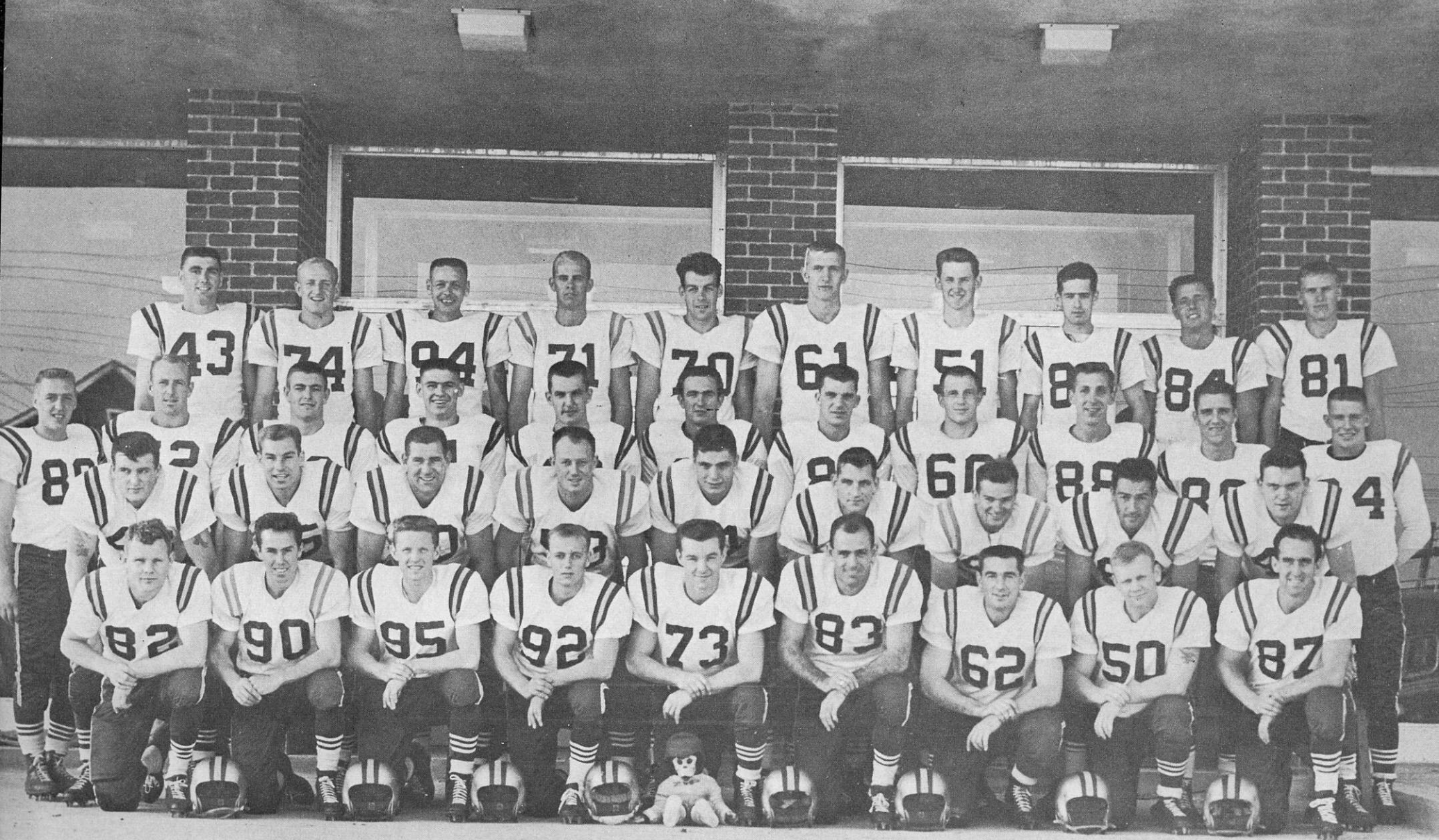


# CROWSNEST







# The CROWSNEST

Vol. 10 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1957

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*The Cover*—Armistice Day was observed by the British community of Oslo, Norway, on Sunday, November 10, in the Oslo Cathedral. The service, attended by King Olav, saw more than 500 Canadian sailors present from six destroyer escorts calling at the Norwegian capital. A wreath was laid later at the Patriots' Memorial in old Fort Akershus. The RCN band is shown as it emerges from the main gate at the Fort, leading marching sailors back to their ships. (SL-584)

## MEN OF THE MONTH

Meet the Canadian Intermediate Football Champions, the *Shearwater* Flyers (picture on opposite page; story inside):

Front row (left to right): Ldg. Sea. Reg. Taylor, AB Bruce Thomas, Ldg. Sea. Ron McLean, Ldg. Sea. Don Lilley, Ldg. Sea. Doug Grant, PO Bruce Walker, Ldg. Sea. Alf Caulier, AB Ken Whitney and AB Gabe Desroacher.

Second row: Ldg. Sea. Sam Brushett, AB Ron Parker, PO Danny McCowell, Ldg. Sea. Alf Nicholson, PO Bob Hayes, Ldg. Sea. Les Keyes, Ldg. Sea. John Smith, AB Roy Carrier and Ldg. Sea. Bill Key.

Third row: PO Bill Reynard, Ldg. Sea. L. M. Smith, Ldg. Sea. I. Axford, AB Pete McGregor, Ldg. Sea. Ed Reiger, AB Charles Cox, AB Paul Gowan, PO Andy Swan, AB Verne MacDonald, PO Tom Graham and Ldg. Sea. John Salmond.

Fourth row: AB Les Elworthy, AB Jack Beck, PO Joe Carver, Ldg. Sea. George Mayne, AB Bill Harper, AB Dale Klassen, Ldg. Sea. Robert Findley, Ldg. Sea. Gord McLeod, AB Jim McCombie and Ldg. Sea. Pete Davidson. (DNS-19358)

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## RCN NEWS REVIEW

Ships of the First Canadian Escort Squadron (Haida, Micmac, Nootka) and the Third (St. Laurent, Assiniboine and Saguenay) are berthed from left to right in Copenhagen. (SL-486)

### Bangors Going To Turkish Navy

Five Bangor class (steam) coastal escorts which served in the RCN during the Second World War were scheduled to be transferred to the Turkish Navy on November 29, at Point Edward Naval Base, Sydney, N.S.

The ships, the *Kenora*, *Kentville*, *Nipigon*, *Fort William* and *Medicine Hat* were the first of 10, allocated to Turkey under the NATO Mutual Aid agreement, to be transferred. The remaining five, which are due to be turned over early in 1958, are the *Mahone*, *Sarnia*, *Swift Current*, *Westmount* and *Blairmore*.

On behalf of Turkey, His Excellency Ahmet Cavat Ustun, the Turkish Ambassador to Canada, was to accept the first five ships from the Hon. G. R. Pearkes, Minister of National Defence.

The Turkish crews arrived at Sydney on November 13 in the Turkish naval tanker *Akar*. Following the transfer, the five ships, in company with the *Akar*, were to sail to Halifax. They were due to leave the Atlantic Command port in early December to return to Turkey by way of the Azores.

### Mishap Delays Commissioning

The commissioning of the new destroyer escort *Restigouche*, due to have taken place on November 30, has been postponed until the spring of 1958 following a collision in which the *Restigouche* was involved during her final sea trials.

Returning from trials in the St. Lawrence River on Thursday night, November 21, while under the builder's command, she was in collision with the British freighter *SS Manchester Port*.

Both vessels were able to proceed under their own steam following the accident, the *Manchester Port* to Quebec and the *Restigouche* to her berth at Canadian Vickers, Montreal.

The new destroyer escort sustained extensive structural and machinery damage, mainly in the boiler room, port side underwater, in addition to superstructure damage forward.

The *Restigouche* is the first of a new class of destroyer escorts developed from the *St. Laurent* class to incorporate improvements in armament and submarine detection capabilities.

Laid down at Canadian Vickers on July 15, 1953, she was launched on November 22, 1954.

She is the second ship in the RCN to bear the name. The first *Restigouche*, a veteran of the Battle of the Atlantic and a participant in the Normandy Invasion, assisted in the destruction of eight surface craft and one U-boat during her wartime career.

She left the following battle honours to her successor: Atlantic, 1939-45; Normandy, 1944, and Biscay, 1944.

Following the collision, Naval Headquarters announced that the commissioning would take place after the spring break-up in the St. Lawrence River.

The *Restigouche* has been so keen that HMCS Malahat, the Victoria naval division, thought there ought to be some recognition for the division that came close. Here is a picture of the "Runner-Up Trophy", donated by the ship's company of Malahat for annual competition. (COND-4581)



Competition for the Naval Divisions Efficiency Trophy, a silver model of HMCS St. Laurent, has been so keen that HMCS Malahat, the Victoria naval division, thought there ought to be some recognition for the division that came close. Here is a picture of the "Runner-Up Trophy", donated by the ship's company of Malahat for annual competition. (COND-4581)

### Current Affairs Bureau Closed

The Bureau of Current Affairs, which was organized in March 1951 with the objective of keeping service personnel



informed on matters of national and international concern, will cease to function as of December 7, according to an Ottawa announcement.

The dissolution of BCA will not affect the BCA essay contest for 1958, announced in the September issue of *The Crownsnest*. All naval entries received for the contest are to be forwarded to Naval Headquarters for the attention of the Director of Naval Training, who will ensure that entries are considered by a special selection committee.

The closing date for the essay contest remains unchanged — February 15, 1958.

### **Wren Reunion Planned for '58**

A Dominion-wide reunion in Vancouver of former members of the Women's Royal Canadian Naval Service is being sponsored by the Vancouver WRCNS Association for the week-end of August 22-24, 1958, in conjunction with the celebration of British Columbia's centennial.

Wartime wrens held their last reunion in Toronto in August 1950. The event was an outstanding success with about 1,000 former wrens attending.

### **Flu Epidemic in Cruise Warships**

An epidemic of influenza ran through six Royal Canadian Navy destroyer escorts during this fall's Baltic cruise. It lasted ten days and there were 665 cases.

Medical staffs in the six ships were credited with preventing the epidemic from reaching serious proportions.

The majority of attacks were mild and only three men required treatment ashore. These quickly recovered and returned to their ships. Generally, those affected were fully recovered and fit for duty within 48 hours.

### **Margaree Joins Pacific Fleet**

The new destroyer escort *Margaree* reached Esquimalt from Halifax on November 24 to bring to three the number

of *St. Laurent* class anti-submarine vessels stationed in the Pacific Command.

The other ships of her class based at Esquimalt are the *Skeena* and *Fraser*, both built in British Columbia shipyards.

The *Margaree*, commanded by Cdr. J. E. Korning, has joined the Second Canadian Escort Squadron, which also includes the *Crescent*, *Cayuga*, *Athabaskan*, *Fraser* and *Skeena*.

The ship's company of the *Margaree* included many of the officers and men who last July took the destroyer escort *Sioux* from Esquimalt to the East Coast.

### **Ottawa Continues 'Copter Trials**

Sailing from Halifax on October 23 in company with the *Bonaventure* for the Belfast Londonderry area, the destroyer escort *Ottawa* carried out fur-

ther trials on the helicopter platform with which she was fitted in August.

Following initial tests made with the platform in the frigate *Buckingham* during the autumn of 1956, it was decided to continue further trials with one of the new *St. Laurent* class destroyers.

After the trials period in U.K. waters the *Bonaventure* and *Ottawa* were joined by the six ships which had carried out a cruise to Baltic ports: *St. Laurent*, *Assiniboine*, *Saguenay*, *Micmac*, *Haida* and *Nootka*.

Before their rendezvous on November 15, the ships of the First and Third Canadian Escort Squadrons had visited Oslo, Norway, their last port of call in the cruise.

They were scheduled to return to Halifax at the end of November.

### **\$175 Essay Contest**

## **THE NAVY OF THE FUTURE**

IS THERE any limit to man's ability to exploit the sea, or to the development of navies? What is the shape of things to come at sea — in 20, 30 or 100 years from today?

A "no-holds-barred" title, "The Navy of the Future", has been chosen for an essay contest open only to naval personnel, announced by Canadian Shipping and Marine Engineering News for its Royal Canadian Navy issue in March 1958, the seventh special annual naval issue of the magazine.

Because there are likely to be many different approaches to the subject, it has been decided to offer three prizes, \$100, \$50 and \$25. A plaque will also be awarded to the winner of first prize.

It is hoped the contest may provoke serious thought on new trends in naval and maritime matters in general, not excluding the merchant marine.

Here are the conditions of the contest:

1. The contest is open to all personnel, regardless of rank, serving in the Royal Canadian Navy, regular force or active reserve, as of January 1, 1958, with the exception of:

- (a) Officers and men of the RCN(R) employed in civil life by the Maclean-Hunter Publishing Co., Ltd.;
- (b) Officers and men appointed or drafted for naval information duties.

2. Articles or stories must be original, must be written personally by the contestant and must not have been previously published.

3. Articles should be clearly legible,

written on one side of the paper only and be from 2,000 to 3,000 words in length. If typewritten, they should be double-spaced.

4. Contestants MUST adopt a pen-name to appear on the first page of the submitted manuscript. Contestant's real name should be placed in a sealed envelope securely attached to the manuscript by pin or stapler. Failure to observe these rules will disqualify manuscripts.

5. Entries should be addressed to Director of Naval Information, Naval Headquarters, Ottawa, and envelopes clearly marked "Contest Entry".

6. All entries must be received at Naval Headquarters by February 1, 1958.

7. Only one entry from each contestant will be considered.

8. The first prize entry will be awarded a prize of \$100 and a plaque and will be published in the March 1958 issue of *Canadian Shipping and Marine Engineering News*. The editors reserve the right to publish the second and third prize winners, for which \$50 and \$25, respectively, will be awarded, in any subsequent issue during the ensuing six months. The right to publish non-winning entries during this period is also reserved and regular space rates will be paid for those published.

9. Decision of the judges shall be final.

10. It is understood that each contestant, in submitting his entry, automatically accepts the above rules and conditions.

### **Royal Visit Duty To Be Recognized**

A general message from the Flag Officer Atlantic Coast announced that it had been approved to enter the notation "Royal Visit Contingent 1957" in the special recommendations section on page two of service certificates.

Men who served in the Royal and Colour guard, field gun crews, band and Household Guard are eligible for this notation.



# THE GOVERNOR GENERAL'S GULF TOUR

## *French Island of St. Pierre Visited by HMCS Outremont*

THREE RESOUNDING cheers broke the Sunday morning stillness over Point Edward Naval Base as His Excellency Governor General Vincent Massey, hat in hand, stood on the jetty.

The tribute was an expression of genuine affection from the officers and men of HMCS *Outremont*, the ship which had been His Excellency's home for the previous five days.

Seconds later, Mr. Massey was driven away to the echoing of the *Outremont's* 21-gun salute.

From the moment His Excellency stepped on board at Seven Islands for his tour of North Shore and Gulf communities, his warmth, his vitality and his intense interest in all that was going on about him, drew an immediate response of affection from the entire ship's company.

He asked that as many as possible of the ship's company meet him, and during the tour he shook hands and chatted with nearly everyone on board; he twice accepted invitations to the wardroom and visited with the chief petty officers in their mess.

For the ship's company, the privilege of having His Excellency on board meant hard work and a high degree of smartness, and everyone responded willingly.

The 24-man guard, commanded by Lt. Robert Luke and trained by CPO Roy Hatlin, drew "admirable" praise from His Excellency. Composed of men from nearly every branch, the guard was paraded no less than 17 times during the six-day tour.

The cooks and stewards were faced with the problem of catering to a wardroom whose members increased threefold.

The seamen were turned to at least four times a day to handle lines, weigh or drop anchor or get the motor cutter away. And to the engineering department goes credit for a smoothly running cutter.

The *Outremont* arrived at Seven Islands September 16 in a driving rain, which happily proved to be the only unfavourable weather encountered during the tour. In fact, the weather was remarkable for September in all areas visited. Old-timers at St. Pierre, for instance, remarked that the day on which His Excellency visited the French island was one of the sunniest and warmest in years.



On the quarterdeck of the French frigate *L'Aventure*: His Excellency Francis LaCoste, French ambassador to Canada; His Excellency the Governor General, the Rt. Hon. Vincent Massey; the commanding officer of *L'Aventure*, and Governor Pierre Sicaud of St. Pierre and Miquelon. (HS-50049)

Lt.-Cdr. M. O. Jones, the *Outremont's* commanding officer, paid a call on the mayor of Seven Islands. During the afternoon the ship's officers toured the vast loading facilities there through the courtesy of the Iron Ore Company of Canada.

His Excellency embarked at 1930 and the ship sailed shortly afterward for the first port of call. Among those accompanying the Governor General were Lionel Massey, his son and secretary, Esmond Butler, assistant secretary, and two aides.

Seven members of the press, representing news agencies, radio, television and newsreel organizations also embarked at Seven Islands. They were a refreshing addition to the wardroom.

First port of call, on the following morning, was Port Menier, the lone settlement on Anticosti Island. The *Outremont* anchored in the harbour and His Excellency went ashore by motor cutter. He returned with five newly-killed deer which had been presented to him by the community. His Excellency promptly reserved the deer for the *Outremont* and three days later the ship's company dined on venison.

Returning to the North Shore, the *Outremont* went alongside at Havre Ste. Pierre, Quebec, early in the afternoon and the ship's company were able to see at first hand the welcome accorded His Excellency. Most of the town's 1,500 inhabitants were waiting on the jetty and almost all of the homes and buildings in the community were decorated with the Acadian flag — the French red, white and blue with a white star on the masthead corner. School children sang the Acadian anthem for His Excellency and a 90-girl choir at the school sang in French about youths' hopes for the future of the St. Lawrence. As the *Outremont* left the jetty, the town's young and old alike sang "O Canada".

