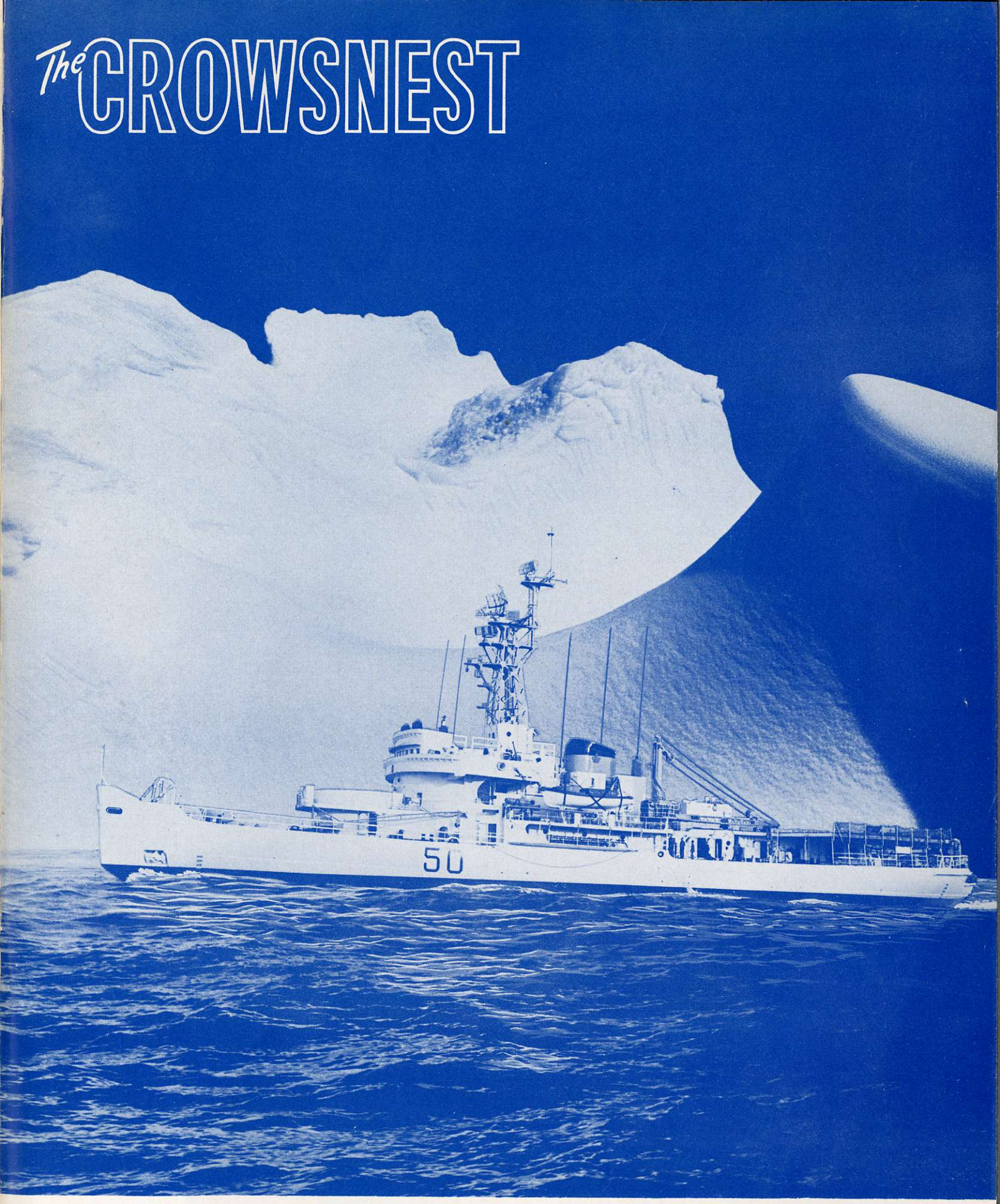
The CROWSNEST



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The CROWSNEST

Vol. 6 No. 9 THE ROYAL CANADIAN NAVY'S MAGAZINE JULY, 1954

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Cover photo—There is a certain amount of anticipation in this composite picture of the Royal Canadian Navy's new Arctic patrol vessel against a frigid background. The only ice HMCS *Labrador* has so far experienced has been the frozen water of the Richelieu River while she was under construction at Sorel, Quebec. The towering iceberg was photographed from a Fairmile, patrolling off St. John's, Newfoundland, during the Second World War.

LADIES OF THE MONTH

Training afloat has been stressed to a greater extent than ever before at the Great Lakes Training Centre this summer. The response of men of the RCN(R) to this new departure has been so great that it has been necessary to supplement the facilities of three Bangor coastal escorts by pressing Fairmiles into service for training duties.

HMCS *Kentville,* the last of the three Bangors to join the group, arrived at Hamilton on May 27. The *Digby* and the *Brockville,* both of which arrived early in May, went out to greet her and escort her into harbour.

The picture on the opposite page shows the three ships proceeding through the Burlington Canal into Hamilton harbour, with the *Brockville* leading, followed by the *Kentville* and the *Digby*. Slightly larger than the others, the *Kentville* is powered by steam, the *Digby* and *Brockville* by diesel engines. Thus, the choice of the ships offers reserve personnel experience in both types of propulsion.

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RCN NEWS REVIEW

Associate Defence Minister (now Defence Minister) R. O. Campney officiated on June 8 at the opening of three new buildings at the Naval Armament Depot at Dartmouth. Seated behind him are Rear-Admiral W. B. Creery, Vice-Chief of the Naval Staff; Nova Scotia's Lieutenant-Governor Alistair Fraser; Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Ordnance Commodore W. G. Ross, Director General of Naval Ordnance.

Princess Unveils Naval Memorial

Canada and the Royal Canadian Navy were represented at Plymouth at the May 20 unveiling by Her Royal Highness, the Princess Margaret, of a memorial to officers and men of Commonwealth Naval Forces who were lost at sea during the Second World War.

Fifty officers and men from the *Magnificent* formed part of the naval contingent at the ceremony, at which thousands of relatives and friends were present.

Of the more than two thousand Commonwealth sailors commemorated by this memorial, the names of 40 men from Newfoundland, Canada's tenth Province, who served with the Royal Navy during the war, are engraved on the memorial together with names of men from Australia, Canada, South Africa, Pakistan, Ceylon and Colonies of the British Commonwealth. The Plymouth memorial is the last of six such naval memorials in the UK to be unveiled since the war.

Frederick Hudd, official secretary at Canada House and acting Canadian member of the Imperial War Graves Commission, laid a wreath on behalf of Canada. Commodore H. S. Rayner, commanding officer of the *Magnificent*, represented the RCN.

Hon. R. O. Campney Opens Buildings

Three new buildings at the Naval Armament Depot, Dartmouth, were formally opened on June 8 by Hon. R. O. Campney, associate minister of national defence. Valued at nearly $2 million, the buildings are a gun-mounting shop, torpedo building and a shipping and receiving store.

Associate Defence Minister Campney was accompanied by Mrs. Campney and an official party from Ottawa. Following their arrival at *Shearwater* on June 7, Mr. and Mrs. Campney left almost immediately by air for Greenwood, N.S., from where they drove to the Canadian Army Camp at Aldershot, returning to the RCAF station at Greenwood for dinner and then flying back to Halifax that evening.

On Tuesday, June 8, Mr. Campney toured *Stadacona*, HMC Dockyard and the Shannon Park naval married quarters before officiating at the noon ceremony marking the opening of the new NAD buildings. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, made the introductory address and naval chaplains led in prayer.

A reception and luncheon at the Naval Armament Depot preceded a short tour of the naval air station, HMCS *Shearwater*, and Mr. Campney's party then left by air for Ottawa.

The official party included Rear-Admiral W. B. Creery, Vice-Chief of the Naval Staff; Captain (SB) J. B. Roper, Works Officer in Chief; Ordnance Commodore W. G. Ross, Director General of Naval Ordnance; L. M. Chesley, assistant deputy minister of National Defence; J. F. Munroe, director of armament supply; G. M. Luther and Erwin Kreutzweiser, of Mr. Campney's staff, and S. R. Balcom and J. Dickey, members of parliament for Halifax.

Navy Thanked for Aiding TB Check

The Deputy Minister of Health for British Columbia, Dr. G. F. Amyot, has written to the Flag Officer Pacific Coast to express the thanks of the Health Department for the assistance rendered by the Royal Canadian Navy in carrying out chest X-ray surveys of British Columbians living in remote areas of the province.

During the past year the gate vessel *Porte de la Reine* has been provided three times to transport X-ray equipment and technicians to small settlements along the coast.

"We are again most grateful to the Navy for their assistance in this matter, particularly the crew of this vessel who were most co-operative and seemingly most enthusiastic in doing this type of work for us," the letter said.

Avengers Join Reserve Squadron

Something new was added to Canada's air power in June when 920 Squadron's first two Grumman Avengers arrived at Downsview Airport, near Toronto. The Avenger is currently the main air weapon in the Royal Canadian Navy's anti-submarine and convoy protection armoury.

The arrival of the Avengers marks an important turning point in the career of VC 920—HMCS *York's* Reserve Naval Air Squadron. Since it was formed last year the squadron has concentrated on training its reserve pilots, many of whom had not flown since 1945, in the latest techniques of modern naval flying. Now the squadron will be able to commence training for its main task—anti-submarine warfare.

With this in view, the squadron has recently started recruiting observers (ex-Navy or Air Force navigators) and men to train as observer's mates (radio operators), in order to form and train complete anti-submarine aircrews.

During the coming weeks VC 920 is concentrating on Avenger training in preparation for its two weeks' training

period at the RCN's Air Station, *Shearwater,* in September. The training schedule will include all phases of anti-submarine air operations, flying day and night in Avenger aircraft.

Second Sweeper Squadron Formed

The Royal Canadian Navy's Pacific Command embarked on a new phase of peacetime operations in May with the formation at Esquimalt of the Second Canadian Minesweeping Squadron.

The two new Victoria-built coastal minesweepers, HMC Ships *Comox* and *James Bay,* form the nucleus of the new squadron, under the command of Cdr. James V. Steele, in the *Comox.* The *James Bay* is commanded by Lt.-Cdr. G. R. Smith, of Guelph, Ontario.

The ships were commissioned in a ceremony held in the Dockyard, Esquimalt, on May 3, attended by Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast; senior officers of the Command, provincial and civic government dignitaries and officials of the church and industry.

Admiral Returns In U.S. Warship

An American destroyer, USS *Caperton,* brought Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, back to Halifax from Newfoundland, where he had conducted an extensive inspection tour of the province's Sea Cadet corps. Admiral Bidwell was accompanied by Lt.-Cdr. F. K. Wilton, Area Sea Cadet Officer.

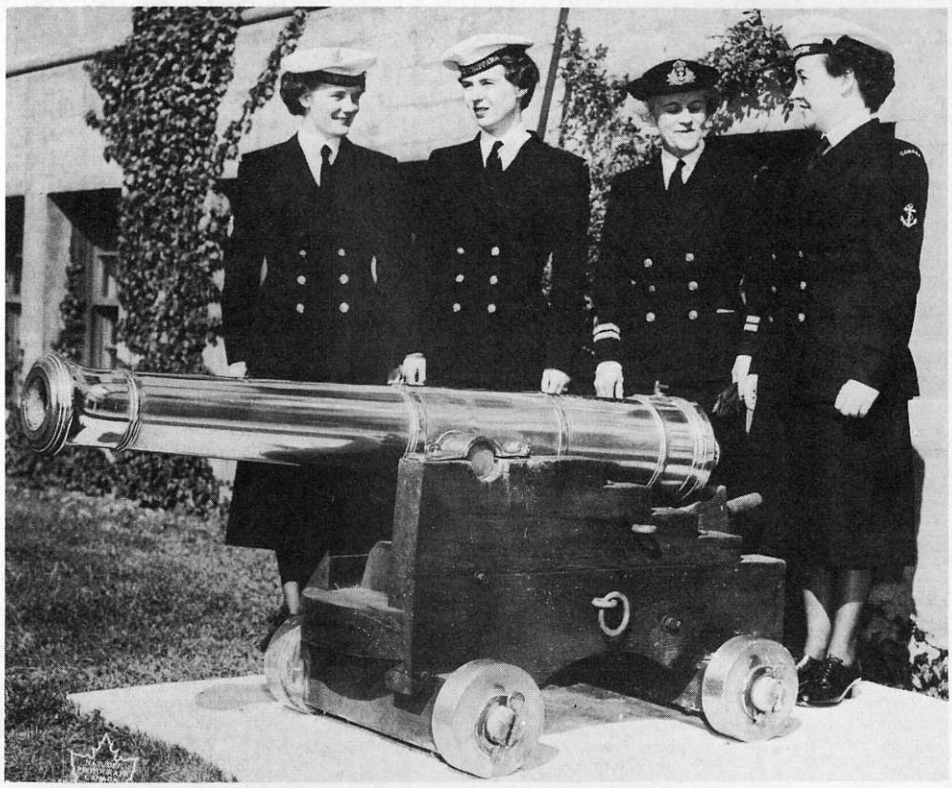
Canada Represented At RNVR Jubilee

Canada was represented by members of the RCN(R) when Her Majesty the Queen reviewed the Royal Naval Volunteer Reserve on the Horse Guards Parade, London, on Saturday, June 12.

The ceremony was in observance of the 50th anniversary of the RNVR. Britain's equivalent of Canada's former "Wavy Navy" was actually founded in 1903, but observance of the golden jubilee was postponed for a year because of the Coronation.

Reviewed by the Queen were more than 2,000 officers, men and women of the RNVR and Commonwealth naval reserve forces. The Commonwealth contingent, to which Canada made the largest single contribution, was commanded by Captain Robert I. Hendy, of Toronto. It included representatives of Australia, New Zealand, South Africa, Malaya, Hong Kong and Sierra Leone.

Two Wren officers and three Wrens made the journey to England via RCAF



When the Royal Naval Volunteer Reserve marked the official observance of its 50th anniversary on June 12 in London, Eng., Canada was represented by a contingent of 29, including five Wrens, from naval divisions across Canada. Before departure for the United Kingdom the party assembled in Halifax for a final "brushing up". Four of the party are seen inspecting a brass six-pounder gun outside the Gunnery School at HMCS Stadacona. Left to right are: Wren Elizabeth Paterson (HMCS Malahat) of Victoria, Wren Christine MacKay (HMCS Chippawa) of Winnipeg, Lieut. (W) Edith Dobson (HMCS Scotian) of Halifax, and Ldg. Wren Nita Smith (HMCS Carleton) of Ottawa. (HS-31123)

airlift. Three officers and 28 men took passage in the *Micmac,* which arrived at Portsmouth on June 9. The contingent was joined in England by seven officers and two Wrens already in the United Kingdom.

The day before the review, a service of commemoration was held in St. Paul's Cathedral.

The Queen, who was accompanied by the Duke of Edinburgh, was greeted at the Horse Guards Parade by a Royal Salute. The Senior RNVR Chaplain conducted a brief service of dedication and remembrance and the Queen and the Duke of Edinburgh then drove around the main parade. Before dispersing, the naval reservists gave three cheers for Her Majesty and marched past.

The members of the Canadian contingent who journeyed to England by sea or air were:

Captain R. I. Hendy, *York;* Lieut. Frederick White, *Carleton;* Lieut. Francis Chambers, *Star;* Sub-Lieut. (W) Esther Pratt, *Tecumseh;* Lieut. (W) Edith Dobson, *Scotian;* Ord. Sea. Edward J. Fitzgerald, *Cabot;* Ord. Sea. Frederick S. Hawkins, *Caribou;* Ldg. Sea. Russell J. Comeau, *Scotian;* PO Floyd D. Mackenzie, *Queen Charlotte;* Ord. Sea. James M. Flecknell, *Brunswicker;* Ord. Sea. Emile J. Cyr, *Montcalm;* AB Kenneth Holden, *Donnacona;* AB James Patterson, *Carleton;* AB Kenneth R. Wilde, *Cataraqui;* Ldg. Sea. William B. Lazenby, *York;* PO Peter W. Jankowski, *Star;* AB Barry Martin, *Star;* AB Douglas M. Campbell, *Prevost;* Ldg. Sea. Norman A. Williams, *Hunter;* Ldg. Sea. Kenneth E. Lord, *Chippawa;* AB Douglas K. McHattie, *Queen;* AB George Holdstock, *Unicorn;* AB Frank Mente, *Tecumseh;* Ord. Sea. James Wetterberg, *Nonsuch;* AB Ernest Gawthorpe, *Discovery;* PO Raymond V. Ramsay, *Malahat;* Ord. Sea. Eric G. Brown, *Chatham;* CPO Thomas C. Drombolis, *Griffon.*

Wren Elizabeth Patterson, *Malahat;* Wren Nita Smith, *Carleton,* and Wren Christine MacKay, *Chippawa.*

Lieut. (SB) Stephen Ladigen, *Griffon,* was staff information officer.

The RCN (R) personnel, already in Britain, who joined the contingent were:

Wrens M. E. Downes and T. N. Miller, both of Calgary; Lt.-Cdr. J. H. Fish, Lieut. D. J. Fry, Lieut. J. D. Prentice, Sub.-Lt. R. H. Gaunt, Sub-Lt. (E) R. J. A. Arsenault, Sub-Lt. W. G. McDougall, and Sub-Lt. N. Fantacci.

First Ship of the RCN To Probe North's Secrets

A NEW and unusual class of ship joined the Royal Canadian Navy's growing post-war fleet when the Arctic Patrol Vessel, HMCS *Labrador,* commissioned at Marine Industries Ltd., Sorel, Quebec, on July 8.

From her new ship's company and from many visitors who have toured her decks, there is one general refrain: "She's quite a ship!"

The *Labrador's* arrival as a seagoing component marks a new phase in Canadian naval operations—Arctic survey and scientific research—and the *Labrador* is a labyrinth of scientific gadgets and modern navigational and marine engineering gear. She is the most complicated naval vessel completed in Canada to date. She has been designed to carry out a variety of missions in Canada's northern seaways.

Even to the untrained eye, the *Labrador* presents a picture of sturdy power. She has the lines of a boxer—powerful, compact. From her ice-breaker bow to stern she measures 269 feet. Her beam is a little over 63 feet. She has a deep draught of over 29 feet. At sea, with maximum load, she displaces 6,490 tons, making her the largest (in tonnage) naval ship ever built by a Canadian shipyard. Six diesel engines, each developing 1,750 bhp at 750 rpm, provide the power for her electric propulsion motors. Alone, her engineering statistics would fill reams of paper.

The *Labrador* is built to work in ice, and from waterline to keel, her hull plating is 1⅝ inches of specially rolled high tensile steel. Along her sides she is fitted with heeling tanks, where tons of water can be pumped from side to side in a matter of minutes, thereby rocking her free of ice. Almost everything in the ship is automatic, needing only the pressing of a button or the pulling of a lever.

