

The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1958

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The Cover—The destroyer escort *Huron* rejoined the Atlantic Fleet March 28 at Halifax following a nine-month refit at HMC Dockyard. AB G. B. Kelly, of Smith Falls, Ont., and Ldg. Sea. W. J. Hancock, Wallaceburg, Ont., hoist the White Ensign to mark the recommissioning. The photograph was taken by AB Bob Maskell, Toronto, attached to the Dockyard photo section. (HS-52283)

LADY OF THE MONTH

The modernized frigate *Sussexvale* slides easily through sun-dappled seas off the west coast of Vancouver Island during spring exercises.

The *Sussexvale* was recommissioned at Halifax in March 1955. She steamed around to the Pacific Coast that same spring and is now serving in the Pacific Command's Fourth Canadian Escort Squadron, of which she is senior ship. She is commanded by Lt.-Cdr. E. P. Shaw.

This aerial view of the frigate was reproduced in a number of Canadian newspapers on the occasion of Battle of the Atlantic Sunday by way of contrasting ships in the RCN of today with those that fought against the U-boats in the North Atlantic. (E-44931)

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RCN NEWS REVIEW

A picture of concentration, the bridge staff of HMCS Fraser is shown as the destroyer escort enters Hong Kong. The captain, Cdr. Ray Phillips, is third from left. (CR-270)

Battle of Atlantic Sunday Observed

Battle of the Atlantic Sunday was observed across Canada and in ships at sea on May 4, except for Halifax, where observance was postponed for one week to await the return to port of ships engaged in exercises.

Favoured by ideal weather and other circumstances, the observances appeared, judging by press reports, to have been the most widespread and best attended in recent years.

Observances in Ottawa were uniquely honoured by the presence of Prince Bernhard of the Netherlands, who laid a wreath honouring war dead at the National War Memorial in Confederation Square. A wreath on behalf of the Royal Canadian Navy was laid by Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff.

Another highlight of the Ottawa ceremonies was the presence of the *Stadacona* band, which played the moving orchestrated Last Post after the wreaths were laid.

Halifax and Dartmouth a week later witnessed parades of almost 6,000 naval personnel in commemoration of the Battle of the Atlantic. About 130 officers and men from the U.S. warships in port shared in the observance. Rites there were attended by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and Major-General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia.

Across the land naval veterans, former merchant seamen and Sea Cadets shared in the observance.

At Windsor, Ontario, Rear-Admiral Walter Hose, Chief of the Naval Staff from 1920 to 1934, addressed the participating units and members of the Windsor branch of the Naval Officers' Association marked the occasion by holding their first annual dinner on the Saturday evening. Their guest speaker was Captain James Pratt, Director of Personnel (Officers), of Ottawa.

At Esquimalt altars were erected on the upper playing field and in the gymnasium for Protestant and Roman Catholic services respectively.

The special significance of this year's observance lay in the fact that it was

15 years ago that it first became apparent Hitler's U-boat warfare was doomed to failure, and that he was losing the war on land as well.

Battle of the Atlantic Sunday was marked this year, by coincidence, on the 48th anniversary of the establishment of the Naval Service of Canada, later to be known as the Royal Canadian Navy. Assent was given to the Naval Service Act on May 4, 1910.

Upper Yardman Plan Replaced

The upper yardman scheme for the selection and preparation of men on the lower deck for commissioned rank came to an end on May 5 and at the same time new avenues of promotion were opened.

The action was taken in accordance with a recommendation of the RCN Personnel Structure Committee, aimed at improving opportunities for promotion from the lower deck. It is hoped that new, improved selection methods will result in earlier discovery of prospective officers.

Men who were being reported on as upper yardman candidates will be channelled into various training plans, depending on their age and educational background. Some will go to HMCS *Venture*, the officers' training establishment in Esquimalt; others will go to the Canadian Services Colleges; university training will be provided for some, and others will receive branch officer training.

Prince Praises Naval Personnel

Words of appreciation from the Prince of the Netherlands were passed on by Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff, to officers and men who took part in Ottawa's Battle of the Atlantic Sunday ceremonies. Admiral Tisdall's message said:

"HRH Prince Bernhard asked me to express his appreciation of the smartness and bearing of all officers and men taking part in the ceremonies at the National War Memorial on the occasion of Battle of the Atlantic Sunday 1958. Well done."

Rear-Admiral Tisdall represented Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, at the ceremonies.

The upper age limit for university training will be waived where a man is found to possess the proven ability to cope with this training.

Special arrangements are being made for men at present attending preparatory school as upper yardman candidates or completing Canadian Higher Educational Test requirements on their own.

It was announced last fall that the Branch Officer system of promotion would be replaced by a method which will make possible the promotion of officers with practical, specialized experience without placing them in competition with General List officers, who could be expected to have higher academic education as well as broader professional training and experience. There will be, however, an opportunity for officers promoted in this manner to transfer to the General List and compete for promotion there.

The new promotion scheme will be particularly favourable to young men of superior intelligence and ability who, for financial or other reasons, were unable to complete their high school training and who have begun service on the lower deck. It will provide them with opportunities for professional or university training which might not otherwise have opened to them.

Turkish Ships Leave for Home

Fourteen former Canadian warships sailed from Sydney, N.S., on May 19 for their new bases in Turkey. They were 10 Bangor coastal escorts and four Bay class minesweepers turned over to Turkey under NATO's Mutual Aid program.

On board were 1,000 Turkish sailors. Nearly half of them had been in Can-



The Last Post is sounded on Battle of the Atlantic Sunday at the foot of the Sailor's Memorial on Victoria Pier in Montreal. The bugler is Able Cadet Peter Venue, of RCSCC Victory, and the drummer is AB Robert Ross, of HMCS Donnacona. (ML-6735)

ada for eight months, manning the first five escorts turned over to them last year. The remainder came early this year for the turnover this spring of the remaining five Bangors and the four minesweepers.

Large crowds lined the Sydney waterfront to watch the departure of the ships, the largest single group seen in the harbour since the Second World War.

The Bangors, now re-christened, formerly served the RCN as HMC Ships *Kentville*, *Kenora*, *Nipigon*, *Fort William*, *Medicine Hat*, *Westmount*, *Blairmore*, *Swift Current* and *Sarnia*.

The minesweepers were the former HMC Ships *Gaspe*, *Comox*, *Trinity* and *Ungava*.

U.S. Submarines Put in at Halifax

Six United States Navy submarines and a submarine chaser arrived in Halifax May 16 for a week-end visit. The squadron called at Halifax during the course of an officers' training cruise.

The vessels are the submarines *Entemedor*, *Sea Owl*, *Piper*, *Tusk*, *Jalac* and *Crevelle* and the submarine chaser *Teasle*.

Senior officer of the squadron is Cdr. E. C. Barnhardt, embarked in USS *Piper*.

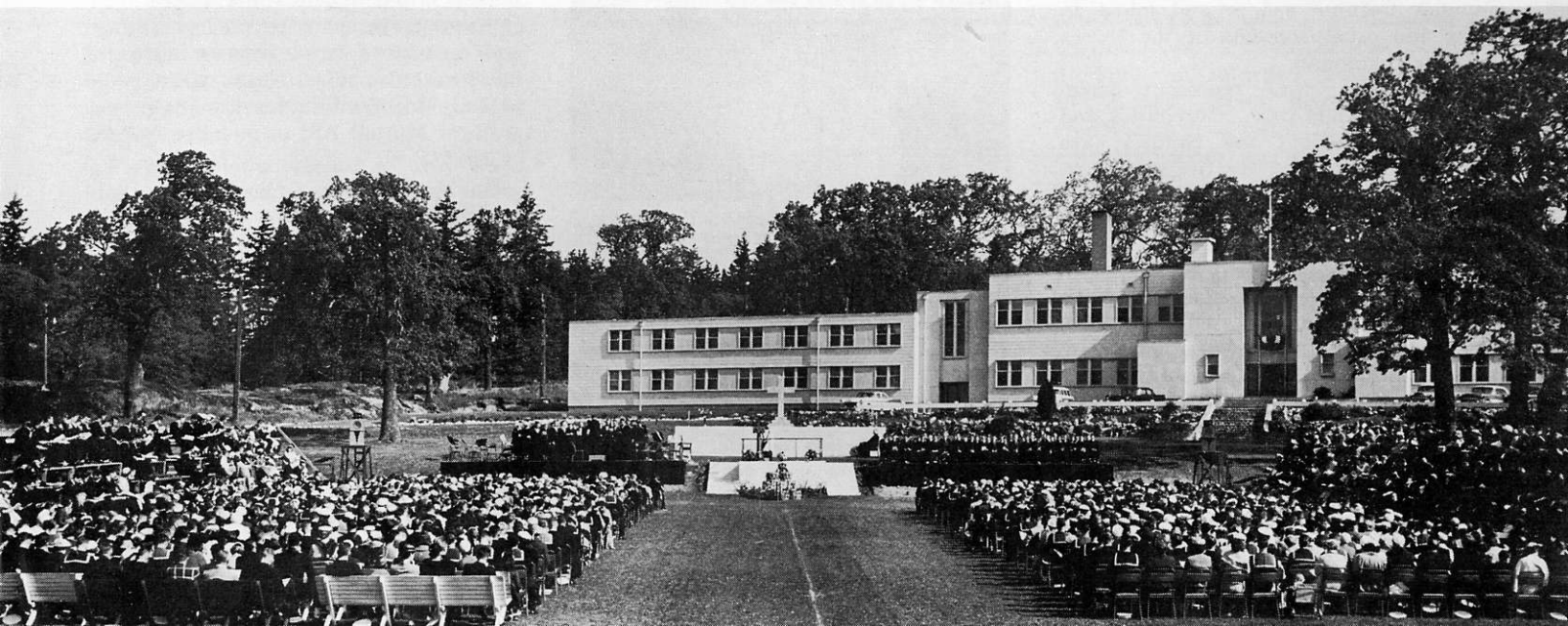
L'Aventure Pays Courtesy Call

The French frigate *L'Aventure* arrived at Halifax May 13 for a five-day courtesy visit.

The 2,200 ton ship, commanded by Capitaine de Frigate M. Mounier, was greeted officially by Jean Parmentier, French consul at Halifax. Tuesday morning *L'Aventure's* commanding officer made his official calls.

During the visit personnel of the ship were taken on sightseeing tours of the Halifax area and a dance was held

On the occasion of Battle of the Atlantic Sunday, Protestant services were held on the upper playing field of HMCS Naden. (E-45142)



for the men by L'Alliance Francaise at Newman Hall. The Commanding Officer and officers were guests at receptions at the *Stadacona* wardroom Tuesday evening and at the French consulate Wednesday evening. There was a reception on board *L'Aventure* May 17 and the frigate sailed the next day.

Flag Officer Visits Submarine Squadron

Rear-Admiral Bertram W. Taylor, DSC, Royal Navy, Flag Officer Submarines, arrived in Halifax by air from Ottawa on May 10 for a four-day visit to the Royal Navy's Sixth Submarine Squadron.

Admiral Taylor met with Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast and senior naval officers in the area, visited boats of the Sixth Submarine Squadron, met squadron personnel and inspected submarine facilities ashore.

On Sunday, observed as Battle of the Atlantic Sunday in Halifax, Admiral Taylor attended divisions with the Sixth Submarine Squadron in HMC Dockyard.

Admiral Taylor paid official calls on Monday morning, and visited RCAF Maritime Headquarters later in the morning. He visited the Naval Armament Depot and met with chief and petty officers of the Sixth Submarine Squadron that afternoon. He left for Norfolk, Virginia, Tuesday May 13.

As Flag Officer Submarines, Admiral Taylor is the Admiralty's adviser on all submarine matters. He also holds the NATO appointment of Commander Submarines Eastern Atlantic.

Cadets Arrive For Training

The first of 370 naval cadets from all parts of Canada began arriving in Halifax in early May to start their annual summer training ashore and afloat in ships and establishments of the RCN's Atlantic Command.

The cadets, who represent naval training divisions from universities and colleges throughout the country, are being accommodated for the most part in *Stadacona*.

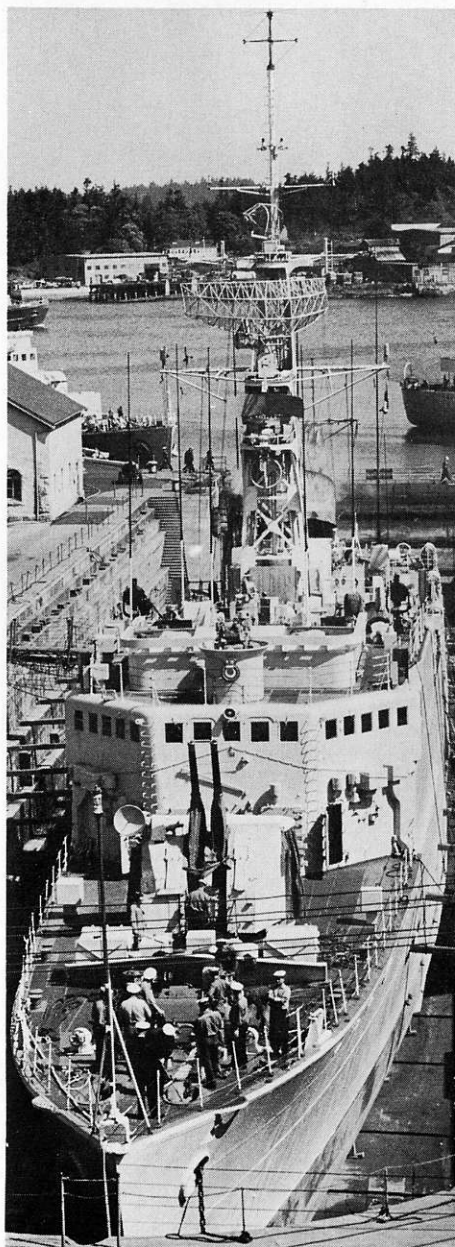
A total of 220 first-year cadets will take sea training in the frigates *La Hullose* and *Swansea* and will undergo a two-week divisional course at *Cornwallis*.

The first group of 80 cadets to go to sea sailed from Halifax May 12 for a month of practical training in general seamanship, gunnery and boatwork. The *Swansea* and *La Hullose* are operating in the Bermuda area and were to

call at Baltimore, from where the cadets were to visit the United States Naval Academy at Annapolis before returning to Halifax June 6.

Two other cruises for the remainder of the first-year cadets will take place during the summer months.

The cadets will spend most of their time ashore, where in addition to the divisional course at *Cornwallis*, they



Opened by the Royal Navy on July 20, 1887, the drydock in the dockyard at Esquimalt is doing business at the old stand. Built originally to handle warships which were essentially sailing ships with auxiliary steam engines, the drydock is still capable of providing a haven for modern destroyer escorts, such as the *Crescent*, shown here, in for refit. A glance at the snug fit should be enough to avoid confusing the old naval drydock with the vast government graving dock across the harbour. (E-45170)

will receive instruction in seamanship, communications, gunnery, navigation and other naval subjects. The minimum time allowed for summer training is 14 weeks, of which about four are spent at sea.

Approximately 150 second- and third-year cadets, of the constructor, electrical, supply, instructor, ordnance and engineering branches, will receive specialized training ashore in Halifax.

About 65 per cent of the cadets who are taking their training in the Atlantic Command are in the executive branch, while the remainder are in the supply and technical branches. Those who successfully complete their third year qualify for promotion to sub-lieutenant or acting sub-lieutenant.

MDG Retiring In September

Surgeon Commodore Eric H. Lee, Medical Director-General of the Royal Canadian Navy since September 1952 will begin retirement leave on September 8.

He will be succeeded as Medical Director General by Surgeon Captain T. Blair McLean, who has been Principal Medical Officer of *Naden*, and Command Medical Officer on the staff of the Flag Officer Pacific Coast, since November 1954.

Succeeding Captain McLean in this dual appointment will be acting Surgeon Captain Walter J. Elliot. Captain Elliot is now officer-in-charge of the Medical Branch School and ophthalmologist at the RCN Hospital at Esquimalt.

Captain McLean will be promoted to the rank of surgeon commodore on taking up his new appointment.

Arms Shipment Goes to Italy

Two shipments, totalling 237.84 tons, of naval guns, spare barrels, mountings and magazines from reserve stores of the Royal Canadian Navy, were made to Italy in April under Canada's program of Mutual Aid to member nations of NATO.

One shipment was loaded at Montreal and the other at Halifax. The Montreal shipment included 10 40mm guns and mountings, 13 spare 40mm barrels and 3,912 20mm magazines. The Halifax shipment included 10 20mm Oerlikon twin mountings and 300 20mm Oerlikon guns.

Shipments of armament from RCN reserve stocks are made to European countries as allocated by the NATO Standing Group in Washington.

