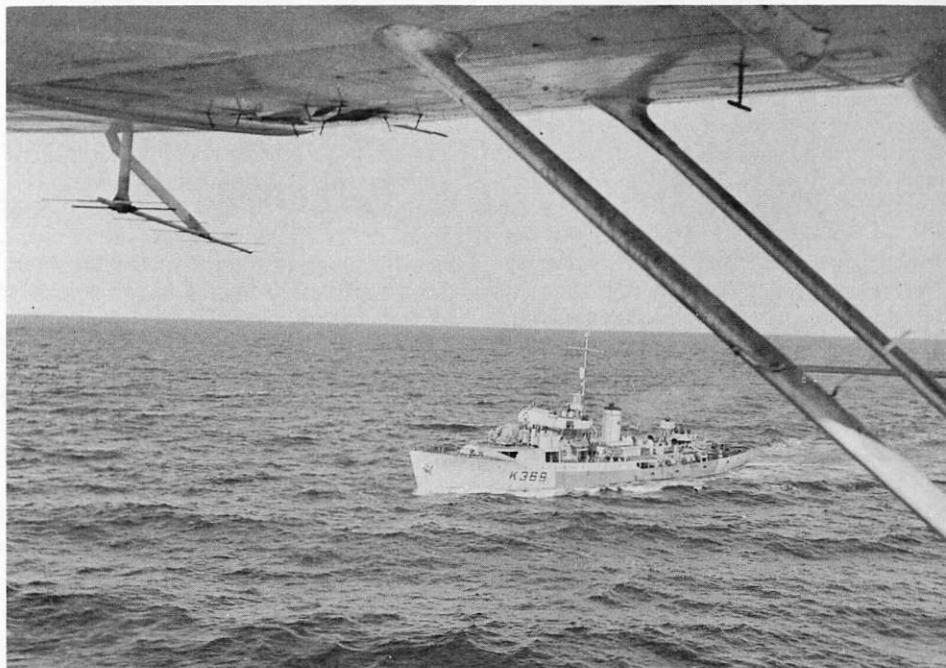
At this point the *West York* seems to have disappeared from these shores. In any event, by 1947 she had had her steam reciprocating engine replaced by diesel power. Under Moroccan registry she sailed as the *Moulay Bouchaib* and as late as 1950 was the Italian *Espresso*. In the spring of that year she was in process of being registered as the *Commercial Express* of London, England. At the time of her loss she was the Canadian-owned *Federal Express*, employed

carrying building materials and heavy equipment to Port Cartier on the Quebec North Shore.

Her sinking in Montreal Harbour has produced a complex marine salvage problem. In the evening of May 5, 1960, as she lay at her berth, she was struck by the Swedish *Polaris*. Holed and with her mooring lines carried away, the

Federal Express careened into the Danish *Hilda Maersk* and sank in 30 minutes.

Because of the six-knot *St. Mary's* current, an elaborate deflector wall has been sunk to permit divers to salvage cargo and fittings. Then explosives will be used to break up what was once HMCS *West York*.—E.C.R.



The corvette *West York*, on duty in the North Atlantic, as seen from an RCAF Canso on coastal patrol. (Z-1200)



The last metamorphosis of the corvette *West York* was into the MV *Federal Express*, St. Lawrence River freighter, shown here in Montreal Harbour. She has since been accidentally rammed and sunk and lies at the bottom of the harbour. A menace to navigation, she will be blown up. The picture is from the collection of Ivan S. Brooks, of Hamilton.



Here are some of the gloomy rugged Greenland mountains over which Canadian sailors clambered this summer. Reproduced from a 35 mm colour slide taken by Lt. R. A. Butler, supply officer of HMCS Lauzon, the picture shows the head of Arsuk Fjord on which the Danish naval base of Gronnedal is situated. Across the water is the Ivigtut cryolite mine.

GREENLAND ADVENTURE

IN THE RUGGED mountain peaks between the Arsuk and Ika Fjords of Greenland, there is country of such stunning magnitude it snatches one's breath. Here, on a late August camp-

ing trip, I plodded behind a Danish guide whose love for the barren hills was unique in its honest sincerity.

Shortly after lunch on Saturday some 50 men gathered on the jetty beside the

two frigates *Cap de la Madeleine* and *Lauzon*, nested at Gronnedal, Greenland. A week-end camping trip, arranged by our Danish hosts was in the offing, and 30 Canadians and the 20 Danes who were to be our guides talked quietly together.

During the Ninth Escort Squadron's UNTD training cruise to the far North in August, the frigates Cap de la Madeleine and Lauzon were detached and spent the week-end of August 18 to 22 as guests of the Royal Danish Navy at Gronnedal in southern Greenland. The offer of the Danish hosts to arrange an overnight hike into the mountains was accepted with alacrity by 30 Canadian sailors, who had little idea of the rugged trek that lay ahead of them. However, the hike was to bring them experiences they will long remember.

A personalized account of the adventurous outing was written by PO William H. Kerr, yeoman in the Lauzon, who here shares with Crowsnest readers the excitement and wonder of that week-end in Greenland.

Eventually we split up in about eight groups of six men, my own party consisting of six men and two guides. Introductions all around produced "Hooper" as the name of one guide and "Ole" (O-lah) as the name of the other. Both men were of the Danish Navy. Hooper, it appears was of Eskimo descent and had spent eight years of his childhood in the hills which stood before us. He was dressed in faded blue working clothes. On his feet he wore a

pair of army boots with reinforced toes. Heavy canvas gaiters pegged in the bottom of his trouser legs. He had worn the boots less than six days in the mountains and they bore signs of the ruggedness of the terrain. They were gouged and battered beyond belief; this was their last trip. His gaiters, less than two months old were shredded and torn.

Our other guide, Ole, while having been less than a year in Greenland, had acquired the name "Old Man of the Mountains", despite his youthful 21 years. Something about those two loose-limbed individuals told us to prepare for an arduous trek.

We strapped on our packs and found them light and comfortable. We stood for a few moments in silence facing the hills, each man with his own thoughts. Some were sizing up the first mountain, some took a quick new appraisal of themselves and their stamina as they gazed upon the gargantuan slopes in their path. Each man, I'm sure, spoke to himself of perseverance and steeled himself for the climb. None of us, I think, had ever before stood at the foot of a mountain harbouring intentions of tramping over it.

Somebody waved a hand and we were off. For about the first half hour we stuck together chatting amiably. Then the chatting stopped. We were using our breath to supply energy to tiring muscles. Shortly thereafter the intervals between us began to lengthen, the mountain was getting steep. One of the guides, Ole, showed an inclination to step out and our party tended to split into two groups. Three of us moved up ahead with him. It took us well over an hour to reach the crest of the first huge rise, some 1,000 to 1,100 feet up. The packs were not as light now, nor were they as comfortable. We sank weak-kneed onto the rock cliff top to await the second half of our party. Ole strode over to the edge of the cliff and waited patiently, looking down. From where we sat, back from the edge only the sky and distant peaks were visible. Clearly it must be a 1,000 feet down the cliff. Looking back, the Arsuk Fjord dotted with chunks of glacial ice spread before us and the buildings of the Danish naval base were but tiny spots at the waters edge.

WE WERE WATCHING the second half of our party toiling up the hill and our attention was divided, when the guide did a shocking thing. He hunched down slightly, braced himself, and leaped wildly out into space. There was a hushed delay of disbelief and incomprehension before we rushed to the cliff's edge to the sound of a horrible crashing and the ominous rumble of

sliding rock. The whole face of the cliff seemed to be moving and it was difficult to focus on anything, but there was Ole, some 200 feet down the rock slide which sloped away from the cliff, his feet turned sideways and pressed closely together, always just one bound ahead of his self-created avalanche, dropping down the mountain in great jerking 25 foot leaps like a mountain goat in full flight. When the action stilled, when the dust settled and the mountain returned to normal he stood a full 500 feet below, hands on hips, looking up at us.

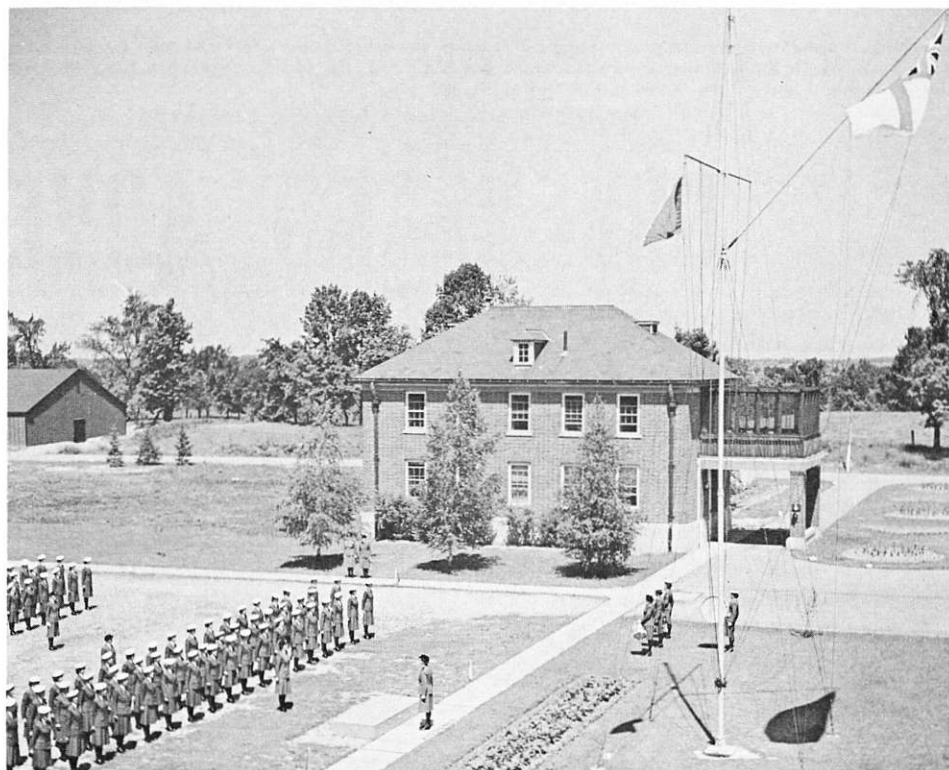
It was at this point that our party divided into two distinct groups. Those who were willing to emulate this feat, and those who definitely were not. I don't know how the second bunch made their way down the hill. I pinched my nostrils between my thumb and forefinger, closed my eyes, and jumped into space after Ole. When my feet hit the shale 30 feet down, the impact numbed me right up to my ears. I kicked my feet back out into the air as I had seen Ole do, and bounced down another 20 feet. The experience changed from frightful to exhilarating in the twinkling of an eye. I was flooded with con-

fidence and, as I careened down ahead of my own little avalanche, I drove my feet saucily into the shale a little more heavily each time, starting larger and larger slides, and getting more distance with each leap. I was disappointed when I ran out of mountain.