She is the first Canadian naval ship to be fitted with the Denny-Brown stabilizer to reduce roll when in heavy seas in open waters. Two fins, protruding from apertures underwater, near the bows, are operated by gyroscopic controls, counteracting the ship's roll and reducing it to a marked degree. When working close to ice, the fins are retracted into housing in the hull, very much in the manner of an aircraft's landing gear.

Unlike most naval vessels, the *Labrador* can literally be "driven" from the bridge by telegraph-like throttles, which provide direct control to her engines. These throttles are on both wings of her spacious bridge and in the wheelhouse, giving the commanding officer or the officer-of-the-watch the opportunity for instant shiphandling. Even her whistle can be automatically set to sound the prescribed blasts in fog.

The ship's living spaces are of the most modern, functional design. The *Labrador* isn't a luxury yacht. She wasn't built to be one; but her accommodation is far advanced over that of ships built only a few years ago. In keeping with RCN's latest designs in habitability, bunks have replaced hammocks. There is a modern cafeteria where hot meals can be quickly served to large numbers of men, and in the evenings the cafeteria doubles as a theatre for the showing of motion pictures from a modern projection booth. The projection booth also houses the most elaborate SRE equipment ever fitted in a Canadian naval ship. Other amenities for her men who will spend long months in isolated areas are: a well-equipped hobby shop, a barber shop, library, a recreation and reading room and a machine for making ice-cream.

Ice cream in the Arctic? Why not!

But the *Labrador's* prime function is Arctic survey and scientific research, and to this end she ceases to be a ship, almost, and becomes a floating laboratory. Hydrography, oceanography, geodesy, cosmic ray research, meteorology, research in terrestial magnetism, and ice reconnaissance are the assignments for which she has been built, and her spaces are packed with all the instruments needed for work of that kind.

On her decks, which also serve as the platforms for powerful lifting derricks,

HMCS Labrador—Vital Statistics

Classification:	Arctic Patrol Vessel
Builders:	Marine Industries Ltd., Sorel, Quebec
Length overall:	269 feet
Breadth, moulded amidship:	63 feet, 6 inches
Draft (maximum):	29 feet, 1 inch
Displacement (maximum):	6,490 tons
Speed:	16 knots
Complement:	24 officers, 204 men

are stowed her boats, which will assist the hydrographic surveys. A 36-foot aluminum sound boat and two specially constructed motor cutters have been provided. The sound boat is a "ship" in herself, being fitted with gyro compass, radar set, echo-sounding gear, a galley and bunks for a crew of seven. The motor cutters are fitted with echo-sounding gear and special hydrographic plotting facilities. Two aluminum landing craft, similar in design to LCVPs are also carried on deck, and will be used for landing personnel and supplies and general work duties. Modern oceanographic winches are fitted on both port and starboard sides, and abaft the funnel, over her stern, is the *Labrador's* flight deck from which two helicopters will operate.

HMCS *Labrador* is the first warship in the RCN, which is not of carrier design, to have her own Air Squadron.

Below the upper deck no scuttles pierce the *Labrador's* hull. Her living and working spaces are all "inside", and to ensure healthy conditions for the men who work and live in her, she is fitted with ventilation and air-conditioning systems which provide filtered, humidified and, if necessary, heated air, to all necessary compartments.

The ship's company consists of 24 officers and 204 men. In addition, 10 civilian scientists are carried on board, all of them experts in their fields of scientific research and survey. Commanding the entire team is Captain Owen C. S. Robertson, of Montreal and Victoria.

From the moment one steps aboard the *Labrador's* decks, the most noticeable thing is the enthusiasm of the crew for their ship. No matter whom you talk to, the commanding officer, or the youngest seaman, they think she's pretty terrific. With little or no prompting you will be shown her power plant, or an engineer will explain the function of the Denny-Brown stabilizers. Her navigator will be the first to express the fact that when it comes to Navigation-Direction and things like Action Information Centres and Operations Rooms, the *Labrador* has it all over a cruiser . . . and he should know, for he served in one. The cooks will wax eloquent over the large and modern galley with all the latest gadgets for preparing and cooking meals; the shipwright is proud to show you the carpenter's shop; the engineroom artificer will declare that the *Labrador's* machine shop is second to none as far as ships go. This enthusiasm is infectious, even to the casual visitor.

But in an article of this length it is only possible to present a sketch of the RCN's new Arctic Patrol Vessel. A book could be written about her and, possibly, one day it will. For the *Labrador's* story lies ahead, and this summer, when she points her bows to the seaways of Canada's north, in the *Labrador's* log, and in her Reports of Proceedings, will be the entries for the first chapters.—C.T.

A Million Square Miles of Ice and Mystery

THIS YEAR the Royal Canadian Navy intends to send a brand-new Naval Arctic Patrol Vessel into one of the least known regions on earth, the Canadian Arctic. It is even difficult to define what constitutes the limits of the area.

There are many definitions, each based on a different approach, such as the presence of permafrost and windchill, the length of the growing season, the Arctic Circle, the limits of sea ice, etc. A good naval one is "that area where the sea freezes over or where sea navigation is partially or completely impeded by ice".

Characteristics of all the definitions are long cold winters with short cool summers, long periods of either complete daylight or complete darkness and freezing of water areas, including the sea. For this article, the Canadian Arctic will be assumed to be that area occupied by Canada to the north of the Arctic Circle and to the west of Davis Strait. This region satisfies all the definitions including the naval one about ice-impeded sea.

What kind of place is this, our Canadian Arctic?

From Halifax north to the Arctic Circle in Davis Strait is over 1,400 miles. This is equal to the airline distance from Montreal to Winnipeg and is twice the distance north of Halifax that Bermuda is south of Halifax. From the Arctic Circle in Davis Strait north to the farthest limit of Ellesmere Island (450 miles from the North Pole) approximates the airline mileage from Winnipeg to the Rocky Mountains. The north end of Ellesmere Island is therefore as far north of Halifax as the Rocky Mountains are west of Montreal. From Davis Strait to the limits of the western archipelago, the sea route equals the TCA mileage from Port Arthur to Vancouver.

The Canadian Arctic, as defined here, is largely composed of islands. The archipelago was recently named the "Queen Elizabeth Islands" by the Canadian Government. There are 20 principal islands in the region with a total land area of a half million square miles. In general, they vary from high, mountainous islands in the east to lower, rolling eroded islands in the west. The largest three, Baffin, Victoria, and Ellesmere, are the area equivalents of the provinces of Saskatchewan, New Brunswick, and Nova Scotia, respectively. Baffin Island is the fourth largest island in the entire world. The total area of the Canadian Arctic is a million square miles, equal to the combined area of Ontario and Quebec. The important point to visualize is that it is, to all intents and purposes, one large land area in the winter months, as a result of the freezing of the intervening sea. The population includes only 3,000 Eskimos and 500 whites. In the winter, the sea ice extends southerly from Davis Strait to the coast of Labrador.

Naturally, the climate of the Arctic is cold. In the centre of the area, the temperature varies from a mean of minus 30° F in January to plus 40° F in July, with an overall yearly average of around seven above. Some might say that the summer temperature is about the same as Vancouver's in winter. Extremes of temperature are somewhere around 60 below in winter and about 50 degrees *above* zero in summer. The sea temperature at the surface is around 29 degrees F, close to the freezing point of salt water.

The visibility is generally quite good, with the sun remaining above the horizon, 24 hours a day, for months at a time in the summer; and below the horizon for similar periods in the winter. The result is that in the summer navigable months the sun is just as high in the sky at midnight as it is at noon. This, of course, permits long working hours. Conversely, continual winter darkness restricts the extent of outside operations.

The air is so dry and cold in the far north that there is very little precipitation in the form of rain or snow. It is safe to say that far less snow falls in the Canadian Arctic than in Montreal, Toronto, or Halifax.

The earth's North Magnetic Pole is located almost in the centre of the Canadian archipelago. As a result, magnetic lines of force are almost vertical within the area and the magnetic compass is of very little value.

Asia and Europe lie just over the roof of the world from Canada's Arctic islands. This map shows at a glance the strategic importance of the ice-bound area in which HMCS Labrador will carry out her explorations.

Ice is the distinctive feature of the North. Permanent glacial icecaps are found on Ellesmere, Devon and Baffin Islands. Icebergs spawn in the Greenland-Ellesmere Island regions and, with sea ice, drift down the east coast of Baffin Island with the Labrador current. Some reach as far as Newfoundland and the Grand Banks before dissipating.

As mentioned before, when winter sets in the whole Arctic Sea area freezes, with the islands and the continental land mass forming one large area. In one winter, the sea freezes to a depth of five or six feet; but over a period of several years, Arctic Sea ice may reach thicknesses of 20 feet or more, with hardness approaching that of iron.

Icebergs are an extreme danger to ships. When newly spawned, they are enormous and some contain many millions of tons of ice. An average young iceberg probably weighs around a million tons. Compared to a ship, this tremendous weight is overwhelming and the smallest piece breaking off is a serious menace. A cube of ice showing 30 feet each way above water would, with the unseen eight-ninths of its volume, approximately equal the weight (6,000 tons) of the *Labrador*. One iceberg sighted in 1948 near Craig Harbour, Ellesmere Island, is estimated to have weighed about 30 million tons. The thought of even an average million-ton berg surfacing underneath a ship or falling onto a ship is offered as a suitable subject for a "horror comic".

Why is the RCN sending the *Labrador* to the Arctic? Primarily, it is to obtain information about the area, in order to add to the sparse knowledge at present held. To obtain this information, the *Labrador* has been designed,

equipped, and manned. The major aim will be hydrography, the construction of navigation charts. At the same time, all other data possible will be obtained.

From the earliest days, until the coming of the airplane, the exploration of the Arctic has been almost entirely the work of naval and other sea-going personnel. Ever since the beginning of recorded history, travel in the Arctic has been largely conducted from ships, with sled journeys from the ships in the winter. In the early 19th century, the Royal Navy made extensive expeditions to the region in search of a northwest passage to the Orient. Many brave sailors journeyed to the northern wilderness by ships, spending the dark winter months exploring from dog sleds. Almost all the mapping of the Arctic was, until the last few years, the result of these old-time voyages. The major British effort ceased in the 1850s after many naval groups searched for years for the lost Sir John Franklin expedition. Since then both Canada and the United States have taken a more active interest in northern exploration.

One of the 21 unsuccessful searches for Sir John Franklin was the Belcher Expedition under Captain Sir Edward Belcher, which sailed from England in 1851. The supply ship which accompanied the four warships of the expedition was HMS *North Star*, which has given her name to North Star Bay, near the U.S. air base, Thule, in northern Greenland.

The captain of the *North Star* was Cdr. (later Vice-Admiral) W. J. S. Pullen, born in 1813, and the second in command was his brother, T. C. Pullen, Master, born in 1815. They were great-uncles of Rear-Admiral H. F. Pullen, Chief of Naval Personnel, and Cdr. Thomas C. Pullen, recent commanding officer of HMCS *Huron*. The grandfather of the Canadian naval officers was a younger brother of the *North Star* officers, Hugh Francis Pullen, Paymaster, born in 1825.

In the fall of the year 1817, the good ship HMS *Resolute* became beset in the ice near Melville Island, in the central archipelago area. The captain, Lieutenant Parry, and the crew marched over to the ice to Resolute Bay, Cornwallis Island, from where they eventually sailed for England. A couple of years later, a Boston whaler, operating near the Arctic Circle in Davis Strait, came upon the *Resolute*, fully rigged and drifting south along the coast of Baffin Island with the ice. After being returned to Boston and refitted, the ship was graciously returned to the British authorities by the United States government. On her own, avoiding reefs and islands, the *Resolute* had been safely carried over a thousand miles by the ice, before being picked up by the whaler.

It isn't visualized that the RCN will employ the frozen-in method of exploration; but rather, by using the *Labrador*, a specially-designed and equipped ship with icebreaking qualities, information will be obtained during the limits of the ice navigation season. The *Labrador* has icebreaking qualities which allow her to reach most of the area each year. Compared to the old-time vessels, with their sail, she is a much more efficient instrument for Arctic exploration.

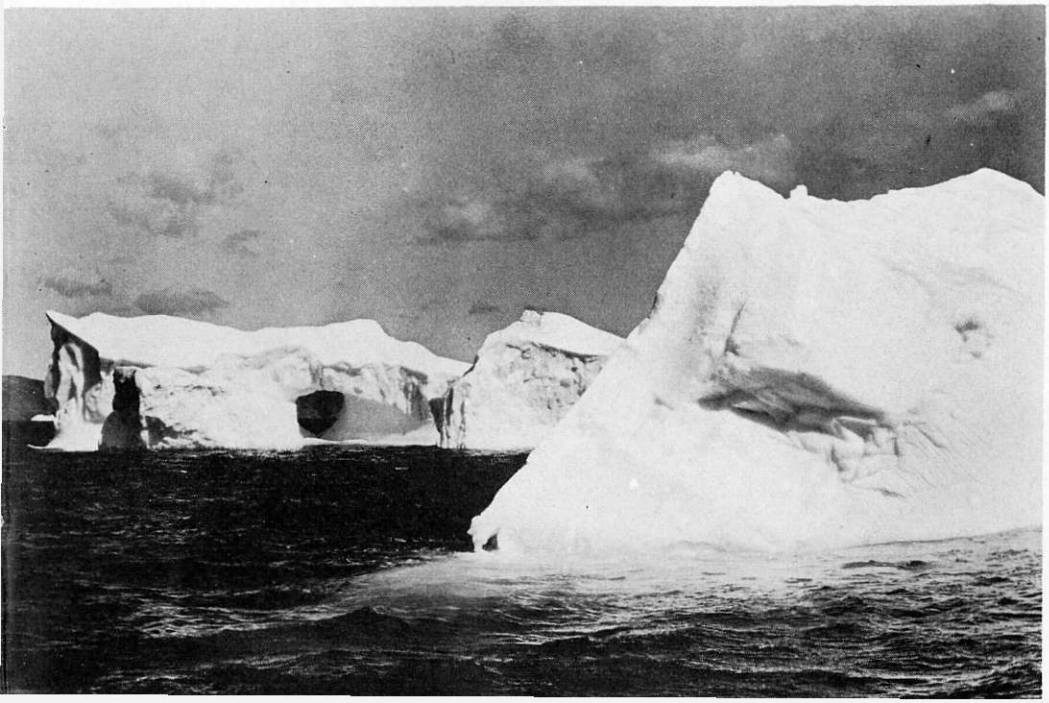
Various wild animals are met in the Arctic, including polar bears, seals, muskoxen, wolves, whales, and Arctic hares. The likelihood is that most of them have never seen human beings.

On one occasion, a group of scientific personnel were surprised by the intrusion of a large, inquisitive polar bear into their camp area ashore. One of them, an appeaser by nature, decided that the thing to do was to extend the hand of friendship to the beast. And in the hand, for sweetening, he included a candy bar. Fortunately, before the bear could start working up to the shoulder, another gentleman placed a few shots near the interventionist and he quickly sped away.

Strategically, the Canadian Arctic is important for several reasons. It is on the route of the shortest air distances between Central North America and Central Asia and between western North America and Europe. It is a physical part of Canada and is a doorway to the rest of North America. And being truly virgin territory, no one yet knows what economic secrets, such as minerals or oils, have yet to be uncovered.

All in all, the Canadian Arctic is a most interesting part of the world. It is one of the last frontiers yet to be fully explored by man. That it is part of Canada and is therefore a challenge to Canadians is a point well worth keeping in mind. It is the *Labrador's* honour to be able to represent the Royal Canadian Navy in this mission to the North.—**J.H.M.**

By the time an iceberg has drifted from Ellesmere Land or Greenland to the Grand Banks, the sea has sculptured the ice with grottoes, tunnels and other fanciful devices. (Z-347)



Helicopter Good Whale Observer

When Lt.-Cdr. D. B. Cobley, commander of the Helicopter Flight Section in HMCS *Shearwater*, tells a fish story he goes to great lengths. Instead of measuring his fish in pounds, he measures them in yards, and they aren't just fish, they are whales.

However, Lt.-Cdr. Cobley had a witness, Lieut. W. A. Keindel, his passenger, who also saw the whale. When they sighted him from 1,000 feet up, the whale, measuring about 25 feet in length, was cavorting gaily in the channel between St. Georges and McNab's Island right in Halifax harbour. They descended to 30 feet, and were able to distinguish the flukes and white belly with clarity. The playful mammal dived and surfaced erratically for the minutes they observed it.

Lt.-Cdr. Cobley has seen whales before in a tour of duty he did with the U.S. Navy in the spring of 1953. He was with the icebreaker USS *Edisto*, employed in hydrographic, geological and geophysical survey work in Arctic waters. In his flights from the deck of the ship, he saw whales from time to time, but in spite of his familiarity with them, he still cannot identify them as separate species.

"They're just whales to me," he said.

OFFICERS AND MEN

$200 Cheque for Catapult Device

Inventiveness has paid off for PO Richard N. Papi, who was presented with cheque for $200 and a letter of thanks signed by the Deputy Minister of National Defence before the ship's company of HMCS *Magnificent* at ceremonial divisions on February 5, 1954.

The presentation was in recognition of his meritorious suggestions for a bridle-catching device on aircraft catapults. PO Papi was also presented with the Canadian Forces Decoration at the same time.

He constructed a device which was tested in the *Magnificent* and was successful in reducing to a negligible number the loss of bridles (wire straps) which are used to launch the aircraft.

The Inter-Service Committee on Inventions considered the invention and recommended an award of $200.

The Naval Board directed that PO Papi be thanked, on its behalf, for his suggestion and for his interest in the efficiency of the Royal Canadian Navy.

PO Papi, now at *Stadacona,* was a member of the catapult crew when he was serving on board the "Maggie". He joined the RCNVR as a Stoker 2nd Class in 1940 and entered the RCN in 1946, after having spent seven months on "civvy street". He served in the *Iroquois, La Hulloise* and *Haida* before joining the *Magnificent* in July 1950. He came ashore in January.

RCN Officer Flies Grumman S2F

A Royal Canadian Navy flyer, attached to the U.S. Atlantic Fleet Air Anti-Submarine Squadron 26, has rolled up an enviable total of hours at the controls of the new Grumman S2F anti-submarine aircraft, chosen as the successor to the RCN's Avengers.

Lieut. (P) Robin L. Hughes, of Kingston and Victoria, is one of a group of about nine naval pilots (the rest are all USN) with more air time in the S2F than any other group of flyers with the possible exception of the Grumman civilian test pilots. Lieut. Hughes has achieved this flight record while also carrying out the duties of the squadron's anti-submarine warfare officer.

Lieut. Hughes' flying career began when he joined the RCAF as an AC2 in July 1943. He transferred to the RNVR two years later and shortly thereafter to the RCN (R) and has been flying for the RCN ever since, with the exception of a year and a half on school relations duties. He was appointed to HMCS *Niagara* on exchange duty with the USN in September 1953.