Letters of Marque

• • The Story of Nova Scotia's Privateers • •

THE ENTIRE naval force defending the province of Nova Scotia in 1756 consisted of a small squadron stationed at Halifax under Captain Spry. Governor Lawrence met this lack of naval support by receiving permission from the Board of Trade in that same year to issue letters-of-marque.

Under these letters-of-marque Nova Scotians were authorized to build or acquire vessels of 100- to 400-tons in size, protected by swivel guns and manned usually with a crew of between eighty and one hundred men. Each ship, before departing on a six-month cruise to attack French shipping, was to leave with the Vice-Admiralty Court at Halifax a complete record of who the owners were, and a list of the officers and men on board. A careful record of all captures and seizures was to be kept and all prizes were to be brought into Halifax for adjudgment at the Vice-Admiralty Court. To ensure that these orders were obeyed £3,000 bail was required for vessels with a crew exceeding 150 men and £1,500 was required for vessels with a smaller crew. These letters-of-marque or privateers, as they were usually called, were not allowed to fly the Union Jack but were to fly a Red ensign, as it would be known today.

William Knox, a Halifax merchant, petitioned Governor Lawrence for a letter-of-marque. Three months after the outbreak of war—July 1757—he received the letter granting permission for the *W. D. Lawrence* to put to sea. A 100-ton schooner, commanded by Captain Rous, with a crew of 100, she mounted 20 swivel guns. Because of an unsuccessful first voyage she was sold to two other Halifax merchants, R. Saunderson and Melachy Salter, who immediately sent her on another cruise to Bermuda where she made two ships prizes.

Fifteen private vessels of war were fitted out by Halifax merchants from 1756 to 1760. These vessels totalled 3,000 tons, carried 232 gun carriages, and most important, employed 1,000 men. Most of these crews were recruited from privateersmen and marines who accompanied Cornwallis to Halifax. From such a background Nova Scotia developed a naval tradition.

The Vice-Admiralty Courts controlled the terms on which letters-of-marque were issued. The reason is now perhaps

Second Prize

A selection has been made here of portions of Instr. Lt. Peter Watson's second prize essay in the Barry German history contest, "The Impact of the Navy on the History of Nova Scotia 1749-1819". While these sections form only a small corner of the broad canvas on which Lt. Watson has worked, they present a lively picture of privateering days in Nova Scotia.

more obvious. In those days the main source of income for men serving in the Royal Navy was prize money. When through letters-of-marque Nova Scotians came to share the profits of captured ships, the British seamen received less. British ships, therefore ensured that they came out on top. Mr. Martin in his book "Empire and Commonwealth" emphasized the control exercised in these courts by the Royal Navy working behind the scenes:

"The Vice-Admiralty courts, for the enforcement of trade and maritime regulations sat without juries, and were presided over by British judges who, like the customs officials, were supposed to be independent of local influences as they were of local control. Behind the whole moved the pervasive power of the Royal Navy, which on occasion could exert a direct and invincible domination."

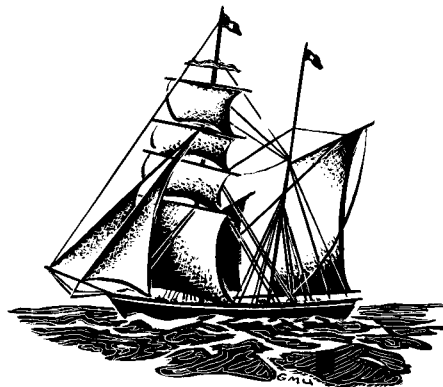
The Vice-Admiralty Courts were a necessary outgrowth of Halifax's new commercial and strategic position. With the growth of colonial enterprise, strange ships came to port, pirates menaced the coast, and prize ships

awaited adjudgment. Thus under the judgeship of men such as Edward How, Benjamin Green, and William Collier, backed by the efficient ships of the Royal Navy, a fairly beneficial system was established for handling the maritime legal affairs of the growing port and hinterland of Halifax. But most important, this new system ensured at an early date close ties between the politically-minded merchant class and the admiral and his sea captains who operated out of Halifax.

While Nova Scotians profited from the operations of their own privateers, they also had to reckon their losses at the hands of American privateers.

ON JUNE 7, 1778, American privateers spent three days in Liverpool harbour without being molested by a King's cruiser. It was discouraging to the people and did a lot to disrupt the every day economic life. By October 1778 Simeon Perkins a prosperous merchant had lost five ships to the American privateers. These attacks led to changes in his business. Perkins concentrated on the Halifax market, supplying timber, lumber and staves to Halifax merchants Pollard, Linkletter, Smith and Ambrose. He also bought small schooners to secure fish and oak staves along the Nova Scotia coast. Simeon Perkins, who had originally come from New England, as a result of his ship losses to American privateers, planned to engage in privateering himself. The sum of £300 was raised and Perkins petitioned the government "to lend us some guns and provide us with ammunition". As a result of these preparations the schooner *Lucy* was fitted out, commanded by Captain B. Collins. She was dispatched January 21, 1780, and returned February 5 with two prizes. These prizes were poor. One was a sloop with salt and molasses, while the other was a schooner with a mixed cargo of salt, ducks, etc. As a result the *Lucy* was sold for £395, a net gain of £95 on the ship alone.

No part of Nova Scotia escaped the wrath of the American privateers. In 1776, 350 prizes were taken and insurance rates went up 25 per cent. "The boldness of these raids caused such wide spread alarm that the principal inhabitants of Cornwallis, Horton, King's County, and the Western Shore of the province petitioned the government to



protect the coast from further insults and depredations and asked supplies of ammunition for the militia". Small American privateers were able to take refuge in shallow water and thus avoid the larger British ships.

The Nova Scotia government itself decided to take action. At a cost of £399 a 50-ton vessel, the *Loyal Nova Scotian* was provided. Equipped with eight guns, Captain T. Cribben and his 25-man crew saved many a small fishing vessel or coastal trading sloop from the privateers. The failure of the Royal Navy to provide adequate protection forced Nova Scotians to take a share in the defence costs. Ships were built with the aid of the valuable experience gained working in the expanding dockyard at Halifax or in repairing British ships which put in at any number of excellent Nova Scotia harbours. The birth of the nineteenth century ship-building industry in Nova Scotia dates back to these early ties with the British Navy.

The *Halifax Journal* of July 30, 1812, said:

"Privateers are swarming around our coast and the Bay of Fundy, hardly a day passes but we hear of captures made by them."

Throughout the year 1812 English men-of-war did not molest American unarmed fishing and coasting vessels. Meanwhile many Nova Scotia vessels were captured. On October 8 a boat's crew from one of these American privateers landed on Sheep Island at the mouth of the Tuskent River. They shot Francis Clements, ransacked his house, carried off his livestock and left a widow with nine children. Fortunately the privateer was shortly afterward captured by the *Shannon*. Although the coast was repeatedly visited by privateers, the naval force on the Halifax station prevented any well-grounded fears of an enemy landing. In June 1813 two men-of-war, of 74 guns, and a frigate were seen chasing an armed vessel into Mahone Bay. The alarm guns were immediately discharged at the blockhouses and outposts and the militia was summoned and put to sea to chase the schooners. There was no need as a British 74-gun warship *La Hogue* and the frigate *Orpheus* had chased the American privateer *Teaser* into Mahone Bay. The *Teaser's* crew, seeing themselves cornered, blew the ship up.

On September 17, 1813, Admiral Warren arrived with his fleet from Chesapeake Bay. Over 30 large ships with 6,000 men aboard anchored in Halifax harbour. Among the vessels that lay at anchor was the brig *Curlew*

of eighteen guns. Commanded by a native Nova Scotian, Captain Michael Head, the *Curlew* had captured as prize the *Volante*, a 20-gun ship with 90 men on board.

SUCCESS continued throughout 1814. On July 5 the six-gun vessel *Snap Dragon* was captured by HM sloop *Martin* off Sambro light. A few days later the United States sloop *Rattlesnake* of 18 guns, was taken off Shelburne by HM Frigate *Leander*. These two vessels were brought in for adjudgment to the Vice-Admiralty Courts in Halifax. By August 1814 so successful had the blockade of the American coast become that a number of amphibious operations were undertaken by the Navy. In the early part of August Admiral Cochrane sailed to Chesapeake Bay and landed a military force which struck fear into the Americans by the temporary capture of the city of Washington. On August 26 Governor Sherbrooke and Rear-Admiral Griffiths set sail in the *Dragon*, a "74", for Penobscot. Sherbrooke's diary reveals an outline of this operation.

September 12—Secured Castine
September 15—Machias captured
September 18—at St. John, N.B.
September 20—landed Windsor, N.S.

These significant naval operations revealed the overall superiority of the Royal Navy not only in its protection of Nova Scotia but also in its ability to strike at strong points of the American coast.

The year 1815 brought peace, and with it the end of French and American privateering attacks on the coast of Nova Scotia.

One of the most profitable forms of employment on the sea during war time was privateering. Perkins of Liverpool, mentioned earlier, built and made ready for sea in 1798 the *Charles Mary Wentworth* and supplied her with 16 guns from the naval ordnance stores at Halifax.

Another of the privateers of the early Napoleonic War, and perhaps the most famous, was the brig *Rover*, commanded by Alexander Godfrey. Built at Herring Cove, the *Rover*, mounting 14 four-pounders, sailed June 4, 1800, for the Spanish Main with a crew of 55. After a severe engagement in which she captured three ships, including the Spanish flag ship—the *Santa Rita*—which netted the *Rover* £10,000 profit, she returned October 16 to Halifax. No wonder the merchants of Liverpool and Halifax turned readily to privateering.

"No commander of any ship or vessel having a letter of marque

and a reprisal, as aforesaid, shall presume, as they shall answer for it, at their peril, to wear any Jack, Pennant, or other Ensign or Colours, usually borne by our Ships, but that besides the Colours usually borne by merchant ships, they do wear a Red Jack, with the Union Jack described in the Canton at the upper corner thereof near the staff".

From the above quoted instructions it is apparent that the Royal Navy, during the War of 1812, did not intend to keep American warships tied down to their harbours so that Nova Scotian privateers could have a field day. Personnel of His Majesty's ships were impressed while those on board the privateers were volunteers. British warships also resented the poor discipline aboard the privateers and especially the thought of losing the prize money.

One of the most successful of the Nova Scotian privateers was the *Liverpool Packet*. This vessel, formerly known as the *Black Joke*, was purchased from the Vice-Admiralty Courts by four Liverpool merchants. Enos Collins, John and James Barss and Benjamin Knaut. Weighing 67 tons, she was originally designed to carry passengers and mail from Liverpool to Halifax and as such was the first vessel into Liverpool with the news of the war. With the outbreak of war in 1812, she was quickly fitted out with guns, and her crew, many of them fishermen, increased to 45. For two months the *Liverpool Packet* anchored at Liverpool, as Captain Joseph Barss patiently awaited a letter-of-marque which gave him permission to attack enemy commerce. Governor Sherbrooke granted the Letter, August 20, 1812. On August 31 Barss put to sea with 60 days food on board, 20 rounds of cannister, 300 pounds of shot and four hundred-weight of gun-powder in his magazine. Barss' commission read that he had the right to apprehend, seize, and take ship's goods and vessels belonging to France. This was the only power the Governor had the right to give. It was nevertheless understood that British authorities would allow attacks made on American commerce.

ON SEPTEMBER 7, Barss was sailing on the *George Banks* and the heavy shipping lanes. Here he captured the *Middlesex*, a 325-ton vessel carrying coal and salt to New York, and the *Factor*, a smaller vessel bound for Providence, Rhode Island, with a cargo of wine. These two vessels with prize crews on board were sent to the Vice-Admiralty Courts in Halifax to be condemned. The vessel *Middlesex* and her

cargo were returned to its owner. The *Factor*, being American-owned, was condemned but the Portuguese-owned cargo was restored to its owner. The profits from the *Factor* amounted to £1,130. Within five days more ships—the *Maria*, *Polly Union*, *Four Brothers* and *Little Joe*—were sent to Halifax to be condemned. The *Liverpool Packet* returned to Halifax on expiration of her 60-day letter-of-marque.

On November 24, 1812, the *Packet* was once more granted a letter-of-marque, this time the authorities officially granting her the right to attack American shipping. Off Cape Cod she captured the *Three Friends*, and the *Eliza*. The Boston newspaper "Messenger" was horrified by the large number of ships captured by the *Liverpool Packet*. When she returned December 21 for Christmas, 20 prizes lay moored to her credit in the Liverpool River.

The Navy objected to the success achieved by the *Packet* and so far not one of her prizes had been sold. Samuel H. George, Edward Brabruzon Brenton, and Brenton Halliburton, officers and agents of the Admiralty, had filed a claim for 18 of the 21 prizes. Sir B. Halliburton, Chief Judge in the province, alleged that the *Liverpool Packet*, private-armed schooner, commanded by Barss was not duly commissioned and authorized as a letter-of-marque. Governor Sherbrooke did his best to preserve the rights of the *Liverpool Packet*, but the Receiver-General won the first round. An appeal was entered in the courts and this time the owners won, but it had been a costly venture. The owners received, in November 1814, only £21,814 as £2,500 were swallowed up in court fees.

The poor privateersmen, who were on a share system, got nothing until January 1813 and then they collected

only £12 a share, from the sale of the *Factor*. It took two years to reap the benefits from the £21,814 and it was divided as follows:

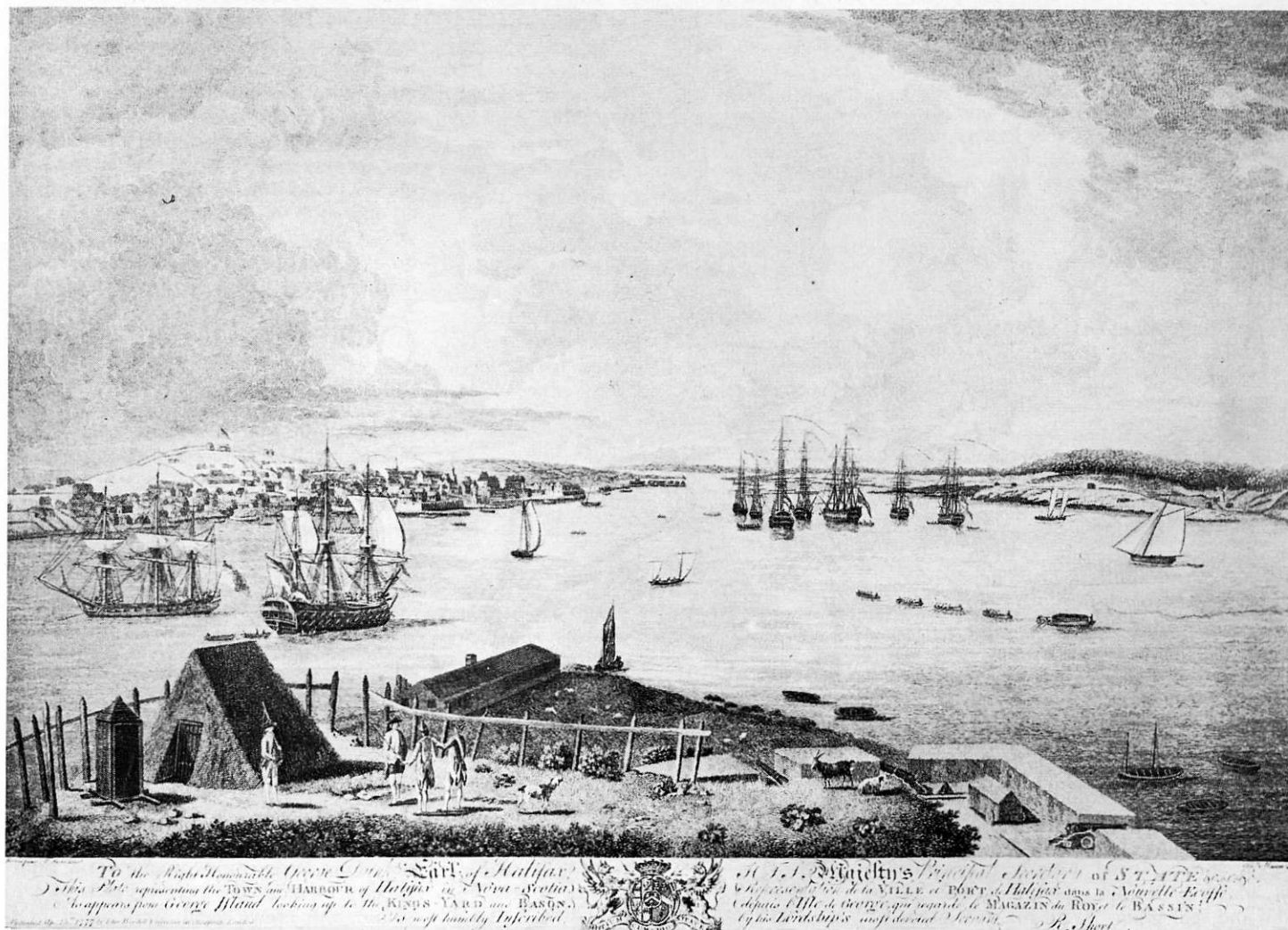
owners—£10,907
ship's expenses—£2,000 season
profit—£8-10,000

Forty-five men: to be divided as follows:

six shares per Commander
four shares per Lieutenant
three shares per Prize Master
two shares per Petty Officer
one share per seaman
 $\frac{1}{2}$ share per boy

Thus seamen earned about £156 each. J. Barss received £10,000.

