

The CROWSNEST





The CROWSNEST

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The Cover—Canada has been a pace-setter for the world in tri-service training of officers. This fine picture of "The Castle" at Royal Roads, one of Canada's three services colleges, was entered in the 1957 RCN Photo Salon by Ldg. Sea. K. F. Buck.

LADY OF THE MONTH

It doesn't hurt to remind our readers, who are so frequently confronted with portraits of the new destroyer escorts, that there are other smart-looking ships in the Navy. Presented here is the new coastal minesweeper, HMCS *Miramichi*, which joined the Fleet on October 29, 1957; at Victoria, B.C., under the command of Lt.-Cdr. M. A. Conside.

There have been three *Miramichis* in the Royal Canadian Navy. The first was a Bangor minesweeper and coastal escort, built like the present one on the West Coast, and commissioned on November 26, 1941. Her entire Second World War service was on the Pacific coast.

The second of the name was a wood-and-aluminum Bay class minesweeper, similar in design to the present one. She was commissioned on the East Coast, at Saint John, N.B., on July 30, 1954, and, after serving briefly with the First Canadian Minesweeping Squadron, was transferred to the French Navy under the Mutual Aid Agreement on October 1.

The third and present *Miramichi* is attached to the Second Canadian Minesweeping Squadron, based at Esquimalt. (E-43508)

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Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, looks over the cockpit of a Banshee jet fighter during his inspection of Shearwater naval air base. With him is Lt.-Cdr. J. J. Harvie, commanding officer of 871 fighter squadron. (DNS-19254)

Ontario on Five-Week Cruise

The Pacific Command's training cruiser *Ontario* was to leave January 6 on a five-week cruise which will take the 9,000-ton warship to Balboa, Acapulco and San Diego.

The cruise has been designed to provide practical sea training for 68 first-year cadets from *Venture*, the naval officer training establishment at Esquimalt.

The *Ontario*, commanded by Captain J. C. Littler, was to reach Balboa on January 17 for a four-day visit, then proceed to Acapulco, arriving there January 25. After a five-day stay at Acapulco the cruiser was to sail for San Diego for a three-day visit. The *Ontario* will return to Esquimalt February 10.

Before leaving San Diego, the *Ontario* will be joined by the frigates *St. Therese* and the *Sussexvale* for exercises on the return to Esquimalt.

Swansea Back In Service Again

A veteran ship with a new look joined the Royal Canadian Navy's Atlantic fleet November 14. The frigate *Swansea*, which recently completed extensive modernization, was commissioned at ceremonies at HMC Dockyard at 2 p.m.

Guest of honour was Captain W. E. S. Briggs, RCN(R) (Ret'd) of Halifax, who was senior officer of Escort Group Nine with which *Swansea* was associated for a period during the war.

Commodore E. W. Finch-Noyes, Commodore RCN Barracks, represented the Flag Officer Atlantic Coast at the commissioning.

Lt.-Cdr. John A. Farquhar commands the *Swansea*. The ship has joined the Seventh Canadian Escort Squadron.

The frigate was the second of her class to be built in Canadian shipyards and was commissioned in 1943. She served almost continuously in North

Atlantic convoy escort duties. She took part in two U-boat kills in the spring of 1944, picking up survivors in both cases.

Following the war, the *Swansea* was active in training cruises ranging from the Bahama to Greenland, Baffin Island and the United Kingdom. She was paid off in 1952 and taken in hand for extensive modernization at Lauzon, Que.

PO Commands UNEF 'Fleet'

Petty Officer David A. Kurts, 30, of Kenora, Ont., and Toronto, commands what may well be the only one-ship navy in existence.

PO Kurts, the only member of the Royal Canadian Navy attached to the United Nations Emergency Force, is in charge of a landing craft for the Logistic Section headquarters. His craft, LCM-100, will ply the Eastern Mediterranean carrying cargoes for the UNEF.

PO Kurts' international crew members are all from the UNEF and include two troopers of the 56th RECCE Squadron of the Canadian Army, a soldier from the Indian Army, two privates from the Finnish Army, and a sergeant from the Brazilian Army. The Canadians are Troopers Ed Moss and Ed Wood, both of Calgary.

The landing craft's first trip was from Beirut to the Port of Gaza, where use is being made of the concrete slipway constructed on Gaza Beach by the Royal Canadian Engineers last summer.

With PO Kurts joining the UNEF, all three Canadian services are represented, and his unique position of skipper of



The Very Rev. J. O. Anderson, dean of Christ Church Cathedral, (an Army type), volunteers advice to Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff, on—of all things—how to carve a fish. The picture was taken by Donald M. Stitt, former naval photographer, during a buffet supper in the cathedral hall. (Dominion Wide Photo.)

the UNEF Fleet is rating him special attention wherever he visits.

Although PO Kurts is the only member of the RCN now with the UNEF, it has had previous association with the force. In January 1957, the aircraft carrier *Magnificent* transported the bulk of Canada's UNEF contribution—men, equipment, transport and stores—from Halifax to Port Said.

PO Kurts was born in Osaquan, Ont., on April 28, 1927, and attended Central Public and Kenora High Schools in Kenora. He served with the Merchant Service in the Second World War and entered the RCN in July 1946 at Carleton, Ottawa naval division.

He has served ashore on both coasts and at sea in an aircraft carrier, cruiser, frigates, destroyers and minesweepers. He spent 14 months in the Korean theatre in the destroyer *Huron*.

His mother lives at 26 Hayleybury Drive, Scarboro, Ont.

Cowichan Hoists White Ensign

HMCS *Cowichan*, a Bay class coastal minesweeper and third ship of her name in the Royal Canadian Navy, was commissioned December 12 under the command of Lt.-Cdr. G. Waite Brooks.

The *Cowichan* was the 14th of the modern wood and aluminum minesweepers to be built for the Navy. She has a displacement of 400 tons, is 152 feet in length and 28 feet in the beam. Diesel-powered, she is equipped with the latest minesweeping equipment and navigational radar.

After trials, she was to join the Second Canadian Minesweeping Squadron (Lt.-Cdr. S. G. Moore, in HMCS *Fortune*, is Commander of the squadron) operating out of Esquimalt.

Guest of honour at the *Cowichan*'s commissioning at Yarrows Ltd., in Esquimalt, was Commodore (E) John B. Caldwell, Commodore Superintendent Pacific Coast. Commodore Caldwell officially accepted the ship into the RCN on behalf of the Naval Board of Canada. Captain (E) Erik Revfem, RCN, the Principal Naval Overseer West Coast, was the officer in charge of overseeing the ship's construction. H. A. Wallace of Yarrows Ltd., turned the ship over to the navy.

The first *Cowichan* was a Bangor class minesweeper which was commissioned in July 1941. She joined the 31st Canadian Minesweeping Flotilla, one of ten British and Canadian flotillas assigned to the prodigious task of clearing the English Channel. The *Cowichan* later played an active role in the sweeping operations before the invasion of Normandy.

The second *Cowichan* was built at Lauzon, Que., and, with five of her sister ships, was turned over to France in 1954. Today she serves in the navy of France under the name of *La Malouine*.

Funnel Maple Leaf Origin Uncertain

The question of who first painted a maple leaf on the funnel of a ship of the Royal Canadian Navy remains just about as enigmatic as the one asked in the Gay Nineties song: "Who threw the overalls in Mrs. Murphy's chowder?"

The maple leaf mystery is not quite as troublesome as Mrs. Murphy's, for two claimants have come forward as the originators of the idea of placing the Canadian symbol on warship's funnels.

Both claimants are veterans of the First World War who served overseas

in Canadian drifters. Both have supplied accurate historical background leading up to their claims, but in neither case are specific dates available.

The first to come forward was Joseph Stephenson, 11 Heddon Street, Headingley, Leeds 6, England, who painted the maple leaf on the funnels of four Canadian drifters based at Sierra Leone, Africa, with the permission of his captain. He asked to be recognized as the originator of the funnel maple leaf.

So did A. J. A. Bell, of 1782 Bergstrom Road, RR 1, White Rock, B.C., who served in drifters based at Gibraltar, and who tells of painting the maple leaf on the funnel of his ship without official sanction. It was gone the next day.

A letter has been sent from Naval Headquarters to Mr. Stephenson telling him that, on the basis of information at present available he was certainly one of the first to display the maple leaf on the funnel of a ship and that an exchange of correspondence between him and Mr. Bell might clarify the matter of precedence.

Beacon Hill Commissioned

The modernized frigate HMCS *Beacon Hill* was commissioned on Saturday, December 21 at Burrard Drydock Co., Ltd., North Vancouver, under the command of Lt.-Cdr. Paul F. Wilson. After post commissioning trials she was to join the Fourth Canadian Escort Squadron at Esquimalt.

Guest of honour at the ceremony was His Worship Mayor P. B. Scurrah, of Victoria. The ship's name was chosen in 1944 by the then mayor and city council of Victoria. The Naval Board wished to name the ship after the City of Victoria, but as the Royal Navy then had the fleet aircraft carrier HMCS *Victorious* in commission, the name *Victoria* was considered impracticable. In 1952, with the permission of the mayor and city council of Victoria, the ship adopted as her motto that of the city—"Semper Liber".

The Resident Naval Overseer, Vancouver, Cdr. (L) J. R. Allen, spoke at the ceremony on behalf of the naval staff assigned to oversee the extensive modernization and rebuilding at the shipyard. Capt. (E) Erik Revfem, Principal Naval Overseer for the West Coast, accepted the ship from the Burrard Drydock Company, on behalf of Naval Headquarters.

Hon. Clarence Wallace, president of Burrard, spoke for the company.



This is a picture of Petty Officer A. J. A. Bell, RNCVR, taken in England shortly after the First World War. The wavy collar stripes are clearly visible. These were retained for a time after the formation of the RCNVR. PO Bell's cap tally reads: "RNCVR-Pacific"—and popular souvenirs the tallies were. Mr. Bell now resides near White Rock, B.C. (CN-3326)

NAUTILUS VENTURES UNDER ARCTIC ICE

Route Across Roof of World Feasible for A-Subs

A NEW KIND of voyage of exploration, made possible only by the advent of the Atomic Age, was undertaken during the autumn by the atomic submarine USS *Nautilus* when she steamed to within three degrees of the North Pole under the Arctic ice pack.