The Grumman S2F which he has been flying combines in one twin-engine aircraft the capabilities of both hunter and killer, whereas with the Avengers a specially-modified aircraft known as the "guppy" carries radar equipment and serves as the hunter in submarine searches.

Employment of the S2F will reduce the number of men assigned to a single hunter-killer operation. Two Avengers required three men in each plane, while the S2F carries a crew of four, a pilot, co-pilot and two crewmen.

The radome, enclosing the radar equipment, corresponding to the guppy on the Avenger, is retractable on the S2F, the bomb bay is off to one side and the wings fold across the back in an unusual twisted position. The plane retracts her main landing gear into the engine nacelles, which also provide space for the stowage of sonobuoys. The snub-nosed aircraft is also equipped with a nose wheel and a retractable tail wheel to make sure it doesn't drag its stern.

Here is the "graduation" photograph of Petty Officers' Leadership Course No. 15, which began in Cornwallis on March 15 and completed on April 26. Front row (left to right): Petty Officers Kendrick Bowness, Robert Manzer and William Fluskey, course petty officer; Instructor Lieut. J. C. Hawes, course officer, and Petty Officers Thomas Hudson and Joseph Bourassa; second row: Petty Officers Lawrence Quinn, Jean-Paul Forget; David Nairn, Glen Doncaster, Thomas Slaven and Robert Goddard; back row: Petty Officers Ernest McKernan, Ronald Yeats, Oliver Kenyon, Albert Diamond, Alexander Orrick and William Gemmell. (DB-4039)

Tropics to Thaw Sub-Arctic Sailor

Ask any sailor at one of the frigid far northern radio stations what he'd like to do and he'll answer: "Lie on a beach somewhere with the sun blazing down, eating bananas and drinking from a long, frosty glass." One man whose dream will shortly come true is AB John Beardsley, of Churchill Naval Radio Station, who is spending his leave this year, as most other years, in the tropics.

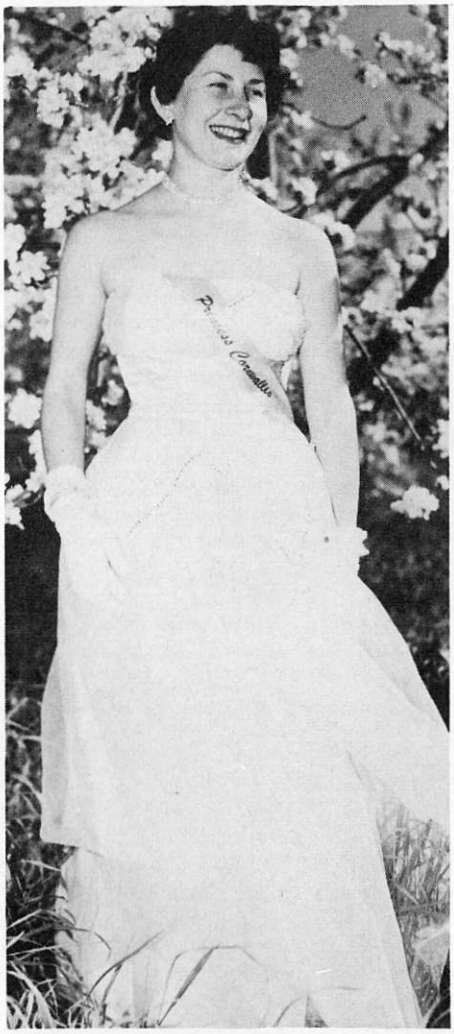
AB Beardsley comes by this idyllic existence legally, for while he was still too young to know that bananas grow on trees his family moved from the United States to Panama, Guatemala and finally to La Ceiba, Honduras,

where Mr. Beardsley Senior manages a banana plantation for Standard Fruit Company. Since then, Honduras has been home to John, who freely admits that Churchill weather doesn't quite meet his idea of what weather ought to be.

He went to school in Canada, and from there did a stint in the merchant service. From the merchant service to the Navy was a short step, and by way of a communications course he ultimately arrived in Churchill, where coconuts are as scarce as snowballs in—Honduras. Every year the exigencies of the service permit, however, he heads south, followed by the wistful wishes of his snowbound shipmates.

What is he going to do when he gets home?

"Lie on a beach somewhere, with the sun blazing down, eating bananas and drinking from a long, frosty glass."



"Princess Cornwallis", representing HMCS Cornwallis at the Annapolis Apple Blossom Festival this year, was Ord. Wren Jessie G. Miller, of Asbestos, Que., who is serving at the Cornwallis message centre. The training establishment was also represented by guard, band and floats. (DB-4208)

Ex-Naval Officer Given New Post

John R. Longard of Halifax has been appointed to the newly-created position of Command Scientific Officer to the Flag Officer Atlantic Coast.

Mr. Longard, born at Halifax, September 1, 1910, graduated from Dalhousie University there in 1932 with a Bachelor of Science degree and two years later attained his Master of Science degree.

He taught physics at the former Bloomfield High School from 1935 to 1940 in which year he joined the Royal Canadian Naval Volunteer Reserve as a Special Branch officer and was in charge of the Degaussing Office at Halifax during 1942 and 1943.

From 1943 to 1947, he held the post of Research Administration Officer in HMC Naval Research Establishment and, in September, 1947, was placed on the retired list with the rank of Lieutenant-Commander (L), RCN(R).

Following demobilization, Mr. Longard continued with the newly-organized Naval Research Establishment of the Defence Research Board as a research scientist, carrying out research in underwater physics and specializing in oceanography as applied to undersea warfare. From August, 1952, until August, 1953, he was Acting Leader, Underwater Physics Group.

Prior to his present appointment, he was appointed Ship's Program Officer in charge of NRE's sea-going activities.

Divers Recover Drowned Truckers

Three Royal Canadian Navy divers from Esquimalt recently found the bodies of two men in the cab of a truck submerged in Mara Lake, three miles south of Sicamous, B.C.

The frogmen, Cd. Ord. Officer Samuel Sellars, Ldg. Sea. George Dalton and AB John Thompson, raised the truck from 60 feet of water and towed it across the lake to a beach. The body of a dog also was found in the cab.

John Rissonen, owner of the truck, August Pehkonem and Paddy Haines, all of Sicamous, were the missing men.

The truck was sighted at the surface but it rolled off a ledge into deep water when RCMP attempted to haul it ashore.

Penetang Host To Dietitians

The first mission assigned to HMCS *Penetang* on her arrival at Halifax following her commissioning at Lauzon, Que., was a conducted tour of the ship for more than 100 delegates to the Canadian Dietetics Association convention on June 9.

The dietitians were taken on a short cruise of Halifax Harbour and approaches.

DSC Presented To Cdr. Lantier

Cdr. Dunn Lantier, of Quebec City and Montreal, was the only naval representative among a group of 26 Armed Forces personnel decorated for service in the Far East at a colourful investiture held June 8 at Government House, Ottawa.

Receiving the Distinguished Service Cross from Governor General Vincent Massey, Cdr. Lantier was cited for "outstanding leadership and daring . . . in command of the destroyer HMCS *Haida*". The *Haida* was credited with the destruction of three enemy trains by gunfire.

Thieves, Cop, Stork Liven Officer's Day

The life of a school relations officer has its trying moments, and new depths of woe were reached when one of them was clapped in irons.

Lt.-Cdr. Peter Ross, School Relations Officer for South Western Ontario, little knew the sorrow that lurked in Ottawa one sunny Friday in May. He had parked his car outside naval headquarters and was conferring inside about his special school duties when two high-school-aged youths broke into and made off with his car.

The theft was reported to the local constabulary and in the early hours of the following morning the Ross car was recovered and the youths were locked up after a 200-mile joy ride.

The pay-off occurred the following day en route to Montreal. At a point some 40 miles east of Ottawa an Ontario provincial police patrol car forced Lt.-Cdr. Ross over to the side of the road and an OPP constable ordered him, at gun point, to get out of his car with his hands in the air. Ottawa police had forgotten to call off the hunt.

While Lt.-Cdr. Ross stood manacled, the constable reported his catch over the patrol car radio. Meanwhile passers-by and roadside residents gaped at the glittering gold braid locked in the chains of the law.

The constable was unimpressed by a stack of documents on the person of Lt.-Cdr. Ross and "it seemed to take him hours to be convinced by his own office that the arrest was in error".

However, everything was straightened out and Lt.-Cdr. Ross arrived in Montreal in time to escort his wife to the maternity ward where he became the father of a bonny baby girl.

Blessed event and all, something still rankles deep within one-time Ordinary Seaman Ross. That's the parting words of the policeman as he unlocked the handcuffs:

"You know, I was in the Navy myself during the war."

The investiture was unique in one respect—it marked the first time that such a Government House ceremony came under the eye of a television camera. A large portion of the event was covered by a mobile television unit of the CBC.

Cdr. Lantier is now commanding officer of HMCS *D'Iberville*, the RCN's basic training establishment at Quebec City.

Supply CPOs Complete Course

Seven senior men of the Supply Branch have successfully passed the first course aimed at qualifying them for advancement to Trade Group IV. They received certificates from Commander R. C. Chenoweth, Training Commander, *Naden*, at a ceremony held May 10.

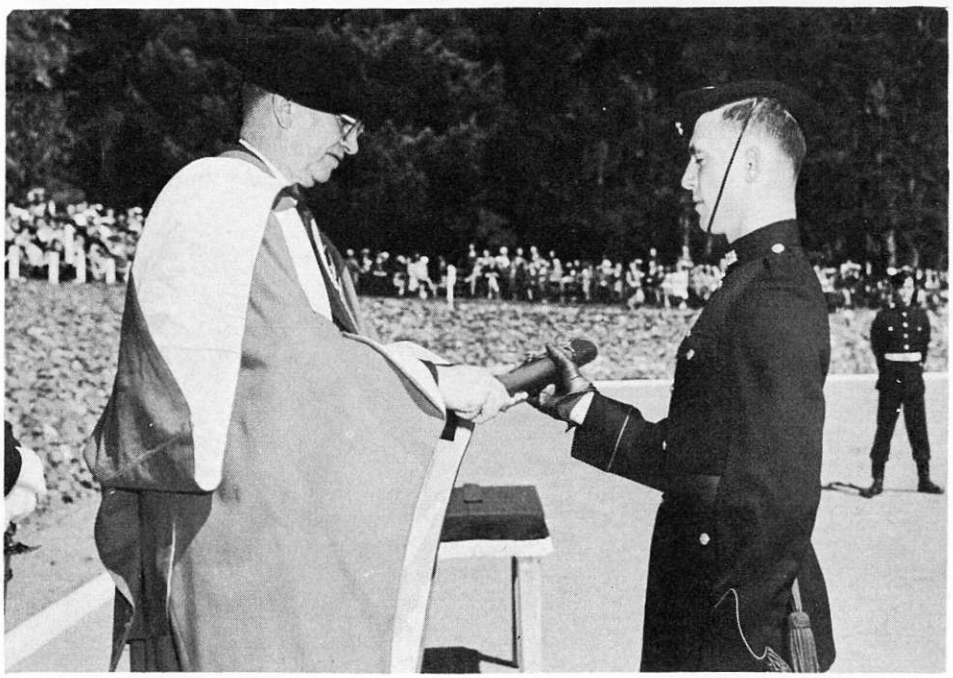
The men were Chief Petty Officers Ernest Johnson, Victoria; Gerald Spark, Victoria; Syd Manning, London, Ontario; Ronald Vincent, Halifax; Philip Moran, Victoria; Rosaire Beaulieu, Isle-Verte, Que., and Hector Cooper, Halifax and Kelsey, Alta.

The course, of nine weeks duration, concentrated on instruction in all phases of supply work pertaining to stores. Some instruction also was given in organization and management, accounting and other general subjects.

Held at HMC Supply School, Esquimalt, the course qualifies senior men for advancement to Trade Group IV. Successful candidates also are considered qualified professionally for promotion to commissioned rank should they be recommended at some future date.

It is planned to hold a similar course each year.

The first qualifying class of quartermaster instructors is shown at the ND School at Stadacona after completion of the course. Front row, (left to right): CPO Lynton Bungay; Cdr. H. W. A. Moxley, officer in charge of the School; Lt.-Cdr. (promoted since photo taken) Trevor Jones, instructor, and CPO Elwood Chubb. Rear row: Chief Petty Officers Jack Lawrence, Trevor Lovekin, Albert Prosser, Morton Keeler and George Southern. Absent from picture, CPO Thomas Carter. (HS-30375)



The A. E. Sellers Telescope, awarded annually to the cadet of the senior year adjudged most proficient in carrying out the duties of Cadet Wing Commander, was presented to Cadet Wing Commander P. D. Manson, of Deep River, Ontario, by Defence Minister Brooke Claxton. Mr. Claxton was present at the graduation exercises held April 30 at the Canadian Services College, Royal Roads. (E-27091)

Minister Present At Graduation

Defence Minister Brooke Claxton attended the annual Graduation Exercises at the Canadian Services College, Royal Roads, on April 30.

Following his inspection of the cadets on parade, Mr. Claxton took the salute in the march past, addressed the cadets and presented prizes for scholastic and athletic achievement.

Mr. Claxton was accompanied on the saluting base by Col. C. B. Ware, commandant of the college. Among the guests were Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, and Rear-Admiral H. F. Pullen, Chief of Naval Personnel, Ottawa.

Prize winners were Cadet Flight Leader D. H. Hook, Governor-General's Silver Medal; Cadet D. Larmarre, Governor-General's Bronze Medal; Cadet M. C. Johnson, Lieutenant-Governor of Quebec Medal (for proficiency in French); Cadet Wing Commander P. D. Manson, A. E. Sellers Telescope; Cadet Squadron Leader N. S. Freeman, Commandant's Cup; Cadet R. S. Binnie, Director of Studies Cup.

Sailor's Wife Winner of Car

Mrs. A. M. Nault, wife of Ldg. Sea. A. M. Nault, *Naden*, won a 1954 automobile, offered as the grand prize at the annual B.C. Products Fair in Victoria.

Man of the Month

The Man at the Wheel

Simple Ribbon Recalls Fierce Duel with U-Boat

THE RIBBON is white with a narrow blue band at each end—not particularly colourful, but the only one of its kind in the RCN today.

This simple ribbon is that of the Conspicuous Gallantry Medal, the highest award made to a man in the service of the Royal Canadian Navy during the Second World War.

Only two CGMs were won by Canadian sailors. One went to AB Michael Kerwin, of Billings Bridge, Ottawa suburb, who, blinded and wounded by splinters, fought his way into a blazing gun shield on board HMCS *Haida* to drag out an injured member of the gun crew.

The other went to a man who is still serving in the RCN.

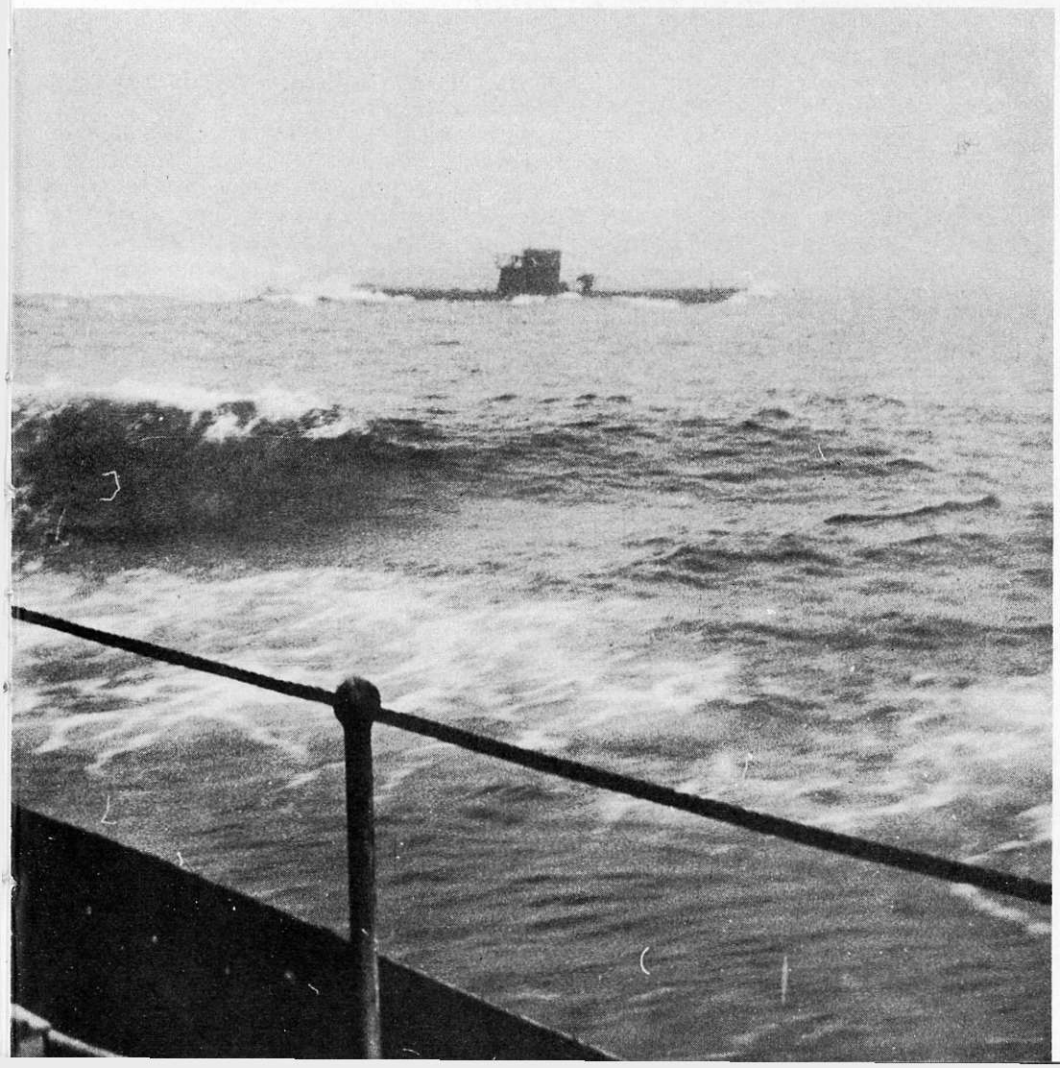
He is Chief Petty Officer Max Bernays, the Chief Boatswain's Mate, or buffer, in HMCS *Cayuga* during her current tour of duty in the Far East.

CPO Bernays, the Vancouver-born son of a sailor and father of another, has been going to sea for 26 years and has been associated with the Navy for 24 of them. During the Second World War he spent little more than six months ashore, and those were when he went ashore for courses.