Not content with those rewards the *Liverpool Packet* continued her illustrious career. On Sunday May 22, 1813, she came into Halifax after completing her ninth cruise. Thirty-three vessels awaited judgment before the Vice-Admiralty Courts. Finally her luck ran



This is how Halifax harbour looked to the artist, R. Short, in 1777, when privateering was helping to found great Nova Scotia fortunes. George Island is in the foreground. To the left, in the background, is the town, Citadel Hill and the King's Yard. The narrows leading to Bedford Basin can be seen in the centre of the picture and to the left the sparsely inhabited land where Dartmouth now stands. The print from which this is reproduced was presented to Stadacona in 1935 by Cdr. H. T. W. Grant, who became Vice-Admiral and Chief of the Naval Staff and who now heads the Royal Canadian Naval Benevolent Fund.

out, and on June 11, 1813, she was caught by the American privateer *Thomas*, off Portsmouth, New Hampshire; Barss was taken prisoner and later paroled. Utilized for awhile by the Americans, the *Packet* was recaptured and, under a new set of owners and a new commander, Caleb Seeley, went on to capture a half a dozen other prizes. She finally retired on October, 1814. Thus the *Liverpool Packet* had captured 45 prizes valued at £262,500 from August, 1812 to December, 1814. From his own profits Captain Joseph Barss built a beautiful mansion which still stands in Liverpool today.

THOMAS FREEMAN was another merchant who sought to increase his earnings by turning to privateering. Freeman and Snow Parker, walrus hunter, privateer owner and member of the House of Assembly bought the *Retaliation*, a condemned prize, at Halifax. A small topsail schooner, 60 feet long and weighing 71 tons, the *Retaliation* set sail with a letter-of-Marque dated February 18, 1813. After a short cruise she returned at the end of March with £6,000 in prizes before the prize court. Both Freeman and Parker had made modest fortunes. Due to the sickness of Thomas Freeman, the partnership was dissolved and the vessel sold. Under the new owners she once again put to sea. Unfortunately her luck ran out as she ran into HMS *Superb*, a 74-gun man-of-war blockading New London, and a number of her crew were impressed. The fate of some of her crew illustrates the disastrous economic effect the navy could have on the crew's dependents.

Nova Scotian privateers constantly had to worry about their prizes being seized by British warships. Such a case was the story of the *Crown*. Thomas Smith, baker, and John O'Bryn, sail-maker, both of Halifax, after depositing £1,500 as a security for good behaviour, received a letter-of-marque. In early April, 1813, Solomon Jennings, master, put to sea and on the 23rd captured the brigantine *Sibue* from Boston, ten miles southwest of Cape Sable. No sooner had the prize been secured than the British sloop-of-war *Atlanta*, Commander F. Hickey, came alongside the captured prize. Commander Hickey took the prize papers from Captain Curtis, the captured American captain on board, Jennings having failed to take and seal them. With his own prize crew on board, Commander Hickey threatened to seize a number of the crew from the *Crown* and to impress John Adams if he did not reveal all the information regarding the capture, so

that HMS *Atlanta* could claim the *Sibue* as its prize.

Adams replied coolly: "I do not need to learn discipline, sir. I have had the honour to serve His Majesty under Lord Nelson at the Battle of the Nile. I was wounded and disabled there. I fought under his Lordship at the capture of St. Jago, and at the Battle of Copenhagen, and at Tenneriffe. I fought under Captain Barkely on the Glorious First of June, in Lord Howe's action when we whipped the French and Spanish. As for keeping me on board here, that is something you cannot do, Your Honour. I have already served my King and country long and faithfully and have been disabled in His Majesty's service and so earned my discharge. And I have it, Your Honour, in black and white and can produce it."

Commander Hickey was forced to seize two others in lieu of Adams.

The Court of Vice-Admiralty who finally heard Jennings's story listened to affidavits on behalf of HMS *Atlanta*, and allowed her to be a joint captor, along with the late *Crown*, of brigantine *Sibue*. The *Sibue* sold for £5,062 which meant £2,531 for each ship.

The largest and finest of all the privateers of Nova Scotia was the *Sir John Sherbrooke*, owned by Enos Collins, Joseph Freeman, John Barss and Benjamin Knaut and commanded by Joseph Freeman, of Liverpool (father of Thomas Freeman). Freeman received his letter-of-marque, February 4, 1813, at Halifax, the fourth privateering commission granted by Governor Sherbrooke since the outbreak of

the War. A strict disciplinarian, Freeman kept his privateer in the same state of efficiency as if she had flown the whiplash pennant of the Royal Navy. Every Sunday morning the hands were turned out and he read them the Articles of War.

Freeman sailed with 150 men (one-third marines) in mid-March, 1813, for the trade routes off Block Island, where Long Island Sound traffic converges with the navigation between the Eastern States and the South Bay. In three months 19 prizes were brought before the prize courts netting the owners £10,000. Such a vessel cost a considerable sum to upkeep and as a result the brig, now at Liverpool, was advertised for sale August 10, 1813.

In the summer of 1813, Captain Burkett of *Matilda* and Joseph Freeman of the *Sir John Sherbrooke* together captured the American ship *Loyal Sam* off Massachusetts Bay. Captain Burkett had to prove before the Vice-Admiralty Courts in Halifax that the *Matilda* was indeed a regularly commissioned privateer and that she had five carriage guns mounted at the time of the *Loyal Sam*'s capture. The prize court decided that the recapture of the ship for her Greenock owners called for generous salvage money, and allowed the high proportion of one-sixth of the appraised value of vessel and cargo—£9,424. So the *Sherbrooke* and *Matilda* received approximately \$7,850 between them.

ONE-THIRD of all the vessels taken from the Americans, 1812-14, were captured by Nova Scotia privateers. Two-hundred and seven of their captures lay in Maritime harbours—Halifax, Saint John, Liverpool, Digby, Yarmouth—with munitions nailed to their main masts signifying that they had been delivered to the Court of Vice-Admiralty. After the first sweep of the Nova Scotian privateers, 200 wagons had to be employed to move the blockaded goods along the American coast, and insurance rates from Boston to New Orleans, by water, rose to a 30 per cent premium. The Nova Scotian privateers knew well how to use the advantages gained from the British naval blockade to achieve large financial profits.

It can be seen from these accounts that the merchants indulging in the privateering trade could, on one hand, reap large rewards if their vessels were sound, the crews good, and their luck held. On the other hand, if they met objectionable British men-of-war or unscrupulous lawyers in the Vice-Admiralty Courts, they could suffer heavy financial losses.



OFFICERS AND MEN

New Assignments For Senior Officers

Three senior officers of the engineering branch of the Royal Canadian Navy will take up new appointments later this year.

Captain (E) John S. Somers, will take up the appointment on August 18 of Principal Naval Overseer, Montreal Area. He has been attending the National Defence College, Kingston, since September 1957.

He will succeed Constructor Captain Sturton M. Davis, who will go to the National Defence College, Kingston, in September.

Commander (E) Arthur G. Bridgman, now engineer officer of the *Bona-venture* will become Assistant Chief of Naval Technical Services (Air), at Naval Headquarters, on September 29.

He will succeed Acting Captain (E) (AE) Charles G. H. Daniel, who on October 27 will take up the appoint-

Engineers Supply Shrubs for Manadon

Rather than growing another tree in Brooklyn, officers of the Royal Canadian Navy have taken steps to assure that a supply of shrubs—azaleas, rhododendrons and such—will bloom at Manadon.

Manadon, although only engineers may be aware of this, is the new site of the Royal Naval Engineering College, formerly at Keyham. Manadon is near Plymouth and the new grounds are almost completely surrounded by housing developments — a situation which has made the naval engineers feel the need of a screen of greenery.

An estimate of the landscaping requirements of HMS *Thunderer*, as the engineering college is known, placed them at a thousand trees and 200 shrubs, far beyond the resources of wardroom funds.

Royal Canadian Navy engineers have responded to an appeal for assistance and have contributed \$125 to an "RCN Shrubs for Manadon Fund" so that the grounds may be as beautiful as possible by the time Her Majesty the Queen opens the new wardroom building on July 29.

The gift was announced in a message, signed by Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, and Commodore (E) B. R. Spencer, Engineer-in-Chief, on the occasion of the last annual engineer officers' reunion dinner at Keyham in early May.



A naval wag once said a ship is called a "she" because it costs so much to keep her in paint. Able Seaman Frank Anderson, suitably attired for the application of cruiser cosmetics, proceeds to pretty up the Ontario during the voyage to Australia and New Zealand. Beauty in ships may or may not be skin deep but the paint prevents the onslaught of rust. (OT-3799)

ment of Command Technical Officer on the staff of the Flag Officer Pacific Coast, at Esquimalt.

Captain (E) John S. Osborn, who has been Command Technical Officer since July, 1956, will proceed on retirement leave on November 3.

Plaque Presented To Prize Winner

Instr. Lt.-Cdr. Lawrence Farrington, winner of the essay contest in this year's RCN issue of *Canadian Shipping and Marine Engineering News*, on April 30 was presented with a plaque at *Venture*.

Instr. Lt.-Cdr. Farrington is a member of the teaching staff of the officers' training establishment.

The presentation was made by Arthur R. Joy, B.C. editor, Business Publications Division, MacLean-Hunter Publishing Co. Ltd., on behalf of *Canadian Shipping's* editor, Eric Axelson.

The recipient, whose prize-winning entry was published in the March issue of *Canadian Shipping*, also received a cheque for \$100. Second and third prize winners received awards of \$50 and \$25 respectively.

Mr. Joy praised the winner for the high qualities of his essay which had

won over several others entered by senior officers of the service.

To help spread knowledge and goodwill about the Navy, *Canadian Shipping* has produced a special issue on the service for the past seven years, Mr. Joy said. An annual event connected with it was the contest held for the purpose of helping to increase the Navy's own interest in the issues.

Following the presentation, Instr. Lt.-Cdr. Farrington was showered with hearty congratulations by his fellow officers in *Venture's* wardroom.

Civilian Personnel Manager Named

The appointment of R. L. W. Ritchie as manager, Civilian Personnel, Atlantic Coast (Navy), was announced by Commodore John MacGillivray, Commodore Superintendent Atlantic Coast. Mr. Ritchie will be responsible for all matters affecting the administration and welfare of civilian personnel working for the Navy in the Atlantic area.

Born in Alberta, he was graduated from the University of Alberta and studied at the University of Toronto

WEDDINGS

Leading Seaman William L. Cartwright, *Skeena*, to Miss Ruby A. Walker, of Victoria.
Able Seaman Thomas Eastick, *Beacon Hill*, to Miss Barbara Ruth McCulloch, of Victoria, B.C.

Able Seaman Gerald E. Gaudreau, *Shearwater*, to Miss Ursula Horbach, of Hamburg, Germany.

Sub-Lieutenant (E) D. K. Goodwin, *Donnacona*, to Miss Eileen Sophy Ann Smith, of Ottawa.

Able Seaman Larry Guger, *Beacon Hill*, to Miss Donna Chapman, of Prince Albert, Sask.

Lieutenant (MN) Jewell Elizabeth Horner, *Naden*, to Lieutenant (E) Roy A. MacKay, *Naden*.

Able Seaman John D. Lotoski, *Beacon Hill*, to Miss Marjorie Moulton, of Sidney, B.C.

Sub-Lieutenant Charles E. Regan, *Niagara*, to Miss Beverley Kola Fellner, of Victoria.

Able Seaman Ronald D. Young, *Swansea*, to Miss Lois Marie Workman, of Woodstock, Ont.

BIRTHS

To Lieutenant W. J. A. Black, North Bay, Ont., Recruiting Officer, and Mrs. Black, a son.

To Petty Officer Ralph Caldwell, *Beacon Hill*, and Mrs. Caldwell, a daughter.

To Able Seaman Roger Carreau, *Bytown*, and Mrs. Carreau, a son.

To Lieutenant William H. Evans, *Cornwallis*, and Mrs. Evans, a son.

To Able Seaman Donald MacFarlane, *Bytown*, and Mrs. MacFarlane, a daughter.

To Able Seaman C. G. McMullen, *Beacon Hill*, and Mrs. McMullen, a daughter.

To Leading Seaman Donald W. Purdy, *Beacon Hill*, and Mrs. Purdy, a daughter.

To Able Seaman Denis Reid, *Naden*, and Mrs. Reid, a son.

To Lieutenant Russell Wilcox, *Beacon Hill*, and Mrs. Wilcox, a son.

To Leading Seaman W. D. Wright, *Beacon Hill*, and Mrs. Wright, a daughter.

To Leading Seaman J. S. Yablonski, Naval Radio Station, Masset, and Mrs. Yablonski, a son.



Money for the Retarded Children's Association of Victoria was raised at a tea held recently by the Jill Tars Navy Wives Club, a navy wives' organization formed during the Second World War in Victoria. The annual tea was attended by Mrs. H. S. Rayner, wife of Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. Pictured here, from left, are: Mrs. J. Galbraith, honorary member, and organizer of the club; Mrs. Rayner; Mrs. J. Lysne, club president; and Mrs. H. V. Groos, wife of Commodore H. V. W. Groos, Commodore RCN Barracks, Naden. (E-44897)



The first recruit to be sworn in at the Canadian Armed Forces Recruiting Centre, Kingston, Ont., headed for the Navy section. Attesting Ord. Sea. Pasquale Coniglio, engineering mechanic aspirant, is Cd. MAA Alvin Underhill, left, of the RCN recruiting office in Ottawa. In the centre is PO Cyril Scrivens, who staffs the Navy side of the new Kingston office, first tri-service recruiting office in Canada which was opened April 3 by the Mayor of Kingston. Mr. Underhill, who began recruiting duties last fall, was well qualified to usher Coniglio into the Navy. He joined in 1941 as an ordinary seaman, survived the sinking next year of the first Ottawa, served ashore and afloat including time at Cornwallis, and in a carrier and a cruiser before promotion to commissioned rank last year. (Photo by Dick Herrington, Kingston Whig-Standard)

and University of British Columbia. During the war he served with the RCAF as a research psychologist. For the past 13 years he has been Chief Personnel Officer of the British Columbia Civil Service Commission.

Dual Appointment For Captain Deane

Captain (L) John Deane on August 18 will take up the dual appointment of Commodore Superintendent, Pacific, and Superintendent HMC Dockyard, Esquimalt. He will hold the acting rank of commodore while in the appointment. He is at present attending the National Defence College, Kingston.

He will succeed Commodore (E) John B. Caldwell. An appointment for Commodore Caldwell, who will go to Naval Headquarters on September 2, will be announced at a later date.

HQ Post for Captain Edwards

Captain Gordon C. Edwards, will take up the appointment of Deputy Assistant Chief of the Naval Staff (Air and Warfare) at Naval Headquarters, Ottawa, on August 25. Captain Edwards has been attending the National Defence College at Kingston, since September 1957.

He will succeed Captain Robert W. Murdoch, who will go to the National Defence College, Kingston, in September.

College Honours Naval Chaplain

Chaplain Charles H. MacLean, Protestant Chaplain at the Canadian Services College, Royal Roads, B.C., has been honoured with the degree of Doctor of Divinity (honoris causa) at the recent convocation of the Presbyterian College of Montreal held in St. Andrew's and St. Paul's Presbyterian Church.

Chaplain MacLean was padre to the Argyle and Sutherland Highlanders in Hamilton during the Second World War. He entered the Navy in 1951 and served at *Stadacona* and in the cruiser *Quebec* before going to Royal Roads.

First World War Medals Presented

On Saturday, May 10, at ceremonial divisions at *Cornwallis*, First World War Medals were presented to Rufus W. Connor, of Digby, by Captain M. J. A. T. Jette.

Mr. Connor is believed to be one of the oldest Canadian naval veterans,



Rear-Admiral R. E. S. Bidwell, president of the Nova Scotia branch of the Naval Officers' Association of Canada, presents a cheque to Lt. Peter Watson whose essay on the impact of the Navy on Halifax won second award in the 1957 Barry German prize list. Also shown are Cdr. C. H. Little, who was awarded first prize, and George Shilston, vice-president of the Nova Scotia branch of the NOA. (HS-52354)



When 79-year-old Rufus W. Connor, of Digby, N.S., turned up at ceremonial divisions at *Cornwallis* on May 10 for the belated presentation of his First World War medals, he was attired in the uniform of a master-at-arms, of Royal Navy early 1900s vintage, including frock coat and sword. The presentation was made by Captain M. J. A. T. Jette, commanding officer of *Cornwallis*. Mr. Connor served in the navy from 1896 to 1917. (DB-10574)

having enlisted in the Royal Navy August 1, 1896, and the medals he received from Captain Jette were the 1914-15 Star, British War Medal and the Victory Medal. He had been awarded these medals but had never actually received them.