The following morning, September 18, the *Outremont* dropped anchor outside Harrington Harbour, a fishing and sealing community on the North Shore. The community was settled 80 years ago by Newfoundlanders and boasts a population of 560. Here the fishing boats, crowded with townsfolk, escorted His Excellency's cutter back to *Outremont*.

In the afternoon, the *Outremont* again anchored, this time at La Tabatière—



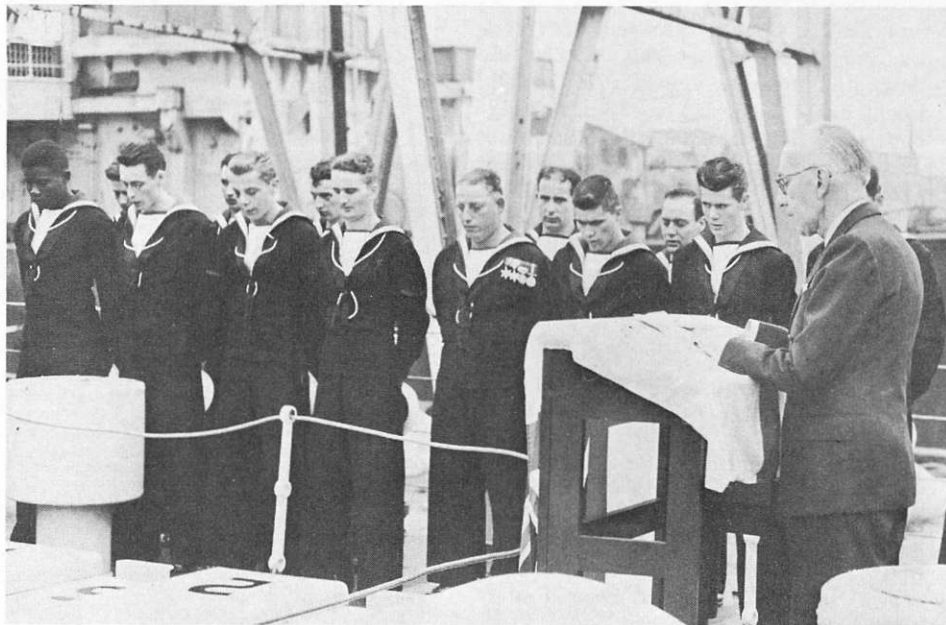
meaning tobacco jar—about about 30 miles further along the coast. Established only three years ago, the community numbers 360 people and is built around a huge fish processing plant which handles 1,250,000 pounds of fish each year.

On this day His Excellency was invited to the chief petty officers' mess, where he chatted with them for about an hour. CPO Leonard Girling, the *Outremont's* coxswain, the lone crew member to have previously met Mr. Massey, chatted with him about the occasion—the commissioning of the aircraft carrier *Warrior* in 1946. Mr. Massey was High Commissioner to the United Kingdom at the time.

After leaving La Tabatière, the *Outremont* headed southward for the overnight run to Port Aux Basque, Newfoundland. The ship went alongside and Mr. Massey was welcomed at the town's Canadian Legion hall.

His Excellency Francis LaCoste, the French Ambassador to Canada, embarked in the *Outremont* at Port Aux Basque and was accorded a 19-gun salute as he boarded.

Thursday evening the *Outremont* arrived off St. Pierre, where before berthing, she exchanged a 21-gun national salute and 17-gun salute to Pierre Sicaud, the Governor of St. Pierre and Miquelon, with the French frigate *L'Aventure*.



His Excellency the Governor General conducts prayers on board the frigate *Outremont* at Point Edward naval base, Sydney, Nova Scotia. The "mothballed fleet" is in the background. (HS-50042)

It was the first visit by a Canadian Governor General to the islands and Mr. Massey was accorded a rousing welcome by thousands of St. Pierre's citizens.

That evening, the *Outremont's* commanding officer was privileged to attend the state dinner for Mr. Massey at the Governor's residence and the ship's officers attended the Governor's reception later in the evening.

The following morning the Governor General inspected a large fish-processing plant and toured St. Pierre by car, inspected *L'Aventure* and was host on board the *Outremont* at a reception in honour of Mr. Sicaud.

In the afternoon His Excellency embarked in the *L'Aventure* and with the *Outremont* in company proceeded to Miquelon for an hour's visit. He rejoined the *Outremont*, and escorted to the three-mile limit by *L'Aventure* the Canadian frigate headed for Ramea, Newfoundland.

St. Pierre had its embarrassing moments for one of the Canadian correspondents. He attended the Governor's reception and inadvertently left behind a piece of his tape recorder. Bright and early next morning he phoned the Governor's residence, and, proficient in the French language, asked whether anyone had found a piece of tape recorder. The rather sleepy voice at the other end didn't know, but would undertake to inquire, and after a relatively short time returned to say the missing mechanism was indeed there. Before hanging up, the correspondent learned much to his horror, that he had the dubious honour of awakening the Governor of St. Pierre and Miquelon.

An old friend joined the *Outremont* at St. Pierre. Captain Thomas Hounsell, of St. John's, who had been pilot for the ship during her June tour of Newfoundland outports with Cancomnew, joined as pilot to take the frigate into Ramea.

The people of Ramea did not wait for the *Outremont* to berth to welcome His Excellency: A half-dozen draggers



His Excellency the Governor General was a luncheon host to Pierre Sicaud, Governor of St. Pierre and Miquelon, on board the *Outremont*. Here the stewards stand by the luncheon they have prepared. From the left they are AB G. J. Vigneault, Ord. Sea. J. I. Penny, PO Cecil Briggs, AB Theodore Labrie and AB John Cosby. (HS-50052)



and fishing vessels, crowded with people, met the ship as she entered the long and narrow approaches to the town, early Saturday morning. Flag-bedecked, they escorted the *Outremont* into the picturesque harbour, where again, hundreds crowded the tiny jetty.

Here, His Excellency walked into the village, visited the school children in their classrooms, inspected Ramea's sea cadet corps and had coffee at the home of Mrs. Maud Penny, who is president of the community's large fish processing plant, established 100 years ago by the family of Mrs. Penny's late husband.

As the *Outremont* sailed for Sydney later in the morning the fishing fleet was again her escort and those aboard the tiny craft cheered His Excellency as he waved goodbye. Outside the harbour, *Outremont* passed the inbound coastal steamer *Baccalieu*, dressed over-all for the occasion.

The highlight of the tour for the ship's officers occurred on passage from Miquelon to Ramea, when the ward-room officers were privileged to dine with His Excellency.

Attending with His Excellency were Mr. LaCoste, the Captain, Captain Hounsell, Lionel Massey, Lt.-Cdr. Esmond Butler and the members of the press, headed by their dean, Roy Tash, of Toronto.

The dinner and its preparation were indeed a tribute to the work of both cooks and stewards.



Crowds throng the jetty to greet the Governor General on his arrival at Havre St. Pierre, on the north shore of the St. Lawrence River. (HS-50059)

The *Outremont* returned to Sydney Saturday night, September 21, and His Excellency disembarked Sunday morning. Before doing so, however, he attended prayers with the ship's company. Then he spoke briefly, thanking

"each and every one of you for your many kindnesses to me".

It was a gesture typical of His Excellency, one of the many acts of kindness which won him the affection of all those on board *Outremont*.



What may well be the world's only "international" submarine group, the Royal Navy's Sixth Submarine Squadron, based at Halifax, was visited by the Flag Officer Submarines of the RN, Rear-Admiral W. J. W. Woods. He is shown as he inspected the British and Canadian submariners who serve in the squadron. (HS-49728)



The Minister of National Defence, Hon. G. R. Pearkes is shown alighting from a naval helicopter at the Naval Air Station, Shearwater, after a flight from the aircraft carrier *Bonaventure* at sea. He is being greeted by Captain R. P. Welland, commanding officer of the station. (DNS-9274)

# OFFICERS AND MEN

## Former CNS Returns to Sea

A man who headed the Royal Canadian Navy through 14 of its formative years returned to sea on board an ultra-modern destroyer escort, and liked what he saw.

Rear-Admiral Walter Hose, RCN (Ret'd), of Windsor, Ontario, took passage in the *St. Laurent* when she and six other Canadian destroyer escorts sailed from Halifax to the United Kingdom in September to join the NATO manoeuvres.

The retired admiral, Chief of the Naval Staff from 1920 to 1934, celebrated his 82nd birthday on October 2. Though long-removed from active navy life, he has maintained a lively interest in the service and in organizations allied to it.

In an address to the ship's company of the *St. Laurent* at Sunday divisions, Admiral Hose said the "Nelson tradition" is not dead, despite the great changes in almost every branch of Canadian naval technique.

"It is 47 years since the Royal Canadian Navy came into being and a little over 46 since I had the honour of taking service with it," he said, "and I assure you that it is only those who took part in the first half of that period, with its trials and difficulties, who can experience the gratification I feel in witnessing the splendid development that I have been privileged to see something of in Esquimalt, in Halifax, in the RCN (reserve) Divisions I have visited, and now at sea in one of HMC Ships.

"From what I have seen of our Navy and not least from what I have seen in Her Majesty's Canadian Ship *St. Laurent*, in spite of the great changes that have taken place in almost every branch of naval technique, what was known as the 'Nelson tradition' is evidently not dead. In fact, I think the very changes have accentuated it.

"It was Admiral Nelson who realized that what was called 'discipline' in the fleet of that day, was a harsh and arbitrary exercise of authority, and he set

to work in every ship and squadron he commanded to translate that word 'discipline' into 'efficiency, consideration, understanding'—in other words 'team work' and so enable him to say he had the honour to command a 'band of brothers'.

"That is the 'Nelson tradition', that and nothing else, and I am convinced that it is that spirit, more than anything else, which has made the Royal Canadian Navy the splendidly efficient force that it is, the joy of those who are in it, and the pride of the country it serves."

## Promotions from Lower Deck

A number of chief petty officers and petty officers were promoted from the lower deck recently to the rank of acting commissioned branch officers and to acting sub-lieutenant.

They are: A/Cd. Off. (SB) C. H. Walker, 35, of New Westminster, B.C., who has been appointed to HMCS *Gloucester*; A/Cd. Constr. Off. J. W. T. Burnett, 32, of Victoria, appointed to staff of Superintendent, HMC Dockyard, Esquimalt; A/Cd. Gnr. R. J. Leduc, 35, of Montreal, to the *Lanark*; A/Cd. Gnr. S. F. Brain, 31, of Victoria, to the *Assiniboine*.

A/Cd. Rad. Off. J. G. Mimmagh, 31, of Halifax, on the staff of the Electrical School, *Stadacona*; A/Cd. Rad. Off. J. A. Knight, 33, of Victoria, to the Electrical School, *Stadacona*; A/Cd. Rad. Off. R. W. Bright, 33, of Victoria, to staff of Superintendent, HMC Dockyard, Halifax.

A/Cd. Ord. Off. W. J. Renaud, 35, of Westport, Ont., and A/Cd. Ord. Off. R. P. Wight, 36, of Ottawa, both to the United Kingdom for an ordnance engineering course with the RN, and A/Sub-Lt. (S) R. A. Butler, 29, of Langstaff, Ont., and A/Sub-Lt. (S) R. R. Godden, 27, of Belleville, Ont., who have recently completed a supply officer's technical course at *Hochelaga*.

## Sault Ste. Marie Donates TV Set

A recent letter to the Flag Officer Atlantic Coast brought to light a kindly deed by crew members of the *Sault Ste. Marie*, coastal escort vessel.



Rear-Admiral Walter Hose, RCN, (Ret'd), of Windsor, Ont., aged 82, who was Chief of the Naval Staff from 1920 to 1934, addresses the ship's company of HMCS *St. Laurent* at Sunday Divisions at sea, while taking passage on board the ultra-modern anti-submarine warship to the United Kingdom. (SL-280)



The letter, from the chairman of the Cape Breton (mental) Hospital Commission, said in part: "At a recent meeting of the Cape Breton Hospital Commission, the members requested that I express to the ship's company of the *Sault Ste. Marie* our sincere thanks for their donation to the hospital of a television set."

The letter added: "The gift is all the more appreciated for the reason that so far as we are aware no members of the ship's crew are residents of Cape Breton and therefore have no direct interest in the patients at our institution."

### **Admiral Guest Of Chief and POs**

Just a few days after he had proceeded on retirement leave, Rear-Admiral R. E. S. Bidwell, former Flag Officer Atlantic Coast, was guest of honour at the annual Life Membership dinner of the Chief and Petty Officers' mess in the *Stadacona* gunroom on September 24.

The dinner is an annual get-together for all life members of the mess and the opportunity is taken to present new "pensioners" with life membership cards and lapel buttons. Sixteen of the 22 new life members were present.

Other honoured guests, in addition to Rear-Admiral Bidwell, were His Worship the Mayor of Halifax, L. A. Kitz, and Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax. They assisted the president, CPO R. R. Eade, in the presentation of membership cards and pins.

Any chief or petty officer who has completed 20 years and is in receipt of a pension may become a life member by making application to the mess president.

### **Paper Published At Shearwater**

A weekly newspaper which should meet a real need in a thriving community, *The Navalair*, has made its appearance at HMCS *Shearwater*.

As Captain R. P. Welland, commanding officer, points out in the first issue of the paper, *Shearwater* is more than an air station. It is also a town, with 1,700 wives and children living in married quarters there. More than 2,000 naval and 600 civilian personnel are employed there.

There is plenty of neighbourhood news to report. *Shearwater* has Scouts and Cubs, Guides and Brownies, church organizations, bowling and curling clubs, junior hockey clubs and senior football teams, a dramatic society, a Home and School Association, a well-baby clinic, and a school with more than 800 pupils.

A non-public-funds organization runs canteens, a grocereria, gasoline pumps and a hobby shop and ploughs its profits back in the community.

"Also located in *Shearwater*," Captain Welland points out, "are our brothers-in-arms, the RCAF, who fly regularly from our runways, and a small but indispensable group of soldiers, the ground liaison group and the dental services. We house the Trans-Canada Airways, and we also get assistance from several Department of Transport Officers, who are in the weather business and who live in the base."

The name of the newspaper (*Navalair*) was suggested by 15-year-old Betty Pegden, whose parents, Flight Sergeant Bob Pegden, RCAF, and Mrs. Pegden, live at *Shearwater*.

The editor-in-chief of the newspaper is Lt. (P) George Seymour and his assistant editor is Lt. (SB) Eric Haywood, who is in charge of the *Shearwater* photographic section.

*The Crowsnest* wishes a long and useful career to its new comrade-in-type.

### **Eight from RCN At USN Station**

One officer and seven men of the Royal Canadian Navy are currently serving at the U.S. Naval Radio Station at Cheltenham, Maryland, not far from the nation's capital—enough, says the station's paper *The Antenna*, to provoke thoughts of setting up an exclusively Canadian division there.

The "northerners", as they are known in Maryland, include Cd. Off. (SB) John A. MacDonald, Petty Officers Harvey Eaton, Colin Cope, Matley MacAllister and Clifford Gee, Leading Seamen Keith Zavitski and John Robitaille, and AB John Sidney.

RCN personnel began making tours of duty to the Maryland radio station in 1953, and U.S. radio personnel have similarly served in Canadian naval radio stations.

The Canadians have found the cost of living a little lower than at home, except for food costs. *The Antenna* notes, perhaps with wonder, that they prefer their own Canadian-made cigarettes to U.S. brands.

"There is not much to distinguish the Canadian navyman from the U.S. sailor," the paper observes, "but one thing is noticeable:

"That is their high interest in events of the world and especially their knowledge of United States government. Without a doubt our RCN guests are much better versed in our political goings-on than are most of us in theirs—and perhaps better than some of us in our own governmental operations.

"All in all, Cheltenham can consider itself fortunate to have the opportunity to work side by side with our Canadian allies. They're all fine people and we're happy to have them aboard."

### **Officer Qualifies as Nuclear Engineer**

The first naval officer to qualify at a Canadian university for a degree in nuclear engineering, Lt. (E) Stanley E. Hopkins received his Master of Science diploma from the University of Ottawa on November 1.

The nuclear engineering course was the first to be offered by a Canadian university.

On completion of his course, Lt. Hopkins was seconded to the Chalk River plant of Atomic Energy of Canada Limited. Early in January he will return to Ottawa as Assistant Staff Officer Nuclear Engineering at Naval Headquarters.

Six engineers took the post-graduate nuclear engineering course at the University of Ottawa. One of Lt. Hopkins' classmates, John Tremayne Rodd, has joined the Naval Engineering Design Investigation Team at Ville LaSalle, Montreal.

Mr. Rodd, born in Sydney, Australia, 32 years ago, was awarded a Bachelor of Engineering degree by the University of Sydney in 1948. He was also awarded a Master of Science degree in nuclear engineering on November 1.

Born in Nelson, Ontario, on January 26, 1928, Lt. Hopkins entered the RCN as a naval cadet at Royal Roads in August 1945. He attended the Royal Naval Engineering College, Plymouth, as midshipman (E) and obtained his engine room watchkeeping certificate while serving in ships of the Royal Navy.

While serving in the cruiser *Quebec*, 1952-53, he was selected to attend the advance marine engineering course at Royal Naval College, Greenwich.

On completion of the two-year course Lt. Hopkins was reappointed to the *Quebec*. Before embarking on the nuclear engineering course at the University of Ottawa, Lt. Hopkins served for four and a half months in the Engineer-in-Chief's department at Naval Headquarters.

### **U.S. Appointment For Officer**

Lt.-Cdr. (S) Albert C. Tassie has taken up a two-year exchange appointment at the United States Navy Electronics Supply Office, Great Lakes, Illinois.

He was formerly with the RCN Supply School at HMCS *Hochelaga*, Montreal.

# THE NAVY AND THE CONQUEST OF CANADA

## *Much Remained To Be Done after Fall of Quebec*

THE WAY most school history books tell it, British rule in Canada was established by the famous battle on the Plains of Abraham in September 1759. The Royal Navy played an important role in this, one of the most notable combined operations of history, but if the Navy had not intervened again a few months later (and this is the point that students of naval history feel is too often overlooked), Quebec might well have returned to French rule, leaving all to do again.