We stood in a very narrow green valley which sloped gently down some 600 feet to the headwaters of the Ika Fjord. Ole pointed to the water's edge and indicated that we would camp there. Down the valley we headed with renewed vigour. It looked close. The eye is easily deceived in the mountains, for not until two hours later, driven to a point of madness by the hundreds of millions of flies which made their home in the high-walled windless valley, did we arrive, swatting, swearing, sweating, hungry and tired at the site where we pitched our tents.

One could have no conception of the devastating persistence of the flies. Because of their intensity we were obliged, despite a smokey shrub fire, to warm our food and rush into the tent, where we squatted around the walls and ate, dirty-faced and grinning, resembling, somewhat, triumphant jackals which had made off with a lion's kill.

Yesterday's Navy



Divisions at HMCS Conestoga, Second World War training establishments for wrens at Galt, Ontario. Note the wren drummers. (M-943)

There were flies inside our shirts, there were flies in our ears, they were in the meat and in the tea and later on I discovered their gritty little bodies in my socks and underwear. The situation was almost untenable, when, with four hours of daylight remaining, the sun disappeared from our canyon, and with it . . . mercifully . . . the flies.

OLE, for reasons unknown, selected me as the man of the group to whom he would show some of the secrets of his dearly beloved Greenland. He did so with characteristic simplicity. He touched me on the elbow and walked out of camp. It was evening and I was tired and I would gladly have folded up in a heap and expired but I took a hitch in my belt and went after him.

He experienced some difficulty in finding his first objective and as he cast back and forth in long ground-eating strides on the bottom slope of an immense mountain he rumbled with deep throaty growls of impatience at himself. When he discovered it, he did not immediately point it out. He stood instead for a long moment looking me straight in the eyes. He wanted very badly to be sure I was a kindred spirit before he showed me his prize. When he made his decision he placed a hand on my shoulder and turned me around. I faced a low structure of neatly piled rocks. For a moment I stood puzzled. Then he breathed a word, which in the immense stillness of the mountains seemed to hammer into me.

"Viking!" It echoed again and again in my ears until I chilled.

The rocky rubble was the ruins of a Viking home. Imagine his delight when I became excited and crawled all over the place as though I were going to buy it. He was so pleased with the whole situation he smiled. Ole spoke little English but, by actions and with the aid of a pencil and some paper which I produced, he explained how the Vikings had settled the valley at the head of the fjord to fish and farm. He told how the Eskimo became annoyed at these strangers taking up some of the best farmland in Greenland and massed together from as far away as Labrador, and slew the Vikings when the ships of war had moved on.

The structure still stands, five feet high but alarmingly small in inside dimensions. I thought surely it must be a fortress or look-out station, although its location proved this to be unlikely.

Due to the absence of trees or other workable material the house could only be made of rocks. It is located conveniently in, and is part of, the base of



A new lightweight diving suit to replace the cumbersome equipment now used by deep-sea divers is being tested by the Royal Navy. The new suit, shown under test near Portsmouth, embodies many of the features of the frogman type suit and eliminates the heavy metal helmet and lead-weighted boots. (Photo from U.K. Information Office.)

an expansive rockslide, from which it is almost indistinguishable even when quite close.

It takes the form of an elongated figure eight, with one end slightly larger than the other. The larger was a living and eating room, while the smaller of the two was for sleeping. The walls are three to five feet thick, with deliberate "peep" or ventilation holes. I was unable to discover, nor could I imagine what material was used to roof the structure. Entrance had been gained through the roof, for there were no doors in the walls.

I SAT on a large flat, chair-sized rock in front of the house where almost certainly the head of the Viking house had sat to look down the Fjord. A rare moment of indescribable feelings, spanning a thousand years.

Ole had come upon the place the preceding winter while skiing. He pointed to the steep incline down which he had come swooshing at breakneck speed, only to have his skis drop into the house suddenly and leave him spinning in the air.

We were joined at the site by two of the lads from camp who noticed us

tarrying on the hill. I had selected as a souvenir a small stone used as fill between the larger rocks, and was holding it in my hand. One of the lads moved a couple of rocks and I sensed Ole's changing attitude. When the lad picked up yet another stone he was set upon by Ole, who growled at him to put it back. He definitely objected to this priceless structure being disturbed. I replaced the two rocks which had been moved and quietly slipped mine back where it belonged. Who was I to deface a building a thousand years old?

Our guide was somewhat hostile as he led us away. He took us back to camp, and I assumed I would learn no more secrets from him that night. This was not the case, however, for when the two lads fell into conversation with other hikers, he touched me on the arm and we were away again. Ole fell back beside me as we cleared camp and slipped something heavy into my pocket. It was my souvenir.

Until long after dark I followed him from lake to river, from waterfalls to fishing holes where fish could be snatched from the water by hand, we went. We topped the evening off by finding ourselves separated from camp by a wide shallow river and having to wade through its icy breadth.

THE MORNING sun brought the flies in miserable abundance. It brought Ole with it too. He shook me. "Climb mountain," he said, "see ice, no flies". With those words he began a day I shall probably never forget. Before we cleared camp I was joined by the two lads who comprised our half of the team. All of us were fresh, all ready to climb and all in eager anticipation of viewing the ice cap.

Today we carried no packs. We had no encumbrances. The world was our oyster as we fanned out to approach a formidable looking mountain to the north. The flies were upon us with a vengeance. Moving across the lichen covered flats we made hoods of our working jackets by draping them over our caps, leaving only a tiny space open in front. So many flies zoomed in and out of even this tiny hole that we cut leafy switches from the scruffy undergrowth and wig-wagged them rapidly in front. This kept the flies out nicely. Of course, I couldn't breathe. I couldn't see where I was going either. So, each time I fell cart-wheeling down into one of the crags, I reminded myself I was keeping the flies out, provided I waved the branch fast enough. We should have had proper cheesecloth headpieces with clear plastic eyepieces made purposely for protection from flies. We were given

them before leaving the base but, alas, someone had discovered the night before that they made excellent tea strainers, and with gay abandon we had rendered them quite useless.

The climb began. The first 1,200 feet were pure agony. We were tired out in the first 50. The walls were steep and the rocks were loose. There was no air to breathe; just flies. As we climbed up the patches of loose shale which dotted the mountain we were in danger, not only of falling, but of starting a slide or dislodging a boulder on the next man astern.

These sections had to be scampered over spider fashion with hands and feet, elbows and knees, all moving as fast as they could go, all doing their part in holding you onto the cliff. Once you lit out, there was no stopping and no turning back. We learned to traverse these patches one at a time and to disregard the frightening havoc we turned loose down the mount.

Time and again we struggled over what surely must be the last rise and lay gasping and wheezing and sucking in flies through tightly clenched teeth, only to open our eyes to find another, sometimes taller one, looming overhead. At times a man was hard done by to control panic. Sometimes when muscles and lungs shrieked for air, and it seemed that surely life would leave if oxygen wasn't consumed in great gasping gulps, a man could forget himself. He could unclench his teeth and breathe in all the flies which had piled up there. Yes, at times a man's mettle was severely tested.

ALWAYS there was Ole, the untirable, waiting patiently, standing on the next ledge up. Each time I saw him he was waiting for us. He didn't climb, he simply materialized on the next ledge up. Waiting. Always waiting. At the 1200-foot level we struck wind. Blessed, cooling wind, to dry the burning sweat from our eyes. There were no flies. Those little citizens of Greenland preferred the shelter of the valley and stayed below.

The next 800 feet to the summit were comparatively easy. I could breathe deep and it was not flies which filled my lungs, but fresh mountain air. The last 50 feet were steep and tricky and required close attention, so that when we finally stepped onto the crest the whole panoramic view seemed to burst into being all at once. Mountains. Mountains to the left, mountains to the right, mountains to our backs, and there ahead stretched millions of square miles of snow and ice, measuring in some places 10,000 feet deep . . . the greyish-white snow cap of the world, an un-

broken blanket of velvet and satin covering five sixths of all Greenland.

The scenic splendour conjured up its own music. The wind, the distant water falls, the barking of mountain fox, heavy panting breaths, the sense of personal accomplishment, the presence of God, all pressing home in an adventurer's brain to produce a symphony to a land which stands unchanged in all its burnt, discoloured, broken, cold and barren splendour from the day it boiled up out of the earth's core to harden in the air.