Mr. Connor appeared on the dais in the uniform of a master-at-arms of the Royal Navy, early 1900s vintage, complete with frock coat and sword, adding colour to the presentation ceremony.

Highlights of MAA Connor's career consisted of participation in the Boer

War, the Boxer Rebellion, the Japanese-Russian War and the First World War. During his lengthy and colourful career he won several medals and awards for marksmanship and was one of the first qualified naval divers.

The 79-year-old veteran was invalided out of the service in 1917 and is now residing in Digby.

Institute Honours

Captain Roper

Included among the names of seven leading architects from cities across Canada, who have been elected Fellows of the Royal Architectural Institute of Canada, is that of Captain (CE) J. B. Roper, Civil Engineer-in-Chief, Naval Headquarters, Ottawa.

Captain Roper is a member of the Ontario Association of Architects. He entered the profession in 1926 after graduating from the University of Toronto. He was the architect for several Ottawa buildings, including the administration building at the Central Experimental Farm and St. Matthias Church.

During the Second World War he was responsible for planning and co-ordinating the development of naval shore establishments and has directed the post-war construction program of about 145 major naval construction projects from Newfoundland to the Queen Charlotte Islands.

Crash Minimized

By Landing Wire

Four members of a Navy Tracker walked away from a crash landing, thanks to a carpet of foam and a hastily-rigged arrester wire after circling the *Shearwater* runways for two hours to burn up fuel and lessen the danger of fire on landing.

Lt.-Cdr. R. C. Rosenthal, pilot of the Tracker, said that a shrink link of the left wheel assembly broke on retraction, allowing the wheel to enter its housing without enough space to come into landing position.

Firemen of the air station sprayed gallons of foam over a small portion of the runway to cut down the chance of a fire through sparks or static electricity while the ground crew put up an arrester wire.

Lt.-Cdr. Rosenthal said that the crew did not bail out of the \$1 million plane because chances against injury in landing with the plane were slight, while one usually had some injuries if he parachuted. He said this was his first crash.

AB James Pilgrim set a few more records. It was his first crash, first flight in a Tracker and first flight with

the VS 881 Squadron attached to *Bonaventure*.

Co-pilot on the flight was Lt. S. K. Dewar and the second observer's mate was Ldg. Sea. Jack Battaro.

New CO Named To Buckingham

Lt.-Cdr. Donald M. MacLennan, assumed command of the *Buckingham*, when the ship commissioned at Halifax on May 6, following an extensive refit.

Actors Taken On Harbour Tour

Delegates to the Dominion Drama Festival in Halifax—approximately 250 of them—were guests of the Royal Canadian Navy on Friday afternoon, May 16.

The visitors were taken on a cruise of Halifax harbour and vicinity on

board seven ships of the Atlantic Command.

The minesweepers *Resolute*, *Thunder*, *Fundy*, *Chignecto*, *Chaleur* and *Quinte* sailed up the picturesque Northwest Arm and the frigate *Lanark* took her guests into Bedford Basin.

Assiniboine Gets New Captain

Cdr. James R. Coulter, took command of the *Assiniboine* (destroyer escort) on May 24.

He succeeded Commander Eric P. Earnshaw, who has been in command of the *Assiniboine* since the ship commissioned in August, 1956.

Cdr. Earnshaw has been appointed to the Royal Naval Staff College, Greenwich, as RCN member of the Directing Staff, effective June 30.



Just when they figured they had reached the last outpost of Never-Never Land in the South Pacific, Venture Cadets Robert Coren and Jack Alexander came up against this tourist bureau sign in Suva, Fiji, during shore leave from the Ontario. Kinda reminded them of a B.C. totem pole. (OT-3887)



MOBY JUNIOR

THE CLEARANCE DIVER Training Section of the Torpedo Anti-Submarine School in Stadacona was able to boast recently that amongst its members it had one of the world's best divers and swimmers. Without benefit of aqua-lung, mask or flippers, he put even the instructors to shame.

Having obtained perfection in underwater manœuvring, he apparently wished to volunteer his services to the Royal Canadian Navy. Unfortunately his slow-wittedness and anti-disciplinary nature caused some concern to the instructors. Also the Diving Section was unable to adapt the tools of its trade to his requirements.

The TAS School sends out a plea for any manual, recent or ancient published or in manuscript form, on "The Handling and Training of Arctic White Whales!" Since this whale has not yet attained full growth and has not (at least to the knowledge of the School) chewed anyone's leg—Melville's "Moby Dick" has proved inapplicable.

This novice clearance diver (he cannot be called a mascot since he refuses to be leashed) is a 12-foot infant from the Arctic. Moby Jr., as the divers affectionately call him, turned up in Halifax Harbour about April 7 and after his arrival adopted the classes from the Diving Section as his own special playmates. Until he found them, he was a lonely individual. Who knows, he might have become mean and destructive from loneliness? Now he had all the pals he required.

How did his "pals" feel toward him? After an initial shyness, they came to accept his company. Every day they found him prompt and waiting for the first of the divers to enter the water. He accompanied the classes through all operations. Wherever there were two or more divers, he insisted on the middle berth. This gregarious young fellow appeared to be happy.

His innate curiosity was somewhat of a bother to the men working on underwater jobs. He came nosing and prying

about with a look in his eyes which seems to plea "Aw! Come on, give me a try at it!" However, he was soon disciplined by a rap on the "nose" with a hammer or wrench. But just like a playful pup, as soon as the memory of the slap was forgotten, he was back snooping again. Hence the discipline problem. How do you keep a fellow twice as long (not to mention his girth) as yourself in line! Did ever a three-foot high GI keep a platoon of six-foot ODs in line?

Moby Jr. remained with the divers until the last man was out of the water. Then he was seen to mope sadly away to find somebody else's business to poke his nose into, until the next morning when he returned promptly for classes.

On week-ends he was particularly lonely. He poked around the section looking so sorry for himself that finally some duty hand would get dressed and enter the water to begin the aquatic game.

Reliable sources at the Diving Section say that upon successful completion of training he will be promoted to ABCD3 Moby Dick Jr. ON 0013-H.

It is expected that if Moby's qualities reach the Detection department of the TAS School there will be a conflict as to which department could use him to the best advantage. With his, in the words of Rudyard Kipling, "satiating curiosity" they will argue, he would investigate any suspicious object, and report it to the proper authorities.

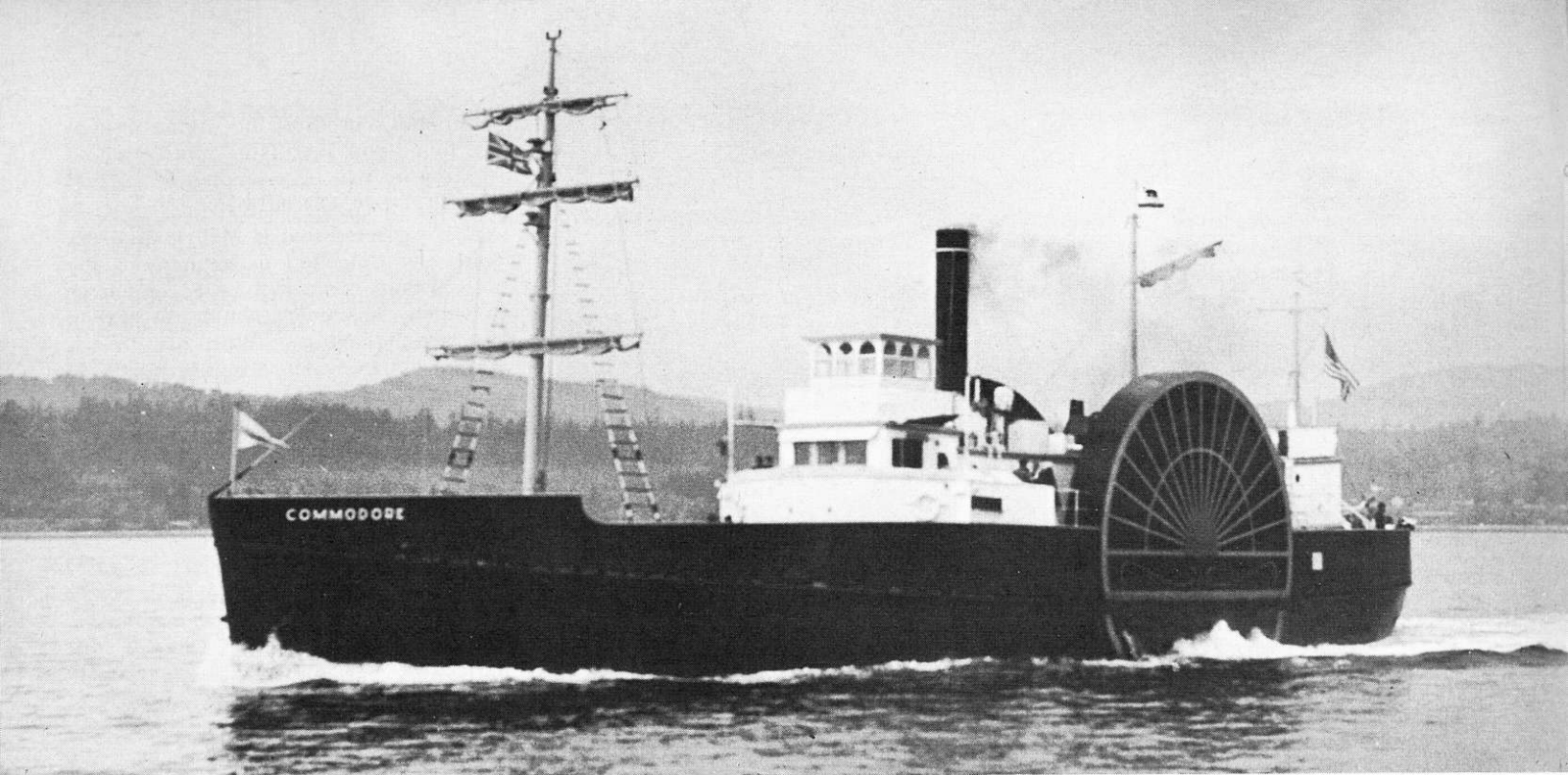
In any case, if he can prove his usefulness his next assignment will be a recruiting campaign in the Arctic Sea and a winter Newfie Patrol.

Just now, Moby Jr. appears to be on leave and it's the divers who are lonely. However, he appeared to enjoy his stay in Halifax harbour so thoroughly that his return is expected momentarily.

The white whale, a frequenter of the waters along Canada's East Coast, is a member of the dolphin family of small whales, which also includes porpoises and killer whales. It is about 18 feet long when fully grown and only a distant relative of Herman Melville's huge Moby Dick, which was an albino sperm whale or cachalot.

Schools of white whales sometimes venture far up the St. Lawrence River. They appear to share the cheerful, playful disposition of other porpoises and dolphins—the killer excepted. The scientific name for the white whale is "beluga".





"SS Commodore" (otherwise the RCN's former oceanographic vessel, HMCS Cedarwood) on a trial run off Esquimalt before the April 26 celebrations at Victoria which launched the B.C. Centennial. (E-45070)

SS COMMODORE

Cedarwood in role of paddle steamer in gold rush days

THE LITTLE *Cedarwood* retired from oceanographic duties last year and many must have felt that was that. However, it was not long before she was undergoing a drastic sea change.

The *Cedarwood* emerged this spring in the guise of "SS *Commodore*", the paddle steamer that brought the first miners from San Francisco in 1858 after word had trickled down the coast that gold was to be found in the Fraser River sands.

When the "*Commodore*" sailed again, manned by officers and men from *Naden*, her arrival in Victoria on Saturday, April 26, touched off the main program of the B.C. Centennial celebrations.

The following account of the "*Commodore*'s" arrival appeared in the April 28 issue of the *Victoria Daily Times*.

BY NORMAN CRIBBENS

ORANGE SMOKE belching from the tall black funnel of the reconstructed paddle steamer SS *Commodore*, as she entered Victoria's Inner Harbour Saturday afternoon, April 26, sent a thrill through most of the 15,000 to 20,000 Victorians gathered to welcome her.

The applause, it is true, was not as enthusiastic as it could be, but for Victoria at least, the reception given to the province's first gold rush ship of 1858 was a hearty one.

As the *Commodore*'s black nose edged around the corner of the harbour basin, I went tense, expecting a full-throated roar from the crowds jamming the Causeway.



Before he sailed with his horde of unruly miners bound for the Fraser River gold bars, the captain of "SS *Commodore*" (Lt.-Cdr. Hal Lawrence) received some much-needed good wishes from Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. (E-45017)

Alas . . . the crescendo didn't come. We heard only the pattering of many hands, like rain on a tin roof.

Victoria wasn't to be intimidated by any old paddle steamer! It was too well-mannered!

Yet for many, I'm sure, the appearance of the old pioneer ship bringing bearded gold-seekers and their gay ladies from San Francisco must have been a real thrill.

It was a forceful re-enactment of the gold fever which hit Victoria just 100 years ago.

Crowding the decks of the *Commodore* (actually the re-converted HMCS *Cedarwood*) were some 60 miners — fierce-looking ruffians, carrying picks, packs and pistols.

A band of Cowichan Indians led by Chief Mike Underwood greeted the *Commodore's* appearance in the harbour with a savage song that would have chilled the hearts of pioneers in days gone by.

And then, as a sharp reminder of the present, three Avengers of the Royal Canadian Navy, roared overhead at discreet heights of 500 feet.

The *Commodore* maintained her historic poise, flying both the Union Jack and the Stars and Stripes, as she was escorted into the harbour by a flotilla of tugs and small sea craft.

CBC announcer Bill Herbert, whose commentary was relayed through a loud-speaker system, informed the populace that the orange-red smoke from the *Commodore's* funnels came from redwood trees burning below.

No one believed him, since the modern-day *Commodore* is known to be diesel-powered but the crowd accepted his explanation in the spirit of the occasion.

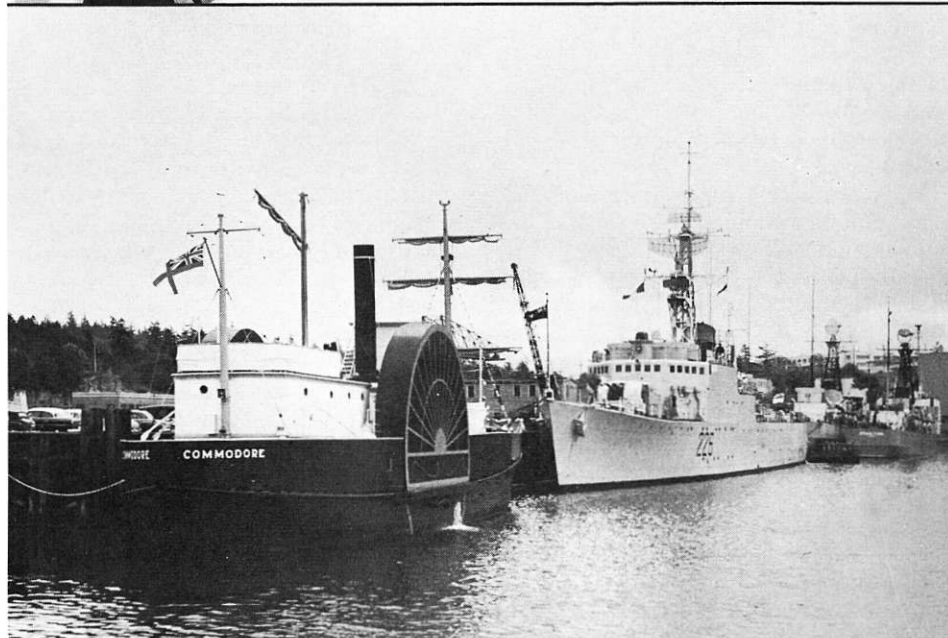
"The rush is on," said Mr. Herbert. "We are trying to preserve with historical accuracy a scene that occurred here 100 years ago."

As he spoke, two stowaways—RCN Lieutenants John Murison and Al Booth—jumped from the *Commodore* into the chilly waters of the harbour and swam ashore.

"There go two of our brave pioneers, leaping to freedom in a promised land," commented Mr. Herbert.

Flanked by tugs, Indian canoes and assorted small craft, the *Commodore* moved gracefully into the harbour, within range of a battery of cameras—professional and amateur—lining the edge of the Causeway.