When the French capitulated after the Battle of the Plains of Abraham, the main French forces withdrew, leaving a garrison under General Murray to "hold the fort" over the cold Canadian winter. Some ships went to Halifax or Louisbourg but the majority returned to England.

Only northerners can understand the full meaning of the term "winter" as applied to pioneering days in Canada—month after month of cold, snow, ice and Arctic wind, the feeling that spring will never come, the long struggle to keep alive, when giving in seems so easy. Add to the distress arising from the rigorous climate, hunger, fear, In-

dians, the still-unbeaten French, and it is possible to understand what General Murray and his men felt during that dreadful winter of 1759-60 and their anxiety when their scout reported in the spring that General Levis, with 11,000 troops, was approaching from Montreal.

In April 1760 Canada might have become French again except for one thing: British sea power. Levis was within an ace of recapturing Quebec when on April 15 "like angels' wings" the sails of a squadron from England under Commodore Swanton appeared below Cape Diamond.

One of the ships of the squadron was HMS *Diana*, a frigate of 32 guns, which had been at Louisburg and the fall of Quebec City and which had returned to England for the winter.

Now, in the spring of 1760, she and the frigate *Lowestoft* went up river to attack the small covering force of French ships. By April 17 only one sloop had escaped and the French army, being enfiladed at Sillery, began to retreat.

On May 18 Lord Colville arrived with the Halifax squadron. He appointed Captain Deane, RN, to command the

*Diana* and to lead a small squadron to assist the army in the reduction of Montreal. Because by this time "Britannia ruled the waves", this squadron was small and unprotected: *Diana*, 32 guns; *Penzance*, 44; *Porcupine*, 16; *Gaspée*, 8; nine row-galleys with one gun each; 26 large rowboats, and 40 transports.

By the autumn Captain Deane and the *Diana* had completed the capture of Canada. Nothing now remained except the political acceptance of a military fact, achieved mainly by sea power, and this occurred when the Treaty of Paris in 1763 confirmed Britain's possession of the "Province of Canada", Cape Breton Island and St. John's (now Prince Edward) Island.

Something more should be said of the frigate *Diana*, the second British warship to bear the name.

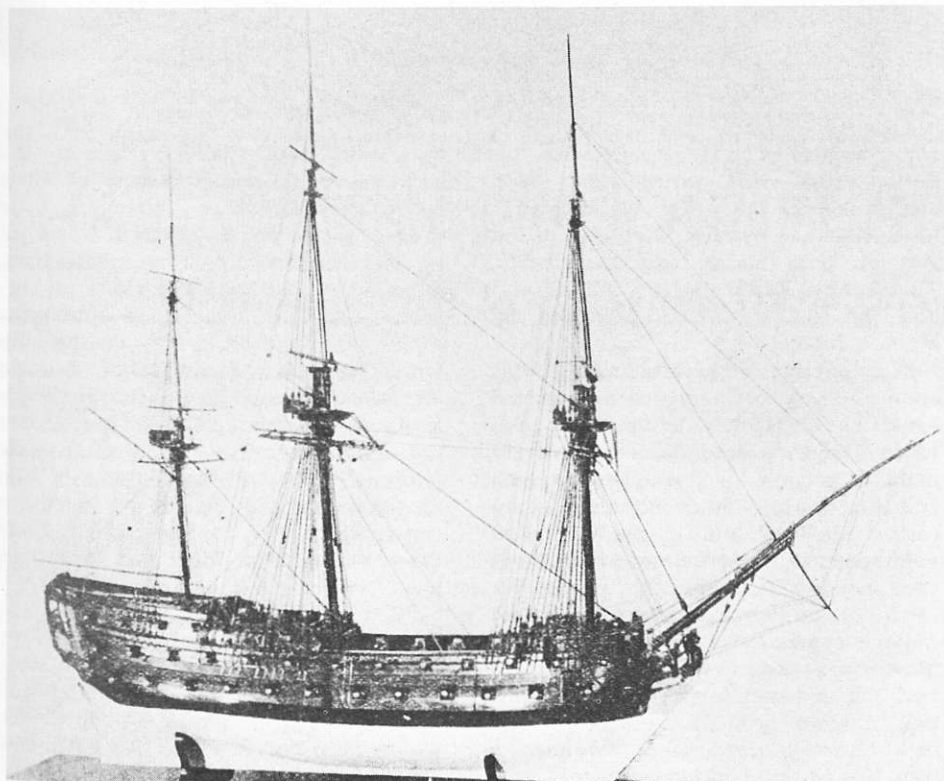
Built at Limehouse in 1757, she was of 668 tons, 124 ft. x 35 ft. x 12 ft., mounted 32 twelve-pounders and had a complement of 220.

The Greeks in their mythology gave *Diana*, the twin sister of Apollo, three separate spheres: the earth, where she was goddess of chastity and of hunting; the underworld, where she was called Hecate; the heavens, where, as goddess of the moon, she was called Phoebe. Her temple at Ephesus was one of the Seven Wonders of the World in ancient times.

The first *Diana* in the Royal Navy was a little 80-ton merchantman, with a crew of 40, hired by the City of London to take part in the Battle of the Spanish Armada.

In February, 1758 the second *Diana* (Capt. Alex. Schomberg), wearing the broad pendant of Commodore Philip Durell, sailed from England to become part of Admiral Boscawen's expedition against Louisbourg and to share in the fall of the French fortress on July 25.

In February 1759 she sailed from Spithead in Vice-Admiral Saunderson's fleet which was destined to capture Quebec. The naval force was divided into three sections: the ships-of-the-line (Rear-Admiral Durell) remained down river to prevent any interference from the Atlantic; the main body (Vice-Admiral Saunderson) covered the transports in the vicinity of Quebec itself; a small squadron (Rear-Admiral Holmes) was sent up river to guard against any attack from that quarter and to keep the defenders guessing.



One of the ships which took part in the capture of Quebec was HMS *Centurion*, fourth to bear the name. The model pictured here was made for Admiral Anson, whose flagship she was during his circumnavigation of the world. The *Centurion* began the journey in 1740.



The *Diana* was in the third group. Here she not only aided in the British victory but also gained experience which was to stand her in good stead during the following year.

Another interesting representative of the larger ships that took part in the Siege of Quebec during the summer of 1759 was HMS *Centurion*.

In the Roman army a centurion was an officer who commanded one hundred men (later one sixtieth of a legion). Chosen by the tribunes, a centurion was of first or second grade with the duties of drill and supervision of work and with the power to award punishment for minor offences.

The first *Centurion* in the Royal Navy was a 250-ton merchantman with a crew of 100, hired by the City of London to prosecute the war against Spain in 1588. She played a good part in the Battle of the Armada and in further actions against Spain, notably the capture of the Island of Lanzarote and of San Juan de Puerto Rico.

The second *Centurion*, of 531 tons, 48 guns and a crew of 230, was launched in 1650. She gained battle honours during the First and Second Dutch Wars (Dover, Portland, North Foreland, Lowestoft, St. Jame's Bay) and went on to do valuable work against the Algerines in the Mediterranean.

The third *Centurion* was a 614-ton frigate built at Deptford in 1690. She was 126 feet long and had a crew of 240. Throughout her 36 years of service she saw action in several spheres, her principal battles being Cape Barfleur, La Hogue and Velez Malaga.

And now we come to the ship that helped to capture Canada. HMS *Centurion*, the fourth of her name, was a 60-gun ship of 1,095 tons whose principal dimensions were 144 ft. x 40 ft. x 14 ft.

In 1740-44 she wore the broad pendant of Commodore George Anson, RN, when this great sailor completed his circumnavigation of the world.

The *Centurion* was cut down to a 50-gun ship in 1746 and as such led the van the following year under Captain Denis in Vice-Admiral Anson's action against Admiral de la Jonquiere off Finisterre, May 3, when 13 warships, six merchantmen and some £300,000 in specie were taken.

In 1751, under Captain Augustus Keppel, the *Centurion* was sent to Algiers to settle some political matters with the Dey and in 1754 she and HMS *Norwich* escorted a large troop convoy to North America.

In 1759, now under Captain Mantell, she formed part of Vice-Admiral Saunders's fleet (flagship *Neptune*) of 49

warships which sailed from Spithead February 17 to commence the assault on New France. On June 26 Admiral Saunders, reinforced from Halifax and Louisbourg by squadrons under Rear-Admiral Holmes and Rear-Admiral Durell and by troops commanded by Major-General Wolfe, anchored near Quebec and commenced the long struggle which resulted in the French capitulation on September 18. The troops, which took part in the Battle of the Plains of Abraham, September 13, 1759,

were landed under the guns of the *Centurion*.

Before she was broken up in 1769, the *Centurion* (Captain Jas. Galbraith) was in Admiral Pocock's fleet when Havana was captured August 14, 1762. Numerous warships and merchantmen were taken and much money and loot came to hand. How were the shares all divided up? Read it and weep: Admiral—£123,000; captains—£1,600; petty officers—£17; seamen and marines—£4.—C.H.L.

## BUZZ BEAR GOES NORTH

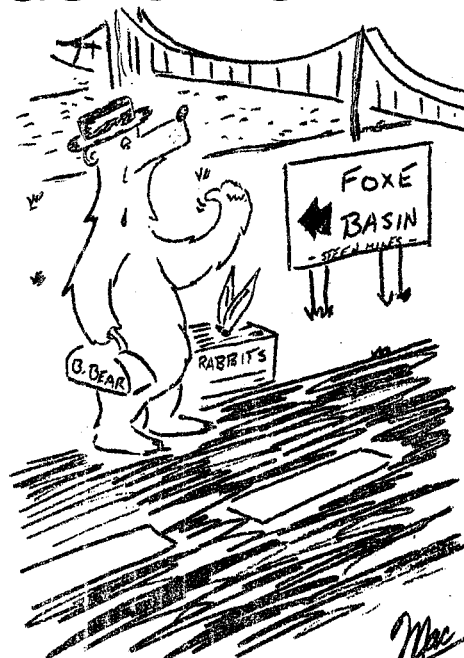
A NEWSPAPER with what the trade calls "hundred per cent readership" has gone to press for the last time. School was out for *Bergy Bits*, the Labrador's own paper, by the time the Arctic patrol vessel reached her home port of Halifax. Because of the announcement that the "Nifty 50" would be transferred next year to the Department of Transport, it was unlikely *Bergy Bits*' presses would ever roll again.

Through the pages of Canada's most northerly publication had cavorted a group of animal cartoon characters, for the most part shamelessly borrowed from Walt Kelly's famous "Pogo" strip. But there was one rugged individualist among the lot for whom the hauling down of the White Ensign meant the end of a career.

The last editor of *Bergy Bits*, Ldg. Sea. John L. Hebgin, has described the last days on board of old Buzz Bear, who, because of certain capers on the Baltic cruise last spring, had been dipped from a PICA (cook's assistant) to a LSQM, a change that meant the loss of both status and perquisites. This is how Editor Hebgin tells it and how the staff cartoonist, Ldg. Sea. R. McIvor, pictures it:

"For several days after the initial announcement of the ship's destiny he could not be found either with the other QMs in their bunks or in his old haunt, the galley. The off-duty communicators said they thought they caught sight of him in the starboard void space at church time Sunday, but they couldn't be sure. On the list for refit and for the Gulf cruise, his name did not appear. With that as the final blow Buzz Bear was forced to admit that the end had come. His last draft was in.

So he made his decision. Wandering into the editorial offices of *Bergy Bits* the other day he showed us his kit, neatly packed in his attaché case, how

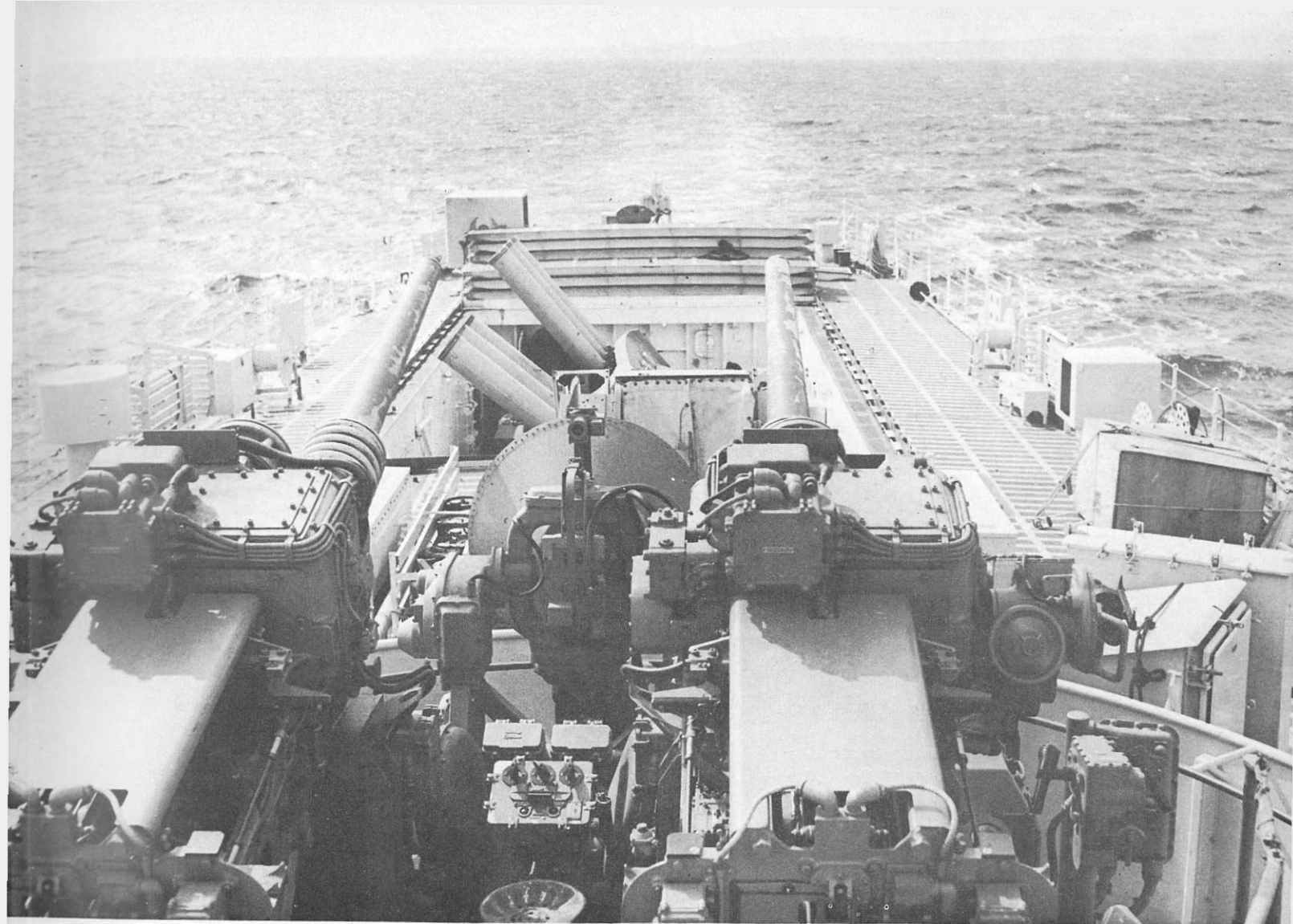


the "rabbit box" made for him by the shipwrights contained dozens of little souvenirs of Labrador — touching little mementos — a ship's crest, a set of screwdrivers, a box of chocolate bars, a pound of butter, ten cartons of cigarettes and two large Grade A turkeys.

He told us he could stay on the ship with the DOT, but pride of uniform meant too much. He'd miss the White Ensign, the extra rations, the pusser pipes, the crowd on the bridge. He figured *Stad* (RC) could dispose of him in ten days and he'd head north, a civvy, to prowl the shores of Foxe Basin in search of Mitzi and those two husky cubs he left behind.

"You know," he said, turning at the door, with a wistful smile, "if the Navy ever gets another icebreaker — well, news travels fast in the Arctic, and I'll come aboard. I may be a little too old by then but, if I am, I've got a fine son."

The door closed and Buzz Bear was gone.



Part of the reason for revising the personnel structure of the Royal Canadian Navy lies in the new and complex weapons devised for warfare at sea. In this view along the quarterdeck of HMCS Fraser can be seen electrically-operated, radar-controlled three-inch-50 guns, capable of firing proximity-fused shells, and anti-submarine mortars which received their firing instructions from the ship's sonar.

# THE NEW RCN PERSONNEL STRUCTURE PLAN

## *Fleet Informed by Message from Chief of Naval Staff*

THE FACT that a new personnel structure will be established for the Royal Canadian Navy was announced to the Fleet in a general message from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, on November 5. The text of this message follows:

"In June 1956 the Naval Board agreed to the formation of a committee known as 'The Ad Hoc Committee on RCN Personnel Structure'.

"The duties of this committee were published in General Orders. Many officers and men took advantage of the opportunity offered and have made valuable contributions to the work of the committee.

"The final report of this committee has now been reviewed by the Naval Board. Most of the changes recommended therein have been approved or accepted in principle and the detailed implementation of the report is now being studied.

"The recommendations contained in the report are far reaching in their effect. They include, for officers:

"(a) The introduction of a new officer structure which will provide opportunity for a broader and more challenging career. Existing branches will be abolished and three lists, which have been referred to in the report as the General List, the Special List and the Limited Duty List will

be formed. The majority of officers will be borne on the General List, which will include a restricted duty section for highly-specialized technical and administrative officers. The Special List will comprise doctors, chaplains, instructor officers and others with special knowledge. The Limited Duty List will contain commissioned officers or officers promoted from commissioned rank but not selected for the General or Special List.

"(b) Other changes which affect cadet training, visual standards, specialist and advanced training and promotion procedures.