Exploration of the polar regions in this manner is a century-old dream, now becomes a reality. The fictional *Nautilus* of Jules Verne's "Twenty Thousand Leagues Under the Sea" tackled the Antarctic ice packs was trapped and almost crushed by icebergs ("Not an incident—this time an accident," said the imperturbable Captain Nemo to his captive passenger, the professor), journeyed under the ice and emerged at the South Pole, just to make history.

Of course, any schoolboy knows today that the Antarctic continent is a pretty solid mass of rock and ice. Unless a submarine had a set of yet-to-be-invented powerful augers in her bows, she would find her progress toward the South Pole more than just impeded.

The Arctic is another kettle of frozen fish. It has been known for years that ancient ice islands slowly circulate about the polar regions. Scientific bases have been established on several of them. It was therefore with considerable confidence that the real-life *Nautilus* of today set out on her voyage of exploration under the Arctic ice.

The atomic-powered *Nautilus* is eminently suited for such an undertaking. She can cruise along submerged at a speed of over 20 knots. Her longest underwater run so far has been 3,032 miles, from Panama to San Diego, at 19.1 knots. She can operate for more than two years without refuelling. Her first uranium core took her more than 62,500 miles during 26 months of operations.

Some of the findings of the *Nautilus'* Arctic cruise were reported by Dr. Waldo Lyon, of the Electronics Laboratory, San Diego, California, at a Pentagon press conference on November 7. Dr. Lyon was senior scientist on board the *Nautilus*.

He said (as reported in the *Army Navy Air Force Journal*) the trip provided much data which will be of value in making weather predictions. At the same time, the voyage under the ice-pack confirmed beliefs as to the thickness and strength of the polar ice cap.

In the past, almost the only information available to scientists concerning the polar regions was that which could be gathered by aerial photographs.

The *Nautilus*, commanded by Cdr. William R. Anderson, travelled about 1,000 miles under the cap at a depth of from 200 to 250 feet. Dr. Lyon said the problem of navigation was no more difficult than if the submarine had been operating off the east coast of the United States. It was simply a matter of pointing the sonar gear to "look up", he said.

The only difficulty experienced was that as the submarine approached the North Pole—the *Nautilus* came within 180 miles of the top of the world—the gyro-compass became unreliable.

The trip proved that the maximum thickness of the ice cap beneath the surface of the water was 45 feet. The depth of the water beneath the ice cap is from 1,000 to 2,000 feet and the floor of the Arctic basin is strewn with underwater mountain ranges.

The longest period of time the *Nautilus* remained under the ice was 74 hours — more than three days. She came to the surface at other times in openings in the ice cap to study the surface of the ice formations.

FIRST ATTEMPT HARDLY SUCCESS

In 1931, preceded by loud fanfare, an ancient and decrepit submarine named for the occasion "the *Nautilus*" set out to accomplish the Northwest Passage under the pack ice, via the North Pole. This was the expedition headed by Sir Hubert Wilkins and Lincoln Ellsworth, who won enough fame elsewhere never to have to refer again to the "Wilkins-Ellsworth Trans-Arctic Submarine Expedition".

This unworthy bearer of the name *Nautilus*, after numerous mechanical breakdowns, reached Spitsbergen toward the end of August 1931. The explorers steamed toward the ice pack, but did not dare venture beneath it. The sole fruits of the voyage were three weeks of oceanographic studies along the edge of the pack.

The expedition then made its way to Norway where the tired old submarine was quietly sunk on November 20, 1931.

One thing they did not find within the region of the polar ice cap was sea life, according to Dr. Lyons.

He concluded, on the basis of the findings of the *Nautilus*, that it would be possible for a submarine to make a submerged journey completely under the polar ice cap. During the summer the distance to be traversed would be from 1,600 to 1,700 miles. The distances would be greater during the winter because the fringe of the ice pack would be extended.

Taking leave of Dr. Lyon at his press briefing in the Pentagon, it is possible to speculate on a future, undreamed of before the advent of nuclear power, for Arctic navigation. Already British shipbuilders are discussing proposals to build a nuclear-powered submarine oil tanker of immense tonnage. Merchant ships, built to travel underwater on atomic power could cut thousands of miles from the voyage between ports on the coast of North America and eastern Europe by voyaging beneath the Arctic ice. The distance between Point Barrow, Alaska, and Murmansk, nearest European port across the North Pole is approximately 2,400 miles. Only about a thousand miles separates Canada's most northerly possession Ellesmere Island and the nearest islands off the north coast of Siberia.

The practicality of large nuclear submarines may soon be known. The U.S. Navy has authorized the construction of a 5,450-ton radar picket submarine, USS *Triton*, powered by two nuclear reactors — an underwater vessel outranking in tonnage any built by France or Japan. The *Surcouf*, of 4,300 tons and largest of her day, is well-remembered by Canadian naval personnel who served in Halifax during the early part of the Second World War.

There is food for fantasy here—of sneak attacks by underwater atomic fleets and of battles fought beneath the age-old ice of the Arctic seas, or of rich new trade routes beneath the roof of the world.

Whether for good or ill, the Arctic has shown itself during the past few years to be not impregnable. Airliners make regular trans-polar flights; under the White Ensign the *Labrador* steams through the Northwest Passage at will, and now the *Nautilus* finds a navigable ocean beneath the polar ice. Jules Verne's false dream of the Antarctic has become truth in the Arctic of today.

BANGORS AND 'SWEEPERS FOR TURKEY

First Five Coastal Escorts Transferred at Sydney

UNDER the Mutual Aid Program of NATO, Canada turned over to Turkey on November 29 the first five of ten modernized Bangor class coastal escorts which have been in reserve at Sydney since 1952. Four modern wood-and-aluminum Bay class minesweepers will also be transferred to the Turkish navy.

Each of the five Bangors was equipped and stored before departure for Turkey. They were to sail from Halifax early in the new year for their new base in the Middle East.

The ships were built in Canada in the early 1940s and were modernized during 1951-52. Since then they have been in reserve at Sydney.

The ships, together with the names they received on transfer, are:

<i>Kentville</i>	— <i>Bartin</i> ;
<i>Kenora</i>	— <i>Bandirma</i> ;
<i>Nipigon</i>	— <i>Bafra</i> ;
<i>Fort William</i>	— <i>Bodrum</i> , and
<i>Medicine Hat</i>	— <i>Biga</i> .

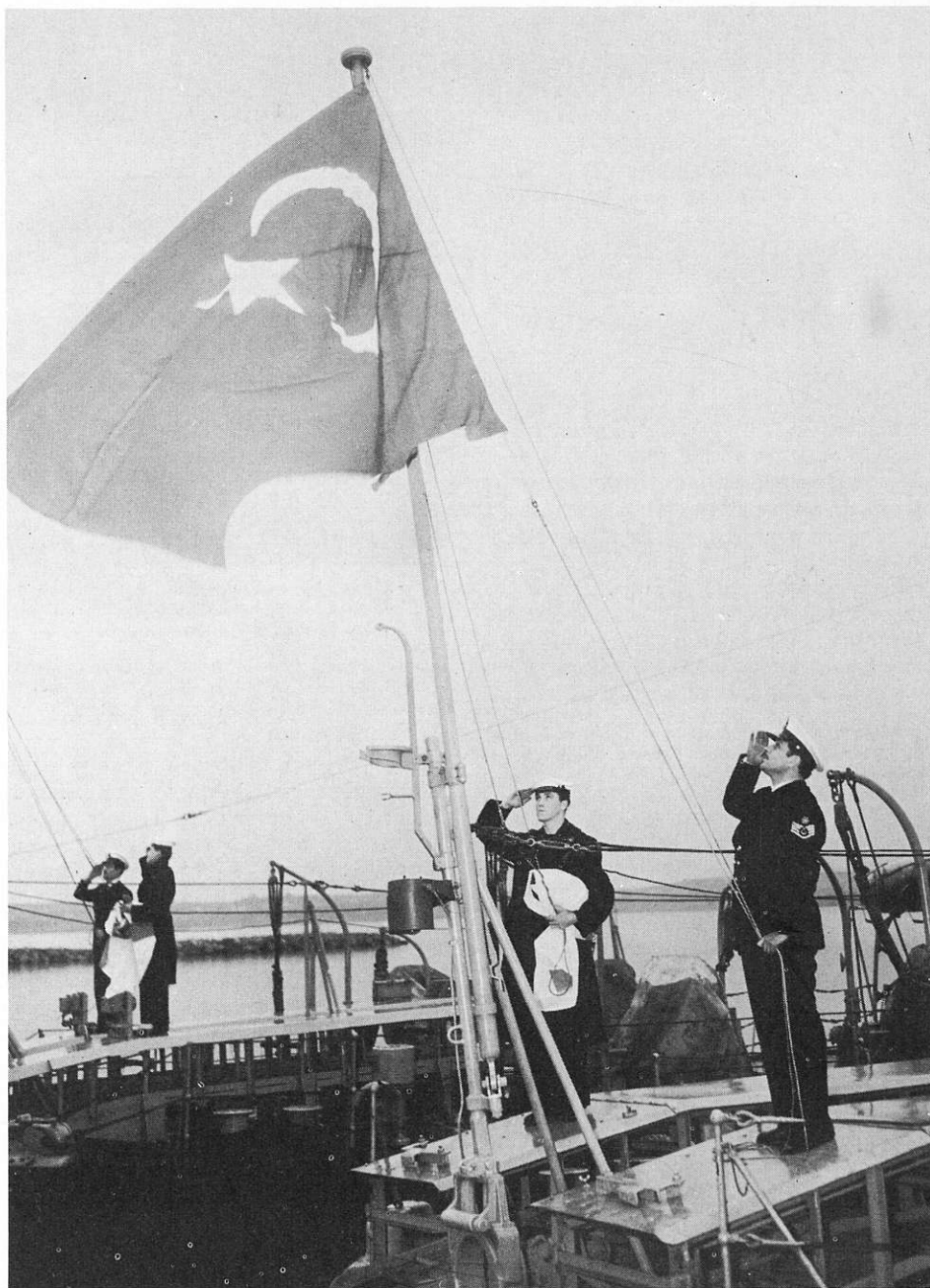
The remaining five Bangors will be transferred this coming spring. They are the *Westmount*, *Blairmore*, *Swift Current*, *Mahone* and *Sarnia*.