Thousands of spectators spilled over the green lawns of the Empress while hundreds more packed the hotel balconies, and many guests enjoyed a



The clock has been turned back a hundred years on board one of Her Majesty's Canadian Ships on the West Coast and the officers and men of her crew have undergone certain corresponding changes. The *Cedarwood*, of recent oceanographic fame, is plying B.C. waters as SS *Commodore*, the sidewheeler which, a hundred years ago, brought San Francisco miners to Victoria on their way to the Fraser River. This explains the presence here of a portrait of the grizzled First Mate of the *Commodore*, whom intimate friends might recognize as Lt. E. A. MacFayden and the other chummy, but anachronistic, picture of the *Commodore* and the *Crescent* in Esquimalt harbour. (E-44988; E-44871)

grandstand view from their bedroom windows.

Mingling with the crowds along the Causeway were bearded Sikhs, song-voiced Chinese, burly young Canadians with beards and sideburns, and hundreds of teenagers—the boys in coloured shirts and blue jeans, the girls in flowered skirts and ballet shoes.

Children scampered in and out of the crowds and a dog which had lost its master raced up and down the sidewalk sniffing eagerly at anyone who might have a familiar smell.

It was all part of the carnival atmosphere.

The pounding of Indian tom-toms — that wondrously exciting sound — greeted the arrival of the gold-rush boys.

Unlike their historic predecessors they were given, not the cold shoulder, but a dignified welcome from such leading citizens as L. J. Wallace, chairman of the B.C. Centennial Committee; Mayor Percy Scurreh, Public Works Minister W. N. Chant (representing Premier Bennett), and Sir James



"The woman that kissed him—and pinched his poke—was the lady that's known as Lou". The men on board the "SS Commodore" as she steamed into old Victoria weren't miners fresh from the "crick"—just fresh miners heading for the "crick". As can be seen, the beauteous belles of the old colony were joyfully awaiting them, and an end to the husband shortage. The belles shown here are nursing sisters, wrens, etc., from Naden. (E-45075)

Douglas in the person of Victoria baritone John Dunbar.

They were greeted also by Percy Ross, ex-chief of the Songhees tribe, and Padre William Hills as the voice of Vancouver Island's clergy, past and present.

"You showed great courage and imagination in coming here. This is not an easy land for the white man, though the Indians have known it and found it good and the trappers have known it and found it rich."

Ex-Chief Ross declared:

"One hundred years ago we were not so sure of you. But there were so many of you there was nothing we could do . . . In the century that has

just passed British Columbia has become a great province for both of us."

Works Minister Chant said:

"You have worthy descendants here today. There are still great secrets to be uncovered and great wealth to be gained by courage and exploration.

"This is still the land of promise."

Mayor Scurrah introduced Rodney Doerr, vice president of San Francisco Chamber of Commerce, who said:

"I bring you greetings and good wishes from an admiring neighbour south of the border."

Ceremonies over, the visitors were taken for a ride by horse and carriage around Birdcage Walk and the Legislative Buildings back to the Empress

Hotel where they were entertained by Mr. Wallace and the B.C. Centennial Committee in the approved style.

The usual deadly restraint of the hotel lounge was shattered when the bearded miners and their gay ladies paraded through the tea and crumpet devotees.

"We've been coming to the Empress for years past but we've never seen anything as lively as this," commented Joseph Frickner of San Francisco, sitting with his wife, a cheerful grey-haired lady, in the lounge.

"We used to think of Victoria as a city where nothing ever happened, but it seems we have under-estimated the old place."

One of the most unlikely march-pasts ever to occur during divisions took place at Naden on April 25 when the crew of the "SS Commodore" and their passengers, rough, tough, gun-toting miners, swarmed across the parade ground. (E-45066)





The Wolf Cubs at the upper left are camping out in comfort. They are a part of their packs' campfire display at Cornwallis' huge Hobby Fair in the Recreation Centre. At the upper right Girl Guides display their skills. Below, a group of new entries try to coax a model aeroplane into action and a seaman and wren demonstrate leathercraft. Among the larger exhibits entered by ambitious home-craftsmen, were hi-fi sets and a motor boat. (DB-10453; DB-104488; DB-10447, and DB-10446)

THE CORNWALLIS HOBBY SHOW

THE CORNWALLIS Hobby Show, held at the Recreation Centre on Friday and Saturday, April 25 and 26, was viewed by over 1,500 people and proved an unqualified success.

The high calibre of the many and varied exhibits helped assure the success of the show. Included in the display were items from New Brunswick and Halifax as well as from the area around Cornwallis and Cornwallis itself. The first enterprise of this kind to be held here, it is hoped to make this an annual event from now on.

Samples of handicraft displayed included leatherwork, paintings, needlework, hand-made silver jewelry, many mounted with polished native stones; rugs, woven articles, and many others. Especially eye-catching for the feminine viewers were the attractive rugs, which would add a colourful note to any home. The hand-woven articles were all beautiful but an outstanding article was the black stole trimmed with bands of silver at either end. A group of five paintings by Kelsey Raymond of Smith's Cove, drew many favourable comments.

A highlight of the two-day show was the live demonstration by some of the craftsmen. Mrs. A. C. Cosgrove demonstrated weaving; Wren B. Banning and Ord. Sea. Thomas Webster of Kootenay Division, leathercraft; Ord. Sea. Michael Wilson, Restigouche Division, worked on a model boat; James Lewis, of Annapolis, demonstrated stone-cutting and polishing; Lt. David Molliet and Lt. George White displayed a hi-fi set and explained how to build one; PO Elkstein demonstrated ham radio operation and was very successful, being able

to raise Germany, Sweden and Denmark as well as many nearer places, during the show. A model aeronautic display by Ord. Sea. W. W. Todd, *St. Croix* divisions; Ord. Sea. L. Menard, *Margaree* division and Ord. Sea. J. Mitchell, with engine-powered models built by the men themselves, held in the drill shed because of the high wind, drew many spectators especially among the younger generation. Lt. E. Derbyshire displayed a TV assembly unit for those brave enough to attempt to build their own set.

One of the most attractive displays of the show was the Scout and Guide display on the second floor. The Scouts had a complete camping site set up, with evergreen boughs adding a touch of realism. The exhibit included the mess tent, a sleeping tent, a cooking area and a camp-fire site. Several of the boys and girls were on hand to answer any questions concerning the display. Also on display here were various projects which the Guides and Scouts must complete for their badges. This exhibit was in charge of Guide, Scout, Brownie and Cub Leaders.

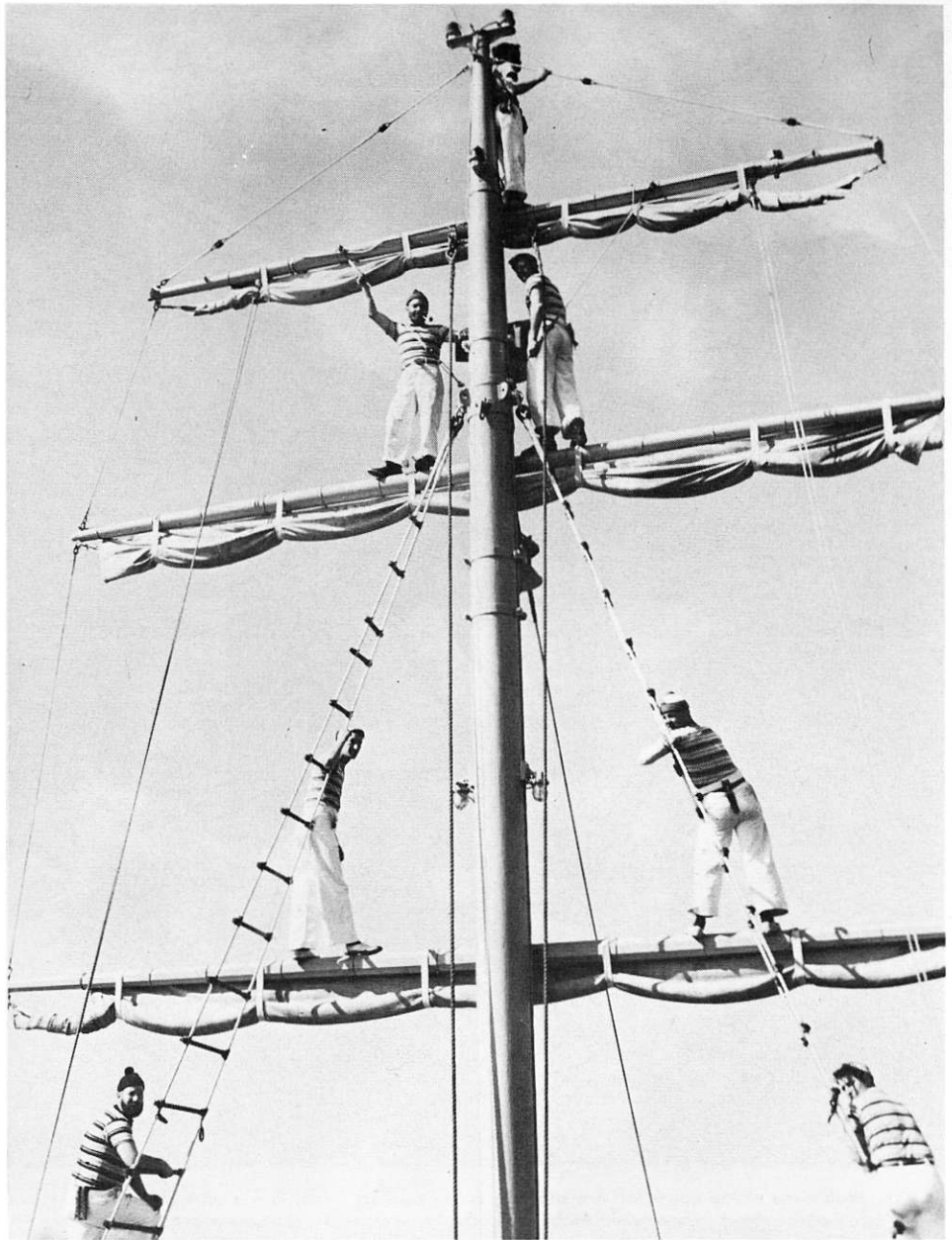
During the entire show, which was open Friday evening, Saturday afternoon and evening, appropriate films were shown in the TV room every half-hour.

On the opening night of the show Captain M. J. A. Jette presented prizes to some of the winners.

First-prize winners in the Hobby Fair were as follows:

Ord. Sea. K. Arn, *St. Croix*; Ord. Sea. D. Noviss, *Athabaskan*; Donald Mowatt, Bryan Redden, Janet Coe, Gleen Howarth, CPO H. Moody, CPO S. K. Henson, Lt. E. L. Anderson, Ldg. Sea. C. Thibbidaio, Mrs. Dorothy E. Kennedy, Rev. A. J. Mowatt, Mrs. A. C. Cosgrove, A. B. Roland Maheux, Ord. Sea. N. Darwent, Cdr. W. McCully, Mrs. Marilyn Smith, Ord. Sea. Gordon Duckworth and Lt. E. Derbyshire.

The judges, faced with the very difficult task of picking winners from the



"Clear the poopdeck! Brail up the mizzen! Let fly the southeast spinnaker! Avast there, me hearties! Belay below!" With such "seamanlike" cries, the good ship *Commodore* gets underway and the salty sailors are happy to descend the foremast in time for tea. Happy, too, is the motley passenger list of gold-miners and gold-diggers in the knowledge that the ship isn't dependent on her sails. (E-45020)

outstanding articles displayed, were: Mrs. Frank Lockeyer, Mrs. D. Hamilton and Mr. J. A. Dalton.

Officials responsible for the first successful Hobby Fair were directors, Lt. (S) G. T. White; managing director, Ross H. Chisholm; technical adviser, Miss Ruth Eisenhauer; assistant technical advisers, Miss Hazel Manthorn, Miss Enid Webber and display supervisors, CPO J. Mason, and CPO S. Fagg. Although holding no official title Ldg. Sea. Edward LeClair was invaluable in ironing out all the small details that kept the show running smoothly.

Others who contributed to the success of the show were: Dr. Ivan H. Crowell of the Department of Industry and Resources, Fredericton, N.B., who made possible a display of New Brunswick handicrafts; Digby Crafts, Annapolis Weavers, Fort Anne Rug Hooking Group; Gordon Grant, Irene Spicer, Earle Parker, N. Anderson, Clifford Browne, Donald C. MacKay, Molly Bell MacKey, Laura Wellard, Norma MacL Anderson, LeRoy Zwicker, Marguerite Zwicker, all of Halifax and Kelsey Raymond, Smith's Cove.—Written for the *Cornwallis Ensign* by Mrs. Vera Foster.



AFLOAT AND ASHORE

PACIFIC COMMAND

CANCORTRON 2

The destroyer escorts *Crescent*, *Fraser* and *Margaree* of the Pacific Command's Second Canadian Escort Squadron, conducted a series of anti-submarine exercises in lower B.C. waters between April 21 and May 2.

During the exercises, the ships visited several ports, including Vancouver and Nanoose.

Departing from Esquimalt harbour, the three ships exercised daily from April 21 to April 23 off the west coast of Vancouver Island, returning to Esquimalt at the end of the day. On April 24 the ships left Esquimalt to visit Nanoose. From that port they sailed to Vancouver for a three-day visit.

During the remaining portion of the exercise program, the ships operated in Juan de Fuca Strait, returned to Esquimalt on the afternoon of May 2.

HMCS *Margaree*

During the first six months of the *Margaree's* commission, her travels have taken her to the other end of the world. Actually, the trip, via Esquimalt, from Halifax, to the Far East covered nearly 200 degrees of longitude, more than half way around the earth.

The second half of the trip, from Esquimalt to Saigon, was effected during cruising in February and March when the Second Canadian Escort Squadron joined with USN ships in exercises. Okinawa, Tokyo, and Hong Kong were among the ports of call familiar to the Royal Canadian Navy and now Saigon has been added to the list. But no matter how many times the Eastern ports are visited, there is always something new and different to see. The inroads of Western influence are noticeable in certain sectors but often only accentuate the national customs. A Japanese entertainer who may not even speak English, can plunk a ten-gallon hat on his head and render "Deep in the Heart of Texas" without a flaw in his southern drawl.

Souvenir hunting was a major pastime for many members of the ship's company and it wasn't long before the art of bartering was so professional that most merchants just gave their



A long Pacific swell breaks majestically over the bow of HMCS Ontario as the much-travelled training cruiser steams steadily through a tropical afternoon. The photo was taken during this spring's Venture cruise to the South Pacific. (OT-3773)

goods away when they recognized the *Margaree* cap tally. There were exceptions. For those who bypassed the shops ashore, the ship's canteen manager, PO McRae, could usually come up with the perfect gift for the occasion. For the discriminating buyer, there were a few always willing to unload their last port souvenirs at half price so they could have money to buy the next port's souvenirs at double price.

One of the interesting side excursions from the ship was to Nikko for

a week-end of skiing in company with fellow sportsmen from the *Cayuga* and *Fraser*. Nikko (in Japan you don't speak of beauty until you have seen Nikko) was in a truly picturesque setting, surrounded by mountains, blanketed in fresh snow, and dotted with Canadian "Sitzmarks"—the bunkers left by the part of a skier that goes down first. Although a bit out of practice, it wasn't long until the Canadian sailors had picked up the Japanese ski technique, that is, legs well apart, skis pointed downhill, and just let 'er go.

Fortunately, no major injuries were sustained and the minor ones became badges of honour.

The health of the ship's company remained good except for a few minor set-backs following visits to boiled octopus specialty shops in Saigon.

Enthusiasm for the ship's jackets ran high when a sizeable order was placed in Hong Kong. The jacket design, although controversial, was personalized by allowing a space on the right arm for the name of the wearer. Those who indicated they wanted no name sewn on, had their jackets dutifully inscribed "No Name". It was disappointing at first to find most of the jackets were made undersize but the Dependants' Day cruise following the ship's return home proved their worth. They were the rig-of-the-day for wives and sweethearts.—W.B.W.

HMCS Cayuga

The 1957-1958 Pacific Command hockey series was a hard-fought round of battles, with top honours being captured by the destroyer escort *Cayuga*.

Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, presented the championship trophy during a ship's company dance held recently. Cdr. P. C. Benson, the *Cayuga's* commanding officer, accepted the trophy on behalf of the ship and the hockey team.

HMCS Ontario

Financial assistance to three Fijian athletes who wish to attend the British Empire Games in Wales this summer was one of the goodwill gestures made by the ship's company of *Ontario* during the cruiser's 10-week training cruise to the Hawaiian and Fiji Island, New Zealand and Australia this spring.

The incident occurred when the *Ontario*, carrying 50 senior-term cadets from *Venture*, junior officer training establishment at Esquimalt, called at Suva en route to her home port where she was due to arrive May 5.

During the three-day visit at the South Pacific Island port, Captain J. C. Littler, the *Ontario's* commanding officer, hearing that a fund was being set up in Suva to enable three Fijian athletes of near Olympic standards to attend the games, made a radio broadcast and, on behalf of his ship's company and Canada, gave the athletes their first donation of \$100, expressing the hope that Canadian and Fijian athletes would be able to strive side by side for the high honours that go to the winner in such competitions.