"For men:

- "(c) Common entry for men with classification into a trade during new entry training.
- "(d) A new trade structure in which men will be trained to operate and maintain equipment, supplemented by skilled technicians responsible for the difficult repair work.
- "(e) Improved training methods where feasible, including training on the job for Trade Group 1.
- "(f) New promotion procedures, including an improved S507 assessment system.
- "(g) Other changes which affect recruiting, terms of engagement, visual standards and improved testing classification and personnel selection procedure, and measures designed to increase the responsibility of senior men.

"The report also covers certain fields affecting officers and men equally. These recommendations include fixed commission periods and the paying off of ships during refit.

"The personnel changes recommended for the RCN will be reflected in the overall organization and structure of the RCN(R).

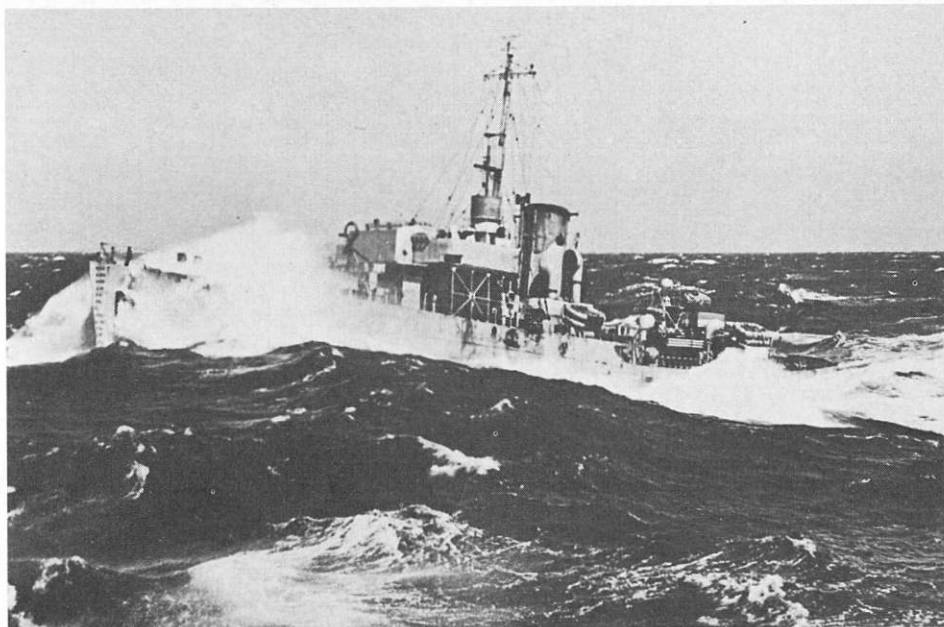
"I do not believe in 'change for change's sake', but I am firmly convinced that we are living in an era of radical and rapidly accelerating changes in technical matters, particularly as they affect the fighting efficiency of our ships.

"Therefore our personnel structure must be as flexible as possible and our personnel so trained that they can meet these developments. Extensive changes as outlined above cannot be brought into effect overnight. While we must not lag in our efforts, I do not consider undue haste desirable. The full effect of these changes will not be felt for some years. The principle is one of evolution and not revolution.

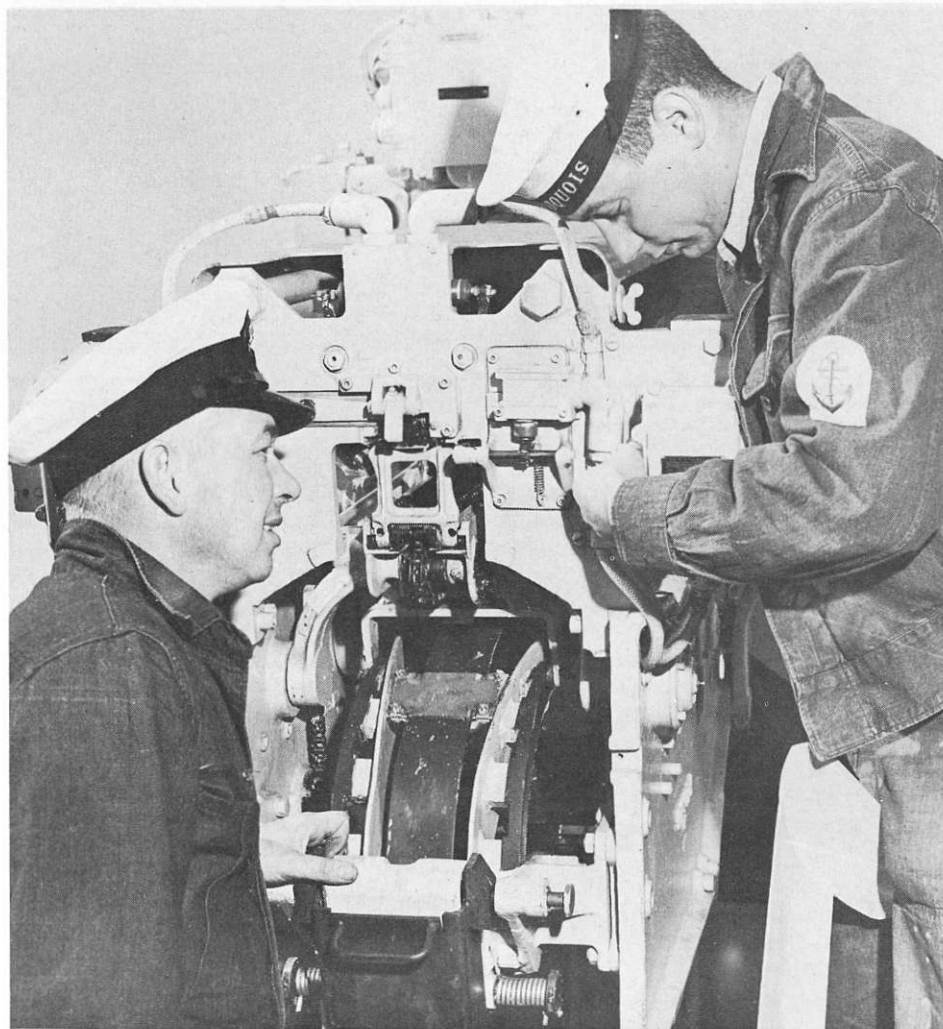
"During the implementation of the report, I consider it to be of paramount importance that the rights and interests of the individual officer and men be carefully guarded. I, therefore, intend that each of the major changes shall, after the views of the Flag Officers have been obtained, be carefully reconsidered by the Naval Board before implementation.

"By the same token, however, if implementation is to be successful, I shall expect the full support of every officer and man once the final decision has been taken.

"The Fleet will be kept fully informed at regular intervals of the progress of implementation."



Technology has come a long way since Second World War days when the corvette was the backbone of the Fleet.



The rapid development of new weapons and electronic equipment during and since the Second World War meant that specially trained technicians had to be carried on board ship in addition to the men who operated the equipment. The new personnel structure plan proposes to slow down this trend by training men both as operators and maintainers. Here CPO Erland Grant, gunnery instructor, and Ldg. Sea. Raymond Lalonde, armourer's mate, check electrical contacts on one of the Ottawa's three-inch-50 guns.

# 30 QUESTIONS

- - - and answers in explanation of the new RCN Personnel Structure and its likely effect on careers.

THE ROYAL Canadian Navy in November adopted a revised personnel structure which will be introduced progressively over the next few years. As the Chief of the Naval Staff said in a message to the Fleet, its implementation will be evolutionary rather than revolutionary.

Revision of the personnel structure has been made advisable by the increasingly technical nature of naval weapons and equipment. It is the outcome of a study begun in 1956 by a special committee established "to examine the present personnel structure of the RCN, and to make recommendations as to the most suitable officer and man structure which would be in the best interest of the service and the nation, with emphasis on economy, efficiency and simplicity".

Views were contributed by personnel ranging in rank from able seamen to admirals. The committee also extended its studies to the other armed services, and to the Royal Navy, the U.S. Navy and the U.S. Coast Guard. Valuable information was obtained from all these sources.

Some of the proposals are:

1. Common entry for seamen.
2. Increased emphasis on on-the-job training.
3. Wider adoption of the user-main-tainer principle.
4. A greatly revised officer structure.

The personnel changes recommended for the RCN will be reflected in the overall organization and structure of the RCN(R).

The effects of these and other recommendations are discussed in the series of thirty questions and answers that follow:

## I

*Do the recommendations which have been approved for implementation actually produce a clear-cut and immediate plan for radical changes which will affect all officers and men now serving?*

No. They provide a basis for a continuing and flexible program of gradual change, and as a whole will take a matter of years to implement.

## II

*How soon will the effects be felt?*

The effects will not be immediate, though the first changes will become noticeable during 1958. The full effect

is unlikely to be felt for about five years in the case of men, and possibly not for ten years or more in the case of officers. There will be no changes made without considerable advance notice. All the appropriate regulations, manuals, etc., will have been amended or produced well in advance of the implementation of any particular change.

## How the Program Will Be Implemented

A planning group has been established within the Naval Personnel Branch at Naval Headquarters for the implementation of the report of the ad hoc committee on RCN personnel structure. This group will be responsible for planning and co-ordinating the procedures, preparation of regulations, training manuals and publications required for the implementation of the recommendations approved by the Naval Board.

Many of the recommendations approved by the Naval Board are interrelated or dependent upon each other. In addition, these changes will require the introduction of new administrative systems and methods. This means that the implementation of the various changes, and the administrative systems necessary, must be co-ordinated in an overall program so that the changes can be effectively introduced and subsequently controlled.

The implementation group will first prepare an overall plan which will indicate the target dates for commencement and completion of each of the changes. Subsequently, the group will work with all departments in the Navy in order to prepare the necessary regulations and manuals, etc.

The implementation group will not be responsible for the introduction of any change in the Navy. They will, however, ensure that all the detailed work, including the draft regulations which are necessary is completed and then passed to the Chief of Naval Personnel for review by the Naval Board and subsequent implementation.

## III

*Has it yet been determined how the changes will affect individual officers and men who are now serving?*

All the existing rights and privileges of serving personnel will be carefully guarded. Much detail work has yet to be done before a specific answer to this question could be given to any individual. No changes will be retroactive, and thus all officers and men will retain their present rank and trade qualifications. However, there may be alterations in the qualifications for future promotion and these will, of course, have to be met. Once again, notice will be given well in advance so that every officer and man in the fleet will have full and accurate knowledge of the requirements that he may have to meet in the future, and of the further opportunities which they present to him.

## IV

*How is it intended that these changes be introduced?*

Each change will be considered carefully and in detail by the Naval Board following consultation with the Flag Officers. Officers and men will then be informed in detail by means of lectures, and other effective means, of their place in the new structure. Where there are alternatives available they will be given the opportunity to express their preferences.

## V

*This is an age of specialization. Will this program tend to produce officers who are "Jacks-of-all-trades", or does it recognize the need for a high degree of specialist capability?*

First, it is specifically designed to meet the requirements of the age of specialization. One of these is that all permanent regular force officers on the general list should have a broad foundation of knowledge of the various specialties essential to the continuing progress and effective operation of the fleet. (General list — General Duty officers). A second requirement is that the vast majority of officers should have a more advanced knowledge of at least one specialty (General list—General Duty officers—Sub-Specialist). The third requirement is that some officers should have specialist capability



developed to the very highest possible degree (General list—Restricted Duty officers). A fourth requirement is that some officers should have a fully developed practical specialist capability, but do not need to proceed beyond this point into the higher reaches of advanced theoretical knowledge (Limited Duty List).

## VI

*How will these four requirements be met?*

The first will be met by ensuring that all permanent regular force officers on the general list are so trained as to give them a broad general knowledge of all departments in a ship. It is expected that this will be provided during the young officer's first four years of service in the fleet, subsequent to his initial four years' training as a naval cadet. Following this, a limited number of these officers who display particular aptitude and serious interest will proceed to highly specialized training, and their knowledge will be advanced to what may be described broadly as the standard of a Master's degree at a university. At this point they will be transferred to the restricted section of the General List.

## VII

*What provision is made for officers in naval aviation on the General List?*

There will be, as at present, two basic plans for entry. The first will apply to permanent regular force officers entered through the Regular Officer Training Plan. The second will apply to short service officers who will enter as at present through HMCS Venture. Both, following cadet training, will proceed immediately to flying training, as at present, for a period of about 18 months. They will then join squadrons for their first flying tour of a duration of about two years. The former (ROTP) will then be required to qualify at sea as watchkeeping officers, both on the bridge and in the engine room. This will be followed by a second flying tour of about two years, and following this their further training is comparable to that of the other general list officers with flying tours interspersed. The latter (ex-Venture); unless selected for transfer to permanent status, will remain in naval aviation throughout the period of the short service appointment. If selected for transfer, however, they will receive advanced training, including academic

training, and thereafter will take their place in the normal fashion on the general list following precisely the same path as those who entered through the ROTP.

## VIII

*What is the purpose of the Limited Duty List?*

The principal purpose is to take advantage of the mature experience of specialized practical knowledge possessed by the present Branch Officer. The establishment of this list makes possible the further promotion of such officers, without placing them in competition with those on the general list who will naturally be possessed of higher academic education, and of broader professional training and experience. Promotion from the ranks to this list is of course open to all. Furthermore there will be provision for the exceptional Limited Duty List officer to be transferred to the General List and thereafter compete for promotion in this list. The Limited Duty List will replace the present Branch Officer system of promotion and is designed to recognize the value of this type of officer.

## IX

*What about other avenues of promotion to commissioned rank from the lower deck?*

It is intended that the opportunities for promotion from the lower deck be improved, as this is an obvious and excellent source of good officers. Additional selection methods will be introduced, and every effort made to ensure selection at an early stage in the man's career for entry into Canadian Services College, University or HMCS Venture. Educational facilities will be available to those who show serious promise of being able to take advantage of them. The present system of providing additional education where it is needed will be reinforced.

This should increase the numbers of successful candidates from the lower deck for entry to the Canadian Services Colleges, to HMCS Venture or to a university.

## X

*Is it intended to retain the upper yardman system of promotion?*

No. The two methods described above will render this unnecessary.

## XI

*What will be the qualifications and career opportunities for officers of the Special List?*

The special list will contain medical officers, chaplains, instructor officers and other officers who are now contained in the Special Branch whose special skills are required.

The qualifications for entry into each category will vary and opportunities for promotion will be limited to each category.

## XII

*What are the main advantages of the new officer structure?*

There are six main advantages as follows:

1. The vast majority of officers will have a common background of training.
2. The structure will provide a larger field from which to select the senior officers of the future.
3. It will open the positions of higher command to a much larger group of officers by eliminating the relatively rigid branch divisions that now exist.
4. Specialization will be maintained at the full degree necessary to maintain the fighting efficiency of ships, while waste of advanced specialist knowledge will, so far as humanly possible, be eliminated.
5. It will provide an increased flexibility in the employment and capabilities of personnel, and thus make it easier to meet unforeseen changes in the future.
6. It will result in a greater economy in the use of manpower.

## XIII

*What is the principal basic change in the structure as it affects men now serving?*

At present there is a sharp distinction between operators and maintainers of the weapons and equipment of the fleet.

Experience has shown this to be much less necessary than was anticipated, and it is therefore intended to combine the two functions in many instances. For example, under the new structure the guns will be both maintained and fired by men belonging to the gunnery trade. Similarly, the communicators (radio) will both operate and maintain. In short, there will be a merging of many of the functions now carried out under the existing branch system, resulting in a reallocation of duties.

#### XIV

*Does this mean the elimination of the skilled technician?*

Certainly not. His time, however, will not be spent on work which does not require the degree of technical skill which he possesses, and which can be carried out by others perfectly well. The skilled technician will be employed in the more difficult repair, manufacture and diagnostic work. In other words, the fullest possible advantage will be taken of his capability.

#### XV

*Does this mean that there will be fewer trades in the navy than there are at the present time?*

Yes. In general terms the new trade structure will provide for less than 30 trades at the Trade Group I level. This will increase through Trade Group II to over 40 at the Trade Group III level, and decrease again to under 35 at Trade Group IV.

At present there are overall about 70 trades.

#### XVI

*Will this reduce the opportunities on the lower deck to qualify for trade group status and pay?*

No. It will, if anything, give a better opportunity for this form of advancement to those with the drive and ability to take advantage of it.

#### XVII

*How is it that there will be different numbers of trades at different trade group levels?*

This is made possible by the increased flexibility of the structure. Since there will be no branches operating, as it were, in "watertight compartments", it will be possible for those with the proper aptitude to transfer from one trade to another, providing the transfer is in the best interest of the service and the man.

The increase at the Trade Group II level is caused by the introduction of some trades which do not exist at the Trade Group I level. A further increase at the Trade Group III level results from the introduction of a "technician" category. The reduction at the Trade Group IV level is caused by the amalgamation of some trades into one at this point.

#### XVIII

*How does this trade transfer system apply to the skilled technician?*

There is no reason why in future, for example, an electronic technician whose

trade is introduced at the Trade Group III level should not come from any one of the allied trades, provided the man has the aptitude and background necessary to pass the course. He might, for instance, previously have operated and maintained either sonar equipment, radio equipment, radar sets, electronic equipment or fire control systems. It is equally possible, however, for most men in any one of the weapon or control categories referred to above, and in most other trades, to progress right through in their trade up to the Trade Group IV level.

#### XIX

*How will selection be made for advancement in trade group status?*

This selection will be made on the basis of practical experience and the passing of a qualifying examination.

#### XX

*How will this affect the trade group standing of personnel now serving?*

They will retain the trade level and pay which they already possess, and will be gradually channelled into the new trade structure as it evolves. The qualifications for advancement will undergo some change, but the opportunities for advancement will remain about the same as if the existing trade structure had remained.