I sensed our guide's feelings of personal satisfaction. He studied us while we studied the new world into which we had nurtured us. Any peak we cared to point out, he had climbed, but not like this. This time he had three men with him to share his feelings.

Arsuk Fjord lay 2,000 feet down in the valley to the left, Ika Fjord to the right. Long Lake and numerous smaller bodies of water filled the concave contours of the mountain slopes, and stretching ahead for thousands of miles was a veritable desert of ice. At the head of the Ika Fjord one could make out four indistinct dots—our tents.

We had still to climb down this mountain and still to climb out of the valley with all our packs. We were tired then and would be a sight more tired before we finished. We knew it, but for the moment none of that seemed to matter.

"You glad?" Ole asked.

I took a long slow look around. Of course I was glad, if it must be put into terms as simple as that. What was the matter with him? Surely he knew me well enough by now to know how I had come to feel about his mountains. I turned to growl at him, but he wasn't there. He was about a hundred and fifty feet down the other side of the mountain. His hands were on his hips and he was smiling. He was waiting for us.

Ole still had a lot to do to make our week-end complete. We had land-slides to start, canyons to yodel down, streams to drink from, cliffs to scale and, of course, we would have to out-hike the other half of our party by at least an hour on the return trip. He couldn't have us wasting too much time just resting—not with so much of his world left to show us.

For the moment, however, I kept him waiting. With all respects to home and friends, I have never worked so hard to attain, nor moved away with more reluctance from, anything as fascinatingly captivating as that windy, rain-washed granite, smooth peak, commanding a view of what surely must be one of nature's most fascinating handiworks.

—W. H. K.

PROMOTION

How the RCN's New System Works - and Why

FOR THE PAST year and a half, men of the Royal Canadian Navy have been receiving their promotions under a new system.

All naval personnel are bound to be directly concerned with how the new promotion system is working out. Not only does it control the careers of individuals but, in its choice of the senior men, it determines the efficiency of the whole service.

Any such system should not only select the best men for promotion, it should also show each man the areas in which he should strive for improvement, both for his own good and that of the Navy. It, therefore, becomes the personal responsibility of everyone in the service, officers as well as men, to make sure that the promotion system operates efficiently and fairly.

The promotion system determines which men are to be promoted each year. How many will be promoted rests principally on the complement and the release rate. In other words, the promotion system decides *which*, not *how many* men are to be promoted. Its objective is to make certain that the best men are promoted and, on the other side of the coin, to prevent the promotion of men whose performance is so low in their rank that their promotion cannot be justified, no matter how many vacancies may exist in their particular trades.

It is worth emphasizing that, although all trades are now considered for promotion at the same time, selection for promotion is made within each trade for the vacancies existing in that trade. Where trades are recruited and administered separately by Port Division (at present all but Radiomen Special and the air trades), each Port Division trade is treated as separate. "Any trade" positions in complement are shared and assigned to particular trades to improve each trade sea/shore ratio and career structure.

Wrens of various trades are borne against the complement of the related men's trade. They are, therefore, promoted in direct competition with the men of that trade.

Does It Work?

THE SYSTEM is being continually studied and analyzed both in Naval Headquarters and in the RCN depots. These studies are intended to

answer two things: "Is the design of the system such that the man we want gets to the top of the list?" and "Is the fleet using or able to use the system correctly?"

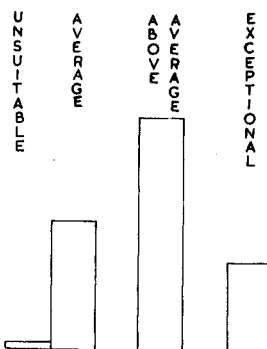
In each case the answer has been a qualified "yes". Unfortunately, the perfect promotion system has yet to be invented. Before the RCN's new system was chosen, a detailed study was made of the methods used in industry and by other services, together with an ex-

amination of the research being carried out in this field. What was believed to be the best system for the RCN was then produced.

The first results of this system confirm that it is basically sound. We know, too, that it has been better than the system it replaced, and it is believed to be better than the systems other people are using to do the same job.

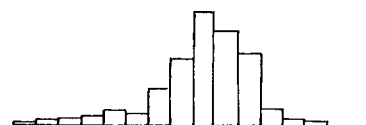
When the new system was introduced it was appreciated that changing cir-

CNS 507
1951-1957

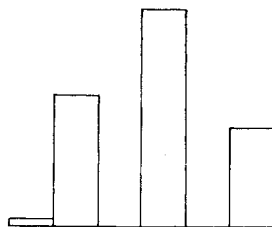


C2

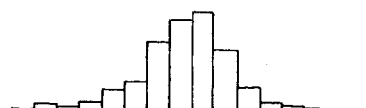
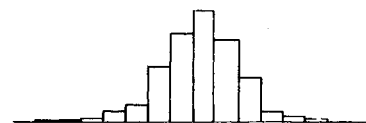
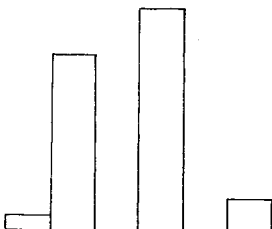
CNS 4001
1959



P1



P2



The old system of scoring the performance of men for promotion resulted in the mathematically absurd situation of far more men being scored as above average than as average or below. This is shown in the graphs at the left. The columns of the graphs at the right represent groups of percentage scores in performance evaluations, ranging from low at the left to high at the right.

cumstances and conditions must be expected and, in consequence, if the system was to remain valid, modifications must be effected as required. Hence modifications to parts of it may come along as they are needed. One obvious necessary improvement is that everyone should understand the system better than is generally the case today.

Two Steps

THERE ARE two steps each man goes through as part of the promotion process—his entry into the promotion zone and his selection for promotion.

Entry into the promotion zone is largely mechanical. The man must meet the minimum professional requirements laid down in the Manual of Advancement and Promotion (MAP). As soon as he satisfies all these requirements he enters the promotion zone. These requirements have been designed to ensure that a man has received the necessary training and experience to fit him for promotion. They therefore include time in rank, seetime or squadron time, level of trade skill, and passing rank examinations.

The requirement for a period of exemplary conduct is also included to ensure that only men of known stability are allowed to compete for promotion. Once a man enters the promotion zone he is removed only if he breaks exemplary conduct or changes his rank.

Handicapped Taken to Circus

Twenty-one handicapped persons of the Halifax area, most of them from the Sir Charles Tupper School handicapped class, had their annual morning at the circus, compliments of the Bill Lynch Shows, June 21.

The handicapped were taken to the circus in buses of the Callow Veterans and Invalids Welfare League and personnel of the Navy, Army and Air Force rallied round as guides and helpers.

The circus performers held special side show events and acrobatic demonstrations and the various rides were open to all comers able to ride them. There were clowns, flossy candy, peanuts, hotdogs and traditional carnival atmosphere for the special guests, mostly children.

The Armed Forces personnel trundled the visitors about in the wheel chairs and lifted them onto the merry-go-round and other rides. Army and RCAF types spread the rumour that one sailor was going to be seasick after his small charge insisted he be taken on one particularly loopy ride five times in quick succession.

Qualification cards are issued every six months to each man not yet in a promotion zone, telling him the exact qualifications he has been credited with. It is each man's responsibility to be aware of what he needs to enter the zone, to know what he has earned and to report any inaccuracies in his card.

Selected for a given rank of a given trade are those in the promotion zone with the highest composite score. It is the design of this score to take all the men in the zone and bring forward those with the best combination of knowledge, performance, experience, dedication and aptitude.

The components of this score are listed in MAP, Article 2.13 and include performance reports averaged over the previous two to three years, time in the promotion zone, continuous unbroken full time RCN service, and education.

Status Card

EACH MAN in a promotion zone receives a status card every six months. This card tells him all the points awarded to him for each factor except Average Performance Evaluation. The man is further assisted by being told in which quarter, in comparison with all those in his trade and in the zone, his average performance evaluation falls—if there are enough men in that particular promotion zone. This restriction is made to prevent direct comparison of the performance evaluations of individuals. As with the qualification cards, these cards are issued to keep each man informed of his progress, and to allow him to exercise his responsibility of reporting any apparent discrepancies in records.

A matter of major concern is the performance evaluation. If this factor is to achieve its intended importance in selecting individuals for promotion, there must be a reasonable point spread in the scores of men. If everyone in a promotion zone receives the same, or nearly the same performance evaluation score, it becomes meaningless and promotion is determined by the other composite score factors.

It is therefore of continuing importance that the whole scale of this form be used in order to measure the difference in performance of individuals. As the fleet will be aware, the promotion monitors on each coast are largely concerned with ensuring that this requirement is met. They do this by ensuring that the highest and lowest scores are properly substantiated, in other words, scored for those men who have proven by their actions they deserve an exceptional mark at the time of the report. The skill of the com-

manding officers and their evaluators is required to correctly grade all other men between these extremes.

The graphs accompanying this article are produced to show the points spread achieved last year in the service as a whole, for C2, P1 and P2. In some cases, the spread in individual trades was not that good, tending to make selection for promotion difficult.

The old CNS 507 scores are shown also for comparison. It can be seen that with the old form, the proportion of men described as "above average" and "exceptional" was unrealistically high, with large numbers grouped together with the same assessment. This did little to ensure that the best men were promoted. The new form is producing scores which correspond to observed levels of performance. It is therefore easier to identify the best men for selection for promotion.