"If you want to take a picture of my Mummy and my Daddy, go ahead—but don't forget I'm here too." Two-year old Karen, with a coy flutter of her eyelids, put the photographer in his place as he paused to record a happy family reunion (the bystanders are Ldg. Sea. Frank Hicke and his wife, Carol) on the return of the Second Canadian Escort Squadron to Esquimalt this spring. (E-44774)



Before the five ships of the Second Canadian Escort Squadron left Saigon, replicas of the badges of the Canadian destroyer escorts were presented to Cdr. Tran-Yan-Chan, left, commander of the South Vietnam Navy, to commemorate the Canadian visit. Making the presentation is Captain M. G. Stirling, commander of the squadron and commanding officer of the *Crescent*. (CR-332)

During the stay many of the officers and men of the Canadian cruiser received the hospitality of local citizens they had met on the *Ontario's* previous

visit while en route to New Zealand and Australia.

Captain Littler was dined by the commander of Fiji military forces and

had luncheon with the Commanding Officer, Royal New Zealand Air Force, Fiji.

The Suva radio made a 50-minute tape recording of musical numbers from the ship's concert program to be played after the Canadians left and the *Ontario's* band made a 30-minute recording to be added to the Suva radio records library.

The warship's visiting committee sponsored a dance for 200 members of the ship's company and the Royal Suva Yacht Club gave a dance for officers and cadets at which the *Ontario's* band provided the music.

ATLANTIC COMMAND

RCN Hospital

One of the most recent bouquets to be handed to the Royal Canadian Navy was from a Canadian Army major and concerned his stay in RCN Hospital in Halifax.

Let the story be told in his own words:

"I have recently been a patient in the RCNH and, therefore, I am writing to tell you how much I appreciated the wonderful attention and care I received while there.

"Everybody on the staff—the medical officers, the nursing sisters and the medical assistants—did everything possible to help one get better and, even more, to make one feel cheerful and at home. Each in his or her own way struck me as being an extremely nice person as well as very efficient.

"I have never seen a hospital, either in or out of the Service, that can compare with the RCNH in any respect—from treatment to the excellent meals. As an Army man, I am envious and, as a Canadian, I am extremely proud of the superb efficiency of our Navy.

"Thank you very much. Your staff makes being ill almost a pleasure."

Naval Supply Depot

On Monday March 24, the staff of Naval Supply Depot, Halifax, bade farewell to their departing officer-in-charge, Cdr. (S) D. A. Collins.

Cdr. Collins left the depot after more than three years as officer-in-charge to become supply officer of the *Bonaventure*.

In parting, he said that his tenure of office was most enjoyable and he attributed much of his success as officer-in-charge to the excellent co-operation received from the staff generally.

Relieving Cdr. Collins as officer-in-charge was Cdr. (S) K. M. Roy, ex-



A stained glass window, donated by members of the congregation was unveiled March 30 at the Church of the Redeemer, Shannon Park, by Commodore P. D. Budge, Chief of Staff to the Flag Officer Atlantic. The dedication reads: "To the Glory of God—They That Go Down to the Sea in Ships". Shown with Commodore Budge (left to right) are Chaplains (P) H. I. Hare, Bruce Peglar (Command Chaplain), W. W. Levatte and A. G. Faraday. (HS-52298)

supply officer of the *Bonaventure*, who assumed the duties on April 1.

NAVAL DIVISIONS

HMCS Patriot

Arrival of HMCS *Sault Ste. Marie* at Hamilton, Ont., on May 15, marked the beginning of the 1958 Great Lakes summer training program for reservists.

The *Sault Ste. Marie* was joined five days later by the *Portage* which will serve with her on the Great Lakes during the summer to give two weeks' ship training to hundreds of reservists from across Canada.

HMCS Chatham

The Prince Rupert naval division made a small presentation to Rear-Admiral K. F. Adams, former Flag Officer Naval Divisions, on the occasion of his last inspection of *Chatham* before his retirement.

The memento was in the form of a three-inch glass ball mounted on a wooden base, the globe being inscribed "Just an average Prince Rupert rain-drop".

During his visit, Admiral Adams addressed retired naval officers and renewed acquaintances with many old friends.

RCN LAUNCHES ICE FORECASTS

East Coast Service Operating from HMCS Shearwater

CANADA'S first ice-forecasting service, providing information on ice conditions in Canadian and adjacent waters, went into operation this spring. The service is being operated this year by the Royal Canadian Navy on behalf of the Department of Transport, which will take it over in 1959.

The service is a part of a mutual arrangement between Canada and the United States for provision of information on ice-infested areas around the coast of North America, for the benefit of commercial and government shipping.

The areas covered by the RCN ice forecasts include the Gulf of St. Lawrence, Hudson Bay, Hudson Strait and the northern coast of continental Canada.

Ice forecasts for the Central and Eastern Arctic and for the shipping lanes along the east coast of Baffin Bay have been provided in the past by the United States Navy's Hydrographic Office. This year the Hydrographic Office will provide the usual full support to shipping along the east coast north to Baffin Bay and five and 30-day forecasts for the Eastern Arctic area. Other ice advisories and ice forecasts will be provided by Canada.

The new Ice Central, as it is called, is located at the RCN Air Station, *Shearwater*, and is operated by RCN personnel who have had previous practical experience with sea ice and taken special training courses with the U.S. Hydrographic Office. The Department of Transport has organized an extensive system of surface and aerial ice observations, which are relayed to the Ice Central at *Shearwater* for use in issuing ice bulletins and ice forecasts. Both civilian and Royal Canadian Air Force aircraft will be used in the aerial ice surveys.

By midsummer of this year, three field forecast stations will be set up at Churchill, Cambridge and Frobisher in the north. While the *Shearwater* Ice Central will be manned the year round, these stations will be manned, two at a time, during the summer months only.

The *Shearwater* unit will provide basic ice information to the three northern stations, which will be equipped with radio facsimile recorders.

Much of the over-all organization and liaison for establishment of the

ice forecasting service was carried out by William F. Ganong, Director of Naval Weather Service at Naval Headquarters, Ottawa.

The forecasting program is under the immediate charge of Lt.-Cdr. (SB) William Markham, who was meteorological officer in the Arctic patrol ship *Labrador* for three years. Operating the main forecasting station at *Shearwater*, he will be assisted by A. P. Beaton, now serving as a civilian meteorological officer at the air station. They will be responsible for setting up the three field stations this summer.

In addition to Lt.-Cdr. Markham and Mr. Beaton, three RCN meteorologist's mates are on the strength of the *Shearwater* unit. They are PO John L. Hebbin, Ldg. Sea. R. G. McIvor, and Ldg. Sea. S. J. Willis.

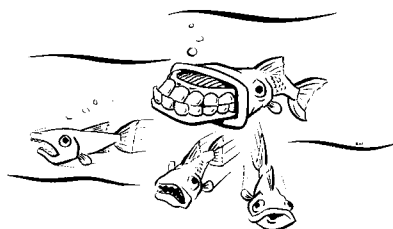
The service began by providing forecasts for the Gulf of St. Lawrence area, to assist shipping in both the river and the gulf. There will also be a build-up of ice information which may assist in extending the shipping season in the St. Lawrence Seaway.

Forecasts covering the Hudson Bay and Hudson Strait area will assist shipping operating to and from Churchill and the service will gather data for further knowledge of shipping seasons in the Ungava and other areas.

Ice information, both observed and forecast, along the northern coast of continental Canada will be used largely by shipping employed in the sea re-supply of DEW Line sites.

The service will also be used by shipping carrying out re-supply of joint Arctic weather stations.

FULL FATHOM 2,200 HIS DENTURES LIE



The Navy takes a dim view of thoughtless or belligerent sailors, whose activities allow their "pusser" dentures to be damaged or lost.

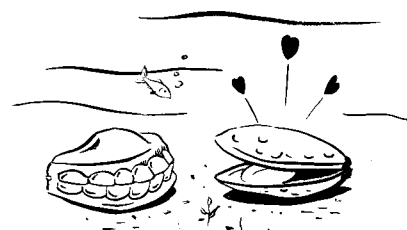
Naval General Order 35.01/1 requires the loss of such ivories to be reported "immediately" to the officer of the watch, along with an account of what steps, if any, were taken to recover them. He in return reports to the commanding officer, stating whether or not the loser is at fault. If the loser is blameless, the captain must provide him with a signed statement to that effect so that he can get a new set free. If found culpable, he must pay for replacement in accordance with the Schedule of Fees shown in GO 35.02/1.

An official report "Loss of Denture", covered by a charge sheet in accordance with QRCN 106.09 and with the

name of a witness attached was routed from the commander of an East Coast shore establishment to the Officer-in-Charge, Royal Canadian Dental Corps. The report was impeccably drawn up and the last two paragraphs read as follows:

"OSS . . . lost his prosthetic appliance during sea training in HMCS . . . on . . . The ship was in position 42° 30' N, 63° 22' W, the depth of water approximately 2,200 fathoms.

"The denture was lost over the ship's side during the course of disgorging, caused by sea sickness. As the ship was at that time carrying out exercises with a submarine in the circumstances outlined in para. 2, no recovery action was considered feasible."



APTITUDE STUDIES UNDERWAY

Testing Program Paves Way for Common Entry

CALL THEM "guinea pigs" or call them "yardsticks", a considerable number of sailors will undergo a group of aptitude tests during the coming months. But even if they are dismal failures the results won't show on their personal records. A good mark won't win promotion.

The series of tests is far from aimless, however, and it has been launched to meet the requirements of the revised personnel structure of the RCN, in particular the planned introduction of Common Entry for seamen.

Under the Common Entry scheme, a new entry will not be selected for trade training until a study of his aptitudes has been made and his own preferences have been stated. Selection for a trade will take place late in the new entry training period, which will last about four and a half months, including two weeks' sea time.

A classification and testing program is necessary to assure the selection for each trade of men most likely to reach the required proficiency. Without classification, and with the random assignment of men, there would be tremendous, excessive waste of time and money. Months of training might be spent on men who did not have the mental equipment to learn and the mental abilities of others might be wasted on duties requiring muscles rather than brains.

To get a classification and testing program underway it is first necessary to conduct a series of pilot studies. The pilot studies will involve the testing of predetermined number of people and the analysis of the tests. It is obvious that these studies can be conducted most readily and economically among serving personnel—and that is what is being undertaken this summer.

The task of the classification system is to discover the aptitudes of recruits, their "trainability" for various trades, to analyze and record this information, and make systematic recommendations concerning placement. In other words, men entering the Navy under the Common Entry scheme will have to be given aptitude tests, interviewed, and assigned for training, on the basis of the total picture of ability level, past training and experience, interest, and personality suitability. Their test scores and civilian school ratings will be recorded on permanent personnel records, and

the results analyzed for the relation between high test scores, success in service school, and success in the trade they are assigned to.

Everyone knows that individuals differ in physical characteristics, such as strength, endurance, agility and other bodily traits. Humans also differ in physical performance—and most people are not ashamed to admit that someone else is better than they are in physical performance and skill. For example, if one man is six feet tall and another five feet tall, the difference in height can be seen, and the measuring device is known and accepted. Differences in vision are readily admitted. No one contends that all men are created equal in ability to see; some are nearsighted, some farsighted, some colour blind.

There are also differences in ability to think, just as there are differences in physical characteristics or physical performance levels. These differences are measurable by means of tests.

Such a test is really nothing more than a well-conducted, standardized interview. In both test and interview, questions are asked, and answers are given—except that a test asks every-

one the same questions in the same way with the same answer choices, and gives everyone the same amount of time in which to answer.

An aptitude test usually measures a single ability, or very closely related abilities. A score on any particular aptitude test will enable the classification interviewer to compare one man with another, but only on the particular ability involved in that test.

In a battery of tests, several tests must be given if one man is to be compared with another on a number of abilities. For classification purposes, recruits will be compared on mechanical comprehension and reasoning tests, arithmetical knowledge and reasoning tests, clerical aptitude, verbal reasoning ability, electronic, radio and sonar aptitude tests as well as general information and ability tests. If only one aptitude or ability was tested it would be like comparing rooms for size, knowing width only.

The process of a pilot study is to gather information of a statistical nature from which standards can be established. This process will be carried out extensively throughout the RCN at a wide variety of levels. Men now in *Cornwallis*, those undergoing trades training at all levels, as well as individuals who have completed trades training, will be tested. The test result information gathered will in no way affect an individual's standing in the service now; the main purpose is to establish standards and possible score cut-offs to be used in the future. To obtain poor marks will not mean that the recipients will be transferred, disgraced or released; or vice versa, good marks will not hasten promotion.

The success or failure of a classification testing program is based on the standards established. In order to establish these standards results have to be obtained from pilot studies and pilot studies have to be performed on individuals. Therefore if anyone is given a battery of tests the following points should be remembered:

1. *These tests are in the experimental stages.*
2. *The results of the tests will in no way affect present status in the RCN.*
3. *Complete each and every test tried to the best of your ability.*

Defence Still Rests on Man

No matter what wonders are wrought by the miracles of science, man will continue to be the critical factor in war, declares Admiral Arleigh A. Burke, Chief of Naval Operations of the United States Navy.

With weapons having fantastic speeds and tremendous ranges, naval operations at sea will reach greater distances and cover larger areas than ever before. Admiral Burke recently told members of the Navy League at a seapower symposium in Washington, D.C.

The new capabilities will bring changed concepts of command structure, greater decentralization and more dependence upon the "intelligence and enterprise" of men throughout the fleets, he said.

"Battle conditions of the future will place greater demands upon the wit, judgment, and imagination of men who man our ships and aircraft," Admiral Burke asserted adding, "for it is our people, in the final analysis, who will make the Navy what it must be" in meeting new challenges.—AFPS.

WAR AND THE CONSCIENCE OF MAN

Action-Filled Story of U.S. Submarine Warfare Told

WHAT DOES total war do to the conscience of man? Should any burden of guilt rest on a human being who kills another as a matter of duty during a war?

Captain George Grider, USN, whose submarine, the *Flasher*, destroyed a greater tonnage of Japanese shipping than any other U.S. submarine during the Second World War, was disturbingly confronted by these questions toward the end of the war. He was waging total war and he waged it with an impersonal detachment. The ships he sank were "targets", the men aboard them were simply "the enemy" with no individuality.

Then, during a patrol toward the end of the war, when Japanese ships had been almost swept from the face of the Pacific, the *Flasher* came upon a rather large sampan and attacked her with gunfire. When it appeared the crew had abandoned ship and were all making for nearby land a grenade was tossed on board the little vessel in the hope that it would hole the bottom and sink her. With the explosion a man leaped up from where he had been hiding in the stern sheets. His back was covered with blood.

"... As he went over the side and splashed into the water, he looked at me where I was standing on the bridge. He looked me, George Grider, right in the eye with an expression of piercing accusation, and in that brief moment the war was an intolerably personal thing. . . . Many a night I think of that poor man, who probably wasn't even a Japanese, who perhaps wasn't a combatant at all, whose sampan was doubtless his only livelihood. We had destroyed it, and in so doing had destroyed him and his friends. He said it all to me, and had given me my deepest scar of the entire war, in that one flashing glance.

"Even so, I feel no personal burden of guilt, and I think it would be wrong if I did. Certainly if it all had to be done again, I would do it. The guilt I feel is that of mankind as a whole, and similarly I think it would be wrong if I did not feel that.

"In warfare we all sin, he who fires the weapon no more than he, or she, who pays the taxes or buys the war bonds or contributes the layer cakes to the USO. All the same, I am sorry that

I had to be an instrument in that awesome destruction . . ."

It would be wrong to conclude from the passage just quoted that Captain Grider's story, as told to Lydel Sims in "War Fish" is burdened with solemnity. It is a story that gallops along, a brew well-laced with cheerful anecdotes. In fact, it almost requires the British expression "jolly" to describe it.

Discipline in a submarine is something that has to be self-imposed. It is born of the dependence of crew members on each other for their comfort,

BOOKS for the SAILOR

their safety and their very lives. In the smelly, crowded interior of a submarine there is no room for either fastidiousness or friction. The most awesome standing order that Captain Grider ever issued was to the effect that chocolate ice cream (which he loathed) should not be served invariably. It was the flavour to which most of the men in the *Flasher* had a passionate addiction and the captain showed fine Christian forbearance as long as he could. And then he produced the following order:

"Ship's Order No. 3987B. Hereafter, the ratio of chocolate ice cream to all other flavours served on board the USS *Flasher* shall not exceed one in three. Signed under my hand and seal this thirtieth day of March 1945. G. W. Grider, Commanding Officer."

The order was obeyed.

There are dozens of tales of submarine actions in the book—both single-handed and wolf pack. The submariner's greatest peril, it would appear, is becoming so engrossed in attack that he fails to notice the approach of an escort from another bearing. It is made very clear that attacking shipping in shallow coastal waters is dangerous business. A submarine's chief hope of safety after attacking a convoy lies in its ability to dive deep.