#### XXI

*Will there be changes in requirements for promotion to a higher rank, as well as the changes affecting advancement in trade group?*

Yes. A trade group qualification will still be required, but it will also be necessary for an examination to be passed before the man can be promoted to higher rank. This examination will be necessary, regardless of trade, and will cover such matters as administration, disciplinary regulations and procedures, personnel regulations, divisional work, damage control and general ship knowledge. The standard required will be set according to the rank to which the man may be promoted.

#### XXII

*Does this mean that new courses will be introduced leading to the examination?*

No. Candidates for promotion will be expected to acquire the necessary knowledge by experience and self-study. Guides and manuals will be provided for the latter, and every encouragement will be given to self-study. In

the final analysis, however, success will depend upon the man's own capability and application. This will be true of all ranks up to and including Chief Petty Officer, First Class.

#### XXIII

*How will the responsibilities of senior men be increased?*

This certainly cannot be done overnight. However, there is good reason to expect that, as the new structure becomes effective, it will be possible to reduce the number of officers in ships, and this will automatically provide scope for the exercise of higher responsibility by CPOs and POs. In addition there are other duties in the recruiting and divisional fields in which additional responsibility can be provided.

#### XXIV

*Will these changes immediately affect the new entry and the recruiting function?*

Not immediately, as the specifications for the trades have yet to be worked out in detail, and the system necessary for channelling the new entry into the new structure must be established. This will take some time to work out and bring into effect.

However, the new entry will find himself being channelled into the new structure at a fairly early stage of his career. At present he is entered into a branch and trade at the recruiting centre. This is subject to revision at Cornwallis, and transfers do from time to time take place even after he has joined the fleet.

#### XXV

*This means, then, the introduction of Common Entry?*

Yes. Eventually the system of common entry will be introduced, and the new entry will not be channelled into a trade until his aptitudes (including such matters as education, eyesight, etc.) have been determined and his preferences stated. This will take place relatively late in his new entry training period, which will be about 18 weeks, including two weeks' sea time. As indicated above, the possibility of further transfers is kept open. Such transfers will naturally only be effected if they are in the combined interest of the service and the man himself.

#### XXVI

*Will this alter the present system whereby he goes back to school again immediately after leaving Cornwallis?*

It will alter it materially. In the majority of instances he will join a



ship, and his Trade Group I training will be given him on the job at sea. He will learn his trade, under close supervision, in the school of experience, reinforced by a limited amount of classroom training as necessary.

## XXVII

*Does this mean the abolition of the present schools?*

Certainly not. The requirement for the schools will be in no way reduced as they will be needed to provide courses for the higher trade groups. They will also provide short courses to reinforce the on-the-job training which is being given in the ships wherever this may be necessary.

## XXVIII

*How will this on-the-job training be carried out?*

First, it will become the direct responsibility of each divisional officer, chief petty officer and petty officer in the division, and will be a constant process in which all concerned will be required to take an active part. This practice is, in fact, followed now in some branches; but it is perfectly possible to extend it very considerably. Not only will it increase the interest of the man who is learning because he sees immediately the results and purpose of his work, but it will also strongly fortify the divisional system itself, as it is envisaged that the man's divisional officer will be the officer for whom he works and who is responsible

for his training, advancement, living spaces and general well-being. Furthermore, it will establish more firmly the responsibility of CPOs and POs, and result in a much closer mutual understanding and sense of purpose throughout the personnel of the division, from ordinary seaman to divisional officer.

## XXIX

*What are the main reasons and advantages of introduction of this type of structure on the lower deck?*

1. The overwhelming reason is the increasing amount of electrical and electronic equipment in ships, which has resulted in a steady increase in the numbers required to maintain, and a decrease in the numbers required to operate. It is expected that this increase in the amount and complexity of equipment will continue, perhaps with increasing rapidity. The required skill must therefore be spread through a larger number of personnel, or there simply will not be room in the mess-deck for the growing numbers.

2. A second reason is that it is a waste of effort and capability to employ men skilled to the repair manufacture level, where the level of technical skill does not go beyond that required to maintain.

3. A sure advantage is that the interest and capability of the man concerned will be considerably increased if he combines roles of operation and maintenance. Inevitably he becomes better at both functions, to his own advantage as well as that of the service.

4. It will provide opportunity for a greater variety of experience, and more rapid advancement to the man who combines ability with effort. In short it will produce sailors better equipped for the challenges of both the present and the future.

## XXX

*What arrangements have been made to implement the report?*

A group has been formed within Naval Personnel to be responsible for planning and co-ordinating the procedures, preparation and writing of regulations, training manuals, publications and systems which will be necessary to implement any changes.

As many of the changes are interdependent and are further dependent upon other administrative changes, the Implementation Group will first be required to break down each change into all its component parts, relate them to administrative changes, and finally to prepare a time-phased plan.

The group will work through the normal service channels in preparation of the regulations and manuals required to implement any change. They will not be responsible for the final implementation of any recommendation but will ensure that all the information necessary, including the amended regulations and draft manuals, is passed to the Chief of Naval Personnel who will obtain the comments of the Flag Officers and the approval of Naval Board as requisite.

*The above questionnaire deals in many instances with proposals which will not be put into effect for some time. . . . It is suggested, therefore, that it be preserved for future reference. To facilitate this the questionnaire has been printed on the four centre pages of "The Crowsnest" for easy removal.*

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### Communication Training Centre

During graduation ceremonies recently held in *Naden's* Communication Training Centre for classes of visual and radio communicators, Trade Group I, Commodore P. D. Budge, commanding officer, brought to the attention of those in attendance the historical implications of the occasion.

Before the commencement of hostilities in September 1939, the training of signalmen and telegraphists for the RCN was accomplished by sending the men to the Royal Naval Signal School in Portsmouth, England. With the outbreak of the war, this practice ceased and the RCN was faced with the problem of training its own communication personnel. In September 1939 the first course for signalmen and telegraphists was commenced in signal training centres on both coasts. These courses were of nine months' duration.

Available records show that a total of eight classes passed through *Naden*

during the next two years. In October 1941 an RCN Signal School was commissioned as HMCS *St. Hyacinthe*, in St. Hyacinthe, Quebec. This establishment was responsible for all communication training in the RCN throughout its commission which ended in 1945.

After the war the Communication School was moved to *Stadacona* and remained there until the present Communication School at *Cornwallis* was established in 1952.

In March 1957, the Communication Training Centre in HMCS *Naden*, commenced training of CVs and CRs of the Esquimalt Port Division at the Trade Group I level. On October 28, V1 and R1 classes were the first RCN signalmen and telegraphists to qualify on the West Coast since March 27, 1942.

Commodore Budge congratulated Ord. Sea. Allan Pihowich, who topped his class with an average of 95.6 per cent and Ord. Sea. James Waldron who had an average of 93.9 per cent to place him first in V1 Class.

In bidding farewell to the classes before they left for various billets in the

Fleet, Lt. Frank Fenn, officer in charge, offered this Confucianism as good advice:

"The essence of knowledge is, having it, apply it; not having it, to confess your ignorance."

### Belmont Park

A profit of \$25 was made on hot dogs and soft drinks at a Fire Prevention Week program sponsored by the Pacific Command fire department in early November at Belmont Park, married quarters near Esquimalt. The money has been presented to the Cerebral Palsy Clinic at the Royal Jubilee Hospital, Victoria.

The cash donation was presented to Mrs. Margaret McClung, managing secretary of the clinic, by Lt.-Cdr. (SB) Neil Duval, base fire chief.

### Navigation and Direction Training School

A busy summer in the Navigation Direction Training Centre at *Naden* came to an end with the return to college of UNTD cadets.

During the summer eight classes of UNTD cadets, totalling approximately 120, completed courses in action information organization. Twelve RCN(R) wrens from inland divisions across Canada successfully completed RP 2 and RP 3 courses. One class of RCN(R) officers completed courses in meteorology and navigation, parts I and II.

RP 213 and RP 353 classes qualified early in the summer, with RP 214 and RP 354 and 355 qualifying late in August and the middle of September respectively.

Two new classes RP 215 and RP 356 commenced on August 19 to complete late in the fall.

With work-ups of the AIO teams from two new DEs, HMCS *Skeena* and HMCS *Fraser*, it was a busy time.

## ATLANTIC COMMAND

### HMCS Ottawa

The "Eager Beaver" has enjoyed full employment in the fall cruise program, having crossed the Atlantic four times, engaged in two major NATO exercises, assisted HMCS *Bonaventure* in her work-up program off Northern Ireland,



Commodore P. D. Budge, Commodore RCN Barracks, Esquimalt, delivers the principal address during the commissioning of HMCS *Miramichi*, minesweeper, on October 29. Also shown are Harold Husband, president of the Victoria Machinery Depot Company, Limited, builders of the ship; Captain (E) Erik Revfem, Principal Naval Overseer, West Coast, and Lt.-Cdr. M. A. Considine, commanding officer of the *Miramichi*. (E-4380)



and, during the latter, carried out special trials with a large RCAF helicopter embarked.

At the beginning of October, with Commodore J. V. Brock, Senior Canadian Naval Officer Afloat (Atlantic), embarked, and the *Iroquois* in company, the *Ottawa* returned to Halifax, leaving the remainder of the First and Third Escort Squadrons to the rigours and hardships of a Baltic cruise. On this return trip 109 cases of influenza were contended with, including one which had to be rushed into Ponta Delgada in the Azores. On departure from there, the ship witnessed a newly-born volcanic island in full eruption.

On October 18, a helicopter and an air group were embarked to carry out various trials in North Atlantic conditions. The air groups consisted of: Flight Lt. Lloyd Cummings and six airmen from 108 Helicopter Flight, RCAF Rockcliffe, Lt.-Cdr. (P) W. Frayn, Lt. (P) G. Clarke and seven men from HS 50 Squadron, *Shearwater*, and J. Graham from Canadian Pratt & Whitney Company.

With an energetic spring cruise just around the corner, the ship is looking forward to fulfilling her, to date unofficial, motto "Revæb Regæ".—J.M.R.

### Shannon Park

On the night of November 1 witches, hobgoblins and all of their unearthly ilk were turned loose in the gymnasium of the Shannon Park School where a Hallowe'en dance was held.

This was the first dance for quite some time and was well attended both by people in and out of costume.

Ron Crawford, a dance committee member, acted as master of ceremonies and was aided by Mrs. Kenneth McDonald, also a member of the committee.

The highlight of the evening was the parade of the guests who came in costume. One of the highlights was trying to figure out who the man was that came dressed as a mummy. He entered the dance led by someone wearing a Frankenstein monster face mask and took a seat and did not move except to be led around from place to place by his partner.

The mummy was awarded the prize for best original male costume and it was then learned that he was Thomas Cowan from HMCS *Granby* and that it had taken him and his helper approximately three hours to get him into the costume.

Other prizes were awarded to Mr. and Mrs. Bert Godding for funniest couple and Mrs. Hazel Tracy, original female.



Newly-organized teen-age activities at Shannon Park got underway late in October with a highly successful Hallowe'en Dance at the school auditorium. The event, one of several such activities planned for the younger set during the coming months, was attended by approximately 75 youngsters. Ron Roberts, of Radio Station CJCH in Halifax, was master of ceremonies. Above, a group of hungry dancers dig into the refreshments. (HS-50465)

A booth was set up by the women's organization of the Church of the Redeemer for the sale of coffee and hot dogs during the dance and the profits will be used toward the purchase of a stained glass window for the church.

### Eleventh Escort Squadron

Completing duties which began when the Squadron was formed on April 15, 1955 the Algerine class coastal escorts *Sault Ste. Marie*, *Portage* and *Wallaceburg* were paid off at Sydney, N.S., during September.

Familiar sights on the Great Lakes, they were mainly engaged in the training of reserve personnel there during the summer months.

When the squadron was originally formed it was composed of the *Wallaceburg*, *Minas* and *Portage*. However, on November 7, 1955, the *Minas* was paid off into reserve at Esquimalt. The same day, the *Sault Ste. Marie*, which had been taken out of the reserve fleet on the West coast, was commissioned and took the place of the *Minas* in the Squadron.

## NAVAL DIVISIONS

### HMCS Tecumseh

A plaque bearing the names of 49 men from the Calgary naval division who lost their lives during the Second

World War was unveiled at HMCS *Tecumseh* on November 10.

The ceremony was attended by relatives of those who had died, with J. T. Shelly who lost two sons at sea, and Mrs. G. M. Evans who lost a son, performing the unveiling. A guard of petty officers was in attendance.

The service was conducted by Chaplain W. J. Collett. Tribute to the dead was paid by Cdr. G. K. Whyton, commanding officer of *Tecumseh*, and Captain Reginald Jackson, representing the Naval Officers' Association of Calgary.

Funds for the plaque were raised by the ship's company, with the help of several Calgary businesses. It will have a permanent place of honour on the quarterdeck of the divisional headquarters.

### HMCS Carleton

Lt. (MN) Margaret Godin, a nursing sister from HMCS *Carleton*, was selected to represent the women's services during the ceremony at the national war memorial where Her Majesty laid a wreath on Sunday October 13.

Lt. Godin joined the RCN(R) in April 1955 and has spent annual periods of training at *Cornwallis*, *Stadacona* and *Naden*. She is employed with the department of health of the city of Ottawa.

# RCN BIDS FAREWELL TO WHALE ISLAND

## *Lieutenants (G), Instructors to Train at Stadacona*

ON SEPTEMBER 9, 1957, a significant break with an established custom was made, when HMC Gunnery School, in Halifax, commenced courses to qualify lieutenants (G) and gunnery instructors. Before this date, all specialist (G) officers, and a high percentage of gunnery instructors, qualified in HMS *Excellent*, the RN Gunnery School, better known as "Whale Island", "Whaley", or "The Island", in Portsmouth, England.

This parting of the ways has resulted from the increasing differences in gunnery equipment and personnel structure between the Royal Navy and Royal Canadian Navy.

The two courses will be conducted on much the same lines as the RN counterparts have been. The lieutenants (G) qualifying course is of 53 weeks' duration, and consists of four months' technical instruction in mathematics, physics, mechanics and aerodynamics, six months' instruction in professional subjects, with two months allotted for tours of industry, and defence establishments. With leave included the course should complete October 31, 1958.

The gunnery instructors are qualified in 42 weeks, and their instruction follows the same pattern. They spend the first four months on technical subjects, with the remainder of the time spent in professional instruction. They do not have a program of visits and thus complete the course July 18, 1958.

In both courses, greater emphasis has been placed on the practical aspects of gunnery. This is in line with the policy of the user assisting in the maintenance of his equipment. Over a month is spent in teaching testing, alignment and maintenance of equipment. For this reason some subjects must have less time allocated and in these courses such items as parade training and gun drill have been cut to the bare minimum considered necessary.

Professional and technical instruction is given in HMC Gunnery School, Osborne Head Gunnery Range, HMC Electrical School, the Naval Research Establishment, The Naval Aircraft Maintenance School, the Canadian Joint Air Training Centre, and in other specialist schools in the Halifax area.

Lt. V. G. Brodeur, now on the retired list as a Rear-Admiral, was the first RCN officer to qualify as lieutenant (G) when he completed the course in 1921.



Stadacona has taken over from Whale Island and has launched the first RCN lieutenant (G) qualifying course. Aspirants for the "big G" gunnery qualifications are: Front row, left to right, Lt. J. S. Hiltz, Lt.-Cdr. I. A. Macpherson (conducting officer) and Lt. W. R. Stebbings; back row, Lt. G. R. Ferguson, Inst. Lt. S. L. Morse, Lt. R. A. G. Coombes, Lt. J. C. Lamontagne and Lt. A. Dzioba. (HS-49836)



Members of the gunnery instructor qualifying course at Stadacona: Front row, left to right, PO W. R. Steele, PO R. A. Robertson, Lt. C. H. Humble, (conducting officer) PO P. Melanson and PO J. D. Bell; back row, Petty Officers R. E. Campbell, J. Morgetroyd, W. G. Warner, H. R. Baron, S. H. Bell, R. J. Waldwin and N. W. Chater.



Since then 56 officers have qualified, including 13 of the RCNVR. Of serving officers, Rear-Admiral H. F. Pullen, and Commodore E. P. Tisdall have been gunnery officers the longest, having qualified in 1932.

RCN gunnery instructors qualified on the island from the late 1920s, although a few men transferred from the RN had qualified there in earlier years. During the Second World War, the RCN qualified its own gunnery instructors either in *Stadacona* or *Cornwallis*, and only two took their course in *Excellent*.

A prize is awarded in the RN to the man who comes first in the Gunnery Instructors' course. This is the Llewellyn Prize, and it is hoped that a similar Canadian award may be instituted. RCN winners of the Llewellyn Prize are as follows: 1938, Acting PO C. McDerby (Lieutenant RCN (retired)); 1940 acting PO J. M. Paul (Lieutenant-Commander RCN); 1949, PO James Luke, (Commissioned Gunner, RCN); 1951, PO Norman Anderson, (Commissioned Gunner, RCN); 1952, CPO R.

Aldhelm-White; 1954, PO S. H. Shaw; 1955, CPO Peter Lecuyer and, 1955, PO Kenneth Jackson. PO Richard A. Baxter, who died in the *Fraser* in June 1940 and PO Harry H. MacDonald (Lieutenant-Commander, RCN) tied with RN ratings for the prize, gunnery officers recall.

Since 1951, the "Captains J. E. W. and R. H. Oland Memorial Award" has been presented to the officer who has placed highest among Canadians on the long gunnery course in *Excellent*. This award may be made whether the course is held in Canada or elsewhere.

It has been won by the following officers: 1951, Lt. D. F. Tutte; 1952, Lt. J. H. Wilkes; 1953, Lt. J. A. Fulton; 1954, Lt. A. P. Campbell; 1955, Lt. F. J. Copas, and, 1956, Lt. F. W. Crickard.

Seven officers are on the course for lieutenant (G), and eleven petty officers are qualifying for gunnery instructor. Lt.-Cdr. I. A. Macpherson, and Lt. C. H. Humble are the conducting officers for the two courses.