Turkish officers and men for the first five ships had arrived at Sydney by November 13 and spent their time after arrival familiarizing themselves with the vessels. They arrived in Canada aboard the tanker *Akar*, which was to return to Turkey with the escort ships. The officers and men who manned the escorts numbered about 280.

At the transfer ceremony the Canadian Government was represented by Hon. George R. Pearkes, Minister of National Defence, and the Turkish Government by His Excellency Ahmet Cavat Ustun, Turkish Ambassador to Canada.

The Royal Canadian Navy was represented by Vice Admiral H. G. De-Wolf, Chief of the Naval Staff; Rear-Admiral H. N. Lay, Ottawa, Vice-Chief of the Naval Staff; Rear-Admiral H. F. Pullen, Halifax, Flag Officer Atlantic Coast, and Rear-Admiral W. W. Porteous, Ottawa, Chief of Naval Technical Services.

"You and I represent on this occasion the two countries of the North Atlantic alliance which, in terms of distance, are as close together as a handclasp," Mr. Pearkes told the Turkish ambassador, during his address.



Turkish ensign is hoisted in a Bangor class escort as the White Ensign is lowered on the transfer of five of the ships from the Royal Canadian Navy. (HS-50841)

"Ours is a young country with a short history: yours a great deal older, and with a rich and fascinating history behind it. Yet we share today all the hope, drive and determination of youth.

"We share a belief in the dignity and freedom of the individual, in the rights of nations to determine their own destinies without interference, and above all we both believe implicitly in the preservation of peace.

"These beliefs have drawn us together, in partnership with thirteen other nations, in an international organization which has no precedent in history.

"When the North Atlantic Treaty was signed in April, 1949, no one really knew how or whether it would work, for there had not been anything like it before. Not only were more countries involved, but the objectives and

principles to which they pledged themselves went far beyond any collective commitments that had ever been made in the past.

"The agreement among the member nations that an attack on one would be regarded as an attack on all was not particularly new, for history is full of military alliances. What was new was the real and primary purpose of the treaty—the creation of a community whose combined military, economic and moral strength would be so great as to discourage aggression and by so doing to maintain peace.

"To suggest that the objectives of NATO have been attained would be going a great deal too far. The world situation is still most difficult and uneasy, and a great and continuing effort is obviously needed. Yet, I feel sure that we are all agreed that, had it not been for NATO, the situation today would have been far worse, and perhaps indeed disastrous to the cause of freedom for which we stand.

"Twelve countries signed the North Atlantic Treaty in 1949, and three others subsequently joined. One of these three was Turkey, and I can assure you that when your country entered the alliance, in 1952, it was an

A parade of costumes and decorated bikes by youngsters of the Belmont Park naval housing area was among activities marking the conclusion of the Pacific Command's annual Fire Prevention Week. Riding in the leading fire engine was Fay Reeves, (daughter of PO and Mrs. A. R. Reeves) who had been elected "Miss Firefighter" for the ceremonies of the special week. Her "princesses" were Catherine George, daughter of PO and Mrs. Herbert George, (left), and Marilyn Russell, daughter of PO and Mrs. Jim Russell. With the young ladies is Lt.-Cdr. (SB) Neil Duval, base fire chief at HMC Dockyard, Esquimalt. (E-43192)



"Stop" apparently means the same thing to both Turkish and Canadian engineers, although the meaning of the other markings on the engine room telegraph of one of the Bangors turned over at Sydney to the Turkish Navy might not be entirely clear to RCN personnel. (HS-50828)

occasion for very great satisfaction among many nations, and certainly not least in Canada.

"We thereby gained a most valuable and welcome addition to the partnership, for not only does Turkey occupy a strategic location and possess a considerable force of arms, but Turkish achievements command the highest respect and admiration.

"This alliance to which our two countries belong is not a mere scrap of paper. If it were, it would have perished by now. Its effectiveness has been achieved through effort and action, good-will and co-operation, careful planning and organization, and a common dedication to a common purpose.

"In the military area, as its individual contribution to our collective strength, each partner has undertaken to build the kind of forces it is best able to produce and equip. This avoids waste and duplication, and it enables us to have, in being, strong and efficient forces.

"Another measure that has the virtue of being sensible, economical, and effective, is the Mutual Aid Agreement, which provides that available weapons, equipment and materials are pooled, and are distributed to those countries which can best make use of them.

"It is the Mutual Aid Agreement that has made possible this historic event taking place here today.

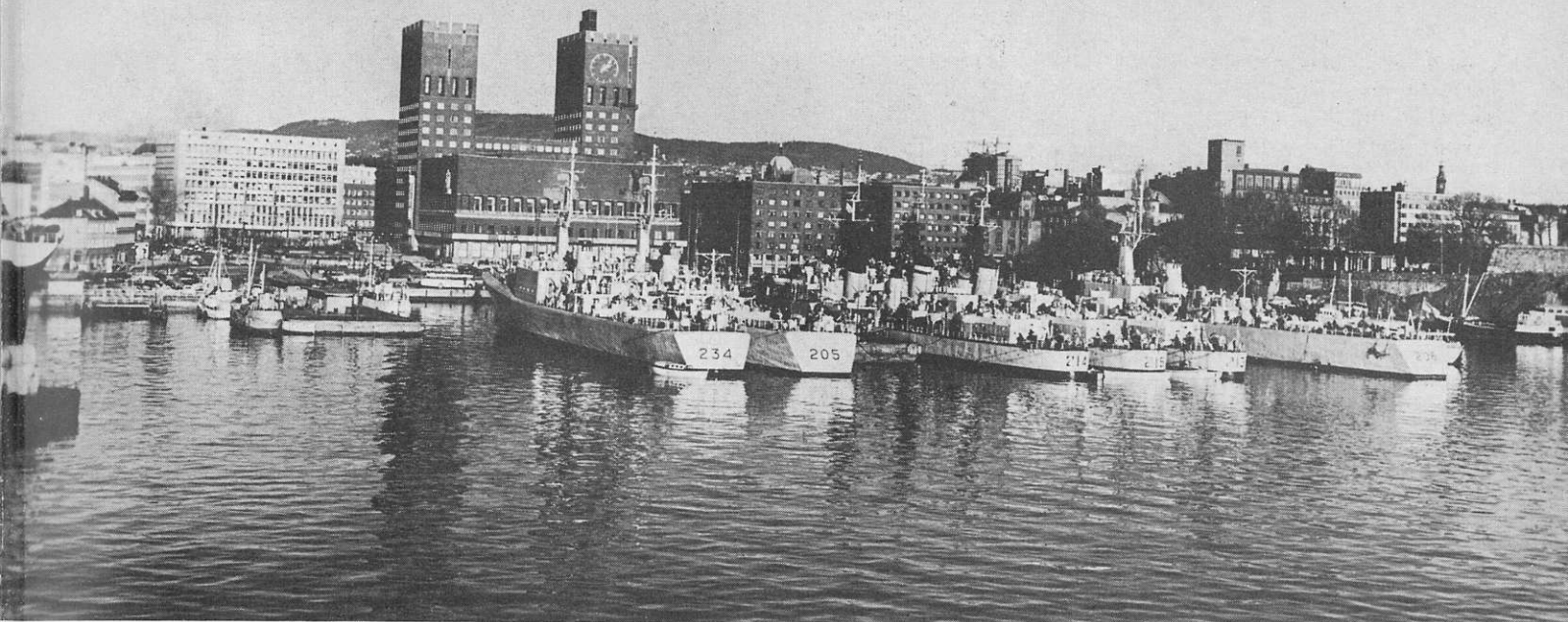
"That word (historic) is sometimes over-worked, and often misapplied, but I have not hesitated to use it here. This is the first occasion on which we have been privileged to welcome a ship of the Turkish fleet to Canadian waters. It is also the first occasion on which Canadian warships, built in Canadian shipyards, have become units of your navy.

"These five ships, until today a part of the Royal Canadian Navy, will shortly be flying the Turkish naval ensign. They will constitute a valuable contribution to the NATO forces in being, with a useful role to perform, both as ships of the Turkish fleet and in the pattern of the NATO shield of defence.

"These five, and the five more of this class that are to follow, are good and versatile ships. They have served us well, not only as minesweepers, but also on convoy escort duty and on patrol; and I have no doubt that in the hands of their new officers and men, that good service will continue.

"Your Excellency, I now have the pleasure and the honour, on behalf of the Royal Canadian Navy and indeed the people of Canada, of transferring to you, as representative of Turkey, these five ships. May they bring good fortune to those who sail in them, and may they long be remembered as symbols of a sincere friendship, and a great united purpose."





Six Canadian warships in harbour at Oslo, Norway. The twin-towered building is the Oslo city hall. (SL-552)

WARSHIPS WIN FRIENDS IN BALTIC

Seven Ports Visited by RCN in Month-Long Cruise

"No better ambassadors of Canadian good-will could have been found."

"If the object was to strengthen friendly relations, then the job was well done."

"The visit put Canada at its best and its fightingest in Scandinavian eyes."

"The visits had the effect of establishing a bond and an understanding between our navy and the German navy that has never been possible in the past."

"Both in Stockholm and Helsinki, the ships, their men and their officers will have left a beautiful memory."

"Come again."

"We have every reason to echo the words at these missions as we bask in the good-will for Canada created by the visit of HMC Ships."

THESE WERE among the sentiments expressed by Canadian officials abroad on the subject of the Baltic cruise of six of the Royal Canadian Navy's destroyer escorts. In a period of a little over a month, units of the First and Third Canadian Escort Squadrons visited seven Baltic ports—Stockholm, Helsinki, Copenhagen, Aabenraa, Hamburg, Kiel and Oslo.