Not a Mystery

THE PROMOTION process is not meant to be a mystery. The only information which is kept confidential is the performance evaluation mark and also, therefore, the average performance evaluation of each man. This will continue, as it is the business of no one except the man concerned. He sees each of his evaluations before they leave the ship and he has an accurate knowledge of how he is progressing.

Another piece of information not readily available is the number of men to be promoted to each rank of each trade each year. This is not published primarily because the numbers can change rapidly for a number of good reasons. It is felt that publishing a forecast which is liable to such change is undesirable. (The same policy, by the way, is followed with officer promotions.) All other information is, or should be, available through regulations, reports or status and qualification cards.

With data and experience both being accumulated, more thorough and corrective research is now possible. Although this is being done, a large responsibility rests with the fleet. A promotion system must have the full confidence of its users if it is going to work. If that confidence is lacking in any area, the cause must be investigated and corrected. Only when mistakes, oversights or misinterpretations are promptly reported, and only when early corrective action is taken, can a really satisfactory system be maintained. Do your part to maintain confidence in the system and you will help the *service* and *yourself*.

AFLOAT AND ASHORE

PACIFIC COMMAND

Fourth Escort Squadron

The frigates of the Fourth Canadian Escort Squadron, *Sussexvale*, *Antigonish*, *St. Therese*, *Beacon Hill*, *Jonquiere*, *New Glasgow* and *Stettler*, returned in early August from a 46-day, 11,000-mile trans-Pacific training cruise.

Each ship had carried for training eight senior and 16 junior Regular Officer Training Plan Cadets, from Royal Roads, Royal Military College, College Militaire Royale and from universities across the country.

A strenuous training program was carried out during the 37 days spent at sea. The cadets received classroom instruction and practical experience in seamanship, engineering, navigation, weapons and communications. Operational training for the ship's companies was carried out at the same time; regular anti-submarine and gunnery exercises were scheduled, while action drills, damage control problems and seamanship evolutions were the order of the day.

The cruise began on Monday, June 20, when the seven ships left Esquimalt and headed northwest toward the Aleutian Islands. The weather was sunny and warm but a stiff breeze was blowing and the ships began rolling to the Pacific swell on passing Swiftsure Light Vessel, much to the discomfort of some of the cadets.

As the squadron progressed northward the weather turned colder with fog and mist. Such were the conditions in Adak, bleak wind-swept island in the Aleutian chain, where the ships took on fuel at the U.S. naval base.

On leaving Adak the squadron turned southwards for Japan. Off the Kurile Islands the ships threaded their way, still in fog, through a large Japanese fleet one busy and memorable night.

Early on the morning of Thursday, July 7, the squadron entered busy Tokyo Bay and steamed past myriads of craft of all kinds from small fishing boats under oars to mammoth tankers. At 8 a.m. the squadron arrived in Yokohama for a wonderful four-day visit.

Principal hosts to the Canadians were the Japanese Maritime Self-Defence Force, members of the Canadian Nisei Society and the Canadian Embassy staff in Tokyo, who together ensured that the stay was most pleasant and memorable. A highlight for the cadets was their tour of the Japan Defence Academy. They were taken on a tour of the Academy, played games of volleyball and basketball against the Japanese cadets, which they lost, and had lunch Japanese style.

It was with some reluctance that the ships left this intriguing and charming country on July 11 and turned towards home.

The first stop was the tiny island of Midway on July 18 where the squadron regatta was held. This pleasant little island will be remembered for three things: firstly, the warm hospitality of the American naval personnel and their families who live there; secondly, the

beautiful white coral sand beaches where everyone swam in the warm crystal clear sea, and, finally, for the gooney birds, the Laysan albatross. This species breeds on Midway and the ungainly young birds were everywhere, on the roads, the runways of the airfield and on front lawns. The birds, already the size of farmyard ducks, were exercising their large wings and getting ready to fly away to the open ocean where they spend most of their lives.

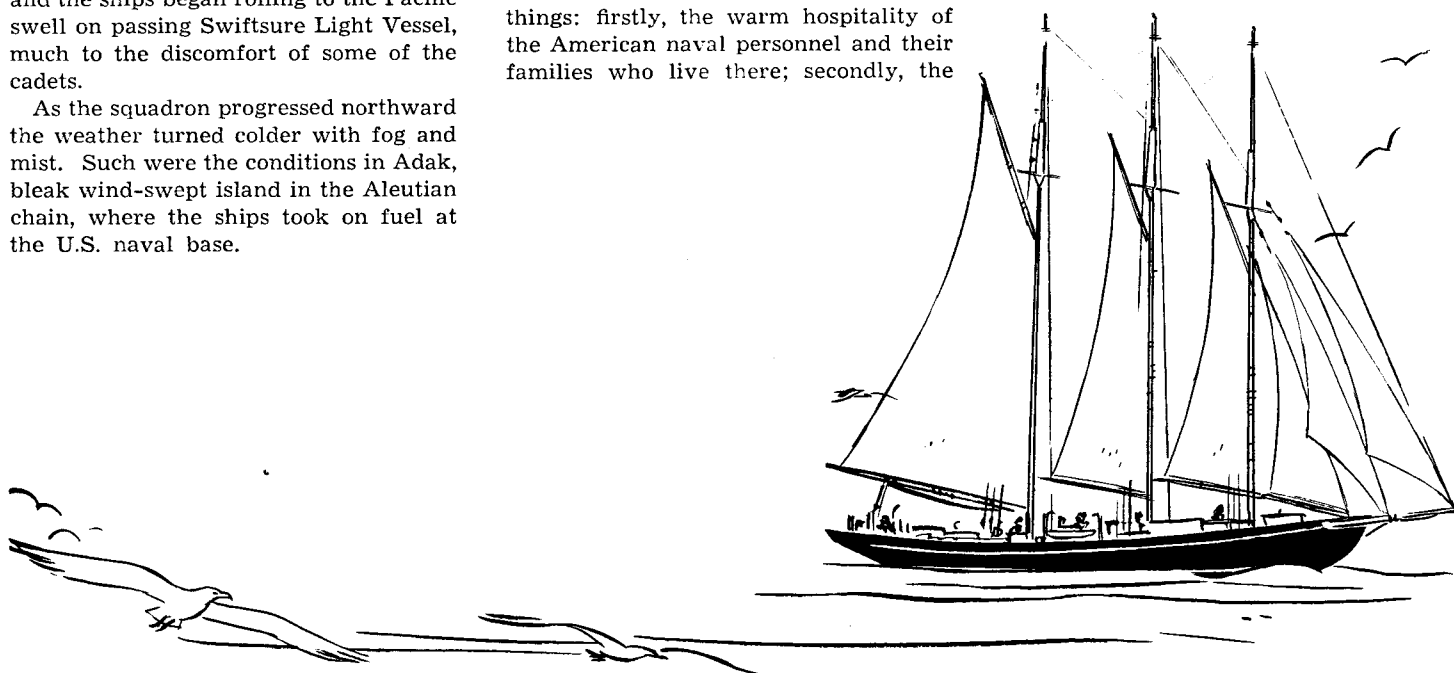
The next port of call, on July 25, was Pearl Harbour, Hawaii, always popular with the Royal Canadian Navy. After two busy days the Squadron sailed for home.

High on the *Sussexvale*'s foremast was a large, gaily painted rooster, signifying that she had won the coveted "cock o' the walk" trophy. Boat pulling, softball, volleyball, a gunnery shoot and general drills all counted for points. The *Sussexvale* edged out the *Antigonish* only by winning the final softball game 13-12 in semi-darkness.

ATLANTIC COMMAND

HMCS Kootenay

On one of the four days during which the *Kootenay* was open to visitors in Portsmouth, England, this summer, a



Mr. T. W. Aplin, after touring the ship, identified himself as a member of HMS *Decoy's* ships company from May 1941 to November 1942.

HMS *Decoy*, a River class destroyer, became the original HMCS *Kootenay* on transfer to the RCN in early 1943 after ten years service in the RN. Her first RCN commanding officer was Acting Lt.-Cdr. K. L. Dyer, now rear-admiral and Flag Officer Atlantic Coast.

Mr. Aplin joined the *Decoy* as a leading telegraphist in May 1941. During his 18 months in the ship he participated in 21 convoys to Tobruk while it was under siege, five convoys from Alexandria to Malta, a six-month period in the Far East, and in the evacuation of the King of Greece and others from Crete to Alexandria in May 1941. For this last act the ship was presented a trophy depicting the King of Greece spanking Mussolini. This trophy is now in the present *Kootenay*.

After the *Decoy* was transferred to the RCN Mr. Aplin received his commission. He retired in 1946 and is at present the manager of Lloyds Bank in Havant, near Portsmouth.

HMCS Huron

The *Huron* went into refit in April, and therefore saw many changes in personnel throughout the summer. The refit was carried out by Davie Shipbuilding Co., Lauzon, P.Q., and the ship's company took full advantage of the local attractions, such as fishing and golfing, in off-duty hours.

The men were also made very welcome by members of Branch 12, Canadian Legion, at Levis, and recently presented to them a replica of the ship's badge as a grateful memento of the Legion's hospitality.

On the more serious side, a plea for blood from the Levis General Hospital (Hotel Dieu) on behalf of the wife of an unemployed blind man of Levis, was answered by four members of the crew. The four, PO Armand Turgeon, and Able Seamen Thomas Mahoney, George Slade and Patrick McCluskey, were pleased to learn later that, by their generous act, the life of the patient, Mme. Lionel Belanger, was probably saved. —R.G.L.