The Navy wasn't the first choice of young Max Bernays, although his father had served in the Royal Navy during the First World War. He had served for a year in the Canadian Government Merchant Marine before he joined the Royal Canadian Naval Reserve at Esquimalt in 1930, where he did his first stint of annual training. Thereafter, sailing out of East Coast ports to Europe and the West Indies, he took his annual training at *Stadacona*. Two days before Canada declared war on Germany he was on active service.

The ships he served in during the early part of the war were small ones, so small that their names (*Ulna, Citadelle, French, André Dupré* and *Reindeer*) have been quite or almost forgotten. Their work was unexciting, patrolling or providing local escorts for convoys, and carried little forewarning of the toe-to-toe slugging match between destroyer and U-boat in which he was to play a key role two years later. If he could have foreseen the future, the chances are that Max Bernays, a quiet, mild-mannered man, would neither have relished the prospect nor shrunk from it.

The end was near for U-210 when this picture was snapped from the decks of the Assiniboine. A moment later the Canadian destroyer rammed her, sheered off and rammed her again, dropped depth charges that blew her out of the water and then finished her off with gunfire.



His first "big" ship was the corvette *Matapedia,* which he joined in June 1941 and in which he served on convoy duty between St. John's Nfld., and Iceland. As torpedo coxswain in the ship, he held the rank of Acting Chief Petty Officer. "Torpedo coxswain"—for those not familiar with the term—was a wartime expedient to meet the shortage of senior hands in the expanding navy. They received special training for coxswain duties and the youth of the men selected was often in sharp contrast to the seniority of the position.

In March 1942, CPO Bernays was drafted to the River class destroyer *Assiniboine,* known affectionately by her crew as "Old Bones". She was a ship already endowed with a high tradition. One of her most famous exploits had been assisting in the capture of the German merchant vessel *Hannover* in the Caribbean. The captain of the *Assiniboine* at the time CPO Bernays joined was Lt.-Cdr. John H. Stubbs, who was to die in the waters of the English Channel when his ship, the *Athabaskan,* was sunk in action.

Before the year was out CPO Bernays had been cited "For valour and dauntless devotion to duty" and the *Assiniboine* had added another to the growing list of U-boat kills.

The story of the *Assiniboine's* surface duel with a U-boat on August 6, 1942,

is told in Joseph Schull's "The Far Distant Ships".

"She (the *Assiniboine*) was with a convoy some four hundred miles off Newfoundland when, late in the afternoon, a besetting fog lifted momentarily to reveal a U-boat six miles away. The destroyer chased for nearly an hour, holding the quarry in radar contact and occasionally catching a glimpse of him as he wove in and out among the fog patches.

"The range began to narrow; and it became evident that the German intended to fight it out on the surface. As the *Assiniboine* bore down on him she was met by a hail of incendiary bullets. Then the U-boat ran straight in, making for the charmed circle where the destroyer's guns would not bear and she would be unable to ram. The *Assiniboine* swung to counter the manœuvre, the German countered again, and for 35 minutes the two craft ran weaving and dodging together, blasting each other at point-blank range with all available weapons.

"Beneath the destroyer's bridge on the starboard side incendiary shells from the German's 40-millimetre cannon set fire to petrol drums stored outside the wheelhouse. A party led by Lieut. (now Captain) R. L. Hennessy immediately went to work amid the rattling spatter of gunfire to subdue the blaze. Inside the wheelhouse the *Assiniboine's* coxswain, CPO Max L. Bernays, saw the flames mounting above his starboard window and ordered his helmsman and telegraphman outside to assist. Then locking himself in the wheelhouse, with the full knowledge that he would not come out alive if the fire was not subdued, and with incendiary shells spattering the bulkheads about him and throwing splinters in his face, he proceeded to carry out faultlessly the 141 helm and engine room orders which were necessary during the wild chase.

"The cool determination shown in the wheelhouse and on the blazing starboard side was inspired from the bridge above. With gunfire riddling the woodwork about him as he stood fully exposed on the *Assiniboine's* open bridge, Lt.-Cdr. John H. Stubbs watched the German captain in his conning tower bending down to pass wheel orders, and held the *Assiniboine* grimly alongside the weaving U-boat. The range was so short that main armament could not be brought to bear on the target, but the small-calibre weapons of the Canadians were sweeping the German's decks and gashing the hull. Every rifle, machine gun and pistol on board the ship was in action. 'We threw everything at him but the potato masher,' was a later comment. The *Assiniboine* was taking her own punishment in return. As the blaze on the starboard side came under control, other fires began to break out about the ship. Several men were wounded and Ord. Sea. Kenneth Watson, the youngest lad on board, was killed as he crossed over the open deck with a shell in his arms.

Twelve years after the Assiniboine's U-boat battle, CPO Max Bernays is still serving at sea. He is shown here (rear row, left) with Hong Kong Susie and her side party, who had taken over housekeeping duties in the Cayuga during a visit to Hong Kong. Susie is second from the left in the centre row. Lt.-Cdr. Donald C. Rutherford, executive officer, and PO Malcolm M. Longmuir are the other naval personnel in the picture.

"For an instant the destroyer's 4·7 gun came fully to bear on the U-boat's conning tower and a shell hit dead on, killing the German commanding officer. Some of the Nazi crew were endeavouring to make their way forward to the main gun, but they were literally blasted from the deck by the *Assiniboine's* machine-gun fire. Three or four times the swerving U-boat had avoided the destroyer's attempts to ram. Now, attempting a crash-dive, she held on a steady course for a few seconds; and in that time, as the U-boat was actually tilting forward and down, the *Assiniboine's* bow crashed into her just abaft the conning tower. It was a glancing blow that sent the destroyer swerving away. As she turned back to ram again, the submarine's bow lifted from the water and her stern began to settle. She was heavily damaged but still making about ten knots and still firing. The *Assiniboine* rammed again, and as she passed heaved over a pattern of shallow-set depth charges which bounced the German clear of the water. A shell from one of the destroyer's after guns administered the *coup de grâce*, and the U-boat sank by the head within two minutes. The British corvette, *Dianthus*, which was to get a submarine herself two days later, appeared on the scene just in time for her company to join in a 'yell which must have frightened U-boats for about ten miles in the vicinity'."

That is the story of how CPO Bernays won the CGM and a citation that recounted his deeds and ended with the words: "His conduct throughout the action added another incident of the utmost bravery to the annals of the Royal Canadian Navy."

He served in the *Assiniboine* almost to the end of the war. After Germany's surrender his only sea appointment before Japan had also surrendered was a month on board the Bangor minesweeper *Outarde*. He served in the interim force for two years at *Discovery*, the Vancouver naval division, and was discharged on July 31, 1947.

The next day he was back in uniform again, this time as an AB in the regular force and shortly thereafter was on board the cruiser *Ontario* for two more years of sea duty. He was a chief petty officer again by the time he was drafted to HMCS *Griffon*, the Port Arthur naval division, where he spent two years recruiting young men for the RCN. Two of his recruits, Able Seaman Sherman E. Murray and Paul E. Morrison, are on board the *Cayuga* with him.

He joined the *Cayuga* in February 1953 as her chief boatswain's mate and has been with her ever since. He has given no thought to retirement, although he has a 19-year-old son carrying on the family tradition: AB Max D. Bernays is now taking a gunnery course at *Naden*.

Maggie's Ghosts

If you can't shoot the enemy, scare him to death.

The sound logic of this advice was proved on board HMCS *Magnificent* during last year's Exercise Mariner.

The *"Maggie"*, screened by four USN destroyers, was providing air cover for adjacent forces and was about 60 miles east of Sable Island. It was after dark and all the carrier's aircraft had been lashed down for the night, since her duties were centred on anti-submarine patrols by her Avenger aircraft.

One of the Radar Plotters in the Aircraft Direction Room was finding the evening dull until a faint chattering from a radio receiver on one of the wave lengths not in use at the time began to seep into his consciousness. He found the conversation interesting and called over the two direction officers who were on watch.

The officers monitored the channel for a few minutes. In that time they gathered quite a bit of information from the voices on the air, which appeared to be quite confident that no one would bother tuning in on that particular band.

The two stations, it soon appeared, were actually two long-range patrol bombers, USN Neptunes, attached to the "Orange" (or enemy) forces. They were rendezvousing over Sable Island and one, just newly arrived, was trying to collect all the information he could before the other left patrol and departed for his base at Quonset. The *"Maggie's"* direction officers soon assembled a fair picture of how much the Neptunes knew and how much they didn't in the area.

Low-lying Sable Island was beyond radar range at the time, but not so the Neptune aircraft. The newcomer to the area was tracked all through his conversation and then the blip showed him breaking his orbit and heading toward the *Magnificent* and her retinue.

With no night fighters on board, the *"Maggie"* was at a loss as to how to drive the "enemy" reconnaissance out of her area, but the answer wasn't long in coming.

The two direction officers went on the air on the same channel as the Neptune in a quickly improvised radio drama.

Direction Officer No. 1 became the pilot of a night fighter and (Roger and over) Direction Officer No. 2 clung to his post in the Aircraft Direction Room.

The Neptune came steadily toward the fleet and the officers plunged into the radio patter of vectoring out mythical night fighters, just hinting at the target information sufficiently to make the Neptune believe he was the target. He altered course violently to throw off his ghostly pursuers, but the radio chatter indicated the "night fighters" had also been put onto a new interception course and the Neptune beetled off in another direction. Just when he thought he was clear of his pursuers, he would gather from the radio that they were again bearing down on him.

The procedure had the Neptune effectively baffled for half an hour, at which time the patrol plane was seen disappearing on an easterly course.

There had been one genuine bit of information in the whole radio drama. The call sign used by the fictitious night fighter was a real one. It belonged to 871 Squadron's commanding officer, who was comfortably entrenched in the wardroom throughout the whole incident.

Her band playing and members of the ship's company fallen in on the flight deck, HMCS Magnificent returned to Halifax on June 8 after an extensive electronic refit in the United Kingdom. She was greeted by two Avenger aircraft and a helicopter from Shearwater and a host of relatives and friends of the officers and men. (HS-31361)

New Boats for the RCN

"A SHIP is known by her boats." So goes the old saying and it might be added that a sailor betrays the quality of his seamanship by the skill or lack of it with which he handles boats.

Warships' boats have a long tradition of service, both in the performance of their many duties and in their use for the training of officers and men.

The tasks which boats have been called on to carry out include the transfer of men and materials, the handling of moorings and buoys and the carriage of landing or boarding parties. In addition, there has always been their use for purposes of lifesaving, rescue, training and recreation.

In recent years, an almost complete departure has taken place from the pulling and sailing boats so familiar before the Second World War and a large proportion of the boats now in use or projected are powered by diesel engines. There has, in addition, been a tendency to develop boats for specialized purposes.

A demonstration of boats in use by the Royal Canadian Navy or under development for it was given last fall at Arnprior, Ontario, the "regatta" being held at the boatyard of Messrs. Ayling and Ramage. Arrangements for it had been made by the Naval Constructor-in-Chief, Constructor Commodore Rowland Baker, who on other occasions concerns himself with the design of larger vessels, such as destroyer escorts and minesweepers.

On display for demonstration and inspection were the following boats:

Fourteen-foot sailing dinghy (wood); 14-foot sailing dinghy (fiberglas); 27-foot whaler, standard service; 11-foot outboard dinghy (moulded plywood); 16-foot slow motor boat; 25-foot motor cutter, standard clinker; 25-foot motor cutter, carvel; 27-foot motor seaboat, British jolly boat, and 27-foot motor seaboat, Canadian prototype.

In the boatyard were a variety of exhibits which included wood dinghies in various stages of repair, towing tank models of several of the boats, boat fittings, fiberglas manufacturing materials and a fiberglas Carley float, built by HMC Dockyard, Esquimalt, and made with foam plastic material for buoyancy.

The morning of October 8, 1953, was devoted to an inspection of the plant exhibits and boats and to a demonstration of sailing by the two dinghies. The moulded plywood dinghy is being developed for the use of explosive disposal officers and interest in the demonstration was heightened when one of these officers, in a shallow water diving suit, made an unscheduled dive.

Crews compare the performances of two dinghies under sail. On the left is a prototype 14-foot dinghy built of polyester resin reinforced with fiberglas cloth and mats. It is the first boat of this type of construction to be built for the RCN. (O-6014)

Following luncheon at the Arnprior golf club, the visitors went to the town wharf where the boats were assembled for the afternoon's display, during which a running commentary was given by Constructor Captain H. R. Mason, Deputy Naval Constructor-in-Chief.

The display literally opened with a bang, as a Lieutenant (E) R. G. Guy made gallant efforts to wreck the fiberglas dinghy by crashing it into the wharf and on a rocky shore. Several satisfying thuds and crunches were obtained, but examination showed the hull intact and unmarked, and the representatives of the boat's builders smiled again.

The power boats then paraded past the wharf in line ahead and returned individually to show off their characteristics and abilities.

The sea boats and cutters next raced past the wharf at the normal operating speeds of the engines. This resulted in a win (by a short lead) for the Canadian prototype seaboat over the 25-foot carvel cutter, a result which pleased the Naval Constructor-in-Chief.

A swamp test of the dinghies found the fiberglas boat resisting the plunge to the extent of 100 pounds of additional ballast more than the wood dinghy.

The final event was an excursion of all present in the power boats.

The demonstrations were witnessed by about 50 officers from Naval Headquarters, including members of the Naval Board, headed by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff. The Senior Naval Liaison Officer, U.K., and the U.S. Naval Attaché were also present.

The following observations on the various boats resulted from the demonstration:

Dinghies—The wood dinghy used was a service type and the fiberglas model was essentially a repetition of the standard hull form in polyester resin, reinforced with fiberglas. A certain amount of wood construction (thwarts, rubbers, etc.) was retained in the latter craft.

The demonstration proved the fiberglas boat to be very rugged, lighter than its wood counterpart and with comparable sailing qualities. It had, in fact, some advantages in light airs. As a prototype, the only fault found with it was the lack of floor boards, which can be fitted. Consideration is being given to a possible improvement in hull form and the boat is being tested in a cruiser under seagoing conditions.

The principal advantage of fiberglas construction, it is felt, lies in the extremely small amount of maintenance which will be required. A patching kit is supplied with each boat.

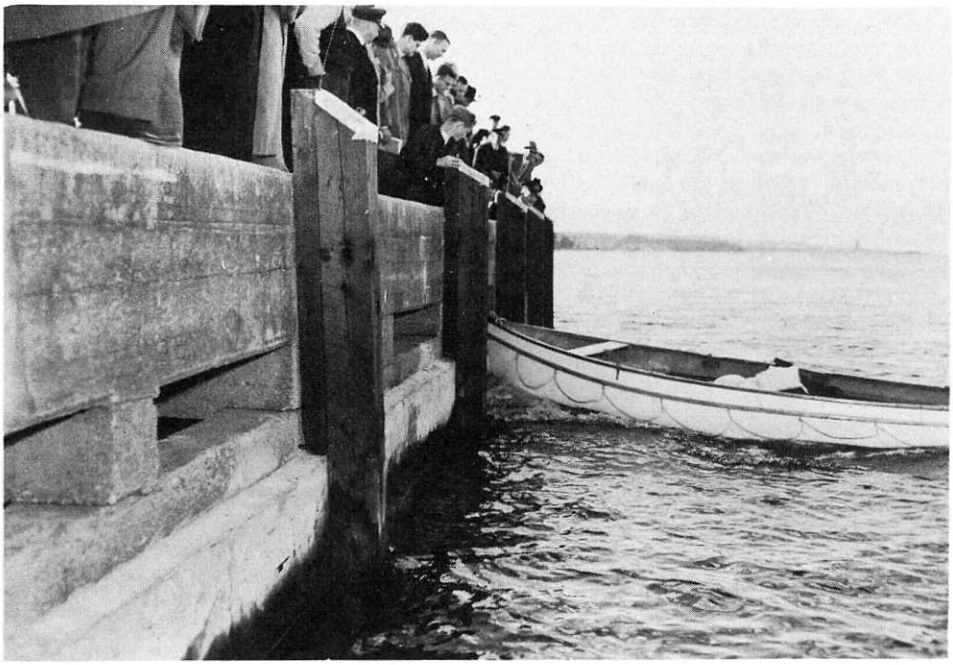
Whaler—The service whaler did not play a large part in the demonstration, but the successful performance of the dinghy has led to a request to the manufacturers for the construction of a fiberglas service whaler.

Sixteen-foot slow motor boat—This is a development of the British 16-foot slow motor boat, the internal arrangement having been modified and arranged for wheel steering. This boat handles extremely well and is being extensively used in the new-construction program.

Motor cutters—The carvel-built cutter is a modification of the standard clinker-built hull, the change being made to facilitate operation in skim ice. To meet this requirement, the boat also has copper sheathing. Fiberglas canopies are being manufactured.

Motor seaboats—Several of the 27-foot motor seaboats (jolly boats) have been built for RCN ships and the Canadian boat has been developed with a view to improving the design for Canadian purposes. The boat shown at Arnprior was a prototype and its operation gave considerable satisfaction. Masts and sails have been omitted, with an improvement in internal arrangements.

Ord. Lt.-Cdr. G. D. Cook tests the sea-worthiness of a new fiberglas Carley float built in HMC Dockyard, Esquimalt. The float is rot-proof and unsinkable. (O-6005)



Crouched low to avoid going overboard, Lieut. (E) R. G. Guy drives a Canadian-built fiberglas dinghy at a ten-knot clip against the concrete town wharf at Arnprior, Ont. He later rammed it aground on the rocky shoreline. In neither case was any damage done. (O-6008)

The 27-foot Canadian motor sea boat is shown going through its paces at the Arnprior "regatta". This boat is a modification of the Royal Navy motor seaboat, the main difference being a whaler stern, greater power and omission of the mast and sails. (O-6008)

A MAP to Guide You

Hard Work Went Into Establishment of Trades System

WHAT ABOUT the Royal Canadian Navy's trades system? Did it just grow, or was there some underlying principle behind it? One aspect may have gone unnoticed. It doesn't matter what trade a man may go into in the Navy, he can rise to chief petty officer 1st class and to the highest trade group. He can also go beyond that to officer status.

This principle may seem elementary. Yet it may be of interest to know that the Royal Canadian Navy is just about the only armed service in the world which has this system. The Canadian Army, and the RCAF don't have it. Nor do the Royal Navy or any of the other British services either in the Old Country or in the Commonwealth.

It may be of interest to know, too, that trade grouping is not allocated by the Navy. When trade grouping is being considered for a trade in any of the Armed Forces, it is allotted by a committee. This committee consists of members of the Navy, Army, Air Force, Defence Research Board, the Department of Labour and the Unemployment Insurance Commission. Even after it has passed this committee it is still liable to veto by a higher committee consisting of the chiefs of personnel in the three services and Treasury and other representatives of civil departments. So, if a service wants to improve trade grouping for a particular group of men, it can at times be a very tough job. This is especially true, if in increasing the trade grouping, it means that one service will have a similar type of trade in a lower trade group.