Hospitality was outstanding and the Canadian responded.

Official activities came first, and at each port, official calls were made and received. In the majority of ports these were carried out by Captain A. G. Boulton, commander of the Third Squadron

and Senior Officer of the Task Group, and Captain Dudley King, Commander of the First Squadron.

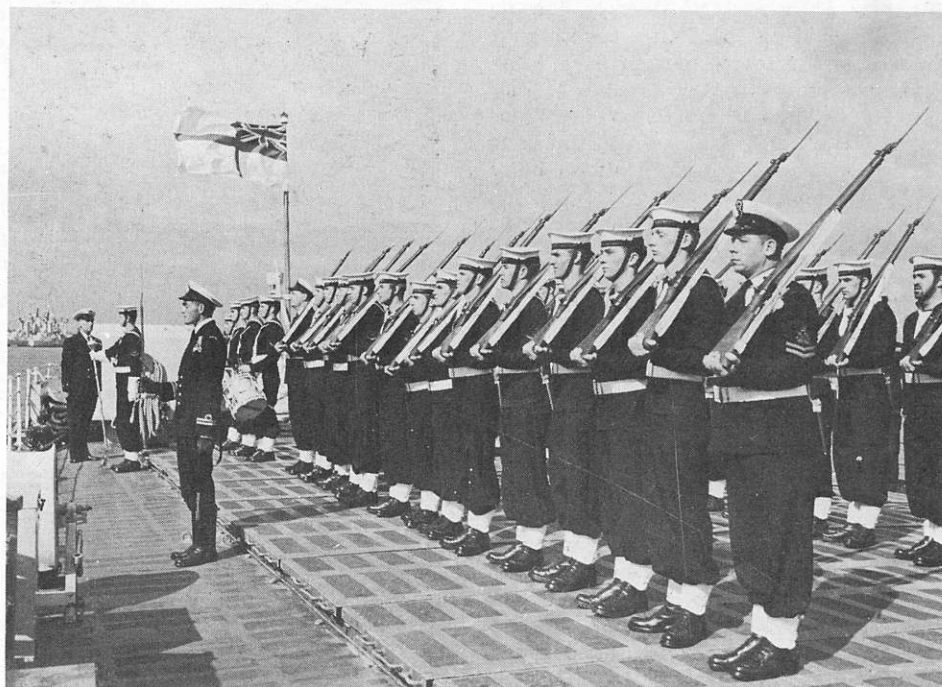
The ships were three St. Laurent class destroyer escorts, the *St. Laurent*, *Assiniboine* and *Saguenay*, and three Tribal class warships, the *Haida*, *Micmac* and *Nootka*.

The calls took the squadron commanding officers to palaces, city halls,

fortresses, embassies and consulates.

Then came receptions, both ashore and on board the Canadian ships. Here were established the next stages to the friendships formed in the various countries.

After that came the many exchanges of visits. Personnel of the host armed forces extended invitations to the Canadians to visit their establishments



Smart guards were the rule on the quarterdeck of HMCS *St. Laurent*, senior ship of the six RCN destroyer escorts which paid goodwill visits to Baltic ports last autumn. (SL-372)

ashore, and, in turn, Canadians were hosts to many interested service personnel in the RCN ships.

More informal were the open house days, held in every port, where thousands of the local citizens called on the Canadian ships and were taken on tours carrying them below decks and on decks of the warships.

Friendships formed through these contacts were followed up with pleasant days and evenings ashore in which the Canadians had a chance to see the many things of interest in the countries they were visiting.

But perhaps the most touching incidents were those enjoyed by all during the children's parties on board the Canadian ships in each port. Volunteers from ships' companies played host to hundreds of children in the Baltic. The dress of the Red Indian predominated on the part of the RCN hosts, but the weapons were candies, cookies, cake, ice cream and sandwiches, plus tours of the ships, cartoon movies and games.

By the time the Baltic tour was finished, the sailors had made friends for Canada in ages ranging from the youngest to the oldest.

But it should not pass, without mention, that the Canadians were equally impressed with the hospitality and friendliness of the countries they visited. In this lay a good portion of the success of the cruise, for it ended up with an unspoken admiration which could have been voiced in the words "The feeling is mutual".

To round out the visit, the Canadian warships used their time at sea to fulfil their other role . . . that of fighting ships. Prior to the Baltic cruise, they played an extensive part in NATO fall exercises, the largest carried out since the inception of the Atlantic organization. En route to European waters they exercised with a huge United States fleet also bound overseas. On reaching the United Kingdom, the Canadian units were assigned to various operations with other NATO navies. Two went to the north European waters and the Baltic approaches, while the remainder operated in other areas, including the English Channel and Bay of Biscay areas.

At the end of the cruise, the Canadian task group joined other Canadian ships off Northern Ireland for the cruise home. These included the destroyer escorts *Ottawa* and *Iroquois* which also had taken part in the NATO fall exercises, and the new Canadian aircraft carrier *Bonaventure*. Unfortunately, bad weather hampered planned operations, but, at least, everyone had a chance to renew their sea-legs before they reached Halifax.



Sailors from the squadron of six Canadian warships which visited the Baltic last fall pause before the submariners' memorial at Kiel. (SL-525)



"And if it hadn't been for this gadget we never would have found our way here." AB P. I. Van Landuyt explains the gyro compass to pretty Miss Katrina Valanne during the Assiniboine's visit to Helsinki, Finland. (SL-433)

OFFICERS AND MEN

Sea Cadet Wins Seamanship Prize

Petty Officer R. J. Wreford, a member of the Royal Canadian Sea Cadet Corp *Lion*, Hamilton, has been awarded the Navy League of Canada's highest sea cadet honour, The President's Trophy.

The award, for good seamanship, was presented to PO Wreford at the Navy League's annual meeting when he was named "Cadet of the Year".

Other awards included Senior Division Attendance Trophy to RCSCC *Crusader*, Winnipeg; Junior Division Attendance Trophy to RCSCC *Churchill*, Ramea, Nfld.; Senior General Proficiency Trophy to RCSCC *J. T. Cornwall*, VC, Winnipeg and the Junior General Proficiency Trophy to RCSCC *Husky*, Flin Flon, Man.

Officers' swords were won by Lt.-Cdr. W. A. Doyle, RCSCC *J. T. Cornwall*, and Lt. G. B. Kramer, RCSCC *Husky*.

Naval Finance Director Dead

Edgar J. Neville, the Director of Naval Finance, died in hospital in Ottawa on Wednesday, November 27, after a short illness. He was 62.

"Nick", as he was known to his many friends and associates throughout the service, came to the Royal Canadian Navy in 1941 after some 30 years in private business and industry. He held the position of Director of Civil Accounts from 1941 until 1956 when he became the first Director of Naval Finance in the Naval Comptroller's Organization.

Mr. Neville travelled a good deal for the Navy, visiting the Canadian Joint Staffs in London and Washington and



THE LATE EDGAR J. NEVILLE

the Dockyards annually. Commanding Officers and Supply Officers who came into close contact with him will well remember his eagerness to be of help—in explaining to them, expediting for them, and, if necessary, extricating them from, perplexing financial problems.

Although he never had the opportunity to serve outside Naval Headquarters, Mr. Neville managed a spell of sea time in HMCS *Magnificent*, travelling from Halifax to Liverpool with the late Commodore Miles, and from Esquimalt to Halifax in the *Quebec* with Commodore Budge in 1953.

He was awarded the Coronation Medal on the recommendation of the Department.

Burial took place in Notre Dame Cemetery in Ottawa, Saturday, November 30 following a Requiem High Mass at Blessed Sacrament Church, which was attended by the Chief of Naval Staff, members of Naval Board and senior officers and civilians serving in Naval Headquarters.

Appointments for Senior Officers

Appointments for six senior officers of the Royal Canadian Navy were announ-

ced in December to become effective early in the new year.

Captain William M. Landymore has been appointed in command of the *Bonaventure*, effective January 17, 1958.

Captain Harold V. W. Groos, in command of the *Bonaventure* since the ship was commissioned, will come ashore to be Commodore of the RCN Barracks and commanding officer of *Naden*, Esquimalt, B.C., effective February 10. He will hold the acting rank of commodore in the appointment.

Captain Groos succeeds Commodore Patrick D. Budge, who on March 14, becomes Chief of Staff to the Flag Officer Atlantic Coast.

Captain Howard L. Quinn, Chief of Staff to the Flag Officer Atlantic Coast since November, 1955, will take up the appointment, on March 17, of commanding officer *St. Laurent* and as Captain Third Canadian Escort Squadron.

He succeeds Captain Angus G. Boulton, who, on March 31, will become Assistant Chief of the Naval Staff (Plans) and a member of the Naval Board, at Headquarters, with the acting rank of commodore while holding the appointment.

Commodore Duncan L. Raymond, Assistant Chief of the Naval Staff (Plans) and a member of the Naval Board since September, 1954, has been appointed in command of *Stadacona* and as Commodore of the RCN Barracks, Halifax, effective April 7.

A new appointment for Commodore Edward W. Finch-Noyes, present commanding officer of *Stadacona* and Commodore of the RCN Barracks, Halifax, was to be announced later.

Wren Officers Given Promotion

Two wren sub-lieutenants serving on the staff of the Flag Officer Atlantic Coast, in Halifax, have been promoted to the rank of lieutenant (W) in the Royal Canadian Navy.

BIRTHS

To Petty Officer G. J. Babin, *Assiniboine*, and Mrs. Babin, a daughter.

To Able Seaman C. C. Campbell, *Assiniboine*, and Mrs. Campbell, a daughter.

To Able Seaman J. F. Durfy, *Assiniboine*, and Mrs. Durfy, a daughter.

To Leading Seaman R. A. Freeman, *Assiniboine*, and Mrs. Freeman, a daughter.

To Able Seaman C. C. Roach, PNO Staff, *Sorel*, and Mrs. Roach, a son.

WEDDINGS

Able Seaman Douglas B. Greenway, *Stadacona*, to Miss Barbara Lorraine Browne, of Halifax.