HMCS Outremont

From June to September, the *Outremont* was in the Great Lakes training RCN(R) ordinary seamen. In the course of the summer the ship visited the following ports: Outremont (Montreal), Hamilton, Windsor, Midland, Milwaukee, Duluth, Collingwood, Rochester and Toronto, while brief stops were

made at Mackinaw City, Goderich, Grand Bend, Port Stanley and Hope Island.

In addition, the ship's motor cutter, "*The African Queen*", saw repeated use, including a 65-mile trip in Georgian Bay.

At the halfway point in the summer, while the ship was in Duluth, an article in daily orders said:

"In order to arrive here, a point 2,150 miles from Halifax, we have steamed 3,896 miles, passed through 16 locks, been lifted 602 feet . . . We are 115 miles west of Fort William, west of the Manitoba border, west of New Orleans, 600 miles west of the Panama Canal and 600 miles west of the most westerly point in South America. We have steamed as far north as St. John's or Paris, France (Lake Superior) and as far south as New York City or Naples, Italy (Lake Erie). We are now as far west of Halifax as Ireland is east."

Some additional facts about the summer were that almost 25,000 people were shown over the ship and an additional 650 attended receptions on the quarter-deck and 4" gun deck. In addition 90 scouts, cubs and sea cadets were taken for one-day cruises.

HMCS Cape Scott

On August 24 a rather unusual call was made on Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast in that the Admiral was visited by two consecutive captains of the same ship. This came about because Cdr. F. J. Jones was handing over the *Cape Scott* to Cdr. A. H. Rankin, and both officers were making their first official calls.

Later in the day Admiral Dyer returned the calls and walked around the *Cape Scott*. A guard of UNTD cadets was paraded under Lt. M. J. Fitzgerald. The cadets were undergoing engineering and power phases of their training in the repair ship.

Cdr. Jones was the first commanding officer of the first escort repair ship to be commissioned in the RCN. He left the coast to take up an appointment at Headquarters in Ottawa as Staff Officer (Shipping Control) to the Director of Naval Operations.

Before assuming command of the *Cape Scott*, Commander Rankin was Assistant Director of Naval Program Control (Manpower Requirements) at Naval Headquarters.

HMCS Victoriaville

Twenty-six first-year College Militaire Royal cadets embarked at Halifax in the *Victoriaville* July 2 for a four-week cruise and training period.

Ports of call included Shelburne, N.S., Saint John, N.B., Baltimore, Maryland, and New London, Conn.

At Grand Manan five cadets and two officers rigged the whaler and sailed all night, arriving in Saint John the following afternoon. While visiting Saint John the cadets watched units of the Canadian Army on manoeuvres at Camp Gagetown. In Baltimore the British consulate, the English Speaking Union and USN officers gave the ship a splendid welcome. A half-day was spent on a conducted tour of the U.S. Naval Academy at Annapolis, Maryland.

A week was spent in Long Island Sound where the officer cadets exercised their newly learned skill in pilotage work.

A visit to the U.S. naval submarine base at New London was the highlight of the cruise. Cadets were welcomed by Captain E. P. Huey, USN, officer-in-charge of the Submarine School. They spent two days under instruction and a most comprehensive course was provided for them.

On the last day at sea the cadets put all their acquired knowledge together and took over positions in the ship from commanding officer down. Needless to say, confusion arose where decisions dependent upon experience had to be made, but there was no lack of enthusiasm in carrying out their duties.

The cadet "cooks" produced a sumptuous meal, which played havoc with the supply officer's rations, the cadet ERA was at the throttles during man overboard practice and the cadet XO did a seaman-like job of manoeuvring the ship alongside a float.

P & RT School Cornwallis

The Atlantic Command P & RT instructors gave a farewell party to Lt.-Cdr. and Mrs. J. A. Arnott in the *Cornwallis* C & POs' mess on August 20.

Mrs. Arnott received a bouquet of red roses, presented by Mrs. W. A. Rheubottom on behalf of the P & RT instructors of the Atlantic Command.

An engraved pewter stein was presented to Lt.-Cdr. Arnott on behalf of the *Cornwallis* P & RT staff and a matching set of luggage was presented to him by CPO A. E. Cole on behalf of the P & RT instructors.

Third Escort Squadron

A blood donor clinic for ships of the Third Escort Squadron was held in the Command Gymnasium on August 18.

There was a registration of 314 and the breakdown by ships was as follows: *Crescent* 53; *Micmac* 40; *Cayuga* 113; and *Sioux* 50.

THE RCN TODAY

THE ROYAL CANADIAN NAVY in 1960 has 62 warships in commission. This is the largest peace-time fleet in the history of the RCN.

It includes an aircraft carrier, seven Restigouche and seven St. Laurent class destroyer escorts, 11 other destroyer escorts, 18 frigates, ten minesweepers, two mobile repair ships and six smaller craft.

There are also two Royal Navy submarines under the operational control of the RCN.

Three naval vessels were on loan to other Federal Government departments.

There are three first-line air squadrons, one operating Tracker anti-submarine aircraft, one composed of anti-submarine helicopters and one armed with Banshee jet fighters. Four other squadrons are engaged in training, evaluation and other duties.

The fleet is to be augmented in the future by six destroyer escorts similar to the Restigouche class. Work has begun on all of these.

The order has already been placed for the construction in Canada of a 22,000-ton tanker-supply ship for the Navy.

The following list shows the composition of the fleet:

Atlantic Command

SHIPS IN COMMISSION BASED AT HALIFAX:

Type	Number	Class
Aircraft Carrier	1	Light Fleet
Destroyer Escorts	7	Restigouche
Destroyer Escorts	7	Tribal
Destroyer Escorts	2	Algonquin
Destroyer Escorts	2	Other classes
Frigates	11	Prestonian
Minesweepers	6	Bay
Mobile Repair	1	Cape
Diving Depot Ship	1	Bangor
Gate Vessel	1	Porte
Patrol Craft	3	Bird
Submarines	2	"A" (Royal Navy)*
Total	44	

General: Destroyer escorts, frigates, minesweepers and submarines are assigned to squadrons. In the Atlantic Command there are three destroyer escort squadrons, two escort squadrons composed of frigates, one minesweeping squadron, and one submarine squadron.

* These submarines are under RCN operational control.

Pacific Command

SHIPS IN COMMISSION BASED AT ESQUIMALT:

Type	Number	Class
Destroyer Escorts	7	St. Laurent
Frigates	7	Prestonian
Minesweepers	4	Bay
Mobile Repair	1	Cape
Yacht	1	Ketch*
Total	20	

General: Destroyer escorts, frigates and minesweepers are assigned to squadrons. In the Pacific Command there is one destroyer escort squadron, one escort/training squadron composed of frigates, and one minesweeping squadron.

* For officer-cadet training.

Atlantic Command

AIR SQUADRONS OF THE ROYAL CANADIAN NAVY

Squadron Designation	Types of Aircraft	Function of Squadron
VS 880	CS2F-2 Trackers	Anti-Submarine
VF 870	F2HS Banshees	Fleet air defence
HS 50	HO4S3 Helicopters	Anti-Submarine
VU 32	Trackers T-33 Silver Stars C-45 Expeditior	Aircrew training, general duties, fleet requirements
HU 21	HO4S3 Helicopters HTL Helicopters	Aircrew training, fleet requirements, search and rescue
VX 10	Various	Evaluation of aircraft and equipment

Pacific Command

VU 33	AS3 Avengers HUP Helicopters C-45 Expeditior	Aircrew training, fleet requirements
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Commanding Officer Naval Divisions

AIR SQUADRONS OF THE ROYAL CANADIAN NAVY (RESERVE)

VC 920	C-45 Expeditior	Training
VC 922	Harvards C-45 Expeditior	Training

General: Aircraft in the Atlantic Command operate from the aircraft carrier **Bonaventure** and from HMCS **Shearwater**, the Naval Air Station near Dartmouth, N.S.

Aircraft in the Pacific Command are stationed at Patricia Bay, B.C.

Of the reserve squadrons, VC 920 is based at RCAF Station Downsview, Toronto, and VC 922 at Patricia Bay, B.C.



HERE AND THERE IN THE RCN



The Naval Supply Depot at Montreal has donated a two-foot efficiency trophy to the Fifth Escort Squadron. The trophy was accepted with thanks by Captain F. B. Caldwell, commander of the squadron. The squadron is made up of HMC Ships Gatineau, St. Croix, Kootenay, Terra Nova, Columbia and Chaudiere. The trophy will be presented to the ship attaining the highest standard of efficiency during the annual inspections.



CPO Les Walker of HMCS Chippawa, Winnipeg naval division, receives the Greater Winnipeg Senior NCO's Humanitarian Award from Flt. Sgt. W. J. Hunt, association president. CPO Walker, by prompt application of a tourniquet following an accident saved a priest from bleeding to death.

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Cdr. J. R. Coulter, left, Commander of the Seventh Escort Squadron and commanding officer of the Fort Erie, accepts the new Atlantic Command Frigate Firing Trophy from Rear-Admiral H. F. Pullen, then Flag Officer Atlantic Coast. The Fort Erie had the best over all percentage for surface gunnery in 1959 to qualify for the trophy, for which ships of two squadrons of frigates compete individually. (HS-61754)



Rear-Admiral B. R. Spencer, right, Chief of Naval Technical Services, calls on the new Flag Officer Atlantic Coast, Rear-Admiral K. L. Dyer. (HS-62123).



Ceremonials until recently carried out by gunnery people are the responsibility of the Operations Division of the Fleet School in HMCS Stadacona. In charge of the guns roaring out a salute on the occasion of the Queen Mother's Birthday, August 4, in Stadacona is Lt.-Cdr. (N) Michael Tudor-Craig, RN, formerly of Portsmouth, Eng., who is serving on exchange with the RCN. (HS-61997)



On September 1, HMC Communication School at Cornwallis ceased to exist, having been transformed into the Communication Division of the Fleet School, Atlantic Command. The change was occasioned by the new trade structure, introduced last January, which places emphasis on on-the-job training.