Captain Grider tells of disheartening difficulties with defective torpedoes during the early stages of the war in the Pacific. One submarine expended

every torpedo against enemy shipping without a single one firing. Another torpedo made a hairpin turn and blew off the stern of the submarine that fired it. A practice torpedo that Captain Grider (then executive officer of the *Hawkbill*) fired at a target destroyer off Balboa failed to run deep and crashed through the engineroom. The destroyer limped into port, was patched up and returned to its target duties three days later. Grider tried another shot. Same thing happened.

Readers will be touched by the story of how Bible reading on Sunday nights became standard practice on board the irreverent *Flasher*—all through an innocent misunderstanding on the part of a devout young Negro steward.

Because of a minor heart attack, Captain Grider retired from the USN shortly after the Second World War. He studied law and began a new career. With the coming of the snorkel and then the nuclear submarine, he believes that there is little place left for individuality.

"We were corsairs in the Pacific conflict, and I believe we were the last of the corsairs."

He believes that the submarine has come into its own, with its great endurance and underwater speed, and its fearsome weapons—the homing torpedo and the guided missile.

"Where the revolutionary changes in submarine design will lead no one can be sure," he observes. "The growing talk of the all-submersible navy of the future, in which even battleships and aircraft carriers can submerge for greater safety or secrecy, may or may not be a pipe dream. But on one point there can be no doubt: the submarine has proved its right to an increasingly major share in naval planning."

In this book, the courageous, genial and thoughtful personality of Captain Grider seems to shine through. But does it? Are the warm, human sentiments expressed in these pages born in Captain Grider's heart or are they from the facile pen of his "ghost"? There is to be said: the name of the "ghost" appears on the title page and in that there is honesty.—C.

WAR FISH, by George Grider as told to Lydel Sims; published by Little, Brown & Company (Canada) Limited, 25 Hollinger Road, Toronto 16; 282 pages; \$4.50.

THE NAVY PLAYS

Naden Riflemen Capture Trophy

Members of a .22 rifle team at *Naden* made a name for themselves in recent barracks competitions. In inter-part competition they captured the Halfway Trophy.

One member, PO Clifford Douglas, took the individual trophy for highest single marks in *Naden*.

Team members are PO Clinton Thorne, Ord. Sea., Allen Pendlebury, PO Stewart Wheatley, Ldg Sea. Bruce McCallum, PO Clifford Douglas, Ldg. Sea. Raymond Lawrence and Ldg. Sea. Tom Murphy.

Cornwallis CPO Squash Champion

Undeclared in 15 games, CPO Johnny Rowland, of *Cornwallis*, captured the Maritime Intermediate Squash Championship held at *Stadacona* early in May.

CPO Rowland, CPO George Kinch and Cdr. W. S. T. McCully represented *Cornwallis* in Intermediate play. Rowland in the first round defeated a *Stadacona* entry, while Cdr. McCully eliminated CPO Kinch. In the second round Chief Rowland downed an Army entry and went on to square off with Cdr. McCully in the semi-finals. In the finals CPO Rowland blasted an Army finalist 15-11, 15-9 and 15-8 to take the championship.

Another *Cornwallis* entry, Lt.-Cdr. Jim Arnott, drew a tough assignment in the Senior Division when he went against Carl Norwood, former U.S. National and Olympic player and runner up in the World's Singles Squash Championships in 1938. Norwood went on to win the Senior crown.

School of Music Leads Barracks

The RCN School of Music, with 126 points, won *Naden's* winter Cock-o'-the-Barracks. RCNH placed second with 102 points followed by Wardroom with 101½. Eleven other teams competed, results descending from 89½ points to 56.

RCN Boxers Lose in Finals

Three of the four RCN entries for the British Empire Games Trials, held in Vancouver early in May, fought their

way into the finals and there lost by a knockout, a TKO, and a decision.

Ord. Sea. Fred Desrosiers, a 17-year-old middleweight from *Cornwallis*, advanced to the finals and was dropped in the second minute of the first round by veteran Jim Walters of Vancouver. Walters is an experienced boxer of 123 bouts.

Another finalist, AB Alfred Senior, light-middleweight, of *Shearwater*, was



Lt.-Cdr. J. C. Mark, Deputy Education Officer, HMCS *Stadacona*, presented the Shannon Park Town Council Trophy to Ross Kay, captain of the Blackhaws, during the annual dinner of the Pee Wee Hockey Club of Shannon Park. (HS-52590)

rattled with rights and lefts by Canadian Army Champion Tommy Chaisson until he was out on his feet. Chaisson was awarded a TKO.

Chaisson earlier gained a decision over Ldg. Sea. Roland Thibault, *Cornwallis*, after first being butted and windmilled into initial confusion. However he soundly drubbed Thibault in round three.

AB Robert Coutu, a heavyweight from *Stadacona*, entered the finals against Stan Renaud of the Windsor, Ont., Police AA, and lost the nod in a close decision.

The Navy representative team was coached by PO Raymond Shanks, of *Cornwallis*, 1955 Canadian Amateur Lightweight Champion.

Managing the Navy team for the trials was Lt.-Cdr. (E) J. Frank MacKintosh, of *Cornwallis*, who was also selected by the British Empire and Commonwealth Games Committee to manage the Canadian boxing team in the BEG at Cardiff, Wales in July. The team will sail from Montreal in late June.

Regatta Planned For Early July

Plans were under way for an Atlantic Command sailing and pulling regatta to be held on July 3 and 4.

A standing committee has been formed with Cdr. C. E. Richardson as chairman and members are made up from Canflagant staff, *Stadacona*, *Shearwater* and additional representatives have been named for the *Bona-venture*, *Cancortron One*, *Three* and *Seven* and other ships.

Busy Hockey Season At Shannon Park

During the past winter, from November until May, Shannon Park, N.S., boasted one of the most active hockey clubs of the area.

The Pee Wee Hockey Club, organized five years ago by CPO Harry Swanson who is now president of the Shannon Park Hockey Club, has attracted a membership of 100 ardent puck enthusiasts. Its four teams each played 15 games.

Top honours for the season went to the Blackhaws, coached by AB Charles Blythe. The Shannon Park Town Council Trophy was presented to them at the annual Pee Wee's dinner.

Stad Does Well In Rifle League

Stadacona has again entered the Halifax Garrison Indoor Rifle League with two senior and two junior teams.

Stad "A" seniors swept the field of eight, with an aggregate score of 4,838 out of a possible 5,000, to gain first place and win the Richard Oland Trophy.

They also won the United Cleaners and Dyers Trophy for the high weekly aggregate score, breaking all previous records with a total of 491 out of a possible 500. (*Stad* held the record with a total of 488 for four years.)

Stad "B" trailed the senior league due to sickness and drafting together with a general shortage of senior shots.

In the individual field CPO D. O. Miller took the Aldershot Trophy with a score of 978 out of 1,000, although he was narrowly beaten for first place by Lt.-Col. L. Simmonds with 980 points.

CPO Douglas R. Clark gained a close third to win the Safety Supply Trophy with 977 points.

Thirteen teams took part in the Junior league. Stad "A" Juniors led the way with 4,709 for the Moirs Trophy and Stad "B" Junior in third place captured the Harris and Roome Shield with a score of 4,633.

Individually the juniors did extremely well; PO S. H. Bell won the Cooke Trophy for the high aggregate with a score of 975 while PO E. J. Duncan won the Bligh Trophy with 961 to take second place.

Shooting spoons were awarded for the highest score obtained each week in both senior and junior divisions and Stad Seniors made the highest individual score in five out of 12 matches while the Juniors won four. PO Bell took three.

A total of nine trophies out of 13 were won by Stad's sharpshooters as well as nine spoons out of 24.

The eight Senior Teams were:

Stadacona "A"	(4,835)	12 R.O.D.	(4,755)
Shearwater	(4,786)	Scotian	(4,746)
R.C.M.P.	(4,763)	Princess Louise Fusiliers	(4,701)
City Police	(4,757)	Stadacona "B"	(4,699)

and with spare numbers and individual shots, there were 66 Seniors.

In the Junior division, 88 shooters went to make up the 13 teams and spares:

Stadacona "A"	(4,709)	1st Maritime A.A.	(4,249)
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Shearwater	(4,679)	Civil Defence	(4,201)
Stadacona "B"	(4,633)	101 Manning Depot	(4,117)
R.C.M.P.	(4,598)	Halifax Rifles	(4,082)
12 R.O.D.	(4,539)	Princess Louise Fusiliers	(3,845)
City Police	(4,424)	Queen Elizabeth High School Cadets	(3,794)
Scotian	(4,305)		

Rifle Association Names Officers

At the annual meeting of the Atlantic Command Rifle Association, held at Stadacona, CPO Douglas R. Clarke was elected president.

Others elected in the new executive were Lt. S. H. Humble and CPO R. W. Saturley.

During the meeting plans were also made for the activities of the coming summer, including the Nova Scotia Rifle Association matches at Bedford, N.S., and the Dominion of Canada Rifle Association shoot at Ottawa.

Sea Cadets Take Challenge Shield

A team of four Sea Cadets from Westmount, Sydney, captured the Lieutenant-Governor's annual challenge shield in April, top award in the Nova Scotia Cadets rifle shoot at the Halifax Armouries.

Cadet Garfield Lewis of the Westmount team won the Strathcona Junior Cup, awarded annually to the champion cadet marksman.

An air cadet team from Sydney was runner-up in the shield competition with 390—three points behind the Sea Cadet winners.

Bowling League Ends Schedule

The mixed bowling league at the Point Edward Naval Base, Sydney, N.S., completed 22 weeks of scheduled play in March. The top two teams of the 12 entered were the Bangors and the Destroyers.

High individual averages for the season went to Frank Campbell (men) and Margaret MacDonald (women).

Officers Donate Challenge Trophy

A shiny piece of silverware, affectionately called "The Bucket", is destined to figure prominently within tri-service sports circles of British Columbia.

Donated by staff officers of the Canadian Services College, Royal Roads, the handsome ice bucket trophy was recently placed on the "open market" for sport challenges between teams of officers of the Royal Canadian Navy, the RCAF, or the Army anywhere in British Columbia.

The inscription on "The Bucket" was hardly finished when the first challenge—for hockey honours—was received.

The result: Naden 7; RCAF 407 Squadron, 2.

Cock-o'-Barracks All-Electrical

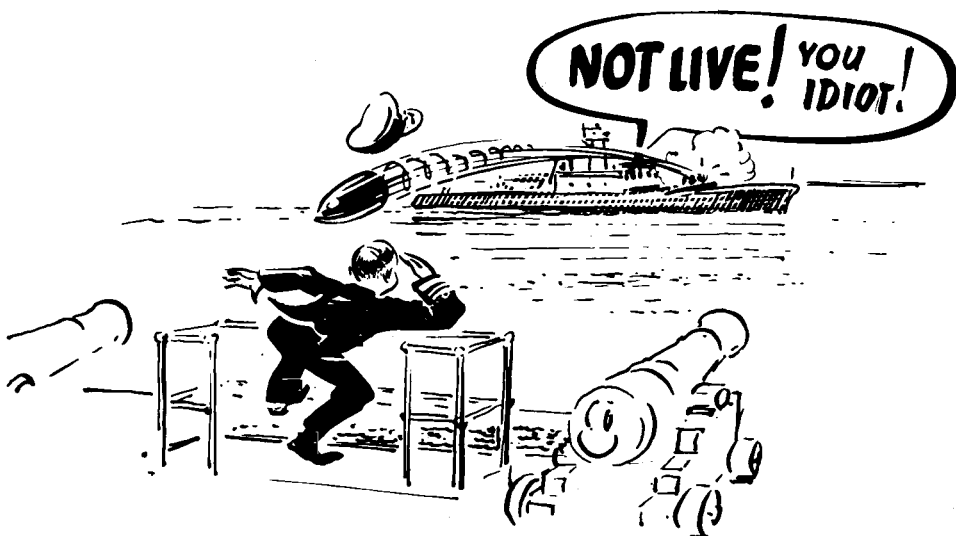
The electrical personnel of both Stadacona and Shearwater won respective Cock-o'-the-Barracks trophies for winter interpart competitions. On the Halifax side, the Electrical School garnered 4,820 points to win the big brass crockery by a wide margin. The TAS School had 4,050 points and RCNH came third with 3,300. Other results: Supply Department, 2,320; ND School, 1,840; Ordnance, 1,500, and MTE, 490.

Electricians at the air station rolled up 386 points out of 400 possible, edging by three points the Air Engineers. VF 870 had 363 for third place. Other results: NAMS and VS 880 tied at 352; HS 50, 347; VT 40, 321; Supply, 253; Air Armament, 227; HU 21, 224; VU 32, 150; VX 10, 144, and Tower, 126.

Navy 'Import' Tops League

Lt. (SB) Scott Henderson, an "import" on the Northern Affairs basketball team, became first holder of the Charles O'Donoghue Memorial Trophy as the individual scoring champion of Ottawa Civil Service Recreational Association league.

With 130 field goals and 52 from the foul line, his 312 points helped Northern Affairs team win 17 of 17 league games.



LOWER DECK PROMOTIONS

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

ACHTZENER, Harold J.C2CS4
ALLEN, PeterLSCK2
ALLEN, Ronald E.LSRP2
AQUANNO, FrankC2AT4
ARPIN, Jean J.LSRA2
AXFORD, Vivian R.LSRT2

BADMINTON, Eric C.P2GA3
BARNES, Victor W.LSTD1
BARRY, Norman A.P2RA3
BARTLETT, Harold W.LSEF2
BIESINGER, Gerhard F.LSRA2
BILLARD, Willis R.PICV3
BOGGIS, Robert R.LSAO2
BRADY, Donald P.P2ER3
BRAMBLEY, Kendrick J.LSAF2
BROCK, Richard G.LSCV1
BROWN, Arthur H.LSCR1
BURGUSS, William C.LSRT3
BURKE, Cornelius A.LSCR1
BURSEY, Eric B.P2ER3

CALLAGHAN, FrancisLSCV1
CAMPBELL, Ralph F.P2ER3
CAMPBELL, William L.LSQM2
CANNING, Francis M.LSCR1
CARDIFF, Leonard R.LSQR1
CEDRAS, Roland J.LSPW1
CLARK, Norman B.LSRT2
COLLINS, Larry S.LSCS2
COLVILLE, Cameron J.LSAM2
CONNOLLY, Kenneth D.P2AT3
COMPTON, Frederick R.LSAM2
COOPER, Richard H.LSRA2
CORKERY, Michael J.LSAO1
COUTURIER, Andre J.P1CR3
CRAWFORD, Calvin C.P2EM2
CZOP, Robert M.P2TA3

DAGENAIS, Daniel P.LSRC2
DAVIDGE, Eldon J.P2RP2
DAWN, Roy W.LSRA2
DEANE, Donald E.P2TA3
DEMONT, Malcolm L.P2GA3
DOYLE, Stephen C.P2ER3
DUNFORD, Everette H.LSRC2

ELDRIDGE, Gareth J.P2CS3
EVANS, Gary N.LSCS2
EVANS, Richard J.C2PR3

FEETHAM, John W.LSCR1
FERRAND, Richard J.P2SH3
FINDLAY, Robert J.P2AT3
FORBES, Donald W.LSVS2

GANTON, StewartLSCV1
GAUVIN, Romeo A.LSRA2
GERVAIS, John J.LSRP1
GRAHAM, Donald J.LSCR1
GRAY, William W.LSCR1
GRIFFITH, Arthur W.P1CV3
GROSART, WilliamLSCR1

HAINE, Teddy C.LSCS2
HAMILTON, James J.LSCR1

HANCOCK, Jack G.LSRA2
HARE, Bryce C.LSAO2
HARKER, John E.P2SH3
HAROLD, Frederick C.LSRT2
HENRIKSEN, Svein A.LSAF2
HILL, Douglas G.LSRC2
HILL, John R.LSEA2
HOLSTEAD, Gordon R.LSLR1
HUNT, Richard M.LSEF2
HUTCHINSON, James R.LSCR1

INGREY, Arthur W.LSLR1

JACKSON, Gerald E.LSCK2
JAMIESON, James R.C2CV3
JANSEN, Carl O.LSQR1
JOHNSON, Robert H.LSEA2
JONES, Arthur K.LSAA1
JONES, David B.P2ER3



KEEPING, John C.LSQM1
KELLY, Brian F.P2ER3
KEMP, Glen T.LSCV1
KERGOAT, Raymond G.C2CS4
KITCHIN, William G.C1VI4
KNICKLE, Roy D.LSEM1
KORTH, Werner H.LSRT2
KOZYRA, EdwardLSRA2