Petty Officer George H. Mallett, *Algonquin*, to Miss Jacqueline Gladys Marshall, of Dartmouth.

Able Seaman Allan G. Russell, *Stadacona*, to Miss Dorothy Frances Stockall, of Halifax.

Petty Officer Clifford T. Shillington, *Stadacona*, to Miss Linda Partington, of Quebec City.

Sub-Lieutenant Kenneth Sinclair, *Cayuga*, to Miss Doreen Frances Luney, of Victoria.

Able Seaman Marvin L. Syrja, *Naden*, to Miss Shirley Mae Simpson, of Victoria.

Sub-Lieutenant Richard T. Wilson, *Skeena*, to Miss Barbara Rennie, of Victoria.

They are Lt. (W) Barbara Jane Gurney, of Armdale, N.S., and Peterborough, Ont., and Lt. (W) O. L. Elizabeth Scott, of St. John's, Nfld.

Lt. Gurney, a daughter of Mrs. N. C. Lawrie, of Peterborough, obtained a BA degree from the University of Western Ontario and was working as a secretary when she entered the RCN (Reserve) at York, in December 1954. She served on fulltime duty at Cornwallis as assistant to the executive officer, transferring to the RCN on a three-year short service appointment in October 1955. She assumed her present appointment as operations room watchkeeping officer on the staff of the Flag Officer Atlantic Coast in March 1957.

Lt. Scott, a daughter of Mrs. C. B. Scott, of St. John's was formerly a research technician with the Fisheries Board of Canada and entered the RCN (Reserve) in 1953 to be divisional officer to wrens at Cabot. She began a three-year short service appointment in the regular force in December 1956. She has been serving as an operating room watchkeeping officer on the staff of the Flag Officer Atlantic Coast since March 1957.

Canadians Hosts At Norfolk Parties

The past autumn saw Canadians on the staff of the Supreme Allied Commander Atlantic at Norfolk, Virginia, and more particularly their wives in the thick of two interesting social occasions.



A group of Canadian wives at the SACLANT autumn bazaar in Norfolk, Virginia. From left to right they are: Mrs. K. Birtwhistle, Mrs. C. P. Nixon, Mrs. J. C. Creeper, Mrs. E. J. Semmens and Mrs. H. O. Arnsdorf. (Official SACLANT Photo.)

The first of these was a bazaar, which is held annually both to bring SACLANT families together and to raise money for local charities.

Each country represented on the staff stocks a booth with articles typical of its products. In the case of Canada, these ranged from Nova Scotia tartans to Eskimo ivories, from French-Canadian hand-carved figurines to homespun

weaving from the West Coast. Canadian edibles, such as maple sugar, lobster and cheddar cheese, were sold in a general food booth.

This year the Canadian booth was managed by Mrs. C. P. Nixon, whose husband, Captain Nixon, is Assistant Chief of Staff (Personnel and Administration). Mrs. E. J. Semmens, wife of Cdr. Semmens, was treasurer for the whole bazaar.

This was followed by a Hallowe'en fancy dress party on October 29 at which all nine of the Canadians on Admiral Jerauld Wright's staff (eight RCN and one RCAF — W/C Jack Creeper) and their wives acted as hosts to most of the other members of the eight-nation staff. Afterwards, Admiral Wright called the event—a buffet supper and dance—one of the best parties ever given at his base.

For the occasion, hosts and hostesses were dressed up as Indians, the guests dressing according to their individual whims, from the ghoulish to the exotic. A "tunnel of horrors" was an authentic Canadian Hallowe'en party touch.

The idea of having one bigger and better party instead of numerous smaller ones appealed to the guests and the Canadians plan a repeat performance next year.

'Peter Pan' on Shearwater Stage

A play to delight the young at heart, of all ages, "Peter Pan" was presented at



Recognition of over 12 years' service as Naval Area Fire Chief of the Atlantic Command was given recently to Lt.-Cdr. (SB) Joseph W. Harber on his retirement. He was presented with a plaque and a television set on behalf of the men of the Naval Fire Service, Atlantic Command. On the left is Lt.-Cdr. (SB) Gordon Lay, newly appointed Area Naval Fire Chief.



December 6 marked the end of a 22-week course in general nursing and hospital administration of nine young ladies in navy blue who have completed that phase of their training in the naval hospital at Naden. Among them, and pictured here on duty at the hospital reception desk, were, from left: Wrens Pat McCallister, Regina; Joan Raycroft, Saskatoon; and Donna Werner, Edmonton. (E-43749)

HMCS *Shearwater* gymnasium by the Shearwater Players.

Capably directed by Sybil Cooke the play, a special pre-Christmas treat for children, attracted quite a number of young people and a scattering of adults.

"Peter Pan" itself was a typical Shearwater Players Production. Good casting, forceful acting and brilliant costumes, coupled with artistically handled stage decorations and superb lighting combined to make it an evening to remember.

A cast of 60, of whom 40 were children was headed by Mary Fink in the title role. (*Halifax Herald*)

Communicators Graduate

The fourth Communicator Visual Trade Group II class graduated on November 29 from HMC Communication School, *Cornwallis*. The class consisted of the following men:

Petty Officer Donald Williams, Leading Seamen John Anderson, Peter Chubb, Edward Davies, Lawrence Lees, Joseph Legree, Darwyn Mathison, Edward McComb, Ronald Moore, Charles Parrish, Joseph Reeves, William Rigby, Robert Taylor, and AB Harlan Morehouse.

The Communicator Radio Trade Group I class CR 112 also graduated

on November 29, the class consisting of:

AB David Stewart, Ord. Seamen Merlin Baker, Douglas Bowers, James Burns, Leonard Cotton, Gary Denham, Paul Frenette, David Lickman, George Petchiny and Ord. Wren Esme Campbell.

Lt. William K. Weidman, USN, joined the staff from USS *Maloy* on November 27. He relieves Lt. Rex Corbin, USN, who has been on the staff since January 5, 1957, and now goes to Philadelphia as Staff Communications Officer for the Naval District.—A.E.Y.

Four Promoted From Lower Deck

Four former members of the "lower deck" of the Royal Canadian Navy have been promoted to the rank of cadet and are attending Canadian universities, under the provisions of the Regular Officer Training Plan, to qualify for permanent commissions in the RCN.

They are Cadets Kenneth George Harrison, 22, of Victoria; David G. Shaw, 22, of Moncton, N.B.; Gordon Wilfred Porter, 24, of Swift Current, Sask., and Robin Cleveland Freeman, 22, of Stratford, Ont.

Cadet Harrison was born in Burnaby, B.C., on March 29, 1935, and entered the Royal Canadian Navy as an ordinary seaman on July 31, 1952, at Victoria.

He attended the first RCN Technical apprenticeship course in HMCS *Cape Breton* and graduated as an engineering artificer on April 18, 1956. He subsequently served in shore establishments on both coasts and at sea in the cruisers *Ontario* and *Quebec* before being promoted to cadet. He is attending the University of British Columbia.

Cadet Porter was born in Oxbow, Sask., on January 19, 1933, and entered the RCN as an ordinary seaman on November 17, 1952, at Regina. His service has included a tour of duty in the Korean war theatre in the destroyer *Cayuga*. He is attending the University of Saskatchewan.

Cadet Shaw was born in Moncton, N.B., on February 10, 1935, and entered the RCN as an ordinary seaman on October 18, 1955. He has served in shore establishments on both coasts and at sea in the destroyer escort *Algonquin*. He is at the University of New Brunswick.

Cadet Freeman was born in Stratford, Ont., on August 26, 1936, and entered the RCN as an ordinary seaman on September 29, 1955. He has served in shore establishments on the East Coast and at sea in the destroyer escort *St. Laurent*. He is also attending the University of New Brunswick.



Lt.-Cdr. (SB) J. W. Scott, RCN, former Deputy Judge Advocate in the Pacific Command, is shown above, right, with Col. G. M. C. Sprung, Canadian Army, near the remains of the Temple of Zeus, Athens, during a visit in November of the NATO Defence College to Greece. Lt.-Cdr. Scott was the only officer of the first Athabaskan to be rescued by the *Haida*. Details of how he was reported buried in a cemetery at Plouescat, France, through a mistaken identity occasioned by a shipmate wearing his jacket were contained in an article published in *The Crowsnest* of June 1949 under the heading "A Strange Story".

UNIVERSITY CONFERS DEGREE ON ADMIRAL

THE DEPARTURE from active service in the Royal Canadian Navy of Rear-Admiral R. E. S. Bidwell, former Flag Officer Atlantic Coast, who began retirement leave last September, did not pass unnoticed by his civilian compatriots.

On November 28 Admiral Bidwell was honoured by the University of Kings College, Halifax, by the bestowal of the honorary degree of Doctor of Civil Laws (DCL), at a special convocation. On the same occasion the new chancellor of the university, Dr. H. Ray Milner, was installed.

"In honoring Admiral Bidwell," Rev. Canon H. L. Puxley, president and vice-chancellor of the university, said, "we pay tribute to him first as a well-known and beloved citizen of Canada who has served his country faithfully and well for over 40 years. Son of a man who became bishop of Ontario, he is the scion of an old Anglican family and has always been a strong churchman.

"The record of his service to the Royal Canadian Navy and to his country must indeed be unique: Can any other officer claim to have had so many important staff positions in such a period of service?

"We at this University have had a close connection with the Royal Canadian Navy. During World War II the buildings of this institution became commissioned as HMCS *Kings* and our operation as a university ceased until the end of the war. We cherish our connection with the senior service, and it gives us great pleasure to recognize and honour the accomplishments of such a distinguished naval officer and Canadian, Admiral Bidwell."

The honorary degree was conferred by Dr. Milner, as one of his first acts on becoming chancellor. Admiral Bidwell's father received the same degree half a century ago.

"I find it in my heart to wish my father could be present for this ceremony. It was 50 years ago that he received the same degree," Admiral Bidwell said in opening his special convocation address.

He spoke briefly on the history of the university during the war years when it was commissioned as HMCS *Kings*.