Cdr. Stephen Jenner, RN, new Commander Sixth Submarine Squadron at Halifax, served previously as operations officer of the squadron 1955-57. The British squadron provides the RCN and RCAF with the means for anti-submarine warfare training. Cdr. Jenner first joined the RN submarine service in 1942. (HS-61672)



During his spare time over the past three years, 64-year-old Eric Hagen, of Victoria, has been building this six-foot, nine-inch, scale model of the RCN's training yacht Oriole. In a special ceremony held June 8, Mr. Hagen officially presented the model to Venture. It was accepted on behalf of the officers' training establishment by the then commanding officer, Captain D. W. Groos. A veteran of the Royal Navy and British merchant marine during the First World War, Mr. Hagen has been employed at HMC Dockyard, Esquimalt, for nearly 13 years. His son, Sub-Lt. Barry Hagen, a Venture graduate, was present for the ceremony.

THE NAVY PLAYS

Stadacona Wins Football Opener

Stadacona Sailors beat *Shearwater* Flyers 24-20 in the opener of the new Atlantic Football Conference in mid-September at Dartmouth's Little Brooklyn. Close to 4,000 fans were there as the Sailors kept the fumbling Flyers scoreless in the first half and then held them off in the exciting final frame to earn an upset.

The conference was formed this year from former Nova Scotia and New Brunswick leagues. It has a heavy preponderance of college teams. One of the conference's ancestors, the N.S. League, made Canadian football the leading autumn sport, thanks to naval impetus in the Halifax-Dartmouth area. The old NSFL won a Canadian title, earned by the *Shearwater* Flyers in 1957.

The AFC roster includes the two Navy teams in the "A" division, plus St. Francis Xavier University in Antigonish, Dalhousie University in Halifax, Mount Allison University in Sackville, N.B., and St. Mary's University in Halifax.

The "B" Division includes another *Shearwater* team, St. Dunstan's University in Charlottetown, St. F-X, Dalhousie and Acadia University in Wolfville. The New Brunswick section of this division had not been fully organized when "A" Division play began.

The AFC has taken over activities of the former Maritime Football Union, Nova Scotia Football League, N. S. Junior Football League, the New Brunswick Football League and the Maritime Intercollegiate Football Union.

Seventy Compete In Golf Tourney

Seventy competitors, including nine teams from ships and establishments of the Atlantic Command, played it out on the Digby Pines golf course in early August.

Cornwallis "A" team took top honours, winning both the team low gross and low net.

This competition was followed later in August by the Tri-Service Championships also held at the Pines.

There was a record turnout of 105 competitors to watch the RCAF take top honours with 657 points.



AB Harry Squirrell, naval photographer, is prominent in the revival of sculling in the Halifax-Dartmouth district. He won the junior single event on Lake Banook on Dartmouth Natal Day, and was in a four-man shell that placed in another race that day. He drew in the junior single in the North Star Regatta next day and won the re-race in early September. A sculler for three years, he rows for Dartmouth's Mic Mac Club. (HS-62183)

Team honours and the Lynch Trophy went to the RCAF. The runner-up for service team low gross was an RCN team.

Unit team low gross was won by RCAF Greenwood team, while the HMC Ships took the unit team low net.

Cock o' Barracks To Medical Branch

The Medical Branch at Naden won the Cock-o'-the-Barracks trophy for interdepartmental sports in August.

Admiral Sails to Regatta Victory

The Flag Officer Pacific Coast, Rear-Admiral E. W. Finch-Noyes, proved himself a sailor among Sailorettes in August when he sailed his 29-foot racer across the line first in the RCN Pacific Command Annual Sailing Regatta.

A member of the Admiral's staff, Lt.-Cdr. Fred Henshaw, was the cox'n of the whaler that took first place in the whaler race. There were 17 entries.

In the 14-foot dinghy event the frigate *New Glasgow* took first place. Cox'n was Lt. G. B. Stanford.

Despite poor weather, which included drizzle and wind, 150 sailors took part in the two-hour regatta.

Sailors Qualify As Life Guards

Six sailors from Naden are now qualified to serve as life guards anywhere in Canada. Early in September they completed an extensive course in life saving and were each awarded the Bronze Medallion of the Royal Life Saving Society.

Their instructor at Naden was PO Alf Aylward, one of two persons in the Greater Victoria area holding the Society's highest honour, the Distinction Award.

The graduates were PO Jim McClelland, Ldg. Sea. Norman Collins, AB Ray Bootland, AB Joe Kitson, Ord. Sea. John McClelland and Ord. Sea. Clarence Trach.

Officer Cadet Breaks Record

UNTD Cadet Mike Noble, running for Navy in the Halifax metropolitan track and field championships, set a new record of 4.22 for the mile. The old record, the longest standing on the Maritime record books, was 4.24.3 set by the late Lt.-Cdr. Charlie MacDonald in 1927.

In the meet, the Navy controlled the senior events, winning 12 of the 16 but lacked enough entries in the younger categories and wound up fourth with 88 points.

Swim Record Cut By Eight Seconds

An inter-part swimming meet at Cornwallis in late August saw UNTD "A" team take first place with 66 points. They were trailed by Comm School with 41, New Entry "B" with 30, UNTD "B" 18 and, in the cellar, New Entry "A", with 11 points.

During the meet a new record was established in the 50-metre butterfly event when UNTD Cadet B. Warburton knocked eight seconds off the existing record. Warburton was UNTD "A" team captain.

LETTERS

Sir,

I note in the article "Galapagos Shore Run", contained in the July 1960 issue of *The Crowsnest*, the statement: "Our first lieutenant, Lt.-Cdr. Bob Dewhirst, was a seaman gunner in the *Fraser* in that far off winter cruise. His 'crossing the line' certificate shows that 'Sally' was there as well. She, too, must have visited Tagus 22 years ago almost to the day."

I was First Lieutenant of the *Fraser* at the time.

For many years the few ships that ever visited Tagus Cove painted their ship's name on the cliffs.

The reason for the *St. Laurent's* name not being recorded on the cliff is that she had been quarantined in Kingston, Jamaica, I think, and therefore was late for the intended rendezvous at Balboa and did not join us until after we had left the Galapagos Island.

Yours truly,
E. P. TISDALL,
Rear-Admiral, RCN.

Naval Headquarters,
Ottawa.

The question "where was the *St. Laurent*?" is also answered in a letter from Lt.-Cdr. L. J. Parry, of HMCS *Star*, Hamilton, who writes:

"If I remember correctly, we were still lying at anchor in Kingston, Jamaica, in the middle of a quarantine for a communicable disease. We did not join the remainder of the flotilla or half flotilla until they had left the Galapagos and were steaming to either Talara or Callao. The crossing-the-line certificate does show us as having been in Galapagos, but we missed it."—Ed.

Most Miles?

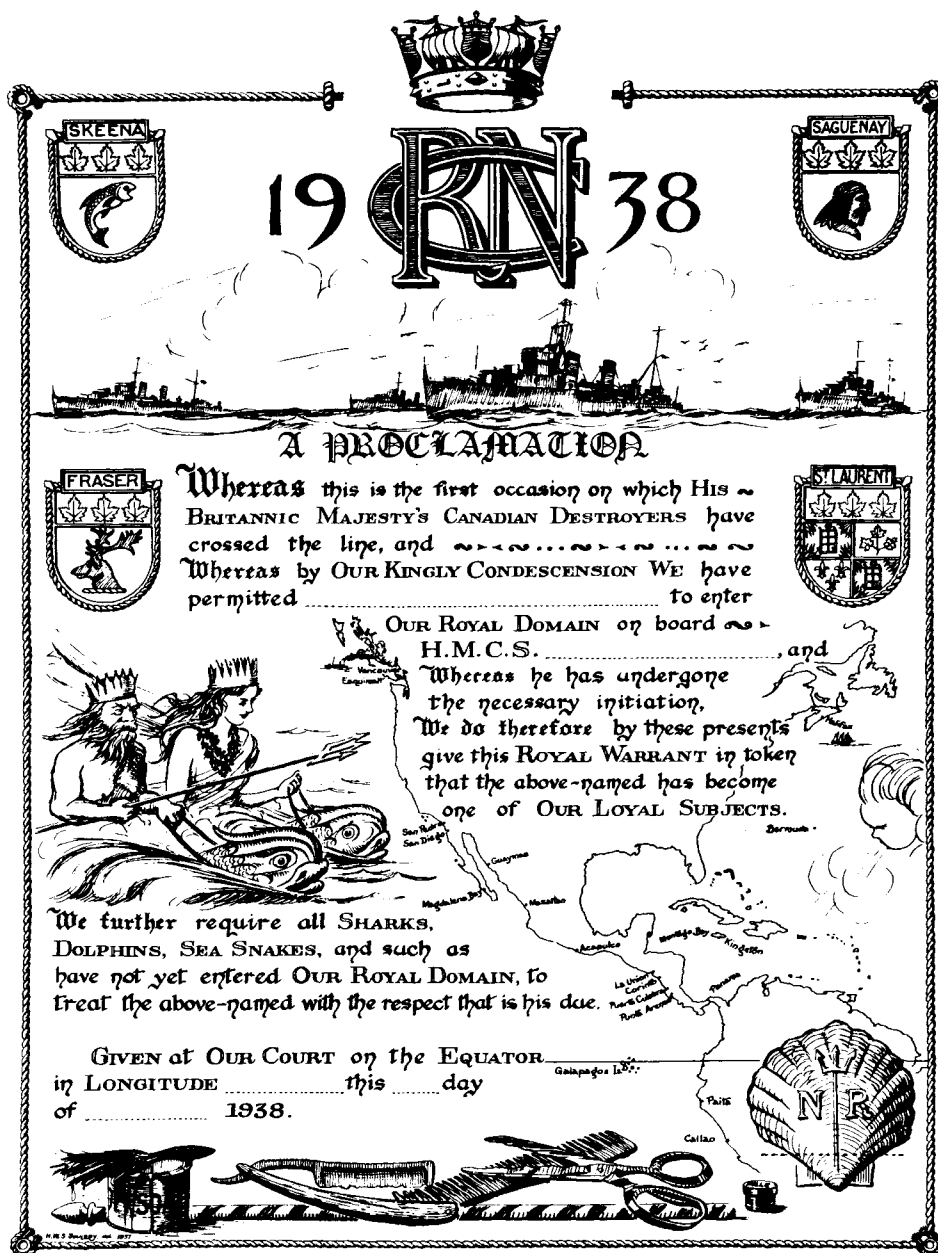
Sir,

I feel the *Terra Nova's* claim to a possible record for seetime cannot go unchallenged (page 17 of July 1960 *Crowsnest*).