## DEPTH CHARGES USED IN SURVEY

**D**EPTH CHARGES deep in Georgia Strait preparatory to the earthquake-like blast that is expected to knock treacherous Ripple Rock out of Seymour Narrows will be part of the over-all International Geophysical Year program to learn more about the earth.

An RCN warship will explode depth charges at intervals of ten kilometres (5.4 nautical miles), beginning 40 kilometres (21.5 nautical miles) north of the Dominion Astrophysical Observatory.

"These are joint experiments of the observatory, the Royal Canadian Navy and the Pacific Naval Laboratory and are a forerunner to Ripple Rock," said W. G. Milne, chief seismologist.

"The depth charging is being carried out in co-operation with the fisheries department. That is why they are being held at this time when fish are scarcest.

"Also we are sending the charges to a depth greater than 300 feet and detonating small-force charges before the main blast to scare the fish away."

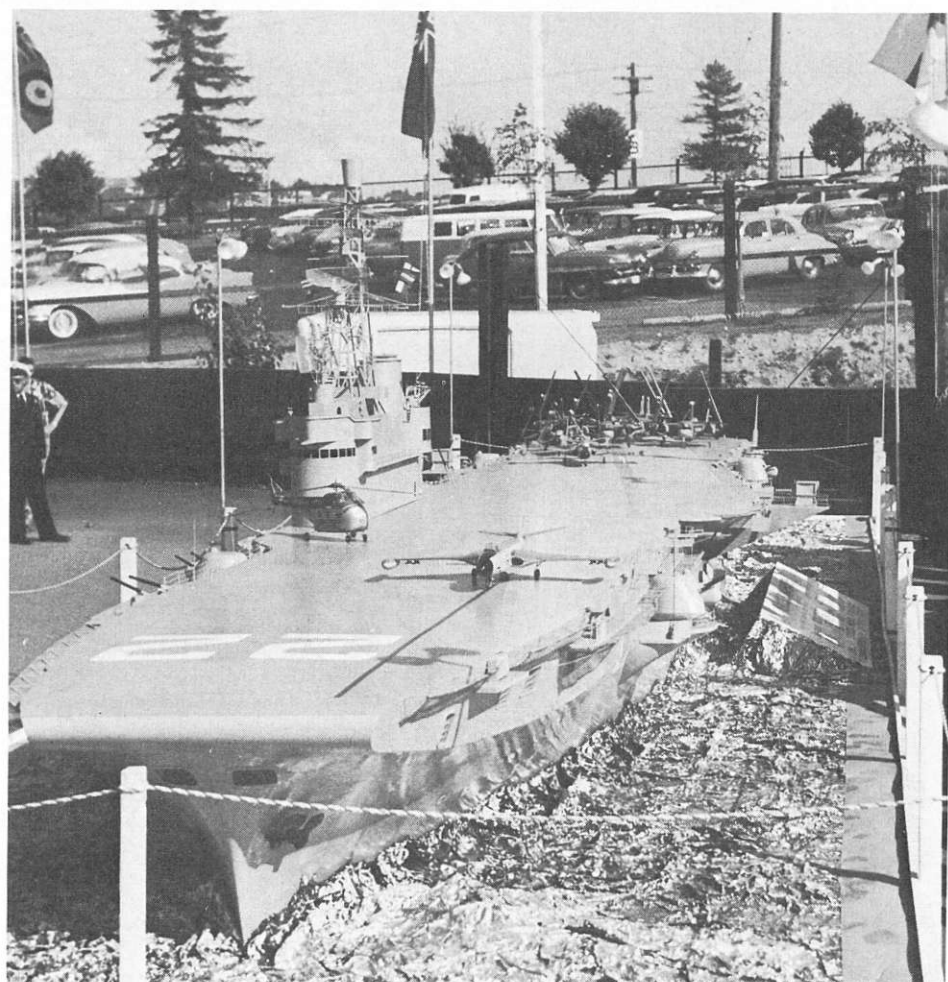
On the day for the big Ripple Rock blast, sometime between February and April, scientists expect demolition of the shipping hazard will provide an opportunity to study structure of the earth's crust in the area.

The preliminary charges, dropped at prescribed times, will measure on seismographs the time taken for waves to travel through the earth's crusts to the machines and this information will be valuable when time comes for the Ripple Rock explosion.

An article in the March 1956 issue of *The Crowsnest* outlined the plans for blasting Ripple Rock. These involved driving a half-mile tunnel from Maud Island, tunnelling upward into the rock and cutting out shafts and chambers to be packed with about 750 tons of high explosives.

Since 1875 about 14 large ships have been sunk or damaged by Ripple Rock and more than 100 small vessels have been sunk with a loss of at least 114 lives.

Seymour Narrows, at the northern end of Vancouver Island, with its tidal currents of from ten to 15 knots during much of the year, is guarded at its southern end by the twin peaks of Ripple Rock, just nine and 20 feet respectively below low water. Ships wait for slack tide before attempting the passage.



A 42-foot model of Canada's new aircraft carrier, HMCS Bonaventure, located by the RCN display at the Armed Forces Exhibit, was among the main features of the Navy's presentation at the 1957 Pacific National Exhibition. Thousands of people came to see the interesting model, complete with models of the Banshee and Tracker aircraft the ship carries. There was also a model of a plane-guard helicopter on the flight deck. (E-42646)

# CANADIAN CHAMPIONSHIP TO FLYERS

## *Shearwater Brings Maritimes First Football Title*

CLIMAXING ten years of Canadian football buildup in the Maritimes the *Shearwater* Flyers brought the Canadian intermediate title to a league with only two years affiliation with the Canadian Rugby Union playoff schedules, when they defeated the Western champions, the Fort William Redskins, 27-21 at the Wanderers Grounds in Halifax.

As reported by George Hanson, of *The Halifax Herald*, the Flyers "didn't flop in the clutches" and the game went like this:

Flyers, who had given and taken a brutal physical mauling in the previous week's scrap with defending champions Brantford, found it difficult to get "up" to the peak they had reached for that game. For three quarters they slugged it out with the talented and clean playing Redskins. Each side staggered the other, each spun reeling back and then dug into a hidden source of energy to power back.

The new champions eased ahead in the first quarter, 6-1. They fell behind 8-6 in the second but barged ahead again by half time, 13-8. In the third quarter they were buffaloes by a couple of Redskin quickies and trailed 21-14. It was then the pride of the RCN showed their true colours. Smashing, crashing, bullying, gambling and slashing about on sheer determination, they soared to the heights they are capable of. In that last 15 minutes they crammed 13 unanswered points and suddenly were champions of a nation.

Who were the stars? Every man who dug his cleats into the Wanderers' turf Saturday had a spot in the galaxy. They all played their hearts out, they all gave everything they had. In the final summary, neither club lost anything. Redskins came out on the short end of the score, but that's all. They had nothing but praise for their conquerors and the plaudits were returned with interest by the victors.

All-time Nova Scotia Football League scoring champion Bob Hayes was the high point man of he day and the busiest of *Shearwater's* "Busy B's" combination. He had two touchdowns — one on a pass from Don Lilley — and rocketed 182 yards in an amazing total of 30 carries. Veteran Bruce Walker, an eight-year man in Flyers' colours, went over twice. One was good for six points but a fumble turned the other into a rouge when Redskins recovered.



Reposing at HMCS Shearwater is this handsome piece of silverware, the Perry E. Robinson Memorial Trophy for the Intermediate East-West Canadian Championship. CPO Harvey "Moose" Mills, coach of the Shearwater Flyers, receives the trophy from Don Clarke, president of the Lakehead Football Union. (DNS-19595)

The third member of the B-line, Buck Taylor, adopted a Walker pass for a six-pointer. Jim McCombie hoisted a couple of singles in the winning cause.

Three Redskins split as many touchdowns on the losing side. Ray Malo was hit by Al Davey for a 34-yard pass touchdown. Brian Hadeth, running like a startled deer through a big gap off tackle, sizzled 73 yards for the game's longest major. Larry Lychowyd took

a pitchout around left from four out to score while Murray McKenzie booted two points and Mike McMahon one.

Flyers added their fifth acquisition of the season to their already sagging trophy case. They added win number 11 to their season's skein and No. 21 to a string which goes all the way back to last year. On the club you could name George Mayne, Gabe Desroacher, Dale Klassen, Ron Parker, Ed Reiger,



Roy Carrier, Paul Gowan, Pete Davidson, Bill Harper, Bruce Thomas, Les Keyes, Gord MacLeod, Charlie Cox, Alf Nicholson, Torchy Smith, Joe Carver, Andy Swan, Al Caulier, Danny McCowell, Foxy Reynard, Fuzz Grant, Tommy Graham and Ivor Axford as your stars. For a little extra effort, single out Parker for recovering a fumble and intercepting a pass; Davidson for finding a bobble; Gowan for deflecting a late-game pass out of hands of speed merchant Murray McKenzie.

For Redskins, Hadeth whizzed 144 yards in 12 carries; McKenzie 48 in eight and Lychowyd 28 in three. Wishart and Coffey were defensive stand-outs. Sabourin and Stevenson were right on their heels. Wishart blocked a kick and Sabourin scooped it up to set up a major. Al Davey, the slickest ball handler ever seen in these parts, called a strong game at quarter and with his eye-popping ball handling was the most dangerous man for the visitors.

Don Lilley, the little field general of Flyers, gave nothing away to Davey. He made the gambles and they worked. He called a great game and pitched three completions. He had the entire backfield — Hayes, Walker, Taylor and Thomas — passing to give Flyers a potent weapon in pass-run options.

The game had hardly opened when Flyers were in the lead to give the fans a short-lasting idea of a runaway. Parker jumped on a Redskin fumble.



An unconventional tackle by Fort William player Larry Lychowyd, stops Shearwater Flyers' offensive halfback AB Bruce Thomas during the intermediate championship game at Halifax. (DNS-19586)

It was first down on the 'Skin six when the visitors lost the ball. Taylor went for a loss but Hayes crashed over on second down. 'Skins marced 89 yards on 14 plays to the Flyer 16 before losing the ball on downs as they started to flash their power. They picked up their first point when McKenzie kicked

deep and Mayne was caught by Durica before he could get out.

On the third play of the second act, Davey had the Flyers all jumping on an off-tackle fake before unloading a 34-yarder to Malo in the end zone. McKenzie's conversion made it 8-6. *Shearwater* came back from the kickoff.

## TOAST OF THE RCN AND MARITIMES

THE TOAST of the Royal Canadian Navy today, and no less of the Maritimes, is the *Shearwater* Flyers, the football team from the RCN air station that climaxed ten years of hopes for Maritime football and in two short years of affiliation with the Canadian Rugby Union captured the national crown.

In one month, November, the Flyers stretched their unbeaten streak to 21 games and bulldozed their way to virtually all the silverware it is possible for one team to win.

On November 2, with an eight-game season's winning streak behind them, the naval airmen went into the Nova Scotia Football League finals and toppled the Dalhousie University Tigers 67-0 to advance to the Maritime Football Union struggle against Mount Allison University Mounties, holders of the New Brunswick Football League title.

Defeating the Mounties on November 9 gave the Flyers the right to fight

for the Eastern Canadian Championship against the Brantford Tiger-Cats, on November 16 they downed the Tiger-Cats 12-7 in a hard-fought game at Halifax.

The long march was nearly ended, and on November 23, while most Canadian eyes were on the "big games" in Hamilton and Edmonton, Maritimers watched Halifax as the sailors battled their way to a 27-21 victory over the Western Intermediate champions, Fort William Redskins for the Canadian Intermediate title.

On their way to the top the Flyers shattered some records.

In NSFL play it was the first year since 1949 that three men from the same club had taken the top honours. Bob Hayes, Flyers' captain and fullback, shares with team-mate fullback Bruce Walker, the scoring record of 114 points, and the Mike Milovich Memorial Trophy.

In scoring these points they broke existing records for yardage rushing;

Hayes piled up 1,265 yards and Walker 1,129. In third place is Buck Taylor with 78 points. Taylor rushed 515 yards in 49 carries to average 10.5 yards. Hayes carried 133 times to average 9.5 yards and Walker 131 to average 8.6 yards.

In team-scoring *Shearwater* was far and away ahead with 59 touchdowns, 30 converts, three rouges and one single for 389 points. Their nearest rival, St. Francis Xavier University, scored only 17 touchdowns, 11 converts, two rouges, for 115 points. During the season *Shearwater* had only 46 points scored against them.

Football in the Maritimes flourished during the war, but following demobilization of the stars who had entered the services it began to disintegrate until 1946 when the NSFL was formed. Later they affiliated with the NBFL as the Maritime Football Union, and two years ago they joined up with the Canadian Rugby Union.

Walker made a 23-yard runback. Eight plays later, including Taylor to Thomas and Lilley to Walker passes along with an eye-bulging fake field goal, they were camped on the three. Walker went over, fumbled but got a single as 'Skins recovered. They held Fort William on downs, took the punt on their own 45 and rolled. From the five, Lilley pitched to Walker who faded to his right and threw to an uncovered Taylor in the end zone.

The visitors still had a few tricks up their sleeves. They took the kick-off on their own 32 and on first down Hadeth cut off tackle and found a clear 73-yard path to a touchdown. Then came the blocked kick and Lychowyd dashed over from four yards out. Late in the frame, with a comfortable 21-13 lead, Lychowyd conceded the point on McCombie's kick.

With the crowd in a frenzy, Flyers set to work in the fourth frame. With Walker carrying most of the mail they battered from their 45 to the other side's 12. In the middle of the march, Lilley gambled for eight yards on third down with Hayes picking it up by inches. From the 12, Hayes cracked to the 10 and then took a loss. On third down Lilley passed to Hayes who took the pass off balance, tumbled over and was smothered by Redskins. When the pile was untangled, he had scored and Flyers led 21-20. A 32-yard Thomas to Harper play highlighted a drive to the six. Thomas was jarred loose from Lilley's pass in the end zone. Walker

chewed up turf on the three. On third down, Lilley again called his play and this time he found room over tackle. McCombie scored the last point in intermediate football for 1957 when he lofted a single from 25 yards out.

Shearwater	6	7	1	13-27
Fort William	1	7	13	0-21
		Sh.	F.W.	
First downs		24	17	
Yds. rushing		330	305	
Yds. lost rush		28	36	
Yds. penalties		35	60	
Pen. waived by		0	3	
Avg. yd. kicks		36.2	35.2	
Yd. kick runbacks		36	12	
Fwds. tried		15	12	
Fwds. complete		8	5	
Fwds. inter. by		1	0	
Yards forwards		118	71	
(air)		97	61	
(ground)		21	10	
Kicks blocked by		0	1	
Fumbles lost by		1	2	

#### FIRST QUARTER

Shear. (td) Hayes  
Ft. William (rouge) McKenzie

#### SECOND QUARTER

Ft. William (td) Malo  
Ft. William (con) McKenzie  
Shear. (rouge) Walker  
Shear. (td) Taylor

#### THIRD QUARTER

Ft. William (td) Hadeth  
Ft. William (td) Lychowyd  
Ft. William (con) McMahon  
Shear. (rouge) McCombie

#### FOURTH QUARTER

Shear. (td) Hayes  
Shear. (td) Walker  
Shear. (rouge) McCombie

# HOW TEAMS LINED UP FOR GAME

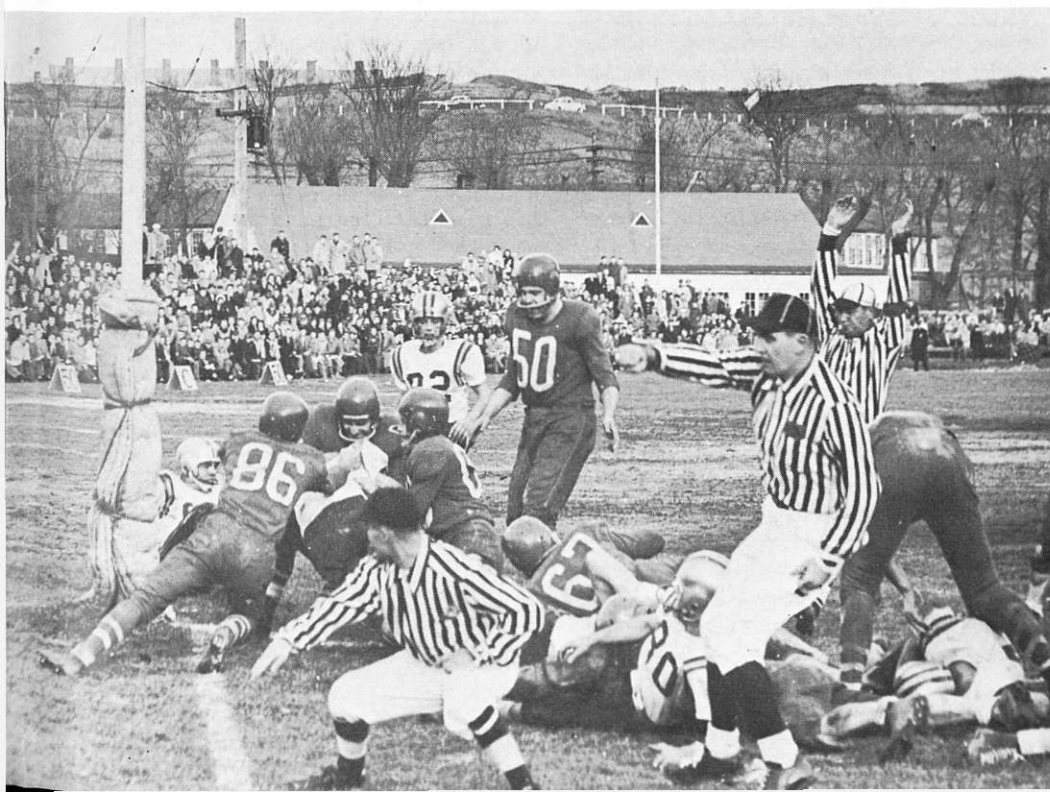
## Fort William

40—Jack Burnett (C)  
48—Jack Prout (G)  
50—Bruce Cameron (G)  
54—Bob Cameron (G)  
52—Bob Mitchellson (G)  
55—Sherry Wishart (C)  
56—George Zanutto (G)  
57—Bob Loney (G)  
60—George Durica (T)  
64—Joe Baratta (T)  
66—Al Smith (T)  
67—Ray Antoniack (T)  
68—Brian Hadath (FB)  
69—Mike McMahon (T)  
70—Ray Malo (E)  
72—Paul Sabourin (E)  
75—Ed Whatley (E)  
76—Harry Coffey (B)  
77—Pete Commisso (E)  
79—Bill Stevenson (T)  
80—Larry Lychowyd (HB)  
81—Roy Kadolph (HB)  
73—Bruno Grobelny (FB)  
83—Archie Langston (B)  
84—Murray McKenzie (HB)  
88—Bob Armstrong (HB)  
86—Ron Fitzmaurice (HB)  
87—Ed Kruppa (FB)  
85—Jim Johnston (HB)  
89—Dick Siegrist (QB)  
92—Al Davey (QB)  
99—Al Filipovic (QB)  
62—Wayne Docking (HB)