Some years ago the Navy decided that in comparison with the other services, large numbers of its men were being underpaid for doing jobs which in many cases were more difficult than their counterparts in the Army and Air Force. This was easy enough to say, but not so easy to prove. The only way it could be done was to go out to the fleet and find out just what a multiplicity of skills go to make up a modern sailor. This was done and, after a great deal of sorting the information, the RCN Trade Specifications were born.

After the trade specifications had been prepared, and approved by the head of each branch, it was necessary to decide just how much the trades were worth in comparison with each other and with the trades of the other services. Twenty officers and men all of whom had had extensive lower deck experience were selected to sit as a committee to evaluate the trades using the trade specifications as the means of assessing them. In most cases they came to a unanimous agreement and in only one or two was there any great disagreement. The results of the evaluation were debated at great length by the various officers of the Personnel Branch at Headquarters until substantial agreement had been reached on every major point.

Then came the battle with the tri-service committees to prove that our men were worthy of better trade grouping. Every trade was reviewed by these committees and after many months of debate, the Navy's case was proved right up to the hilt, and the new trade advancement system came into being.

The trade specifications have now been printed and have been issued as the Manual of Advancement and Promotion. As will be seen by looking at Volume I, there is still a branch pay differential, just as every trade in every walk of life is paid differently from every other. The difference lies in the fact that different trades advance at different speeds. But *the best men in every trade can get to the top.*

No longer can it be said: "The best man in trade X can never hope to get as much pay as the worst man in trade Y." The best man in trade X can now do a good deal better than the worst man in trade Y, since the times for advancement are only minimum times, and each man's progress will depend on his own application to his job. The best men in every trade in the Navy can retire with the same pension, too, if they have demonstrated that throughout their career they have devoted themselves to the interests of the service.

The minimum times for advancement are in most cases much shorter than hitherto and a great deal of responsibility rests with the divisional officer to ensure that his best men are trained and advanced at the prescribed speed in the advancement tables. It is also up to the divisional or departmental officers to study carefully the duties of the trades and to ensure that each man is given practical experience in all of the duties laid down, as far as possible.

But, in the last resort, it is the man in the trade who does most towards governing his own future and rate of advancement. It is very much in his own interests to know what duties comprise his trade. If he thinks he is not gaining as much useful experience in the job he is doing, there is nothing whatever to keep him from requesting a further rotation in duty to gain this experience. He can keep a watch, too, on the requirements for advancement in trade grouping and, when he has attained the necessary qualifications, put in his request for the next training course.

The higher courses are difficult and present a challenge. But the challenge is worth it. The Navy now offers opportunities which are unequalled in many other walks of life. And the Manual of Advancement and Promotion is the reference book to ensure that personnel make the most of those opportunities.—S.C.C.

Ex-Corvette Now Powerful Tug

The former corvette *Sudbury* is cast in a role not entirely new. She will operate from Victoria as a rescue vessel and towboat for the Island Tug and Barge Company.

The ship, following refit, will be the "best-equipped rescue vessel on the coast", according to the new owners. She has twice the power of any other tugboat in B.C. waters and holds the record for the heaviest tow ever attempted out there.

Rescue roles are not new to the *Sudbury*. Laid down as a Flower class corvette in January, 1941, at Kingston, Ont., she was commissioned in October of the same year. For the greater part of the Second World War she was on North Atlantic convoy duty, interrupted during the last half of 1942 by escort work in the Caribbean.

In January, 1944, she proceeded to Esquimalt and operated on patrol and escort duties off the West Coast until August, 1945. The *Sudbury* figured in at least two air-sea rescue operations before being paid off that month to War Assets, who sold her to Pacific Mills Limited, of Vancouver, for conversion to a tug.

AFLOAT AND ASHORE

ATLANTIC COMMAND

Battle of the Atlantic Sunday was observed in the Atlantic Command of the Royal Canadian Navy by more than 3,000 officers and men who paraded to churches and open-air services in Halifax and Dartmouth.

In Halifax, the key Atlantic port at the western end of the dangerous convoy runs of the Second World War's Battle of the Atlantic, nearby 2,500 personnel from establishments ashore and ships in harbour marched to the service six abreast, led by the Stadacona band.

Ships represented included the destroyer-escort *Algonquin*, the frigates *Toronto*, *Prestonian* and *Lauzon*, all of the First Canadian Escort Squadron; the destroyer escorts *Huron* and *Iroquois*, the apprentice training ship *Cape Breton*, and the Algerine coastal escorts *New Liskeard*, *Portage* and *Wallaceburg*.

Following the church services, the Halifax parade marched past the Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, who took the salute.

Meanwhile in Dartmouth, over 900 officers and men from *Shearwater* marched to special Battle of Atlantic Sunday services held in many Dartmouth churches. Following these services, the naval servicemen re-formed to march past the mayor of Dartmouth, Claude Morris, who took the salute.

HMCS Wallaceburg

In spite of preparations for her summer training schedule being interrupted by the all-out search for a missing Avenger aircraft's crew, the *Wallaceburg* proceeded to sea on "A" cruise of the summer training program, carrying 20 cadets. The cruise took her to Gloucester, Mass., Bridgeport, Conn., and Philadelphia.

HMCS Micmac

A cruise which took the *Micmac* to Norfolk, Nassau, San Juan, and Bermuda, was the first the ship has made without training classes aboard since beginning her latest commission.

In Nassau, Colonel Gamble, a retired Canadian Army colonel, was host to a party from the ship. The day's entertainment included a motor trip of the island, a swimming party and a barbecue dinner.

In San Juan, Puerto Rico, tours were taken through the historical points of interest in the island, many of which date to 1493, when Columbus visited there. Another place bearing many memories was Morro Castle, for many years the terror of shipping on the Spanish Main.

More modern points of interest were the U.S. Army base and San Juan University.

The *Micmac* left Halifax May 28 on another cruise which took her to the UK, bearing members of the RCN(R) contingent attending the RNVR Jubilee.

Coverdale Naval Radio Station

Battle of Atlantic Sunday was observed by Coverdale Naval Radio Station with a church parade to the First United Baptist Church, and St. Bernard's Roman Catholic Church in Moncton, N.B.

The parade was under the command of Lieut. W. J. Pearce. Platoon commanders were Chief Petty Officer John Gordon Bruce; Chief Petty Officer John Leslie Matthews and Ldg. Wren Muriel Berryman.

The service in the First United Baptist Church was read by Lieut. D. S. K. Blackmore, commanding officer of the radio station.

Navigation Direction School

The first quartermaster instructors' course recently completed their class in HMC Navigational Direction School. The course consisted of Chief Petty Officers Morton Keeler, Albert Prosser, Trevor Lovekin, George Southern, Jack Lawrence and Elwood Chubb.

A six-week hydrographic survey course was held for 23 QMs, who will serve in HMCS *Labrador*, the RCN Arctic patrol vessel. The men are all qualified survey recorders, and will be employed in the role of assisting in the charting of thousands of miles of Canada's northern waters.

HMCS Labrador

Members of the ship's company of the *Labrador*, standing by for the completion of their ship at Marine Industries Ltd., Sorel, Que., made an eventually

Nearly 2,500 officers and men of the Royal Canadian Navy marched to Battle of the Atlantic Sunday services in Halifax on the Grand Parade and before Sacred Heart Convent. Shown is the assembly at the cenotaph on the Grand Parade in the heart of historic Halifax. (HS-30711)

successful six-day search for the body of a five-year-old boy, Guy Tremblay, who drowned near the yacht basin at Sorel in early April.

The search party, arranged by Captain (L) John Deane, Principal Naval Overseer, Sorel, was directed by Lieut. (C) Michael Kelly, of the *Labrador*. The body was recovered by CPO Eric Blaney.

Out of gratitude for the long and difficult search by the *Labrador* party, a civic reception was held for the group by Mayor Armand Matton and members of the city council. Keys to the city were presented to Captain Deane and Lieut. Kelly and the principal members of the party signed the city's Golden Book.

PACIFIC COMMAND

Battle of the Atlantic Sunday was observed by personnel of the Pacific Command of the Royal Canadian Navy at special services held in two of the principal churches of Victoria.

More than 1,500 officers and men of the ships and establishments of the command attended memorial services at Christ Church Cathedral and St. Andrew's Cathedral.

Families of naval personnel, representatives of the Merchant Service, veterans' organizations, the Navy League, Naval Officers' Association and Seamen's Institutes also were invited to attend.

Chaplain (P) H. Ploughman and Chaplain (P) B. A. Pegler conducted services in Christ Church Cathedral where the sermon was preached by Chaplain (P) H. R. Pike.

In St. Andrew's Cathedral, Chaplain (RC) J. P. Farrell preached the sermon and the benediction was given by Chaplain (RC) J. A. Eves.

"Open House" for York meant just about the same thing for HMCS Digby, which anchored near the breakwater as an added attraction to the May 9 festivities marking the opening of York's new training wing. AB D. G. Cake, of the Digby, is enveloped by visitors to the wheelhouse of the Bangor coastal escort.

HMCS Sioux

On the night of Tuesday, May 18, a motorcade of sleek limousines drew up alongside HMCS *Sioux* at the CPR jetty in Vancouver. As the officers and men who lined the iron deck of the ship were called to attention, from one of these cars stepped His Excellency the Governor-General, the Rt. Hon. Vincent Massey.

The party which embarked in the *Sioux* that night consisted of the Governor-General, his secretary, Lionel Massey, Mrs. Lionel Massey, and Lieut. (G) Ian MacPherson, aide-de-camp.

Immediately this party was on board, Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, and Mrs. Hibbard, after wishing the ship well on her voyage, disembarked and the *Sioux* silently slid under the Lions Gate Bridge and set course for Kitimat.

The following day, the *Sioux* made her way through Johnstone Strait and across Queen Charlotte Sound. In the evening a mess dinner was held in the wardroom at which His Excellency and his party were honoured guests. The toast to Her Majesty the Queen was proposed by Lt.-Cdr. (S) F. E. Wade. There followed a quiet evening of pleasant conversation during which the vice-regal party and the officers of the *Sioux* became well acquainted with one another.

Thursday dawned wet and misty as the *Sioux* secured alongside the jetty at Kitimat, B.C. in the grey hours of the early morning. At 0900 the vice-regal party, taking a few of the ship's officers with them, stepped ashore to inspect the Aluminum Company of Canada plant there.

Having spent most of the day visiting the plant the party returned in mid-afternoon. The ship once again got under way, this time threading her way up the narrow Gardner Canal to the power plant at Kemano, which serves the Kitimat project.

The ship secured at seven o'clock in the evening and His Excellency and party disembarked to spend the night at the Guest House in Kemano. At 0900

Winners at the annual awards night at HMCS Nonsuch, the Edmonton naval division, are shown here with Captain George P. Manning, commanding officer. From the left are CPO Ed Frost, PO W. C. Donald, Ord. Sea. J. R. Meakin, Ord. Sea. N. J. Roach and Wren S. I. Shaw. (Photo by Oliver Studios, Edmonton.)

the following morning they were joined by the captain of the *Sioux,* Cdr. A. H. Rankin, her first lieutenant, Lt.-Cdr. R. H. Leir, and several of the ship's officers for a tour of the power plant, which is situated entirely inside a mountain. The powerhouse "cave" inside the mountain could hold four ships like the *Sioux* without striking a topmast.

In the afternoon the ship was opened to visitors, and in return 100 members of the ship's company were invited to tour the power plant. The response to both these invitations was overwhelming.

With the vice-regal party embarked, the *Sioux* slipped from her jetty, this time heading for Vancouver. During the day's passage on Saturday, His Excellency walked around the ship, meeting members of the crew, and showing a great deal of interest in the day-to-day work of a warship at sea.

On Sunday morning, May 23, at the same jetty she had sailed from five days earlier, the *Sioux* disembarked His Excellency and the Vice-Regal party for the last time. As he stepped ashore, the bugler sounded the General Salute and the guard presented arms. His Excellency then inspected the guard, and as his car pulled away, he could be seen looking back at the destroyer in which he had spent five days of his varied career, looking back with pleasure, it is hoped, on another of the Navy's jobs well done.

Masset Radio Station

Personnel of Masset Naval Radio Station paraded to St. Paul's Anglican Church on Sunday, May 16, in observance of Battle of Atlantic Sunday. Services were conducted by Rev. M. Young.

A supper dance was the social event of the month for the men and their wives. Prepared by AB J. G. Gardiner and served buffet style, the meal was enjoyed by all in attendance.

May 24 saw a holiday ball game between a team from Masset and the station. Losing 14-6 going into the last inning, the village team staged a seven-run rally to fall one short of a tie, with two men on base when the final out was made.

NAVAL DIVISIONS

HMCS Nonsuch

The winter training season at the Edmonton naval division was wound up on June 15 by the annual inspection and awards night. Thirteen awards and trophies were presented to personnel by Captain George P. Manning, commanding officer.

The awards included: Canadian Forces Decoration to Cdr. (S) W. Ross Hickey; the Joe Dwyer Memorial Shield to the most proficient new entry, Ord. Sea. R. A. Leighton; the best division award, won by the band and presented to Ord. Sea. J. R. Meakin; consistent attendance award, shared by CPO Ed Frost and PO W. C. Donald; Edmonton Half-Company Trophy and Small Shooting Cup, Ord. Sea. N. J. Roach, and the indoor shooting trophy, Wren S. I. Shaw.

Medals went to CPO Peter Rourke, engineering; Ord. Sea. Daniel Sorochan, supply; AB R. F. Whitby, communications; Ord. Sea. N. J. Roach, gunnery; AB E. P. Figol, electrical, and AB J. R. Crook, band.

Following the presentations a social evening was held in the drill hall with the band providing a musical program. Later, in the wardroom, presentations were made by Lt.-Cdr. Frank Banwell, executive officer, to Lieut. (W) Jean Laidlaw, retiring from the active reserve, and Lt.-Cdr. Stanley Coombes, area sea cadet officer, leaving for eastern Canada.

HMCS Hunter

Windsor's centennial year has been the occasion of inaugurating what it is hoped will be a continuing tradition—the Windsor Garrison Officers' Ball.

The first inter-service formal ball in Windsor was held at *Hunter* late in April, with officers of the naval division and Windsor army units as hosts. Honoured guests included Sir Cyril Dyson, Lord Mayor of Windsor, England, in town on the occasion of the centennial; Mayor Arthur J. Réaume and Mrs. Réaume; Cdr. W. G. Curry *Hunter's* commanding officer, and Mrs. Curry; Lt.-Cdr. and Mrs. James Davidson; Lt.-Col. Weir Alexander and Mrs. Alexander; Lt.-Col. Alfred Hodges and Mrs. Hodges; Lt.-Col. Robert J. Gilmor and Mrs. Gilmor, and Rear-Admiral Walter Hose (Ret.), former Chief of the Naval Staff.

From out of town, accompanied by their wives, came Commodore K. F. Adams, Commanding Officer Naval Divisions; Captain P. D. Budge, Chief of Staff to COND; Brigadier J. M. Pocock; Brigadier T. S. Gibson, and John Fisher, Canadian consul in Detroit.

HMCS Unicorn

Reserve officers of the engineering branch held their fourth annual conference at Saskatoon over the weekend of May 1, with HMCS *Unicorn's* engineering branch as hosts.

RCN officers in attendance included Lt.-Cdr. (E) T. J. Keohane, staff officer engineering, COND; Lieut. (E) F. C. Moore, Naval Headquarters; Lieut. (E) J. R. Turner, HMCS *Naden,* and Lt.-Cdr. (E) G. V. Roche, representing COND.

Naval divisions were represented by the following officers: Sub-Lt. (E) D. W. Treble, *Chippawa;* Lieut. (E) C. B. Selmser, *Tecumseh;* Cd. Engineer F. M. Whiteway, *Griffon;* Cdr. (E) N. J. Allison, *Nonsuch;* Lt.-Cdr. (E) P. F. Barr and Lieut. (E) H. F. Case, *Discovery;* Lt.-Cdr. (E) (A/E) W. F. Walker, *Malahat,* and Lt.-Cdr. (E) A. F. G. Carroll, Lieut. (E) C. W. O'Connor and Lieut. (E) H. S. Jackson, *Unicorn.*

Some of the sailors from on board the Netherlands aircraft carrier Karel Doorman dipped deep into Canadian naval history by visiting the Maritime Museum during their ship's visit to Halifax. With Wren Glenna Debison, of HMCS Scotian, as their guide, PO Teum De Jong, of The Hague, left) and Ldg. Sea. Hen den Ouden, of Vlaardingen, examine a Lunenburg schooner model.

From Madeira to the Kattegat

Ontario's Sailors Went Sleigh Riding in Tropical Land

by H.R.P.

A WEEK AT SEA is long enough to lend a sense of adventure to any landfall. When HMCS *Quebec* burst from the grey immensity of the Atlantic into the sunlit harbour of Funchal, capital of the Madeira Islands, it was like awakening in another world.

The city, its upper limits flirting with the clouds of the mountain-top and to all appearances utterly inaccessible, proved to be a place of contrasts. Fine modern buildings and exquisitely kept public gardens lie captive in a web of narrow, precipitous cobbled streets, where, amid a welter of cars ancient and modern, life is to the swift. One may ascend to the clouds in a '54 Ford or in an ox-drawn sleigh, seeing en route terrace upon terrace of orderly kitchen gardens where sugar-cane grows instead of corn, shuttered houses in pink and green and white stucco, and an abundance of flowers and blossoming trees which must colour one's memory of the place for all time.

Lisbon's affinity with the daughter city of Funchal was very evident. Organized tours during a two-day visit showed sufficient of the city's varied aspects to leave one with a confused impression of modern industry going on apace against a background of remote history and ancient culture; of modern ships building on the historic Tagus, where fishing boats spread their canvas today as they did in the time of Vasco da Gama; of streamlined automobiles awaiting the pleasure of indolent asses in the narrower streets; and above all of an abundance of beautiful churches and buildings housing the treasures of the ages .

By general acclaim, Copenhagen proved the highlight of the cruise. The *Quebec* arrived early on the morning of May 20 after two days of precautions against lingering mines in the Skagerrak and its approaches. From the moment of berthing one could detect an atmosphere of friendliness and wholehearted welcome, which grew in warmth and intensity throughout the five days of the visit. Copenhagen had something to offer everyone. Ship's teams played soccer and basketball against stiff Danish opposition, and a sailing team led by Captain E. W. Finch-Noyes competed with honour against the Danish Dragon Club. The ship's company enjoyed coach tours of the city and of North Zealand. Visits were paid to local industries, and organized entertainments were made available for officers and men. The Danes, without being any any way frivolous, have a great capacity for enjoyment, which they communicated to their Canadian visitors in no small measure through their lavish hospitality. All this, taking place in what must surely rank amongst the most beautiful cities of the world, prompted the following signal:—

"With the good wishes of His Majesty the King of Denmark, the Royal Danish Navy and scores of citizens for a Bon Voyage, HMCS *Quebec* sailed from Copenhagen after a five-day good-will visit termed by the ship's commanding officer as one of the most successful within his experience".