Although we in the *Sussexvale* bow to her miles steamed (we had but 36,745 miles for 12 months ending August 1960) our days at sea totalled 179 days. I am confident that other frigates of the Fourth Escort Squadron will top her record for miles steamed, which honour has been denied us for the moment, as we have just begun an extensive refit.

Yours truly,
J. J. BROOKS,
Lt.-Cdr. RCN.

HMCS *Sussexvale*,
Esquimalt, B.C.



The July "Crowsnest" story on the visit of Canadian frigates to the Galapagos Islands asked why the name of the *St. Laurent* did not appear with those of other destroyers of her day on the cliff above Tagus Cove. The reason was that the *St. Laurent* missed her rendezvous, having been quarantined in both Bermuda and Jamaica because of severe outbreaks of measles on board. This is the "Crossing the Line" certificate which led to the question: "Where was the *St. Laurent*?" It was drawn by Lt.-Cdr. H. W. S. Soulsby, now a Commander, RCN(Ret), who has drawn many a cruise certificate since that day.

From Birds To Flowers

What does a lieutenant-commander-at-arms, before whom thousands of sailors have shivered in their boots, do on retirement?

One answer is given in an item in the *Victoria Colonist*, which relates that Lt.-Cdr. Wilfred Pember took top honours at the fall show of the View Royal Garden Club.

He was awarded a silver bowl for the highest aggregate in the show and also won a prize for the highest number of points for flower exhibits.

Officer Completes Hospital Course

Lt. (MAd) Harry J. Clark, after ten months of intensive instruction in hospital administration, graduated from the U.S. Naval School of Hospital Administration, National Naval Medical Centre, Bethesda, Maryland, in mid-June.

He was among 41 graduates which included 38 U.S. Navy Medical Corps Officers, one RCAF officer and one Republic of South Korea naval officer.

LOWER DECK PROMOTIONS

Commencing with this issue, promotion lists of men will be published as they are announced by Naval Headquarters. Although some of the men listed may not be promoted immediately due to non-availability or commanding officers' recommendations, this revised method will allow a much earlier announcement of the approved promotions than was possible under the old method.

For promotion to C1

C2ST4	D. W. Addison	40640-H
C2ER4	H. Blair	9520-H
C2EA4	G. R. Brushett	50962-H
C2RS4	D. A. Cameron	667-H
C2ER4	H. J. Cannon	22062-H
C2WS4	D. K. Cram	4337-H
C2FC4	C. R. Cruikshank	10144-H
C2AM4	K. A. Day	4938-H
C2LT4	G. K. Dodsworth	3934-H
C2CI4	C. A. Drew	4804-E
C2ET4	J. N. Gibb	3660-H
C2AT4	R. P. Houstoun	23289-H
C2FC4	R. E. James	3881-E
C2RP4	G. A. Jenson	3947-H
C2ER4	G. A. Jordan	23466-H
C2WS4	P. G. Leuyer	3970-H
C2WU4	E. J. MacDonald	3543-E
C2ER4	R. C. MacPherson	22132-E
C2SN4	D. H. Mann	4047-E
C2RM4	W. F. Moulard	3858-H
C2LT4	K. J. Munro	51750-E
C2MA4	C. A. Napier	50744-H
C2RA4	W. C. Parsons	50460-H
C2BN4	W. A. Ramsdale	3586-H
C2WR4	G. H. Richdale	40826-E
C2WS4	F. J. Roach	3685-E
C2CM4	J. M. Vanasse	50931-H
C2WR4	J. White	40900-H
C2ER4	A. L. Wright	25497-H

For promotion to C2

P1FC3	D. M. Adair	5299-E
P1MA4	J. H. Arrowsmith	51131-E
P1ER4	D. M. Bath	18348-E
P1BD4	D. R. Bittorf	50496-H
P1BN3	B. H. Bowack	4465-E
P1RP4	R. J. Bridges	4137-E
P1PH4	C. S. Brown	4943-H
P1CK4	G. B. Burrill	50067-H
P1RA4	L. K. Cairns	6977-H
P1FC4	R. E. Campbell	6321-H
P1EA4	C. A. Cann	5374-H
P1CM4	G. I. Canning	50092-E
P1RS4	E. E. Carey	5457-E
P1RP4	J. L. Caygill	25550-H
P1RP4	H. I. Chapman	6047-H
P1AT4	R. E. Clitheroe	5190-H
P1RP3	G. F. Cook	25534-H
P1RP3	R. E. Cooke	5399-E
P1RS3	G. O. Cooper	5722-E
P1MA4	M. Corbeil	50521-H
P1ET4	M. J. Crowley	11510-H
P1RS3	W. G. Cummings	6560-H
P1RM3	E. G. Duncan	5886-H
P1SN4	W. J. Fall	11319-H
P1SN4	H. A. Fox	6744-H
P1SN4	S. R. Graham	6403-H
P1AM4	R. Higgin	5023-H
P1VS3	O. M. Holland	22630-H
P1RP3	J. H. Jack	9654-E
P1CM4	E. H. Keil	51351-E
P1ET4	W. A. Lowe	50180-H
P1ER4	J. M. Lysne	22572-E

P1ER4	J. A. McCullough	10888-H
P1RP4	F. L. McKay	4879-E
P1SN4	D. R. McKee	50486-E
P1ER4	H. D. Mercer	13649-H
P1CI4	N. H. Mitts	4844-H
P1BD4	J. R. Mundy	50840-E
P1ET4	F. S. Myers	6150-E
P1WA4	A. Newall	50474-E
P1RM3	H. J. Oja	6195-H
P1LT4	R. F. Passmore	11910-H
P1SN4	E. F. Paulsen	6909-E
P1RP4	J. F. Rochon	6293-H
P1NA4	J. E. Saunders	6906-H
P1SN4	T. W. Scratch	6777-H
P1SN4	T. Shields	6625-E
P1MA4	J. D. Sim	18615-H
P1SN4	S. A. Skiba	5971-H
P1ER4	L. J. Thomson	22497-H
P1NA4	R. H. Tuckwood	9989-E
P1VS3	D. D. Vail	51261-E
P1NS4	G. T. Wallace	25569-H



P1NS3	V. H. West	51501-H
P1RP3	R. Whatman	4165-E
P1NS3	C. W. Wheatley	4873-E
P1BN4	R. O. Williams	8226-H
P1LT4	W. H. Young	51683-H

For promotion to P1

P2SN3	W. A. Abbott	12047-H
P2RP3	D. W. Almen	11276-E
P2LT4	R. C. Appleyard	25434-H
P2BD3	J. Armitage	25485-H
P2MA3	R. A. Bisson	26170-H
P2NA4	J. L. Bonneau	11360-H
P2BD3	H. A. Bootman	9745-E
P2AT3	K. S. Brooks	51837-H
P2AT3	D. A. Bruce	51326-H
P2NA3	D. W. Byer	16593-H
P2SG3	J. W. Carnahan	14653-H
P2ER4	B. J. Cassidy	11693-H
P2SG3	G. A. Ching	11525-H
P2PW3	A. W. Chisholm	7282-H
P2RA3	A. D. Clayton	23337-H
P2RS3	C. C. Cope	9038-H
P2RS3	F. E. Cormier	14523-H
P2RM3	A. M. Crayden	11500-H
P2SN3	E. V. Dalton	9297-E
P2RP3	R. D. Dewar	11078-E
P2ER3	D. H. Dillman	36444-H