## Shearwater

71—George Mayne (QB)  
92—Don Lilley (QB)  
91—Bob Hayes (FB)  
82—Buck Taylor (FB)  
83—Bruce Walker (FB)  
85—Ron Parker (FB)  
87—Gabe Desroacher (HB)  
81—Paul Gowan (HB)  
84—Jim McCombie (HB)  
90—Bruce Thomas (HB)  
51—Les Keyes (HB)  
86—Gord MacLeod (HB)  
88—Pete Davidson (HB)  
42—Ed Reiger (C)  
40—Charlie Cox (C)  
53—Alf Nicholson (G)  
50—Len Smith (G)  
41—Joe Carver (G)  
61—Dale Klassen (T)  
60—Andy Swan (T)  
62—Al Caulier (T)  
74—Dan McCowell (T)  
52—Foxy Reynard (T)  
63—Roy Carrier (T)  
70—Bill Harper (E)  
73—Fuzz Grant (E)  
80—Tom Graham (E)  
72—Ivor Axford (E)

The winning touchdown that brought Shearwater Flyers the Intermediate Canadian Football Championship by a score of 27 to 21. PO Bruce Walker is pinned down — too late to save the game — by three Fort William Redskins. (DNS-19592)







Hon. George C. Nowlan, Minister of National Revenue, speaks to guests and the ship's company during the commissioning ceremony of HMCS Margaree in the Halifax Shipyards, October 5. (HS-50219)



Mrs. R. E. S. Bidwell, sponsor of the ship, presents Cdr. J. C. Korning, commanding officer of the Margaree, with a trophy upon the commissioning of the ship in the Halifax Shipyards. (HS-50221)

EARLY in October two ships joined the Atlantic Command of Her Majesty's Royal Canadian Navy.

They were the new destroyer escort HMCS *Margaree*, commissioned October 15 at Halifax Shipyards, and the modernized frigate, HMCS *La Hulloise*, commissioned in HMC Dockyard, Halifax, on October 9.

Ideal weather conditions prevailed for the commissioning of the *Margaree*. Not so much could be said for the weather which greeted the return of the *La Hulloise* to the Fleet. It poured.

Hon. George C. Nowlan, Minister of National Revenue, was guest of honour at the *Margaree* ceremony. He noted that the ship was named after a river in Cape Breton famous for its salmon.

### NATO Chaplains Hold Conference

Thirty-eight naval chaplains, representing 14 NATO countries and five major religious faiths, arrived in Norfolk, Virginia, October 18 for a three-day visit to naval installations in the area. The group was in the United States to attend a NATO Naval Chaplains' Conference in Quantico, Va.

Representing the RCN were the Protestant and Roman Catholic Chaplains of the Fleet, Rev. Dr. E. G. B. Foote and Rev. Ronald Maclean.

He said: "I am certain this ship is lithe, beautiful and powerful like the famous fish."

Vice-president and general manager of Halifax Shipyards, R. J. R. Nelson paid tribute to the skill of the workmen who, he said, "share the satisfaction of an achievement which marks another milestone in the company's history". This achievement was visible evidence of "the determination of the Canadian people to safeguard through preparedness the freedom which marks our Canadian way of life".

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, comparing the

While in Norfolk the chaplains visited the dual headquarters of Admiral Jerauld Wright, USN, NATO Supreme Allied Commander, Atlantic, and Commander in Chief, U.S. Atlantic Fleet. They also toured the naval operating base, Armed Forces Staff College, destroyer-submarine piers and the naval air station. The veteran battleship USS *Iowa* was one of the ships visited.

On Saturday, October 19, the chaplains attended the Oyster Bowl Game between Navy and Georgia at Foreman Field. That evening a luncheon-

ship to a "shining sword" said: "The arm draws it only when necessary — and when it is drawn uses it effectively".

Commanding officer of the ship, Cdr. J. E. Korning, told his ship's company that it was the duty of the officers and men of the *Margaree* to match the high standard which went into the making of the ship.

Mrs. R. E. S. Bidwell, sponsor of the *Margaree*, presented a sports trophy to Cdr. Korning, and in turn was presented with a replica of the ship's crest and a bouquet of red roses on behalf of the officers and men of the ship.

reception was given for the group at SACLANT Staff Mess, with the Supreme Allied Commander, Atlantic, Admiral Wright, as host.

The chaplains' visit was designed to give them a chance to study first-hand the Navy's program for religious-character training. The group also had opportunities to meet with community religious leaders and to participate in religious services at naval installations, as well as in civilian churches.

On Sunday, October 20, many of the chaplains conducted religious services

## TWO WARSHIPS



Lt.-Cdr. Robert Greene, right, commanding officer of the *La Hulloise*, presented a replica of the ship's crest to John Brock, Rothesay, N.B., ex-Lt.-Cdr. RCNVR, who was the ship's first commanding officer during the Second World War.

## JOIN THE FLEET

Services were conducted by Chaplain B. A. Pegler, Command Protestant Chaplain, and Chaplain J. E. Whelly, Command Roman Catholic Chaplain.

At the reception held later Hon. R. L. Stanfield, Premier of Nova Scotia, presented the flag of the province to Cdr. Korning. As the ship upon completion of trials would join the Pacific Command, Premier Stanfield hoped that the flag would be "proudly displayed" to the people of British Columbia.

Not quite as lucky as the *Margaree*, from the standpoint of weather, the *La Hulloise* was commissioned in a downpour of rain.

on board ships at the naval base piers and in chapels at Norfolk naval installations. Others participated in local civilian services.

Before the Norfolk visit the group spent several days in working sessions at the Marine Corps Schools, Quantico. During their seminar the religious leaders, who are of the Roman Catholic, Orthodox, Protestant, Jewish and Moslem faiths, discussed professional subjects of interest to all chaplains in an effort to strengthen the moral and spiritual foundations in the navies of the NATO nations. The theme of their con-

ference was "There can be no freedom without religion".

Guest of honour at the commissioning was John Brock, of Rothesay, N.B., ex-Lt.-Cdr., RCNVR, and the first commanding officer of the *La Hulloise*. Mr. Brock was commanding officer of the ship when she participated in the sinking of an enemy U-boat during the latter part of the Second World War.

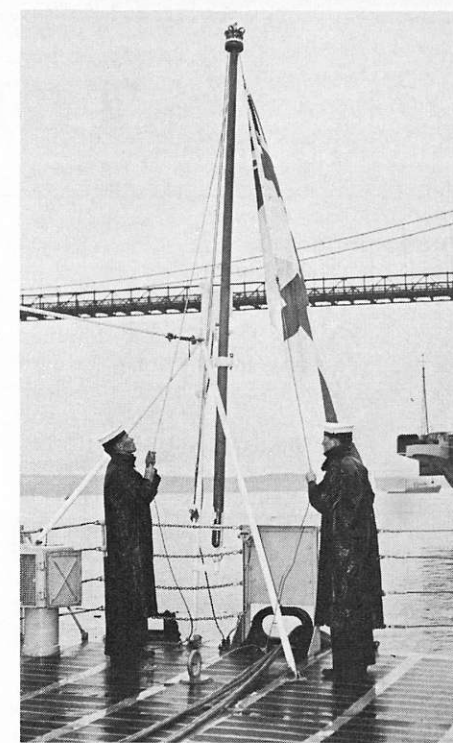
Mr. Brock was introduced by Commodore Howard Quinn, Chief of Staff to the Flag Officer Atlantic Coast, who recalled the part the *La Hulloise* played in the sinking of the submarine.

Representing Rear-Admiral Pullen, Commodore E. W. Finch-Noyes, Commodore RCN Barracks, observed that

ference was "There can be no freedom without religion".

The first NATO Chaplains' Conference was held in the Hague, Netherlands, in August 1956.

On October 20 the chaplains left Norfolk by air for San Francisco, Calif., where they spent three days before returning to New York and their departure for Europe later this month. In New York, on October 26, the chaplains were honoured guests at a dinner given by the New York City Committee at the Plaza Hotel. Principal speaker for



The White Ensign is once again slowly hoisted over the quarterdeck of HMCS *La Hulloise* as the ship was commissioned for the fourth time in HMC Dockyard, Halifax, N.S., October 9, 1957.

the *La Hulloise* was one of the few ships in commission during the years between 1947 and 1950 and said that benefits from the training received on board the frigate during that period are still being felt.

Lt.-Cdr. Robert Greene, commanding officer of the *La Hulloise*, told the officers and men "he looked to them to maintain maximum efficiency and uphold the highest traditions of the Royal Canadian Navy".

The name "*La Hulloise*" which means "Lady from Hull" holds particular interest for Lt.-Cdr. Greene as he lived very close to the city of Hull, Quebec, for many years.

The frigate will be attached to the Seventh Escort Squadron in the Atlantic Command.

the event was Admiral Jerauld Wright. Also in attendance were ambassadors to the United Nations Assembly, representatives from NATO countries and the mayor of New York City, Robert Wagner.

Countries represented among the NATO chaplains included: Belgium, Canada, Denmark, France, Germany, Greece, Italy, Holland, Norway, Portugal, Spain, Turkey, the United Kingdom and the United States. The co-ordinating officer for the group's visit was Captain J. F. Dreith, CHC, USN, U.S. Atlantic Fleet Chaplain.



# THE NAVY PLAYS

## Northern Sailors 3-Time Champions

Navy's entry in the Fort Churchill Inter-Service Softball League retained the league trophy for the third straight year, finishing first in league standings with an 11-4 record in the six-team league. In 1956 HMCS Churchill finished with a 12-3 record.

In the semi-finals they defeated U.S. Army 2-1 in games. In the finals, Navy hurlers, Mike Reddy and Joe Green, backed by terrific hitting power from the team, turned in two of the finest performances of the year, downing Camp Civilians 2-0 in games.

The final game saw the first shut-out in league history as Joe Green chucked a seven-hitter and the remainder of the team helped with a real outburst of hitting. Final score 15-0.—R.B.

## Hochelaga Takes Softball Honours

HMCS Hochelaga, actively engaged in summer sports, entered a representative softball team in both Tri-Service and Ville LaSalle Industrial Leagues.

It also played home-and-home series with Gloucester and D'Iberville, and held a softball tournament, which included Bytown, Gloucester, D'Iberville and Donnacona. Hochelaga took top honours.

## Naval Curlers Start Early

The "Roarin' Game" started "roarin" in November in most navy curling circles, but out west in Victoria, where (it is said) little snow falls, they have been going at it "wi' stane and besom" since mid-October.

Headed by new president PO Bob Gray, the Navy Curling League (West Coast) commenced play with 56 rinks registered, and played at the Victoria Curling Club. They will have draws at 1930 and 2130 Sunday evenings and at 1630 Tuesday and Thursday afternoons. Others in the new executive are: CPO W. G. Clarke, vice-president; CPO Stan North, secretary, and CPO Les Noon, treasurer.

On the opposite side of the continent, the Royal Canadian Navy Curling Club (Stadacona) opened the season in late November at the Mayflower Curling rink with a two-day single knock-out



For the third year in a row HMCS Churchill's softball team has won the "North of 58" inter-service softball championship. The champs are shown here with their trophy: Left to right, front row, AB "Chuck" Bruce, AB Jim Chase, PO Dick Barwis (coach), PO Sid Fowler, AB Mike Reddy, AB Frank Short, AB Joe Green, and bat boy Dick Barwis, Jr.; back row, CPO "Tug" Wilson, AB Vaughan Pogue, AB Dave Warmington, PO "Rocky" Gilson, AB Bob Barker and AB Ron White. (U.S. Army Photo.)



The RCN Curling Club of Ottawa opened its 1957-58 season with 96 members at the RCMP rink in Rockcliffe, Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, throwing the first rock. Above, twin pipers Glen and Garry Matthews lead members and important guests onto the ice, brooms correctly at the "slope". Left to right are Admiral DeWolf, Commissioner L. H. Nicholson, RCMP, Inspector G. H. Prime, president of the RCMP Curling Club, and G. M. Luther, vice-president of the Navy curlers. They curl thrice-weekly at the Mountie rink. (O-10221)

bonspiel. Boasting an increase of 30 new members, up now to 94, the club has acquired the use of the Mayflower rink for a full day (Thursday) each

week and will curl from 0900 to 1700.

The new executive of the Stadacona club includes: Surg. Captain F. G. MacHattie, president; Cdr. (S) A. B. Rivers,

vice-president; Lt. (S) B. W. Swan, treasurer, and L. E. Grisdale, chairman curling committee.

The RCN Curling Club (Ottawa) got the season underway in mid-November when Vice-Admiral H. G. DeWolf curled the first stone after the parade behind the traditional piper. The Ottawa club this year has been granted two rinks for four hours on Tuesday nights, four rinks for two hours Saturday mornings and one Sunday afternoons, at the palatial new RCMP Curling Association rink near the RCMP Rockcliffe Training barracks.

The Ottawa club has also increased its membership to 96 members in 24 rinks and is planning for the second

annual RCN Curling Association Bonspiel, which will be held in Ottawa this year. The first annual bonspiel, last year, was held in Hamilton.

The new executive for the Ottawa club includes: Ordnance Commodore W. G. Ross, president; Gordon Luther, vice-president; Cdr. (S) J. D. Forbes, secretary, and Cdr. (S) W. J. Floyd, treasurer.

### **Intermediates Open Hockey Season**

In Halifax, the Intermediate Tri-Service Hockey League opened its schedule in mid-November to become the first hockey league in the area on the ice.

The league this year is expanded from four to six teams, the new teams being from *Stadacona* and *Shearwater*. The other teams are 405 Squadron, RCAF, winners of the '56-'57 championship; Maritime Air Command; Army, and the *Cape Breton*.

The schedule, which will run for three months, includes two games played each league night, Tuesdays at the Forum and Saturdays at the Dalhousie University rink.

At the annual meeting, held in October, Major Tony Condry was returned as president, F/L J. W. MacAleese, MAC, was elected vice-president, and Lt.-Cdr. K. W. Salmon, Cape Breton, was re-elected as secretary-treasurer.

## **SOUVENIR FROM FRIGATE PRESENTED**

A SEAT made of teak from the frigate ex-HMCS *Ribble*, was presented to HMCS *Niobe* at a ceremony held at the Canadian Joint Staff Headquarters in Ennismore Gardens on October 17. The *Ribble's* entire operational career during the Second World War was with the Royal Canadian Navy.

Sir Charles Westlake, chairman of Metal Industries Limited, which controls the Hughes Bolckow Shipbreaking Company of Blyth, Northumberland, handed over the seat to Commodore P. D. Taylor, Naval Member of the Canadian Joint Staff, who received it on behalf of *Niobe*.

The *Ribble* was manned by a Canadian crew during the war and served with the 26th Escort Group of the Western Approaches Command.

The shipbreaking company had an added interest in the vessel they recently broke up, for during the war they turned from breaking to building and HMCS *Ribble* was one of a number of escort craft they fitted out.

The *Ribble* was one of seven River class frigates built in the United Kingdom and transferred to the RCN. She was commissioned on July 24, 1944, and left Blyth in August to join the 26th Escort Group of the Western Approaches Command.

After working up at Tobermory she arrived at Londonderry in September, and immediately took over her duties on anti-submarine patrols and providing protection to convoys.

On an anti-submarine sweep with the Group in December, the *Ribble* received orders to proceed to Wolf Rock to search for survivors from a U-boat. On arriving at the position, the frigate sighted survivors in the water and picked up eleven, while the *Montreal*, another frigate in company, picked up thirteen.

The U-boat was U1209 which had run aground and sunk off Wolf Rock that day. The ships proceeded to Plymouth to land survivors and then resumed their patrol.

From January 9 to 21, 1945, the *Ribble* was again out with the Escort Group patrolling the waters off Lizard Head, and then proceeding to the Cherbourg area to give protection to convoys. She continued with these operational duties until the end of the war, her last operational patrol taking place during the period April 24 to May 21.

The frigate proceeded to Shearness on

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### **SAILORS DONATE BLOOD IN HALIFAX**

Personnel from HMC ships and HM submarines in port at Halifax responded to the urgent demand for blood brought about by the cancellation of two scheduled clinics. A total of 250 bottles were donated.

Participating in this hurried appeal were personnel from the *Sioux*, *Crusader*, *Algonquin*, *Amphion*, *Alcide*, *Labrador*, *Lanark*, *Lauzon* and *Granby*.

"Since the start of the free blood transfusion service in Nova Scotia in 1948, the Royal Canadian Navy has been an excellent supporter of the service. Regular clinics have been held at the various naval establishments every year," said Robert A. Whyte, Director of Donor Panels for the Red Cross.