The *Quebec's* salute of 21 guns as she left the Kattegat was answered from historic Kronborg Castle, immortalized as the scene of Shakespeare's "Hamlet",

Of the world's strange conveyances, few are older or slower than the ox-drawn sleds of the Madeira Islands. If one has money and time to burn, one may mount from sea-level to the misty heights of Funchal in these two-critter-power vehicles. (QB-1283)

Cape Breton Issues Paper

High standards have been set by the first issue of "Skill", published on board the apprentice training ship, HMCS *Cape Breton*, obviously with the intention that it shall appear at least quarterly. The masthead bears the inscription "No. 1, 1954".

The editor, CPO H. R. Percy, admits that it has not been possible to bring all the early ideals and dreams to fulfilment but, if such is the case, the editorial staff must have been aiming awfully high.

"It has been our ideal from the beginning that 'Skill' should become a magazine which its readers will be proud to show their friends and send home to their families," says the introductory editorial, and this appears to be one ideal that has been achieved.

The contents cater to a wide range of tastes — none of them poor. The general effect is a deft combination of the entertaining and the intellectually stimulating.

If the quality of the first issue is maintained, the little magazine is assured of wide popularity and a flourishing future.—C.

bringing appropriately to mind the lines:

No jocund health that Denmark drinks today,

But the great cannon to the clouds shall tell;

By the time the ship reached the war-scarred French port of Brest, thoughts were already turning homeward. Nevertheless the ship's teams engaged the French Navy at various sports and acquitted themselves well. Those of the ship's company who had not been rendered bankrupt by the stay in Copenhagen had an opportunity to sample and appreciate the French cuisine, to do some last-minute shopping and to make merry at a dance staged in their honour.

The visit to Brest was the occasion of a solemn ceremony. On April 29, 1944, the first HMCS *Athabaskan* was sunk in action off the French coast. Sixty members of her crew were buried in the cemetery of the village of Plouescat. Representatives of the *Quebec's* ship's company took the opportunity to visit the cemetery, in company with the acting mayor and council of Plouescat, and to pay tribute to the memory of their fallen comrades. They found the Canadian corner of the cemetery well tended, and regarded with great reverence and respect by the community.

On Sunday, May 30, the director and members of the National Defence College embarked, and the *Quebec* sailed for home. The voyage was uneventful, except for an uncomfortable combination of dense fog and icebergs during the last three days, which fortunately did not interfere with the promulgated ETA. A few minutes ahead of time on Sunday, June 6, waiting wives and families saw the *Quebec* move in to jetty one, and the sun shone.

HMCS Quebec at Copenhagen during her spring training cruise. (QB-1375)

WEDDINGS

Able Seaman Sylvan L. Cannon, *Naden,* to Miss Gloria Maxine Goldsmith, of Rockingham, N.S.

Sub-Lieutenant David Alexander Elrix, *Ontario,* to Miss Bernice Thelma Osborne, of Victoria.

Sub-Lieutenant (W) Margarey Lola Hall, *Prevost,* to Kenneth H. Lahn, of London, Ont.

Wren Barbara Anne Harding, *Stadacona,* to Leading Seaman James M. Millar, *Stadacona.*

Able Seaman Joseph Charles Jodoin, *Stadacona,* to Miss Thelma Mauger, of North Sydney, N.S.

Wren Alison Fyfe Marshall, *Star* (COND), to Able Seaman Jack L. Emsley, *Star.*

Lieutenant Vernon H. Murison, *Prestonian,* to Miss Phyllis M. M. White, of Halifax.

Leading Seaman Bert Raymond Powell, *Shearwater,* to Miss Emma Louise Smith, of Marion Heights, N.S.

Sub-Lieutenant (MN) Katheryn Frances Wiswell, *Cornwallis,* to Lieutenant Charles Gibson Bowen, *Cornwallis.*

Sub-Lieutenant (MN) Hilma Augusta Worthylake, *Naden,* to Surgeon Lieutenant Desmond Gerrard Woods, *Naden.*

BIRTHS

To Captain Jeffry Vanstone Brock, *Niobe,* and Mrs. Brock, a son.

To Leading Seaman Arthur Cain, *Naden,* and Mrs. Cain, a son.

To Chief Petty Officer Maurice A. Campbell, *Haida,* and Mrs. Campbell, a son.

To Ordnance Lieutenant Tristram E. Coffin, *Naden,* and Mrs. Coffin, a son.

To Chief Petty Officer John Driscoll, *Haida,* and Mrs. Driscoll, a son.

To Lieutenant Robert M. Dunbar, Albro Lake Radio Station, and Mrs. Dunbar, a son.

To Constructor Commander Keith Patrick Farrell, Naval Headquarters, and Mrs. Farrell, a daughter.

To Leading Seaman Aubrey C. Fiander, *Haida,* and Mrs. Fiander, a daughter.

To Leading Seaman William Hamilton, *Portage,* and Mrs. Hamilton, a son.

To Lieutenant Ian C. S. Inglis, *Naden,* and Mrs. Inglis, a son.

To Lieutenant (E) Aubrey C. Karagianis, *Star* (COND), and Mrs. Karagianis, a son.

To Lieutenant (E) T. M. Kellington, *Star* (COND), and Mrs. Kellington, a daughter.

To Petty Officer Robert Douglas Logie, *Stadacona,* and Mrs. Logie, a daughter.

To Leading Seaman Jack Warren Lundy, *Sioux,* and Mrs. Lundy, a son.

To Leading Seaman Howard Douglas Lyon, *Naden,* and Mrs. Lyon, a son.

To Lieutenant Robin Manifold, *Magnificent,* and Mrs. Manifold, a son.

To Lieutenant-Commander Gordon A. Mills, *Stadacona,* and Mrs. Mills, a daughter.

To Petty Officer Lloyd Milton, Aldergrove Radio Station, and Mrs. Milton, a daughter.

To Petty Officer James Cross Moreton, *Naden,* and Mrs. Moreton, a daughter.

To Petty Officer John E. Norris, *Stadacona,* and Mrs. Norris, a daughter.

To Able Seaman Kenneth Potts, *Lauzon,* and Mrs. Potts, a son.

To Lieutenant-Commander (S) J. Kevin Power, Naval Headquarters, and Mrs. Power, a son.

To Able Seaman John R. Roberts, *Haida,* and Mrs. Roberts, a son.

To Chief Petty Officer Frederick E. Stiner, *Stadacona,* and Mrs. Stiner, a daughter.

To Chief Petty Officer Richard Tyler, *Naden,* and Mrs. Tyler, a son.

To Petty Officer James Adams Tyre, *New Glasgow,* and Mrs. Tyre, a daughter.

To Chief Petty Officer A. R. Watson, *Lauzon,* and Mrs. Watson, a son.

To Ordnance Lieutenant William L. Wood, *Haida,* and Mrs. Wood, a daughter.

The Hydrogen-Peroxide Submarine

THE FACT that Britain's Royal Navy is to have two experimental submarines attaining high underwater speed with the aid of hydrogen peroxide, and is laying down several other boats with a better performance than any predecessor, is of major importance.

Since it has long been the Admiralty's policy not to disclose publicly the building of a submarine until she is actually launched, it may be assumed that the program is well advanced, although few details about it have been made available so far. The fact that the Royal Navy now feels itself able to resume submarine construction after six years, despite the scientific advances that have chased one another since 1948—and are likely to continue for some time to come—can also be regarded as significant.

by
Nowell Hall
Naval Correspondent of the "Daily Telegraph" (London)

Britain has now about 60 submarines. The last additions to the Fleet were the big "A" class boats. These are reported to displace 1,620 tons when submerged and to have a surface speed of 18 knots and an underwater speed of 8 knots.

Gliding down the slipway into the water after her launch recently is the Explorer, a new experimental submarine for Britain's Royal Navy. An outstanding feature of the hydrogen peroxide powered vessel is that she can remain submerged for long periods without the use of a "Snort" breathing apparatus. She has a high underwater speed. (Admiralty Photo)

The 15 submarines of this class were all completed within three years, the first, the *Amphion,* being ready in March 1945 and the last, the *Acheron,* in April 1948.

The "As" are boats of high endurance. Fitted with the "Snort" breathing device, they can travel underwater for thousands of miles. *Alliance* and *Ambush* stayed submerged for weeks on end in 1947-48 during tests in tropical and arctic seas. Last June another "A" class boat, the *Andrew,* "snorted" 2,500 miles (4,000 kilometres) across the Atlantic in 15 days. She created a record by travelling underwater from Bermuda to the English Channel.

Such performances, remarkable as they may be, are likely to be surpassed by the newest submarines. Recently I attended the launching of one of them—the *Explorer.*

In its way the launch of the *Explorer* was not less historical than that of America's *Nautilus,* the world's first atomic-powered submersible which entered the water at Groton, Connecticut, on January 21. The *Nautilus,* and the United States Navy's other experimental atomic submarine, the *Sea Wolf,* which was begun later, are expected to create new underwater speed records, and, actuated by a small amount of "everlasting" atomic fuel, have an operational range so great as to be limited only by the endurance of their crews. Carrying their own oxygen and being independent of the surface, they are the realization of an old dream of the naval architect—true submarines.

Britain's hydrogen-peroxide *Explorer* and her sister-ship will have much in common with the *Nautilus* and *Sea Wolf,* although their propulsive methods are different. Being able to dispense with the "Snort" breathing tube and having, if necessary, great operational range, the United Kingdom experimental boats are also true submarines.

Hydrogen peroxide supplies the oxygen needed to ensure combustion of the propulsive fuel. Thus the submarine can run submerged at speed on her main engines, and does not need an oxygen supply which has hitherto had to be drawn into the boat through the "Snort" from the atmosphere.

The Admiralty gives few details about this revolutionary new type of submarine. It records the *Explorer's* length as 225 feet (68·5 metres) and her beam as 16 feet eight inches (five metres), says she is capable of high underwater speeds and that she in-

corporates the latest escape devices, including the new one-man submarine escape chamber.

No facts are revealed about intended armament. I understand that the *Explorer* will be able to travel submerged at between 20 and 30 knots, a speed believed to be appreciably greater than that of any submarine now in service.

To help her to maintain such a speed —a speed which may well lead to major changes in the future tactics of warfare at sea—she has been so streamlined that she looks almost like a giant torpedo.

Instead of the port and starboard ballast tanks causing the bulges which are so distinctive in the appearance of conventional submarines, the tanks are set well down in the *Explorer* so as to merge into the general streamlined effect of the fat, rounded hull. As seen at the launching, the conning tower appeared smaller than usual and, without its casing, was quite overshadowed by the Admiralty flag fluttering above it as the submarine slid down the slipway to the water.

The *Explorer* is aptly named. She is the first ship in the Royal Navy proper to be so called. She is the prototype of submarines whose performance will open up new fields of marine research and may, therefore, create new problems in naval science.

Book Tells of Surcouf's Fate

A familiar sight to naval personnel serving ashore in Halifax or in ships operating from that port in early 1941 was the *Surcouf*, the world's largest submarine, nestled against the side of the submarine depot ship HMS *Forth*, between voyages in the North Atlantic as a convoy escort.

One day the *Surcouf* left her moorings, never to return. For security reasons, her fate went unrevealed in wartime. In his book "The British Submarine", Cdr. F. W. Lipscomb tells what is known of her disappearance:

"A report of an unfortunate incident on February 19th (1942) was received, which deprived the Allies of a vessel of very special interest. This was the Free French submarine *Surcouf*, the largest submarine in the world, with a surface displacement of 2,880 tons, which besides heavy torpedo armament, carried two eight-inch guns. *Surcouf* had left Bermuda on February 12th to proceed to Tahiti via the Panama Canal but failed to arrive in the Canal Zone. Concurrently, the SS *Thompson-Lykes* made a report that on the night of February 19th she had accidentally rammed and sunk a large submarine.

"This was undoubtedly *Surcouf* and not only was the Submarine Command deprived of the services of this vessel but some British liaison personnel were also lost."

STOKING GONE FOREVER? HA!

The Royal Canadian Navy last year abolished the designation "Stoker" in preference to "Engineering Mechanic", one of the reasons being that coal-burning ships were eliminated years ago from Canada's fleet and Stokers no longer did any stoking.

But skeptical engine room personnel in the *Magnificent* have cause to wonder if the change of titles wasn't premature.

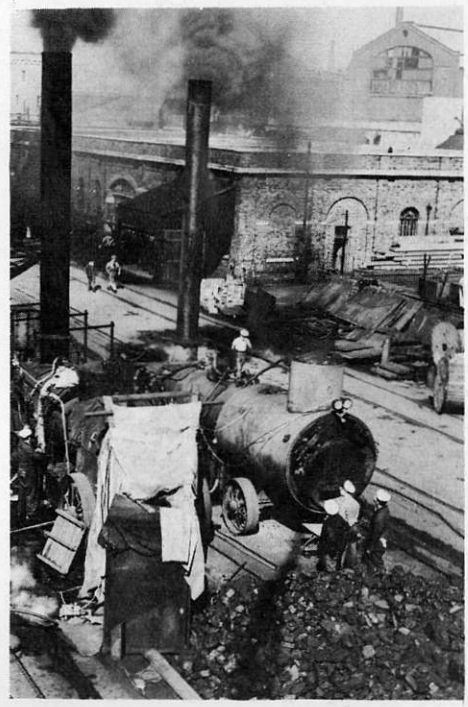
At Portsmouth, England, for an electronic refit, the aircraft carrier had occasion to change berths and, at the same time, to shut down her boilers to permit repairs in the machinery spaces. However, she had assurance that "shore steam will be provided," to heat the ship and for a variety of other essential purposes.

As the big ship neared her new resting place, the crew was treated to the sight of a couple of ancient coal-burning boilers that looked to be of about equal vintage to the steam engines that ushered in the railway age. Immediately they were dubbed "Refvem's Rockets", in honour of Cdr. (E) Erik Refvem, of Ottawa, the *"Maggie's"* engineer officer.

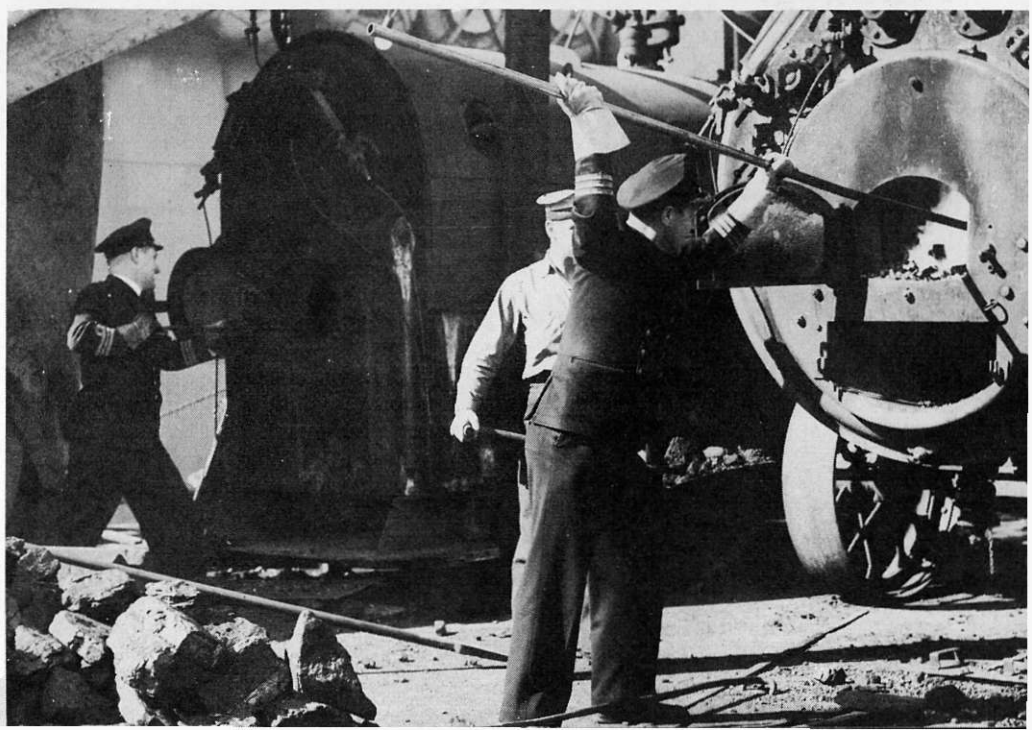
Engineering Mechanics became Stokers again and, working in watches, kept the boilers going day and night.

Cdr. Refvem and his senior engineer, Lt.-Cdr. Ed Williams, of Dartmouth, N.S., stood the first watch "to show how it was done when I was a boy", for each had apprenticed in coal-burners during merchant service days.

About 25 tons of coal was stoked by the Engineering Mechanics (ex-Stokers) on an average week-end, and by the time the *"Maggie"* was ready to provide her own steam, all were agreed that they were just as glad the Navy "ain't what she used to be".



Too soon—all too soon—the Royal Canadian Navy last year dropped the word "stoker" from its vocabulary. What the Royal Navy said when the Magnificent arrived in Portsmouth for refit was: "Steam will be supplied." What the ship's company said is not recorded. Two ancient steam boilers were trundled onto the jetty and the black gang was back where it started. Two old coal-heavers, Cdr. (E) Erik Revfem, engineer officer, and Lt.-Cdr. (E) E. F. Williams, senior engineer, felt impelled to show the oil-burning generation how it should be done and stood the first watch. (Mag-5465; Mag-5466)



The Navy Plays

Bluebottle Sails In Canadian Events

The visit to Canada during June of the Dragon class yacht *Bluebottle,* which was presented to Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh, as a wedding gift, caused wide interest, not only among yachting enthusiasts but also among large numbers of citizens when it went on dispaly in several cities.

The *Bluebottle* took part June 15-19 in the Royals Regatta at Montreal, in which Royal Yacht Clubs throughout Canada participated. The yacht was presented to the Royal Couple by members of Island Sailing Clubs, Isle of Wight, England, and was brought to Canada aboard the Empress of Scotland upon invitation of the Canadian Yacht Racing Association.

Lt.-Cdr. (E) Richard Hewitt, RN, was the skipper of the *Bluebottle* during the Canadian yachting competitions.

At Montreal, the Royal entry broke a tie with the Royal Hamilton Yacht Club to win the four-day races.

The *Bluebottle* was moved to Ottawa, under arrangements made by the Ottawa Squadron of the Royal Canadian Navy Sailing Association, and was displayed in front of the Supreme Court Building on Monday, June 21, and part of Tuesday.

The craft was then taken to Toronto for the Royal Canadian Yacht Club regatta on June 26. It was also scheduled to take part in the regatta of the Royal Hamilton Yacht Club, June 28, and again in Toronto at the RCYC Dragon class races, July 1-3.