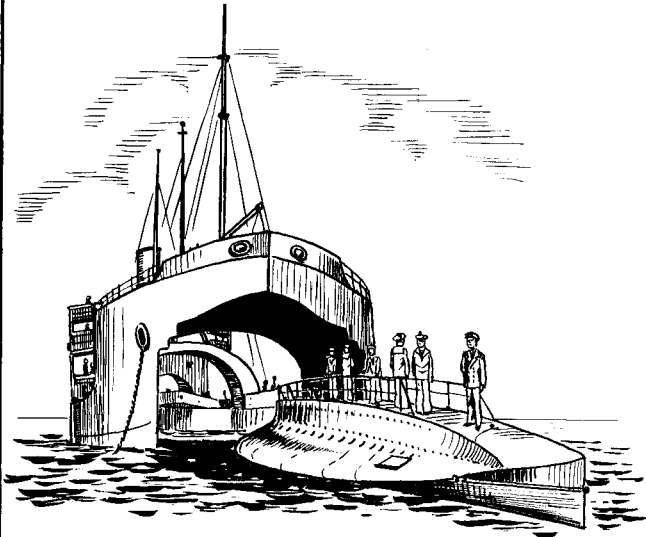
P2ER4	J. H. Donald	7798-H
P2BN2	J. H. Draibye	12176-H
P2RP3	R. J. Dunbar	9532-H
P2RM3	H. W. Dyck	10771-H
P2ET3	G. H. Einarson	16152-H
P2SG3	C. D. Fitch	14712-E
P2ER4	D. G. Francis	24101-H
P2RM3	G. V. Gallagher	9944-E
P2MA4	M. E. Gamble	8525-E
P2RM3	H. R. Gaudet	10443-H
P2ET4	H. R. Gibson	17596-H
P2ET3	J. J. Hall	8640-H
P2RS3	W. G. Hartley	34223-H
P2SN3	R. J. Harvie	15722-H
P2SN3	B. Howles	18161-H
P2ER4	D. E. Hutchinson	8024-H
P2ET4	E. H. Irwin	14433-H
P2NS3	R. A. Johnson	8258-E
P2PW3	J. E. Kaufman	10882-H
P2RP3	R. M. Kelly	7137-H
P2ET3	D. M. de Kergommeaux	24051-E
P2NS3	R. E. Kerr	11169-E
P2ER4	G. W. Knight	34246-H
P2AT3	F. H. Kuhn	12009-H
P2LT3	J. T. Lawson	5708-E
P2FC3	M. M. Longmuir	6387-E
P2AT3	W. G. Lowes	51320-H
P2PH4	D. D. Lyngard	6361-H
P2WU4	D. A. MacKay	24932-H
P2AT4	D. I. MacMillan	23886-H
P2WA3	D. P. McDougall	51175-E
P2NS3	G. M. McKearney	51393-H
P2CK3	D. M. McLean	50405-E
P2RM3	F. J. Micallef	2669-H6
P2AW3	D. G. Moulton	7327-H
P2SN3	W. A. Munroe	12114-H
P2RP3	R. A. Nagel	5484-E
P2SW3	J. G. Paquette	9903-H
P2RM3	H. N. Pare	9459-H
P2SN3	A. I. Parry	30670-H
P2RM3	W. Pitul	10875-H
P2RP3	B. E. Potvin	13052-H
P2RM3	E. G. Pritchard	11325-E
P2PW3	N. E. Richardson	10285-E
P2CD3	B. W. Robinson	13201-H
P2RM3	J. Rusnak	7496-H
P2WU3	R. D. Ruttan	11790-H
P2AW3	P. G. Ryan	11593-E
P2ET4	J. E. Samson	9217-H
P2WU3	H. M. Saunders	7110-H
P2SG3	F. H. Sherwin	15719-H
P2CK3	J. R. Skinner	12003-H
P2SW3	R. K. Smart	50574-H
P2ER4	P. J. Souka	7714-E
P2ER4	C. W. Sterling	22687-E
P2AW3	J. C. Stewart	10200-H
P2AT3	A. W. Swan	8346-E
P2MA3	J. K. Takaoka	17341-H
P2VS3	J. P. Vanthaaf	11167-E
P2RM3	L. E. Webber	10521-H
P2SW3	C. K. Whillans	8328-E
P2MA3	K. L. White	12413-H
P2RM3	G. E. Whitehead	8169-E
P2SG3	D. C. Williams	34936-H

Previously Promoted

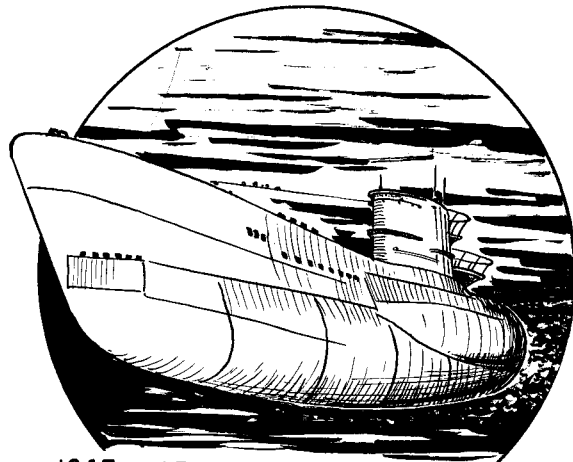
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LSAP2	G. J. Cahill	38234-H
LSAP2	Terence Chequer	39433-H
LSCD1	L. E. Doyle	35603-H
LSBD2	K. G. Erskine	33592-H
LSBA2	G. V. Hendrickson	28174-H
LSRP2	W. S. Howatson	27340-E
LSSG2	D. G. Hunt	35119-E
LSRP2	T. G. Kelly	24717-E
LSBD2	P. R. Maddigan	13000-H
LSBA2	L. S. Mitton	15497-H
LSAP2	R. B. Moore	37565-H
LSMA2	R. G. Wamboldt	29899-H
LSBA2	J. C. Way	26566-H

Naval Lore Corner

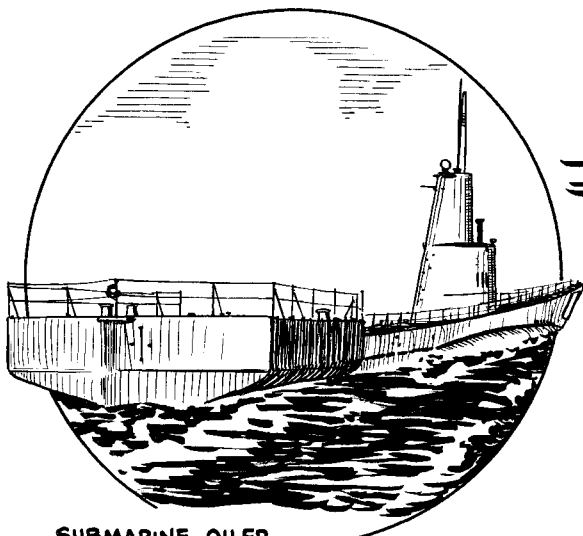
Number **85**
SUBMARINE NOTES



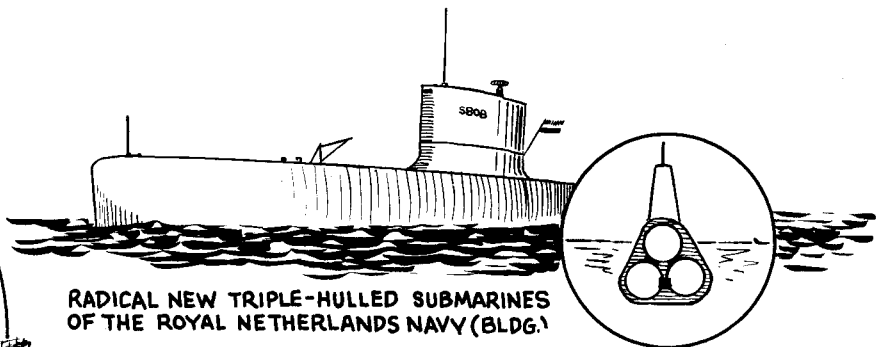
FRENCH SUBMARINE REPAIR AND MOTHER SHIP (FIRST WORLD WAR)... EARLY FLOATING DOCK DESIGNED ALSO FOR TRANSPORTING SUBMARINES ACROSS THE SEAS. SUBMARINES COULD BE 'FLOATED IN' THROUGH THE OPEN BOWS...



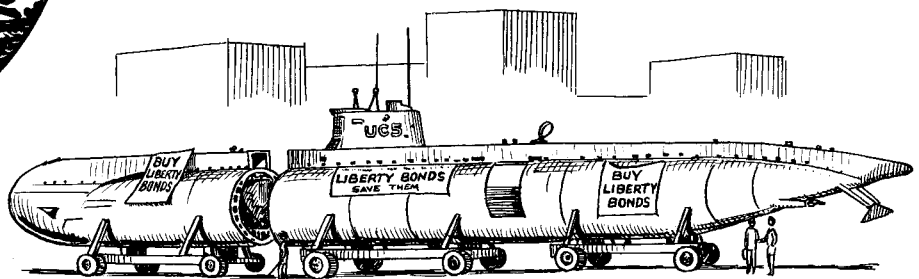
1945 - GERMAN 500-TON U-BOAT COMPLETELY COVERED WITH RUBBER! THE RUBBER COATING WHICH WAS 'PITTED' WITH CIRCULAR DEPRESSIONS, WAS DESIGNED TO BAFFLE ALLIED ASDIC. POST-WAR TESTS PROVED THAT IT WAS INEFFECTIVE...



SUBMARINE OILER... U.S.S. GUAVINA, A CONVERTED SUBMARINE OF THE "BALAO" CLASS, EQUIPPED WITH EXTERIOR TANKS FOR BULK LIQUIDS. SPECIAL COMPARTMENTS ARE FITTED SO THAT CARGO IN WATER-TIGHT CASES CAN BE DISCHARGED WHILE SUBMERGED...



RADICAL NEW TRIPLE-HULLED SUBMARINES OF THE ROYAL NETHERLANDS NAVY (BLDG.)



SUBMARINE ON BROADWAY! IN 1917 THE GERMAN U-BOAT "UC5" WAS CAPTURED BY THE BRITISH, CUT INTO SECTIONS AND DRAWN THROUGH THE STREETS OF NEW YORK TO ADVERTISE LIBERTY BONDS!

Roger Duhamel

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