He detailed the training methods of the Navy today as compared with those of years ago when the main concern

of the service was to make good fighting men.

He said that the Navy today is concerned with making good citizens of its men as well as fighters. He spoke of the work of the navy at HMCS *Cornwallis* in educating newly-entered personnel.

Rear-Admiral Bidwell, at the time of his departure on retirement leave was Flag Officer Atlantic Coast, Maritime Commander East Coast, and NATO Commander Canadian Atlantic Sub-Area, with headquarters in Halifax, Nova Scotia.

Born September 14, 1899, in Peterborough England, he came to Canada in 1902 when a child and attended Bishop's College at Lennoxville, Quebec, where his father, Rev. E. J. Bidwell, later Anglican Bishop of Ontario from 1913 to 1926, was headmaster. He also attended St. Alban's School, Brockville, Ontario.

Rear-Admiral Bidwell entered the Royal Naval College of Canada at Halifax in 1915. He was posted to sea after the Halifax explosion of 1917 wrecked the college, and saw active service in the First World War in HMS *Canada*, now the battleship *Almirante Latorre* of the Chilean Navy.

After the war he served alternately with the Royal Navy and the Royal Canadian Navy. Promoted sub-lieutenant in 1919, lieutenant in 1921 and lieutenant-commander in 1929, he commanded the minesweeper *Armentieres* and the destroyers *Champlain* (1936) and *St. Laurent* (1937).

He graduated from the Royal Naval Staff College at Greenwich, England, in 1938 and was posted as Staff Officer Operations to Vice-Admiral Sir James Fownes Somerville, then Commander-in-Chief of the Royal Navy's East Indies Division.

Promoted commander in 1939, he became Director of Operations Division at Ottawa in June 1940 and in 1941 went to Newfoundland as Staff Officer and subsequently Chief of Staff to the Flag Officer Newfoundland Force. He was granted the acting rank of captain in December 1941 and confirmed in the rank January 1, 1943. In April 1943 he was appointed Chief of Staff (Operations and Intelligence) to the Commander-in-Chief, Canadian Northwest Atlantic.



REAR-ADMIRAL R. E. S. BIDWELL

The following April, Admiral Bidwell commissioned HMS *Puncher*, Canadian-manned escort carrier, and served in her as commanding officer for the rest of the war and afterwards, when she transported 4,000 Canadian service men and women home from overseas. The *Puncher* was a lease-lend ship and Admiral Bidwell delivered her to United States authorities at Norfolk, Virginia, in January 1946. One month later he was appointed to Naval Headquarters at Ottawa as Director of the Naval Air Division.

Early in 1947 he attended the Imperial Defence College in the United Kingdom and on September 1 of that year was appointed naval member of the directing staff of the National Defence College, Kingston, Ontario, the first RCN officer to hold this appointment. In July 1949 he was appointed Assistant Chief of Naval Staff (Plans) and a member of the Naval Board.

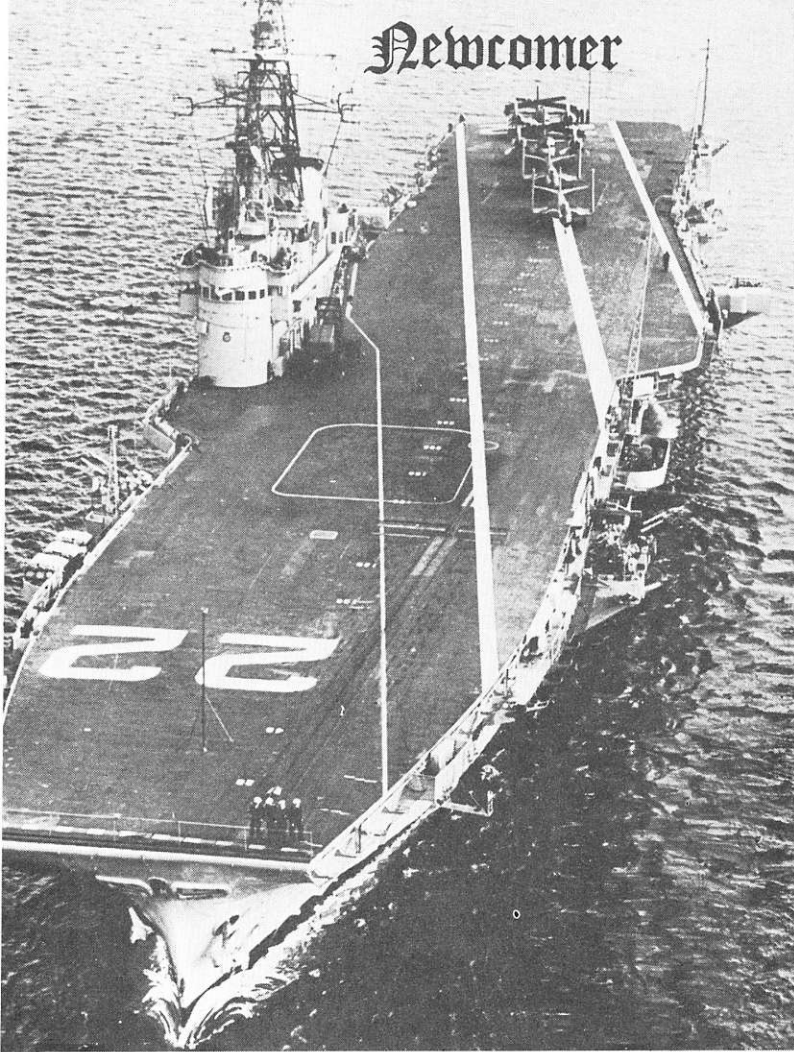
Admiral Bidwell was awarded the United States Legion of Merit, Degree of Officer, in May 1946. One month later he was awarded the CBE "for continued initiative, zeal, accuracy and understanding". On November 21, 1951, he was promoted to his present rank of rear-admiral and appointed Flag Officer Atlantic Coast. In April 1952 he received the NATO appointment of Commander Canadian Atlantic Sub-Area, under the Supreme Allied Commander Atlantic.

In June 1953 Admiral Bidwell was flag officer in command of the six-ship Canadian Coronation Squadron which participated in the Coronation Naval Review at Spithead, England. He made the first of his many visits to the West Indies and the Caribbean 30 years ago as a sub-lieutenant.