In 1956 a total of 2,920 bottles of blood were donated by the naval personnel in the greater Halifax area. This is 27 per cent of the total 10,879 bottles contributed by the people in the metropolitan area of Halifax in 1956.

May 22 and the Canadian crew was paid off.

The vessel had two commanding officers in her brief career: Lt.-Cdr. A. B. Taylor, RCNR, who was in command from the date of commissioning until November 1944, and Lt.-Cdr. A. A. Dykes, RCNR, who took over until July 1945.

What happens to a warship such as the *Ribble* when she is sent to the breakers is described in a background note prepared by the Hughes Bolckow company.

A vessel arriving at the yard for breaking up is first of all cut down to the level of the upper deck by removing her "top-hamper", the masts and superstructure. The boilers and machinery are then taken out.

When it is no longer possible to remove any more material while the vessel is afloat, she enters a tidal dock. This has a sloping bottom so that at high water vessels can be floated into it but at low water the ship remains aground. The forward end is then broken up section by section; as each section is cut away the remains of the ship are gradually floated towards the top of the dock until the last section can be dealt with.

Little or nothing is wasted in the breaking-up of a ship: the steel is railed to the steel mills (perhaps to find its way back to a shipyard to be used in the building of a new vessel); other metals—copper, brass, lead, zinc—are carefully sorted and sent to the smelters.

The timber is made into garden furniture and Hughes Bolckow have supplied seats made from the teak of old ships to the Houses of Parliament, to the Royal Parks and to a number of American universities; each seat carries a small plaque giving the name of the ship from which the timber came.

# 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 rating, branch and trade group shown opposite his name.

ADAMSON, Edward M. ....LSEM1  
ANDERSON, Francis A. ....LSNS2

BAGNELL, William T. ....LSRP1  
BALDWIN, Conrad W. ....P2AO2  
BEAULIEU, Eugene A. ....LSEM1  
BELL, John H. ....C2AO3  
BELLEVILLE, Roland J. ....P2CS3  
BOHNERT, Gordon A. ....P1TD3  
BONDERUD, Harvey A. ....LSQR1  
BOUTILIER, Louis G. ....P1QM3  
BRUNET, Albert H. ....P2RN3  
BRUSH, Thomas F. ....P2TA3  
BUDGE, Daniel G. ....LSQR1

CARR, Daniel R. ....LSEM1  
CLARKE, David ....LSSE1  
CLARKE, William ....P2OM3  
CONNOLLY, Kenneth D. ....LSAP2  
COTE, Edwin J. ....LSAF2  
CRAWSHAW, James R. ....LSAM2

DEL FABRO, George J. ....LSAF2  
DILLON, Daniel J. ....LSRP1  
DOWNER, Thelbert L. ....LSRP2  
DUGAL, Norman E. ....P1RT4  
DWYER, Laird G. ....LSQM1  
DZEOBA, Stephen ....LSRC1

FINDLAY, Alexander R. ....C1AT4  
FINDLAY, Robert J. ....LSAP2  
FISH, Charles G. ....C2ET4  
FISHER, Donald J. ....LSQM2  
FOHR, Joseph A. ....LSAF1  
FORSTER, Donald W. ....LSOM2  
FORSYTH, Lenley B. ....P2AF2  
FOSTER, Maurice R. ....LSEM1  
FREEMAN, Roy A. ....LSQM1  
FRY, George F. ....C2ET4

GINLEY, Edward W. ....P1AA3  
GRAY, Lawrence A. ....LSEM1  
GRIFFEY, William E. ....LSPW1  
GUILLEMIN, William B. ....LSEM1

HALLORAN, Lawrence R. ....LSAM2  
HAMILTON, Harvey V. ....P2RN3  
HARRIS, Joseph F. ....P1EM4

## WEDDINGS

Commissioned Boatswain Gerald Halikowski, Ontario, to Miss Ellen Adeline Lang, of Esquimalt, B.C.

Leading Seaman Ronald B. Laye, Bonaventure, to Miss Ruth Scott, of Sutton West, Ont.

Lieutenant-Commander Ian MacPherson, Stadacona, to Miss Jill Hope Davidson, of Toronto.

Able Seaman Earle Rose, Ottawa, to Miss Beryl Bryant, of Plymouth, England.

Able Seaman John G. Watson, Stadacona, to Miss Derrell Annette DeMone, of Lunenburg, N.S.

Able Seaman Lorne R. Wood, Shearwater, to Miss Sandra Ellen Sigston, Dartmouth, N.S.

HARTLEY, Howard B. ....LSCS2  
HASSALL, Ralph A. ....P2EF3  
HATT, Ronald F. ....LSEA3  
HAY, Stanley W. ....C2SE3  
HICKES, Robert D. ....LSAM2  
HOCKLEY, Frederick C. ....LSEA2  
HOLDSTOCK, Oliver G. ....LSEA2  
HUDSON, William G. ....P1PC4  
HUNT, Brian L. ....P1TD3

JACOBSON, Verne H. ....LSCK2  
JANES, Thomas R. ....LSQM1  
JONES, Gordon ....P1ER4  
JONES, Gordon G. ....P2RW3  
JOURDY, Guy N. ....P2EG3

KARLICK, John E. ....P1ER4  
KUNTZ, William ....LSAF1



LAKE, Keith J. ....C2RT4  
LAMPERD, Arthur ....LSAC2  
LAURENT, John P. ....P1QM3  
LAVAL, Henry A. ....LSRP2  
LEE, Kenneth E. ....P2RW3  
LEGARE, Dominique J. ....P2EM2  
LIGHTFOOT, Ronald J. ....LSOM2  
LITTLE, Thomas M. ....C2RT4  
LOVERING, Arnold R. ....P2AN3  
LYNCH, Douglas A. ....P2EF3

MacDONALD, Earl A. ....LSEM1  
MacDONALD, Robert L. ....C1RT4  
MacINTYRE, Ian A. ....LSRA3  
MacKINNON, Colin N. ....LSAF2  
MacKINTOSH, Russell M. ....P2EM2  
MacRAE, Donald B. ....P2EA3  
McCUE, Walter E. ....LSTD2  
McDONALD, Daniel J. ....P2EM2  
McGUIRE, John F. ....C1BD4  
McINNIS, Lloyd H. ....P1PC3  
McIVER, Kenneth C. ....LSRC1  
McLEAN, Lloyd J. ....LSAM2

MARSHALL, David A. ....LSCR1  
MOONEY, Kenneth J. ....LSAA1  
MORGAN, Robert P. ....LSTD2  
MORRISON, Harold S. ....P1RP3  
MULHALL, Gordon L. ....LSAA1  
MURRAY, Wayne H. ....LSRT2

NEIL, Wilson M. ....LSEA2

O'SULLIVAN, Raymond L. ....LSTD2  
OWENS, Donald G. ....LSRP1

PETTIGREW, Kenneth A. ....P2NS2  
PILON, Jean-Guy J. ....LSQM1  
PIRIE, Edward D. ....P1ER4

RANDLE, Ronald G. ....P2AF2  
RICE, Douglas D. ....C1RA4  
RITCHIE, William B. ....P1ER4  
ROSE, Percy G. ....P1TD3  
ROSKE, William J. ....P2RN3

SALMOND, John A. ....LSAP2  
SHAW, Samuel H. ....C2GI4  
SHELDRIK, William R. ....LSTD2  
SHEPHERD, Robert W. ....P1SE3  
SIMARD, Gabriel J. ....LSAF1  
SMITH, Frank W. ....P1AT4  
SMITH, Ivan C. ....P2EM2  
SMITH, John B. ....LSAR2  
SNOW, Douglas S. ....P1RT4  
SPENCER, Bruce S. ....LSTD2  
SPIERS, Ernest L. ....C2BD4  
SPRINGER, Robert A. ....LSCR1  
STEAD, Arthur V. ....LSRP1  
STEEL, John C. ....P2EA3  
STEVENS, Roy E. ....P2AR2  
STEVENSON, William B. ....LSEM1  
ST. JOHN, Ross G. ....LSRA3  
STOREY, Francis G. ....C2RA4  
STRACHAN, Jack H. ....C2ET4  
SUTHERN, Reginald G. ....P2RD3

THOMPSON, Charles N. ....LSEM1  
TUCKER, Delson R. ....LSQM1

UPCOTT, Edward J. ....P2EM2

VOSBURGH, Ernest E. ....LSRT3  
VOSS, Hans W. ....P2EA3

WANNAMAKER, Donald G. ....LSAF2  
WATKINS, Percy D. ....P2EF3  
WAY, Gordon W. ....LSEM1  
WEBSTER, Frederick C. ....LSAA1  
WEIR, Neil J. ....C2RA4  
WILLIAMSON, James W. ....C2GI4  
WILSON, Allen L. ....LSCK2  
WRIGHT, Frederick E. ....LSTD1

## BIRTHS

To Leading Seaman Robert Bragg, Ottawa, and Mrs. Bragg, a son.

To Petty Officer Brian Cox, Ottawa, and Mrs. Cox, a son.

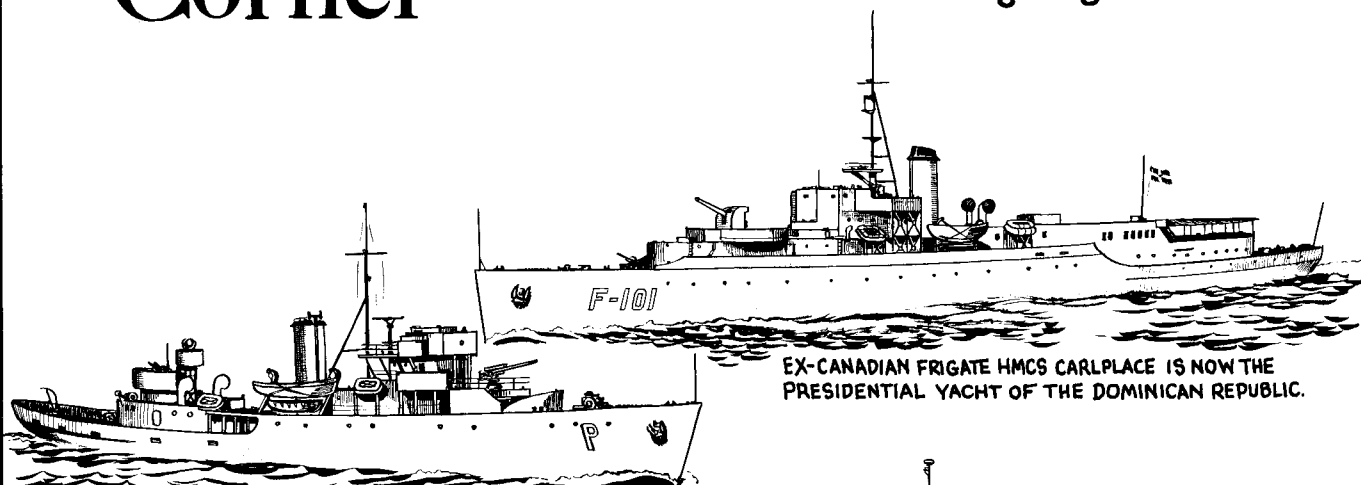
To Leading Seaman Robert Huggins, Ottawa, and Mrs. Huggins, a daughter.

To Leading Seaman Ward Jackson, Ottawa, and Mrs. Jackson, a daughter.



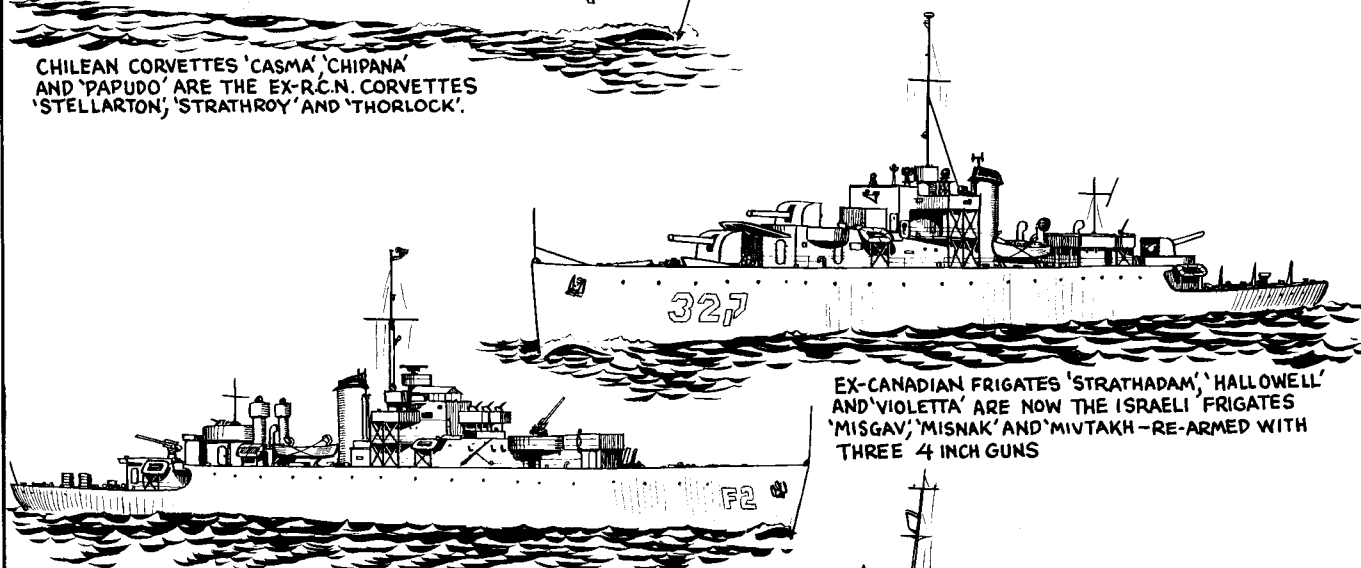
# Naval Lore Corner

Number 53  
"Ex-R.C.N." vessels  
under foreign flags



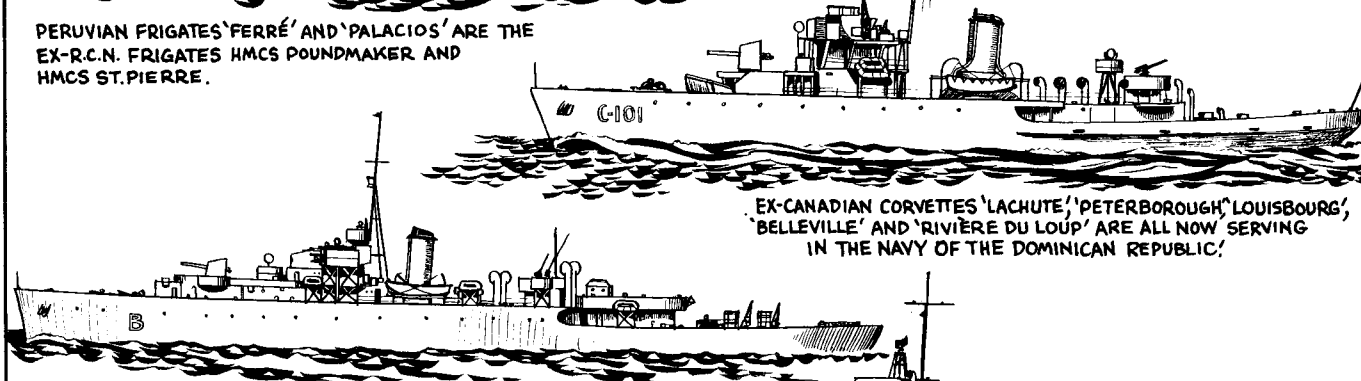
EX-CANADIAN FRIGATE HMCS CARLPLACE IS NOW THE PRESIDENTIAL YACHT OF THE DOMINICAN REPUBLIC.

CHILEAN CORVETTES 'CASMA', 'CHIPANA' AND 'PAPUDO' ARE THE EX-R.C.N. CORVETTES 'STELLARTON', 'STRATHROY' AND 'THORLOCK'.



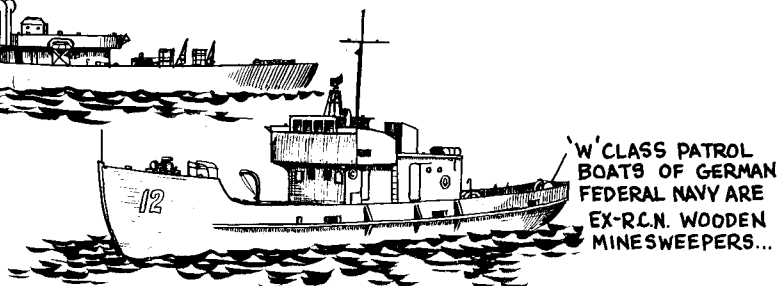
EX-CANADIAN FRIGATES 'STRATHADAM', 'HALLOWELL' AND 'VIOLETTA' ARE NOW THE ISRAELI FRIGATES 'MISGAV', 'MISNAK' AND 'MIVTAKH' - RE-ARMED WITH THREE 4 INCH GUNS

PERUVIAN FRIGATES 'FERRÉ' AND 'PALACIOS' ARE THE EX-R.C.N. FRIGATES HMCS POUNDMAKER AND HMCS ST. PIERRE.



EX-CANADIAN CORVETTES 'LACHUTE', 'PETERBOROUGH', 'LOUISBOURG', 'BELLEVILLE' AND 'RIVIÈRE DU LOUP' ARE ALL NOW SERVING IN THE NAVY OF THE DOMINICAN REPUBLIC.

CHILEAN FRIGATES 'BAQUEDANO', 'COVADONGA' AND 'IQUIQUE' WERE THE CANADIAN WAR-TIME FRIGATES HMCS GLACE BAY, SEACLIFF AND JOLIETTE...



'W' CLASS PATROL BOATS OF GERMAN FEDERAL NAVY ARE EX-R.C.N. WOODEN MINESWEEPERS...

*Edmond Cloutier*

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