The RCNSA entered the yacht *Glimt* in the races at Toronto and Hamilton, with Cdr. Frederick Bradley, RCN, as skipper.

Haida Outsails; Crusader 'Out-Whales'

With an elapsed time of one hour, 11 minutes and 25 seconds over a four-and-a-quarter mile course, the whaler crew of the *Haida* recently achieved the distinction of being tops among Canadian warships in the Far East in winning the Canadian Destroyers Far East Sailing Trophy, awarded on this occasion for the first time.

Competition for the trophy, which was presented by Lt.-Cdr. D. O. Campfield, of the *Haida,* saw a lively interships challenge between *Haida, Crusader* and *Cayuga* in Buckner Bay, off Okinawa, on Sunday, June 6.

In an earlier whaler-pulling contest, off the west coast of Korea, however, crews from the *Crusader* placed first in seven out of nine contests, amassing a total of 24 points. The *Cayuga* placed second with 18 points and the *Haida* third with 12.

The *Crusader's* crew of "ancients", with CPO Richard A. Caddell calling stroke, easily outdistanced the *Haida's* "oldtimers", coxswained by Captain John A. Charles, Commander Canadian Destroyers Far East, and the *Cayuga* crew, with Cd. Communications Officer Herbert H. Tate at the helm.

An interesting point—but no doubt regretful from the point of view of *Cayuga*—was that this group placed second in the morning races and won only one afternoon event. This was the war canoe race, but no points were awarded as it had only been included in the regatta as an added attraction.

In the Okinawa sailing race, the *Cayuga* took an early lead. She was soon overtaken by *Haida* who retained her lead throughout the remainder of the race.

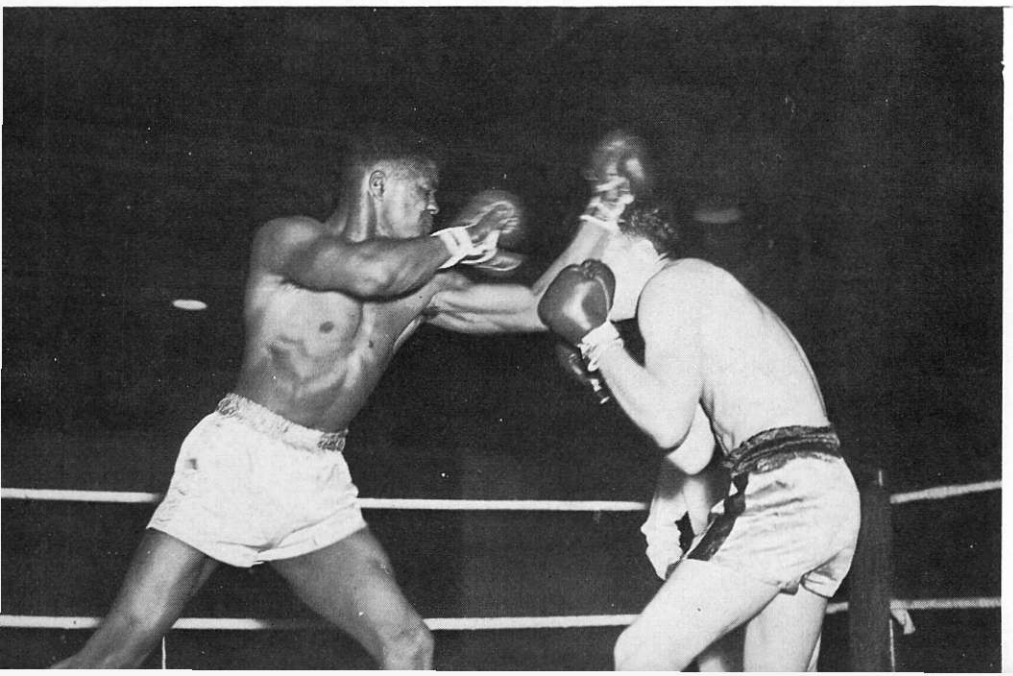
At the start of the weather leg of the course both the *Crusader's* whaler, coxswained by Lt.-Cdr. H. H. Smith, and the *Cayuga's* craft, coxswained by Lieut. V. F. Lamble, split tacks with the *Haida* but failed to close the gap.

The *Haida's* whaler was coxswained by CPO H. G. Doyle, who sailed an expert race despite the fact that he had sailed the previous day for the first time in 10 years.

The trophy was presented by Captain Charles later on board the *Haida.* Elapsed time of the *Cayuga's* and *Crusader's* whalers was one hour, 14 minutes and 40 seconds, and one hour, 20 minutes and 35 seconds respectively.

The Okinawa regatta was organized under the direction of Lt.-Cdr. Allistair Hunter, *Haida* sports officer, and the judges were Captain Charles, Cdr. W. P. Hayes, commanding officer of the *Cayuga,* and Lt.-Cdr. W. H. Willson, commanding officer of the *Crusader.*

Shown in action at the RCAF station, Greenwood, N.S., are two contenders for the amateur heavyweight title of the province. The winner was Ord. Sea. Robert Hesson, left, of Cornwallis, who is seen missing a hard left at Bob Edgett, a civilian entry from the Amherst Boxing Club.



Radiomen Repeat Hockey Title Win

Churchill Radio station retained the Fort Churchill National Hockey League title this year after repeating last year's perfect no-loss schedule.

In playoffs against Army-Air Force Combines they dropped one encounter—as in the previous season. The league, running three years so far, has teams

from the RCN, Army-Air Force Combines and civilians from Fort Churchill and the nearby town of Churchill.

Navy's International or "B" League lost the trophy to the Army despite a perfect schedule. The league includes Navy, Army, U.S. Army and RCAF. In the National League's League's ten-game scoring race, Navy's squad, coached by Lieut. (SB) W. L. D. Davidson, took six of the eight top scoring honours. AB Sandy Griffin was first with 30 points, followed by N. Senchuk of the civilian team with 28.

AB Ambrose Atkins was named most sportsmanlike player of the season.

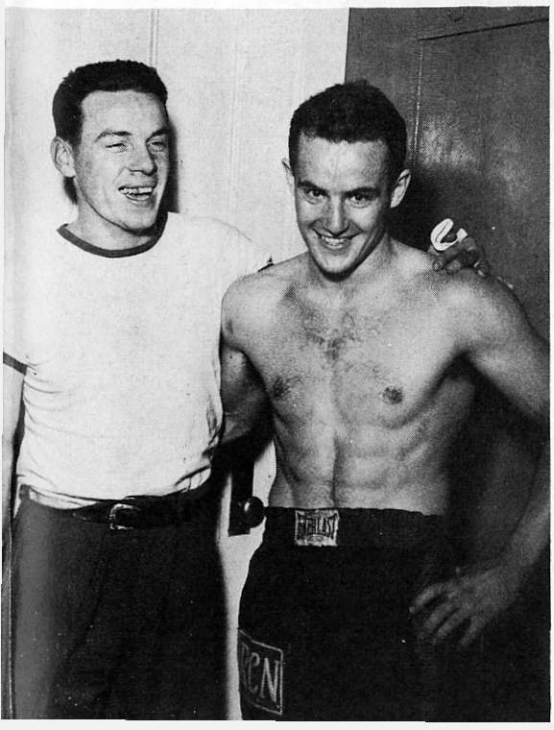
Able Seamen George Bennett, James Gallant and Thomas Rait took top points in International League scoring. Their team was coached by CPO Gordon (Preacher) Rowe.

Ketcheson Named Boxing Alternate

AB Trent Ketcheson, a middleweight from *Naden,* was named an alternate on the boxing team representing Canada at the British Empire Games to be held in Vancouver this summer. Ketcheson was one of ten RCN fighters taking part in the boxing trials in Toronto on May 13, 14 and 15.

He was the only member of the Navy team to reach the finals and was heavily favored to retain the middleweight championship of Canada he won in 1953, but sustained a cut over his eye in the first round of the final and the referee stopped the fight. His opponent, Marcel Piau, of Montreal, was awarded the fight on a technical knockout. Ringside observers considered that Ketcheson had been the aggressor and was ahead on points at the time the fight was stopped.

AB Trent Ketcheson, of Naden, was named on alternate on Canada's boxing team in the British Empire boxing trials held in Toronto in May. AB Ketcheson, who won the Canadian middleweight crown in 1953, was leading in the middleweight finals but sustained a cut over his eye and the referee stopped the fight. He is shown above with PO Walter Rowan, of Naden, coach of the west coast boxers. AB Ketcheson was one of ten navy boxers entered in the trials.



AB Fred (Ray) Shanks, a featherweight from *Stadacona,* reached the semi-finals but lost a unanimous decision to Buddy Pearson of Vancouver.

Second Canadian titleholder on the Navy's team was AB Fred Deegan, of *Stadacona,* who won the lightweight title last year. This year he stepped up into the light welterweight division and dropped a split decision to Hugh Lindsay of Toronto in his second bout of the competition.

Other members of the RCN team were Ord. Sea. Ron Symons, *Cornwallis,* lightheavyweight; Ord. Sea. Joseph Aitken, *Cornwallis,* light middleweight; AB James Mullin, *Stadacona,* welterweight; AB Dan Kane, *Shearwater,* light welterweight; AB Ed Roberts, *Stadacona,* lightweight; Ord. Sea. Vernon James, *Cornwallis,* featherweight; and Ord. Sea. John McNeil, *Cornwallis,* lightweight.

Manager of the team was Lieut. (E) Frank Mackintosh, and CPO Henri Pare, of *Shearwater,* was the coach. CPO E. S. Pratt, was the trainer for the team.

LAC Vernon Tynes, RCAF Station Greenwood, made the trip with the RCN fighters and trained with them. He was knocked out by Bill Stone of Vancouver in a welterweight match.

James Hurley, formerly attached to the naval reserve at *Star,* reached the final in the bantamweight division and was selected as an alternate on the Canadian team. Gerry Boucher of the RCAF at Vancouver took the flyweight division in a split decision over defending champion Pat Supple of Toronto. Boucher was formerly in the RCN (R) at Scotian, the Halifax naval division.

Discovery Tops Whaler Events

Discovery recently won the RCN Pacific Command Regatta Trophy in whaler-pulling competitions in conjunction with the Gorge Regatta at Victoria. Results were:

Whaler competition between ships and establishments, won by *Discovery;* inter-divisional race between four crews from the *Ontario,* won by wardroom officers; inter-divisional race between four *Naden* whalers, won by Ordnance Division; young seamen's race, won by the *Ontario;* cadet competition, won by Royal Roads second division.

The Coleman Trophy for ·22 rifle marksmanship, awarded annually to a member of RCN(R) or RCN who participates in Cataraqui's inter-divisional shoot, was won by PO Patrick MacKinnon, on the staff of the Kingston naval division. A large trophy is kept at Cataraqui and the winner is presented with an individual trophy. (Photo by A. R. Timothy, Kingston.)

Griffon Wrens Sweep Sports

Wrens from *Griffon* made a clean sweep at a women's inter-service sports evening in June at the Port Arthur Armoury, taking top points in badminton, volleyball, and on the rifle range.

Also taking part in the sports meet were CWACs from 115 Manning Depot, Port Arthur, who were hosts, and others from 67th LAA, Fort William.

Winners in the badminton championship were Wrens Jocelyn Ross and Marcia Dilley; volleyball, *Griffon;* rifle range, T. Zermsak and G. L. Tapio, both from *Griffon,* tied for top honours with a total of 86 points.

Hosts for the meet were members of 115 Manning Depot.

Everybody Plays, Cornwallis Rule

They don't go in very heavily for Latin at *Cornwallis,* or one might hear the new entries going around mumbling beneath their breaths: *"Mens sana in corpore sano",* which can be roughly translated "On the beam and full of beans."

Cornwallis has held aloof from the "bleacher" type of sports participation and brushes cobwebs away from weary minds with a full program of sports in the dog watches.

Sailors-in-training can qualify in an even dozen ways for the "sports award" blazer badges, centred by the *Cornwallis* crest. Competitive sports include

boxing, basketbal, hockey, water polo, volleyball, bowling, softball, track and field, soccer, diving, cross-country running and (there's some doubt about how this one sneaked in) physical training.

On the average, 50 dogwatch league games are played weekly. Each new entry division participates in four sports monthly, in addition to taking part in a boxing and a swimming meet.

The theory is that it's more fun to participate in a sport than to watch it.

Dockyard Holds Golf Trophy

The Haven Spencer Golf Trophy was retained by golfers from the dockyard at Esquimalt in early June when they defeated a team of 30 naval and civilian players from the Puget Sound Shipyard at Bremerton, Wash.

Competitions are held twice-yearly for the trophy, which has been up for competition since June, 1952.

The American team was headed by Rear-Admiral H. N. Wallin, USN, commanding officer at Bremerton, while the Canadian group was captained by Commodore B. R. Spencer, Commodore Superintendent Pacific Coast and Superintendent of the Esquimalt Dockyard.

Navy Team Wins West Coast Shoot

For the first time in the history of the Vancouver Rifle Association a Navy team won the annual Gordon Cup competition in June by defeating teams from the Canadian Scottish Regiment and the 75th Regiment.

CPO Walter Burch was the high individual scorer for the match with 143 points. Eileen Learoyd, of the Scottish, also recorded 143 points but Burch was judged the winner due to a higher score at 600 yards. Margaret West, shooting for the Navy, was third with 142.

Total scores were: Navy, 834; 75th Regiment, 821; Scottish, 616.

"Com" School Officers Lose

Communications School staff officers wound up the interpart bowling schedule on top of the league, only to be trundled out of the playoffs.

The school's hockey team defeated ship's company two games straight in the semi-finals of the interpart league and clashed with chief and petty officers for the *Cornwallis* championship.

Cape Breton Bows To Shearwater

Shearwater cagers beat *Cape Breton* apprentices 44-36 in a fast tilt at *Stadacona* courts early in May which had the winners astern by four points at half time. The *Cape Breton* boys started the second frame 17-13 but the airmen quickly took over to outscore their younger rivals 31-19 to win the match with a margin of eight points.

Tourney Played By Golf Clinic

Miss H. Brunsdon and Lieut. (E) M. E. Woodward won the low gross in the RCN Golf Association clinic's two-ball, mixed foursome tourney at George Vale links near Victoria on May 2.

Low net was shared by Sub-Lt. (MN) J. M. F. Moore and Constr. Lt.-Cdr. G. F. Yelland along with Lieut. (MN) S. B. Allison and Lt.-Cdr. (S) J. L. Neveu.

The tourney draw included eight foursomes, products of the winter golf clinic at *Naden*, which was formed to make the most of the early season that blesses Vancouver Island.

Yarmouth Wins Hoop Exhibition

The Yarmouth Y's Men outpointed *Stadacona* 67-64 in an intermediate basketball exhibition in the shore town early in April. It was one of the highest scoring games of the season.

Curlers Score "Eight-Ender"

Rare in a highly contested bonspiel, an "eight-ender" was scored by a rink made up of three members of *Chatham*, Prince Rupert, naval division, and an ex-Navy type, Bill Stewart, which was entered in a local 'spiel at the time. AB T. K. Prokopow was skip and other members included Ldg. Sea. W. A. Stubbs, Ldg. Sea. R. L. Creswell and Stewart.

Micmacs Winners In Night Games

In a recent visit to Norfolk, Va., the *Micmac's* softball team played two games under lights, defeating a U.S. Navy team, 7-3, and one of the local civilian teams 5-4.

The basketball team from the ship did not fare so well, taking two decisive beatings from a U.S. Marine team.

Here are shown the three winning teams in the inter-part ·22 indoor rifle competition for 1953-54 at Stadacona. Front row: CPO Walter W. Reid, Toronto; CPO Charles Mann, Lachine, P.Q.; PO John A. Knight, Victoria; Cdr. (G) Donald Padmore, Liverpool, N.S., Command Gunnery Officer, Atlantic Command, HMC Gunnery School; Wren Dorothy Gower, Victoria; CPO Robert L. MacDonald, South Maitland, N.S.; CPO John Rodgers, Ashcroft, B.C.; and PO Gery K. Dodsworth, Bedford, N.S. Back row: CPO John W. Buchanan, London, Ont.; Ldg. Sea. George Fletcher, Toronto; AB Arthur S. Goldstein, Toronto; AB William R. Hogg, New Toronto; Ldg. Sea. Donald Reeves, Kentville, N.S.; AB Frederick M. Taylor, Borden, Sask.; AB Henry A. Richardson, Vancouver; AB James F. Quee, Calgary; AB Kenneth C. Walker, Glencoe, Ont.; and PO Joseph Butler, Halifax.

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order with each man's new rank, branch and trade group shown opposite to his name.