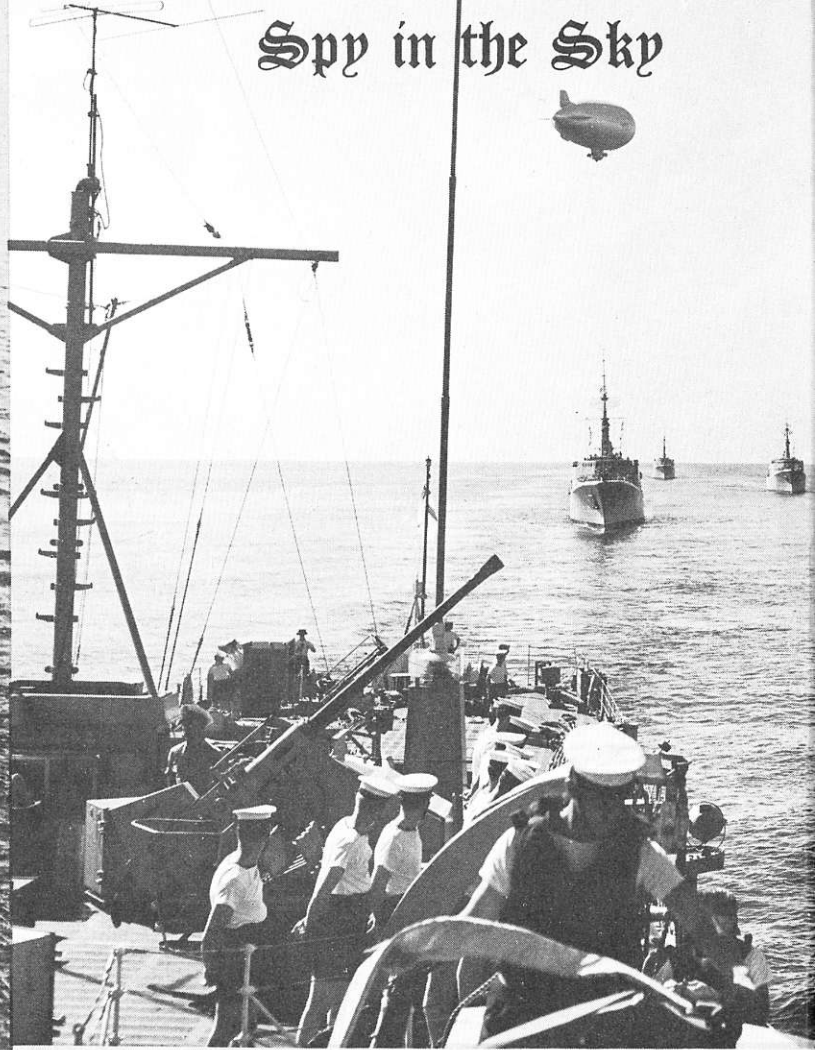


The Royal Canadian Navy = = 1957

Newcomer



Spy in the Sky



Royal Visit

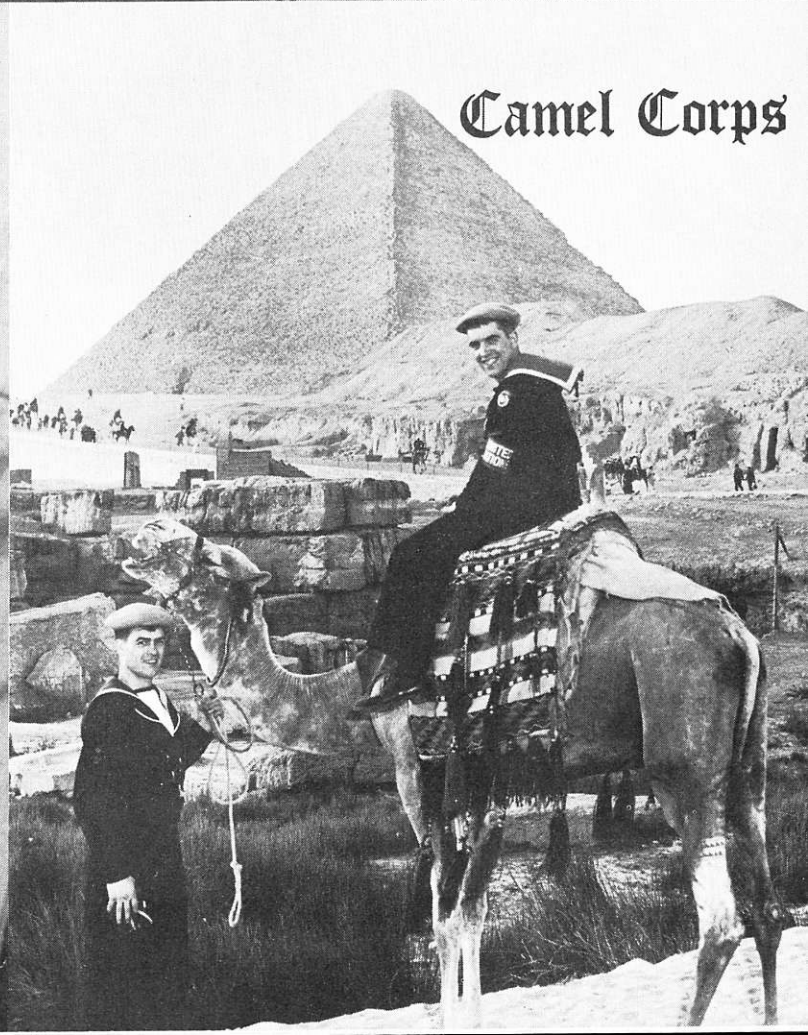




Mailman



UNEF



Camel Corps



Miami



Stockholm

Haliburton

— A short story by Cd. Engineer H. R. Percy —

TO SPEAK of dead ships, argues a certain shameful romanticism; for it implies a possibility, at least, of their having been alive. From there it is but a step to the suggestion that ships have souls—and who would dream of such a thing?

Yet there *are* dead ships. In most dockyards in time of peace there is a corner reserved for them. They lie, singly or in groups, in remote and stagnant backwaters; or in slimy reaches where it revolts the flesh to go, and await their ignominious end. The water in their vicinity is quilted with unsavoury scum and burdened with every conceivable kind of refuse, from which arise unsubtle odours of corruption. Every assassinated dog, every floating lifeless thing within miles is drawn into the lee of these hulks by some strange, potent affinity between dead and dead.

The ships themselves are pathetic in the extreme. They lie silent and forbidding as sepulchres, giving back no ray of response to the merriest sunlight; for there is no peep of bright-work anywhere. Their paint is lustreless and unwholesome, with the grey pallor of dead flesh, and bleeds rust from a thousand wounds that have long since proved mortal.

Officially these ships are in a state of reserve, at some fantastically attenuated notice for sea; but one glance is sufficient to reveal their soulless condition. Nothing is so completely and irrevocably dead as one of these. One can sense it as surely as if a heart-beat had been stilled and respiration imperceptibly had ceased. Not all the skill of the shipbuilder, nor all the stir and bustle of the merriest crew could restore the vital essence to a ship thus doomed. At the thought of going to sea in one of them, chilly tremors soften the spine.

Such, in the most distressing degree, was the *Gillieflower*. She lay in a veritable back-water of the Styx: her masts, embalmed in better days by the incessant smoke of a dockside boiler, rising cadaverous and black against the sky. A rotting cover bestrode her funnel like a great malignant fungus. Her superstructure was streaked and smeared like the face of a tearful child, as if she had departed this life in an anguish of weeping: as well, to judge from the extremity of her condition, she might. For all companionship of her kind she had but the deaying



skeleton of a wooden schooner lying unremembered in the mud, its stark ribs revealed by the ebb like those of some poor traveller uncovered by desert winds: emerging twice daily to offer, inexorably and with a certain spectral gusto, frightful intimations of mortality. And the *Gillieflower*, tugging forlornly at her moorings on those days when the wind made ghost-noises over the marshland and the gulls battled white against the swooping dark of clouds, seemed somehow in spite of her deadness to heed and to understand.

THE UTTER deadness of the *Gillieflower* was in no way alleviated by the presence of old Haliburton. His being there tended, indeed, to enhance the impression: as if the skinny form that could sometimes be seen moving insect-like about the decks was that of some unprolific parasite that thrived upon the carcass of the ship. God knows what he did with himself in the unsavoury hulk for days and weeks and months on end. Sometimes he would vanish utterly, only the sickly smoke from a rusty stove pipe, planted awry upon the deck as if a burial had been conducted there with more haste than piety, testifying to his continued existence. Then one morning he would reappear at his favourite post by the break of the foc'sle, leaning on the treacherous guard-rail and staring seaward in a fervour of wistfulness; with, one would swear, the same hand-furled

cigarette dangling extinct and brownly moist between his toothless lips.

His dress was always the same, without regard for sun or season: a heavy woollen undershirt buttoned to the neck and bursting out at the elbows, sallow and aged as if from long and intimate contact with the flesh beneath; a pair of seaman's trousers preserved long beyond the limits of sartorial probability but always, in contrast with the rest of his appearance, falling precisely into the regulation creases; and a pair of shapeless rope-soled sandals, probably of his own inexpert manufacture. He always wore a sailor's cap, minus its tally and so incredibly ancient as to be barely recognizable, at the same half-quizzical, half-defiant angle.

No one seemed to know why the *Gillieflower* rated a ship-keeper when so many other ships (and better ships at that, too) went untended. Old Haliburton was there, and it was no more logical to question his right or to justify his existence than to query the title of a sparrow nesting under the eaves, or the great pensive gulls that blinked down from the cross-trees.

Haliburton could never be drawn into conversation. Few people passed that way. Fewer still merited a nod of his head or a reluctant grunt that bore some resemblance to a curt "good-day". But if anyone approached the ship, day or night, Haliburton was infallibly and aggressively there. Only the most authentic and impressive credentials could gain access to his stronghold.

I, on my occasional routine inspections of the ship's moribund machinery, was probably his only regular visitor. After a time my entry went more or less unchallenged, but that was the extent of his trust. Always the flop and scuff of his sandals pursued me down the echoing passages and through the derelict flats. He was tenacious as the devil. Once in a fit of annoyance I tried to outdistance him, striding through the mess-decks and glissading down ladders as if I had not a second to lose. But when at last I stopped and turned it was to meet the disquieting eye of his accusation.

WHENEVER I stopped to make a routine inspection he stood by motionless and silently judicial, his head tilted bird-like to one side. During the most lengthy examination he

never volunteered a word, and if spoken to would usually content himself with a nod or a shake of the head, whether I happened to be looking his way or not. Very often, engrossed in my work, I would forget his presence. Then suddenly I would glance up and see him there, arms folded across his sunken chest, watching me out of the gloom with stark unblinking fixity, and I would give a great start. His eyes had always a moist, oily look, as if about to shed large glutinous tears; and in the darkness they had an odd suggestion of luminosity, or rather of incandescence, for they appeared to be burning themselves up in a gluttony of concentrated vision.

To the prevailing squalor and neglect there was one notable exception. In the cold, dispiriting gloom of the ship, the lower steering position was the sole abode of warmth and light and life. The brass of the engine telegraphs, the curving copper of the long-mute voice pipes, the smooth varnished wood of the great wheel, all were polished to the last degree of lustre. At first I

thought it was just that the old man had chosen the place at random for his headquarters, and that with an old sailor's passion for cleanliness and order he had set about scrubbing and polishing it to perfection; but it was not long before I realized there was more to it than that. The place was not just clean, it was ready. There was an atmosphere of expectancy, of alertness, as for an order that would never come.

Here in his habitat old Haliburton became inspired and to some extent articulate; elevated, it seemed, to another plane of existence. Articulate is not perhaps the true word, for he was neither coherent nor willingly communicative, but in response to some mysterious influence in the place he seemed to generate within him a fervid intensity; throwing off, involuntarily as it were as his hands strayed over the helm with wistful virtuosity, an occasional random spark of revelation. And these sparks would lie smouldering in some dim responsive depth of my imagination, and then perhaps days later, when nothing was more remote from

my thoughts, would flare upon my mind in sudden comprehension. As when, apropos of some remark of mine about the cleanliness of the compartment, he said:

"Ah, you ain't the tiger."

It was the magnificent irrelevance of this, perhaps, that impressed it upon my memory and ensured that when, ten days later, I saw Captain Maedonald prowling purposefully and not untigerishly through the submissive jungle of his garden, the echo of it would bring me up short. I came up against the significance of it as abruptly as if I had collided with the Captain's peach-wall. Which is exactly, as I stepped off again in my preoccupation, what I proceeded to do. But not before I had discerned, in the prosaic and slightly paunchy figure of the Chief of Staff, a mythical, near-forgotten wartime character known as The Hogtown Tiger. Quite a stickler, by all accounts, he had been; as ruthlessly insistent in matters of routine as he was fearlessly unconventional in action. His last ship of the war had been the *Gillieflower*.



BY SUCH flights of deduction, in the course of a year or more, I built up from Haliburton's cryptic utterances a picture of his past and a theory concerning his present. About what was to happen in the future I cannot, in this blurred and sober retrospect, form even the beginnings of a hypothesis. Haliburton had served in the *Gillieflower* as quartermaster. By one of those mysterious lapses of the drafting organization he had remained in her undisturbed all through the war, outlasting three commanding officers and a long succession of shipmates; becoming, one would suppose, quite an institution. He was, I gathered, pretty much of a lone wolf: no relatives, no shoreside friends, no amours. As often happens to men in his situation, he found himself imperceptibly trapped in the toils of his own loneliness. He went ashore less and less. His horizon became more and more circumscribed until the ship became his whole life. The world receded until it had lost, for him, all claim to reality. He was approaching that state of extreme introspection, that rarified atmosphere of awareness called, by the unimaginative, madness.