LAINCHBURY, Denis R.LSCR1
LALIBERTE, Gerard O.LSVS2
LALUMIERE, John J.LSCR1
LAMORIE, Norrie R.P1CS3
LANE, John W.LSRT2
LASEK, Francis J.LSEM1
LAW, James S.LSRA2
LAYDEN, William P.LSCK1
LEAL, Ernest R.P2ER3
LEES, Arthur L.P2ER3
LENZ, Harold W.P2RP2
LILLY, Leroy T.P2EF3
LINTON, Frederick C.P2CS3

LOGIE, David E.LSCV1
LUKEMAN, James J.LSRC1
LYONS, Terrance C.P2SH3

MacALPINE, Gerald A.LSRA2
MacDONALD, Donald S.LSQM1
MacDONALD, Kenneth C.LSEA2
MacDONALD, Kenneth G.P1CS3
MacDONALD, Wilfred E.LSTD1
MacDOUGALL, Robert J.LSRA2
MacKINNON, John J.LSEM1
McBAIN, William H.LSEA2
McBRIDE, Donald K.LSAM2
McCORRISTON, Delmer G.LSCR1
McDOWELL, Ross D.LSCR1
McKAY, Colin D.P2RP2
McKENZIE, Victor A.P2EF3
McLAREN, Lawrence L.P2GA3
McLEAN, Ronald A.LSQM1
McNEIL, Thomas L.LSCR2
McSHANNON, Bruce K.LSQR1
MACCOOMB, John A.LSEA2
MARION, Robert M.LSCR1
MARSH, Conrad M.LSEA2
MARSH, David S.P2RC2
MARSHALL, Donald V.P2EF3
MARSHALL, Ronald D.P2AT3
MARTIN, James M.P1CV3
MASON, David R.P2ER3
MELLISH, Richard G.LSCR1
MILLER, Lorne W.LSCS2
MILLMAN, John E.LSTD2
MOORE, Harold D.LSRP1
MORGAN, Gordon E.LSTD1

NEARING, Thomas E.LSEA2
NICHOLLS, Ivan C.LSEM1

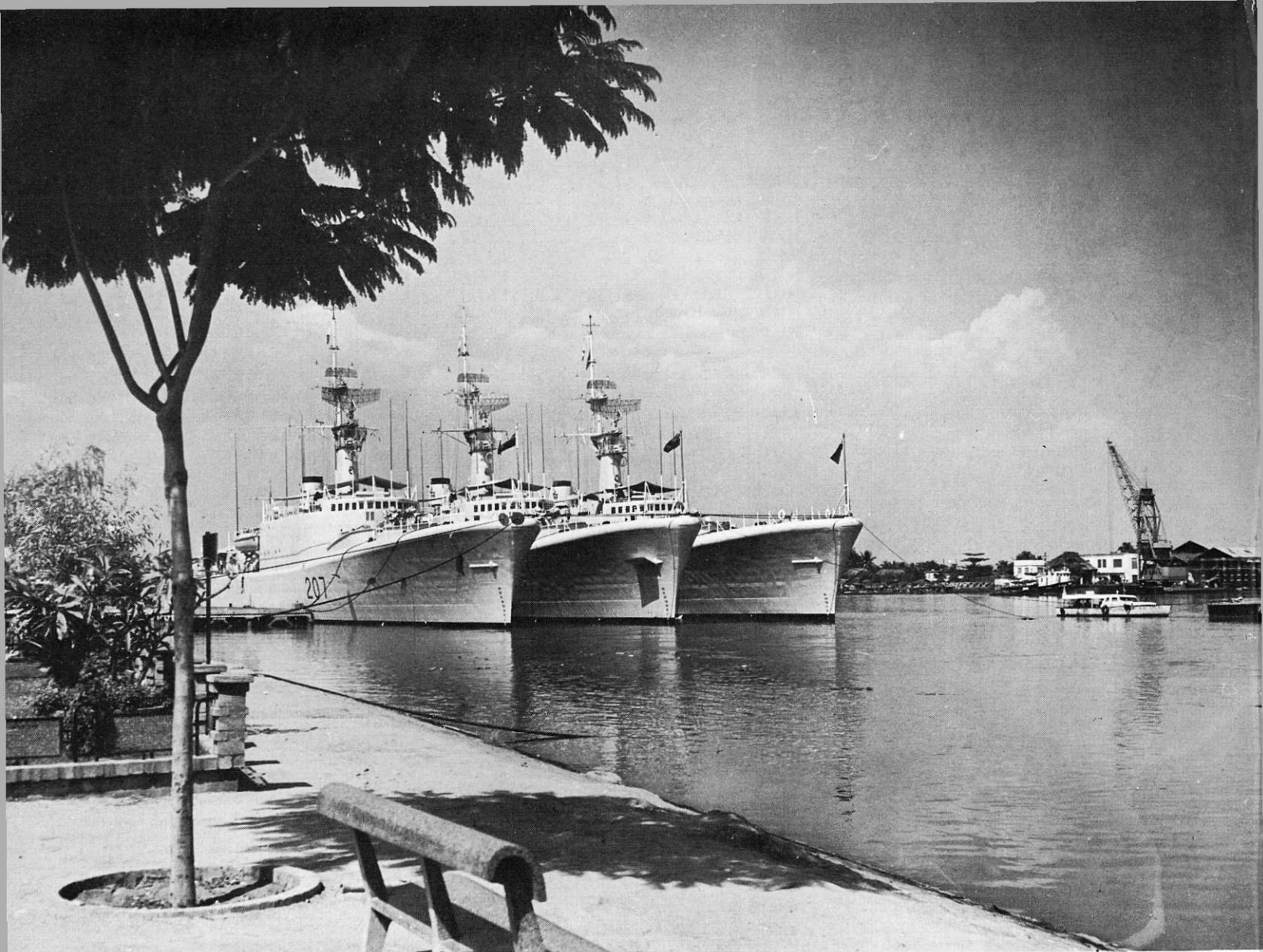
O'HARA, Walter J.LSRP1

PALAMARYK, Walter M.LSCS2
PARISH, Reginald G.C2CR3
PAUL, James C.P2GA3
PEARTON, James S.LSRA2
PEET, Arthur S.C2QM3
PELADEAU, Gilles J.LSAW2
PENDLEBURY, Roger J.C2CV3

QUINSEY, LawrenceLSAA1

RAY, John N.P2ER3
REDMOND, Vernon F.LSEA2
REES, Edward J.P1ER4
RENSHAW, Arnold R.C2CV3
ROBERTS, David M.LSAR2
ROBERTS, George D.P2ER3
ROCHELEAU, Roland C.LSQR2
ROY, John R.P2EF3
RUTHERFORD, DouglasP1EM4

SALMOND, John A.P2AT3
SCHIVES, Thomas J.P1CV3
SCHWIEG, Wayne G.LSCS2
SCOTT, Reginald D.P1AT4
SEENEY, Lloyd E.LSCR1
SHERWOOD, Roy C.LSRA2
SHINE, LionelLSEM1
SMALLWOOD, Ralph S.LSRA2
SMILEY, Roderick G.P2EF3
SMITH, Harold G.LSRP1



The Skeena, Fraser and Margaree form a harmonious part of this waterfront scene at Saigon, in South Vietnam. The photo was taken during the visit of the five-ship Second Canadian Escort Squadron to Saigon during their spring training cruise to the Far East from Esquimalt. (CR-317)

SPERLING, Leonard A.P2EA3
 STANBOOK, Leonard J.LSRT3
 STEPHENSON, Lewis L.LSCD1
 STUART, David T.LSRP1
 ST. ONGE, Maurice R.P2ER3

THERIAULT, Jean J.LSAR2
 THIBBIDAO, Eldred C.LSQM1
 THOMPSON, Ronald E.P2AR3
 THOMSON, John K.LSRA2
 THORNE, Clayton G.LSRA2
 TULLY, Claire G.P2OM3

WRIGHT, Paul H.LSEM1
 WEBSTER, George R.P2ER3
 WELLS, Charles M.LSRT3
 WIGFIELD, Jack E.LSAA1
 WILKIE, James D.P2SH3
 WILLIAMS, Leo C.LSCK2
 WILLIAMSON, Harold N.LSEA2
 WILSON, Brian A.LSCV1
 WRIGHT, Carroll F.P1CS3

YABLONSKI, John S.LSCS2
 YOUNG, Reginald B.LSCR1

ZWICKER, Lloyd E.P1CS3

RETIREMENTS

CPO FREDERICK JOHN BARTEAU, 38, C1ET4, of Advocate Harbour, N.S.; joined April 4, 1938; served in Stadacona, Venture, Saguenay, Annapolis, HMS Osprey, Skeena, St. Laurent, Avalon, Snowberry, Sherbrook, Cornwallis, Niobe, HMS Nimrod, Teme, Ontario, Naden, Charlottetown, Warrior, St. Stephen, Iroquois, La Hullose, Shearwater, Huron, Swansea, Portage, Nootka and St. Laurent; awarded the Canadian Forces Decoration October 31, 1950; retired April 19, 1958.

CPO LEONARD ROLLAND FERRIS, 37, C1ET4, of Victoria; joined April 4, 1938; served in Naden, St. Laurent, Stadacona, Saguenay, Fennel, Cornwallis, Niobe, Chaudiere, White Throat, Sioux, Givenchy, Rockcliffe, Ontario, Antigonish, James Bay and Sussexvale; awarded Long Service and Good Conduct Medal April 13, 1953; retired April 3, 1958.

PO RODERICK JAMES MacINTYRE, 39, PITA4, of Bawlf, Alberta; joined April 4, 1938; served in Naden, Restigouche, Stada-

cona, Margaree, Skeena, La Malbaie, Avalon, Givenchy, Swansea, Cornwallis, Peregrine, Dundalk, Middlesex, Bytown, Athabaskan, Cayuga; awarded Distinguished Service Medal October 26, 1944; retired April 10, 1958.

CPO RONALD ALEXANDER MUNRO, 37, C1T14, of Halliday, Alberta; joined April 4, 1938; served in Naden, St. Laurent, Stadacona, Acadia, Camperdown, Wetaskiwin, Pictou, Venture, Camrose, Nipigon, Somers Isles, Cornwallis, Qu'Appelle, Nonsuch, Uganda, Cayuga, Crescent, Athabaskan, Algonquin, Wallaceburg, Portage, Brunswick and Iroquois; awarded Canadian Forces Decoration February 27, 1951; retired April 17, 1958.

CPO CARL EDGARD PETER PETERSON, 39, C2RT4, of Halifax; joined March 2, 1937; served in Stadacona, St. Laurent, Skeena, Granby, Swift Current, Cornwallis, Saint John, Tillsonburg, Iroquois, La Hullose, Haida, Huron, Algonquin, Newport Corners and Magnificent; awarded Canadian Forces Decoration November 4, 1950; retired April 25, 1958.

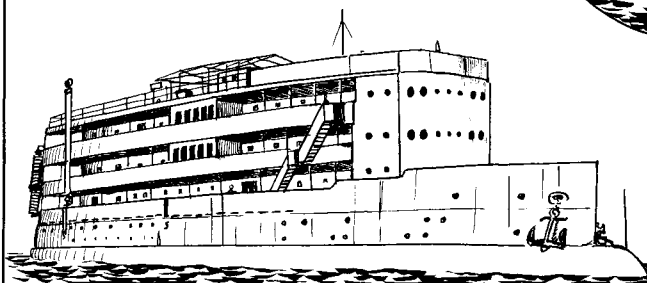
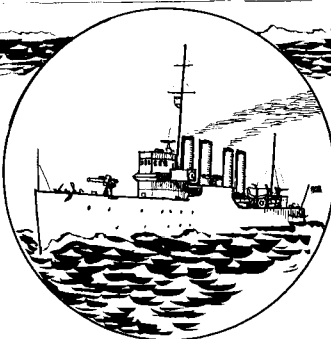
Naval Lore Corner

Number 60
WARSHIPS IN RETIREMENT



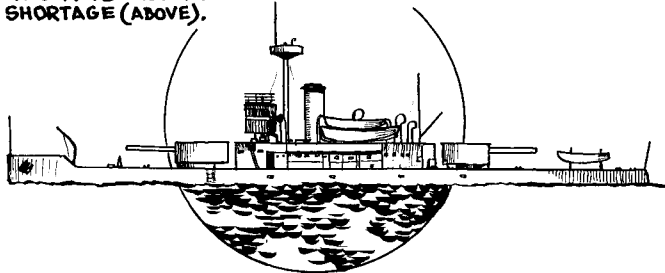
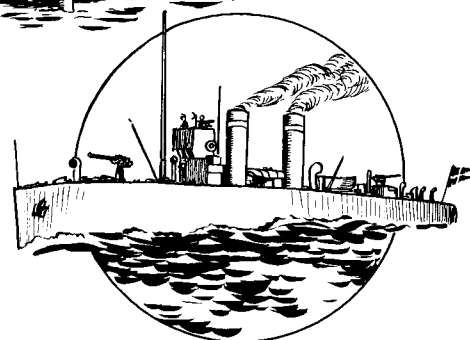
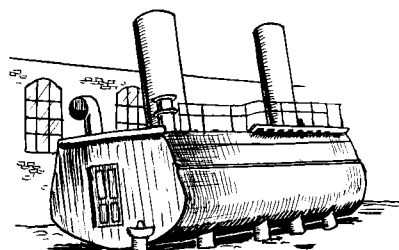
LUXURY YACHT CONVERTED FROM A DESTROYER. THE DUKE OF WESTMINSTER'S LUXURY YACHT "CUTTY SARK" (ABOVE) WAS A FORMER DESTROYER PURCHASED FROM THE ADMIRALTY.

DESTROYERS CONVERTED INTO FRUIT CARRIERS. BEFORE THE WAR THE STANDARD FRUIT CO. PURCHASED 3 FLUSH-DECK DESTROYERS (INSET) FROM THE U.S. NAVY AND CONVERTED THEM INTO REFRIGERATED FRUIT CARRIERS. THEY WERE REFITTED WITH 6 CYLINDER DIESEL ENGINES.

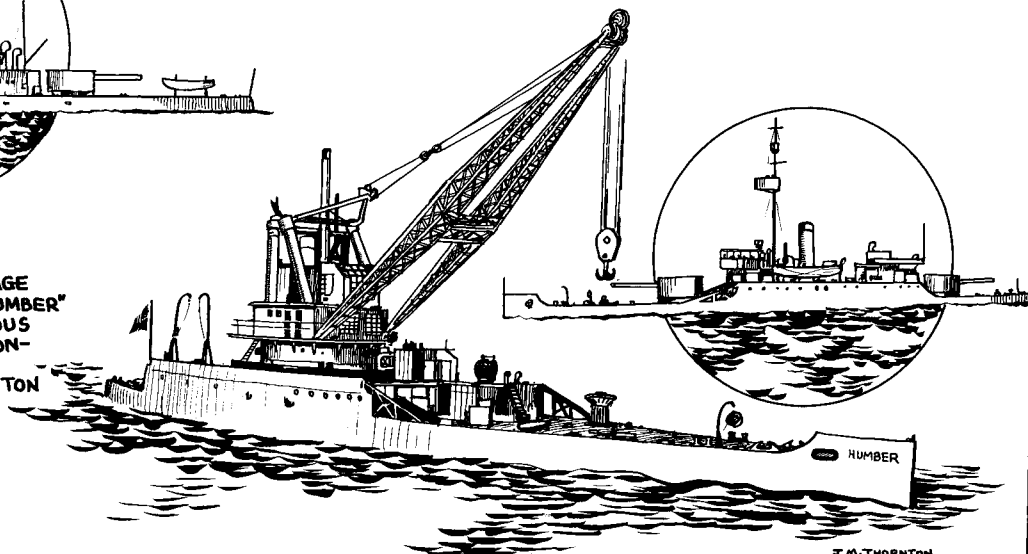


MONITOR CONVERTED INTO FLOATING HOTEL. THE EX-U.S. MONITOR 'AMPHITRITE' (1863) (BELOW) WAS DE-COMMISSIONED IN 1942, TOWED TO WASHINGTON THROUGH INLAND WATERWAYS AND CONVERTED INTO A 75 ROOM HOTEL TO RELIEVE THE HOUSING SHORTAGE (ABOVE).

THE OBSOLETE DANISH TORPEDO BOAT 'HAVORNEN' (RIGHT, LOWER) WAS PARTIALLY DISMANTLED AND HER MIDDLE SECTION CONTAINING THE BOILERS WAS LIFTED ASHORE BESIDE A WORKSHOP IN THE ROYAL DOCKYARD AT COPENHAGEN TO BECOME A STATIONARY STEAM POWER PLANT FOR THE DOCKYARD...



MONITOR CONVERTED INTO A SALVAGE SHIP. THE BRITISH MONITOR "HUMBER" (FAR RIGHT) AFTER AN ADVENTUROUS CAREER IN WORLD WAR I WAS CONVERTED INTO A SALVAGE CRANE SHIP AND WAS FITTED WITH A 60 TON CRANE (RIGHT).



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