ALTHOUSE, Archibald W.....LSRP2
AMYOTTE, James P.....LSAC1
ANDERSON, Ian F.....LSCR1
AUTON, Lyle G.....LSRP2

BAIN, William G.....P2CS3
BARAGER, Eugene G.....P2AR2
BATSFORD, Stanley M.....P2LR2
BERAKOS, Norman F.....LSAC1
BINDER, Robert C.....P2CR2
BOSCHEE, Raymond G.....P2EM2
BOONE, Joseph.....LSRP1
BOUCHARD, John R.....LSBD2
BOUCHARD, Joseph R.....LSBD2
BOULANGER, Andre S. P.....LSAR1
BOUSQUET, Joseph U. A.....LSOM2
BRANDES, Robert O.....P2BD3
BREARLEY, Kenneth.....LSAO1
BRUCE, John P.....P1PC3
BUTTLE, Patrick S.....LSLM1

CANN, Kenneth D.....LSLM2
CARTER, Edward C.....LSAO1
CAVANAGH, John C.....LSAC1
CHAFFEY, Albert G.....P2RP2
CHARBONNEAU, Roch A. J.....P2BD3
CHARNABY, Hugh R.....LSQM1
CHATTERTON, Jack.....P1ET4
CHAVARIE, George J.....LSAC1
COADE, Vincent P.....P2RS3
COCKRILL, Cecil R.....C1(NQ)
COFFILL, Hollis L.....P1BD3
COLLINS, William F.....LSLM1
COOPER, Earle L.....P1ER3
CORNECT, Donald.....LSAC1
COWARD, Robert G.....P2EM2(NQ)
COX, Brian L.....P1ET4
COYLE, Charles E.....LSAC1
CRAWLEY, Michael J.....P2EF3
CRAYFORD, Ronald A.....LSLM1
CRIBB, John J.....P2EA3
CROCKET, Harold C.....LSRP1
CUNNINGHAM, Robert H.....LSQM1
CUNNINGHAM, Ronald A.....LSCR1

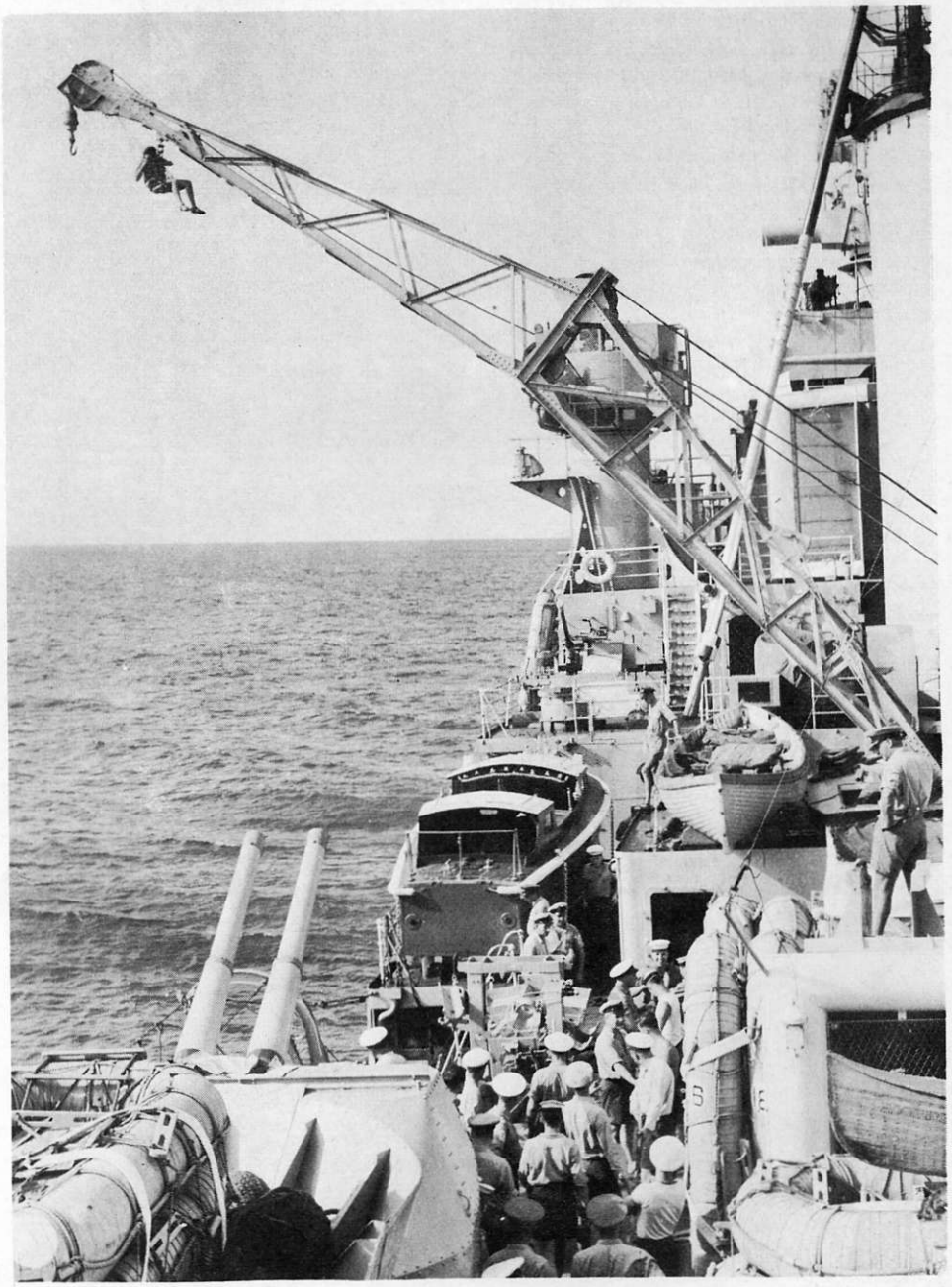
DALY, Patrick R.....LSLM1
DARLING, Gilbert T.....LSLM1
DARWIN, Allen J.....P1AR2
DEAZLEY, William J.....LSLM1
DeLASALLE, Louis E.....LSBD1
DENAULT, Earl T.....P2CV2
DILLON, Edward J.....P2BD3
DINGLE, Thomas H.....P2QR2
DOCKSTADER, Clarence E.....LSTD1
DONALDSON, Ronald J.....LSQM1
DOPP, Donald E.....LSRP1
DOUBLEDAY, Harry E.....LSTD2
DOUCET, Giles J.....LSCK1
DROUIN, Roger Y.....LSCR1
DUBE, Joseph J.....LSBD2
DUGAL, Norman E.....P2RW3
DYSON, James A.....P1RT4

EARLES, William G.....LSSE1
EBURNE, Andrew G.....P2RW3
EDWARDS, Gordon C.....P2ED3
EDWARDS, John W.....P1ER4
EGGLETON, Frederick H.....LSPR2
EMMONS, Charles S.....LSAA1

FASEVICH, Mike.....LSAC1
FITCH, Curtin D.....P2CV2
FITZPATRICK, Brian J.....LSLM2
FOOTE, Peter.....LSCR1
FOWLER, Donald M.....P1CV2
FRASER, John M.....LSLM2
FRIARS, James J.....LSRP1

GAGNON, Emery J.....P2AR2
GALLACHER, John.....LSLM1
GAUDREAU, Patrice E.....P2BD3
GIROUX, Joseph G.....P2AR2
GIVENS, John.....LSLM1
GORONUK, William A.....P2CV2
GREEN, James E.....LSRN3
GREEN, Ralph E.....LSVS1
GREENSHIELDS, William S.....LSQM1
GROSETH, Robert B.....LSLM1

HADDEN, James L.....P1AF2
HAINES, Edward H.....P2CR2
HALL, Richard J.....P2AR2
HALLAM, Frank C.....LSAO1
HARBOTTLE, Harold R.....LSSE1
HARLING, William T.....P2RW3
HARRIS, Joseph F.....P2EM2
HARVIE, Robert J.....LSTD2
HEWENS, Clarence.....P2AF2
HILL, Thomas H.....P2CR2
HODGSON, Robert P.....P1TA3
HOLT, George H.....P2AR2
HOWELL, Robert C.....C2CR3
HRICK, John.....P2AA2
HUCULAK, Leo.....LSTD1
HUGGARD, Charles A.....LSCR1



That's a naval photographer for you—always looking for a new angle. The "Man on the Flying Trapeze" is CPO Norman Keziere, shooting a boat-lowering sequence for a training film on board HMCS Ontario. (OT-1632)

JACOBS, Henry B.....P2SW2
JOHNSON, George E.....P2TD2
JOLLYMORE, Wallace J.....LSBD2

KEATS, Edgar W.....LSAC1
KIRBY, Joseph J.....P1RT4
KNOWLES, Ralph E.....P1RT4
KNOX, James R.....LSCR1
KOBAYASHI, John A.....LSRP1
KOSTUK, Daniel L.....P2CR2
KURMEY, Eugene J.....P2AR2

LAMOUREUX, John C.....LSCR1
LANE, Thomas A.....LSAC1
LANGMAN, Donald G.....P2AF2
LANIGAN, Murray A.....LSRP1
LAROSE, Edward F.....LSAO1
LAW, Ernest W.....P2CV2
LAWRENCE, Peter G.....P1RA4
LYNGARD, Dalbert D.....P2PH2

McCLUSKY, James C.....LSSE1
McCULLOUGH, Wilfred F.....P2CV2
McCUTCHEON, Arthur C.....LSQM1
McGUIGAN, Gerald J.....LSLM2
McKAY, Raymond D.....LSSE1
McKAY, Robert E.....P2RW3
McKENZIE, George D.....LSCR1
McKENZIE, Jack W.....LSEM1
McKINNEY, William J.....LSAO1
McMENEMY, Ernest S.....P1CR2
McNABB, Bruce W.....P2AF2
MACDONNELL, Alan A.....LSLM1
MACK, Robert G.....LSCR1
MASON, John R.....P2BD2
MEES, Charles T.....LSLM1
MERCER, Winston.....LSQR1
MERKLEY, George T.....LSOM2
MIKITKA, Robert J.....LSQM1
MILLER, Charles R.....P1CR2
MINGO, Stewart L.....P2AR2
MOLNAR, John M.....LSCV1
MOQUIN, Roderique J.....LSLM1
MORRISON, George L.....LSBD2
MUIRHEAD, Hamilton R.....P1ER4
MULRONEY, Patrick J.....LSRP1
MURDOCK, John J.....LSLM1
MURRAY, Duncan D.....LSQM1

OAKLEY, John H.....P2BD3
OLYNICK, Albert G.....P1CV2
ORSER, Francis W.....LSBD2

PALMER, James B.....LSED3
PALMER, Robert J.....C2CR3
PARKE, Lyle C.....LSLM1
PATTENDEN, John P.....LSLM1
PECK, Raymond.....LSLM1
PERRY, Harold E.....LSAR1
PHILLIPS, Robert H.....LSCR1
PICKERING, Charles W.....LSAA1
PILGER, Charles V.....P2MO2
PLATT, Thomas S.....LSQM1
POLLOCK, Kenneth F.....P2PT2
PREGENT, Andre A.....LSAR1

RANKIN, Deneen J.....LSTD2
RATZ, Lloyd A.....LSAC1
REEVES, Wendell R.....P2AR2
REYNARD, William S.....P2AC2
REYNOLDS, Kenneth L.....LSAA1
RICHARD, Lawrence J.....LSRP1
ROSS, Norman G.....LSAC1
ROUSSEAU, Maurice J.....LSCK1
ROWAN, George W.....P2PT2
RUTHERFORD, Donald.....P2RW3

SALKUS, Hilary T.....P2AF2
SAMPSON, Leo K.....LSQM1
SAUNDERS, Joseph E.....P2OM2
SAVIGNAC, Willard B.....LSLM1
SCHIVES, Thomas J.....P2CV2
SCOTT, Joseph C.....P2BD2
SCHUFELT, Keith S.....P2CV2
SINGER, Glenn A.....P1TA3
SMETHURST, William E.....LSAR1

Gateway to an unspoiled world. Officers and men of the Ontario found in Tonga the idyllic South Seas of yesterday, barely touched by the encroachments of civilization and war. The massive arch of coral rock recalls a vanished primitive culture. (OT-1618)

SMITH, Stuart W.....LSBD2
SMITH, William B.....P1PC3
SORENSEN, Gerald A.....LSQR1
SOWCHUK, Alexander.....P2ED3
SPENCE, Gordon D.....LSAA1
STEENE, Ross M.....P1AC2
STEVENS, William L.....LSCR1
SUFFIDY, Roy E.....P1ER4
SWARTZ, Arthur G.....LSLM2
ST. MICHEL, Jean J.....LSAA1

TEDLIE, Wendell P.....LSCV1
THERRIEN, John F.....P2AF2
THOMSON, Theodore D.....LSLM1
THORNTON, Clyde Y.....LSQM2
TUCKWOOD, Robert H.....P2OM3
TURNBULL, David T.....P2QR2

VANDERBERG, Allan R.....P2AC2
VINCENT, Roy A.....LSLM1
VOTH, Harry.....LSCR1

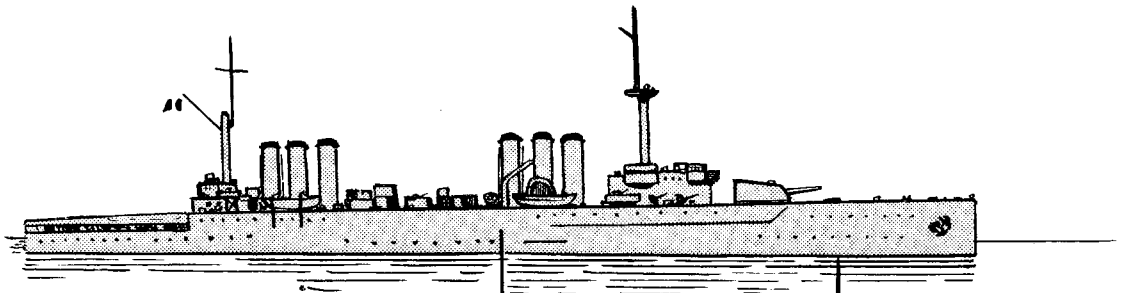
WALKER, Bruce K.....LSAR1
WALKER, Robert E.....C2CR3
WATSON, David F.....LSSE1
WATSON, Robert J.....C2CR3
WHYTE, Ronald L.....LSLM1
WILKINSON, Arthur G.....LSRP1
WILSON, John W.....P2RN3
WINFIELD, Norman R.....P2LR2
WITHERS, Calvin L.....LSLM1
WOOD, James E.....P2RW3
WOOLF, Ronald.....P1RA4
WRIGHT, John A.....LSEA3

HIKING SAILORS DONATE BLOOD

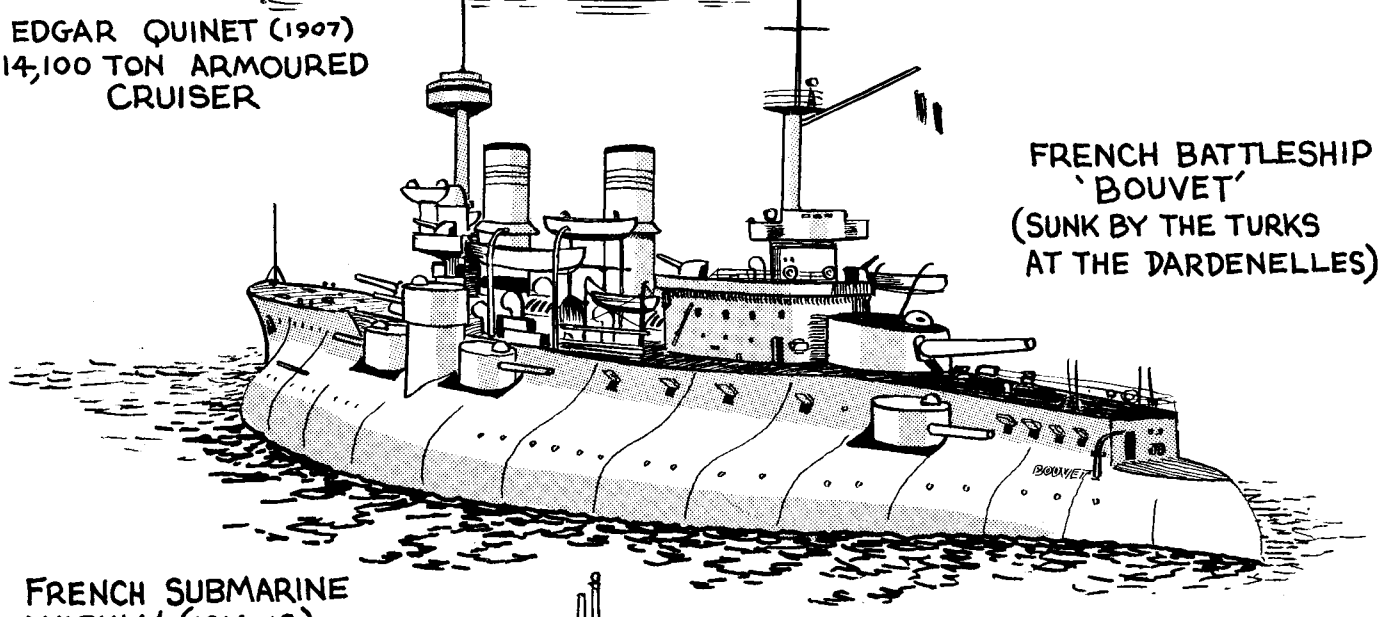
Two sailors from *Naden* hiked it about 20 miles to Sidney on Vancouver Island late in May to donate a pint of blood apiece to the Red Cross clinic in the Knights of Pythias Hall there. Red Cross officials drove the unnamed donors back to barracks.

NAVAL LORE CORNER

NO. 21
FRENCH FREAKS

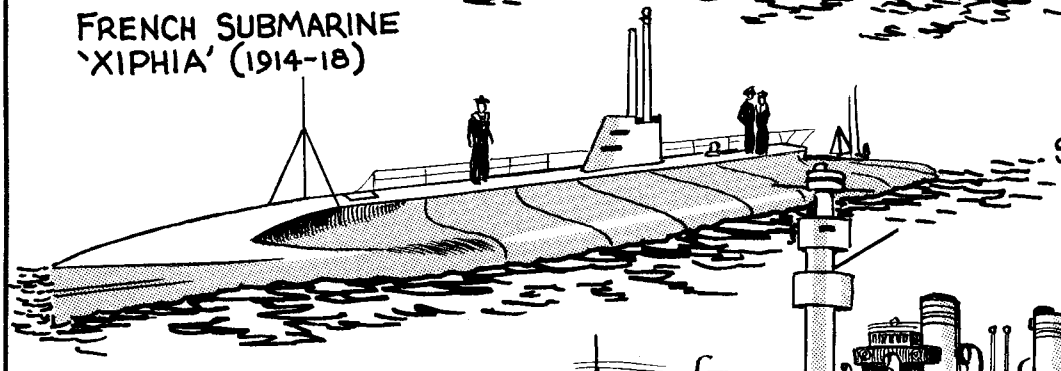


EDGAR QUINET (1907)
14,100 TON ARMOURED
CRUISER

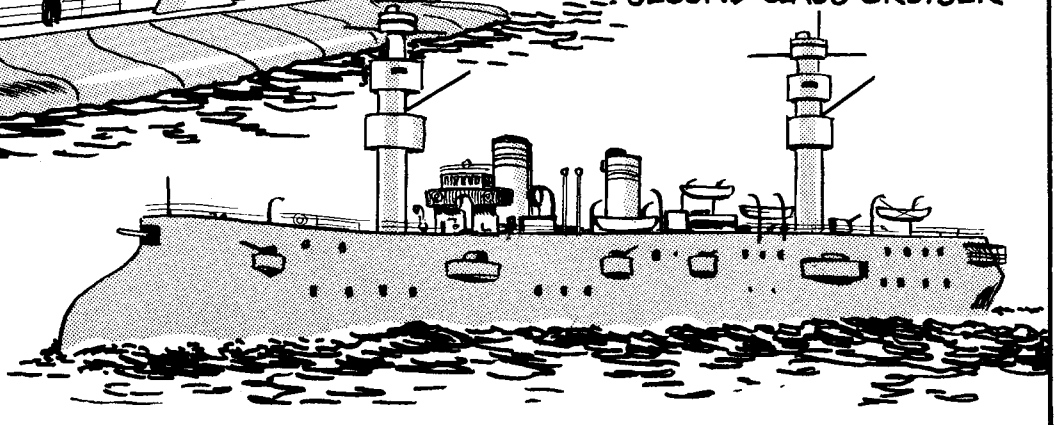


FRENCH BATTLESHIP
'BOUVET'
(SUNK BY THE TURKS
AT THE DARDENELLES)

FRENCH SUBMARINE
'XIPHIA' (1914-18)



'JEAN BART' (1898)
SECOND CLASS CRUISER



J.M.THORNTON

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