Haliburton and his ship reached together the term of their combatant usefulness. The *Gillieflower* was paid off into reserve and Haliburton, discharged from the service, remained with her as ship-keeper. I had always assumed that his position was regular and officially recognized; but my later inquiries could discover no authority by whom he had been engaged, no provision under which he might receive payment and, when it came to the inevitable issue, no established procedure for his dismissal. He was, as I said before, simply and indisputably there. His isolation was now extreme. He began to lose touch not only with the world, but with the flight of time. The clock had stopped, so far as he was concerned, some time during the final phase of the war in the Atlantic. He seemed vaguely aware that the ship had been alongside rather longer than was needful for a boiler clean, even a little puzzled, perhaps, that both watches should have gone on leave at the same time; but

these things were no more to him than trifling deviations from routine. Time after all is but a device for reconciling the mind to the staggering concept of eternity: against that concept, by all the principles of mathematics, an error of a few years is negligible; by the still more potent logic of Haliburton's isolation from events, such error could not conceivably exist. And by now he was so conditioned to solitude that the emptiness of the ship no longer disturbed the order of his world of fantasy; it had become the basis rather than the object of his speculation.

AND SO, limited only by the laws of chemical reversion and the ship's ability to withstand erosion of tide and weather, or by Haliburton's ability to withstand the erosion of time, it might have gone on indefinitely. The *Gillieflower* had become part of the landscape. Anyone who saw her moored there year after year would no more have dreamed of suggesting her removal, than he would have suggested the removal of the water in which she lay. It had to come, like the stroke of a mysterious and impersonal Fate, from afar. In an office a thousand miles away someone one day, in a moment of escape from more important things, made a long overdue acknowledgment of her death and wrote her obituary. This took the form of an invitation to tender, sent to the country's shipbreakers, for her dilapidated but still valuable remains.

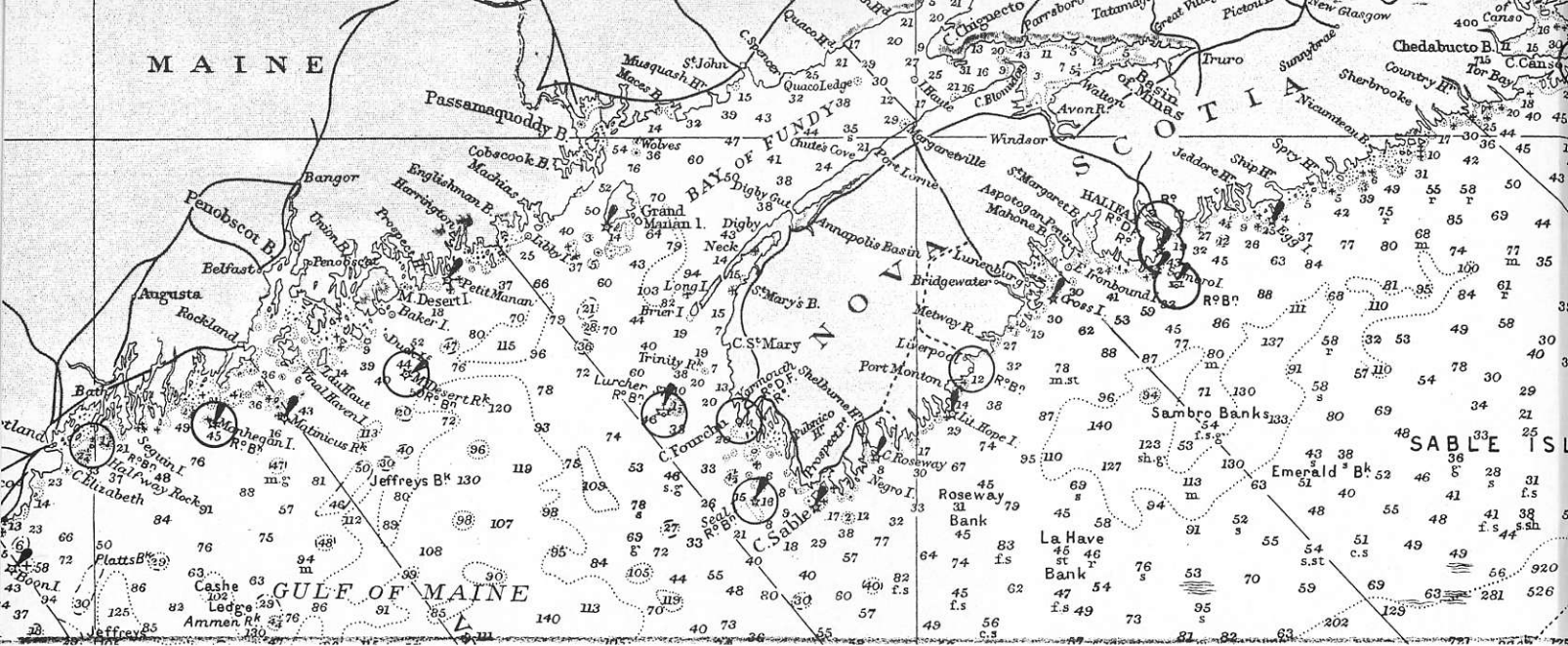
As is so often the case, Fate worked swiftly and by stealth, so that the first we knew of it all was when, one morn- ing in late November, a tug pushed its white-bearded way down harbour with the *Gillieflower* following, visibly reluctant, in its wake. The sky pressed grey and heavy upon the steeples of the town. Over the doomed ship the sea-birds wheeled and keened, their breasts somehow mournful as they arced in perpetual whiteness across the sky. The water was black and turgid, with here and there tiny wave-crests flitting like fore-runners of the snow that threatened overhead. The decks of the *Gillieflower* were utterly deserted. She

looked, despite her motion, more completely dead than ever. Of Haliburton, no sign. But I saw, or, if you will press me to the point, perhaps fancied, a smudge of smoke above the drunken stove-pipe as, with ghostly finality, the sea mist moved in to take her.

I have stayed thus far well within the bounds of truth and certainty, and it may seem unwise to launch into the realm of speculation. But when the truth is unknown, what might have happened is as valid in the telling as what, according to the Inscrutable Record, actually did. The imagination that dictates the narrative is no more prone to extravagance than the Imagination that directed the events. All that is known with certainty is that late that afternoon the *Gillieflower's* tow-line parted, and that the ship was never seen again. But the master of the tug, if he can be induced to commit himself to more than a shrug of the shoulders and a rather shame-faced grin, will tell you that, after she had broken free, the derelict behaved in a most unexpected manner. Contrary to all the promptings of an onshore wind and a making tide, *Gillieflower* turned her bow to seaward and began to gather way. Incredulous, the skipper put about and pursued her with the object of putting another line aboard. But she was making an improbable speed, and despite all the tug's exertions seemed to remain always a hundred yards or so ahead of her. And then (the skipper always colours up and tries to change the subject when he comes to this) the outline of the fugitive ship began to soften and blur. Before his eyes she faded to a mere shadow, flew before him on the water like a phantom, and, as he stood there grinding the stem of his pipe and cursing impotently, vanished.

PERHAPS it was some wilful current that took her. Perhaps in the gathering mist, with the coming on of night, his eyes deceived him. Perhaps he is an extraordinarily good liar. But I like to think of the belligerent ghost of the *Gillieflower*, with Haliburton at the wheel, carrying on the war.





This portion of an Admiralty chart shows, at the left, the Penobscot area in Maine where American naval forces received a sharp setback from combined sea and land forces of the British during the American Revolution.

THE PENOBSCOT EXPEDITION

A Little Known Story of the American Revolution

DURING the American Revolution there were several clashes between American and Canadian forces, the most notable of which was the attempt by Arnold and Montgomery to capture Quebec.

It was not always the American, however, who attacked—a little known but worthy success was achieved by British arms in the Penobscot expedition of 1779, which was mounted from Halifax and involved a number of Nova Scotians in both land and sea forces. The details of events on land are contained in a letter, dated August 26, 1779, written on the Penobscot River by the Army Commander to the War Office, London.

In the spring of that year the Governor of Nova Scotia, Sir Henry Clinton, directed Colonel Francis McLean to establish a post on the Penobscot River, using such troops as he felt could be spared from the defence of Halifax, and to undertake any other desirable expedition in the Casco Bay area.

On the 16th of June 650 troops, drawn from the 74th and 82nd regiments, were landed at a spot on the river which rejoined in the jaw-breaking name of Camp Majebigwadu, now known as Castine, about 25 miles south of Bangor, Maine. The virgin forest had to be cut and the land cleared before a fort could be commenced and the various bastions, curtains, fleches and other mysteries of the soldier's eighteenth century art created. It is not surprising, therefore, that

five weeks later the fort was only partially completed although the army received manful aid and protection from the sloops *Albany* (Capt. Mowatt, 14 guns), *Nautilus* (Capt. Selby, 18 guns) and *North* (Capt. Farnham, 14 guns).

Colonel McLean had a good intelligence system: on July 21 he was informed "of the sailing of a considerable armament from Boston for the purpose of reducing us".

Four days later 37 ships arrived and laid siege to the British position. Fire was exchanged between the American

ships on one hand and the British ships and land batteries on the other and several unsuccessful attempts were made to land before they finally succeeded on the 28th under cover of heavy fire from sea. This enabled the Americans to establish a shore battery and to bring the fort under stronger attacks but all efforts to capture it were repulsed by the joint fire of the defenders ashore and afloat. Finally during the dark hours of August 13 and 14 the attackers withdrew to their ships (much to Col. McLean's surprise) and the siege was lifted.

Not for the first time in our history a land engagement was to be decided by our ability to move men and material by sea and to prevent the enemy from doing the same. The cause of the American flight was the appearance of a fleet of His Majesty's ships under Commodore Sir George Collier, whose despatch to the Admiralty from his flagship *HMS Reasonable* is dated August 20, 1779.

Having learned "that His Majesty's Garrison at Penobscot was besieged by a considerable Rebel Armament of troops and ships from Boston", Sir George sailed from Sandy Hook 3rd August with his squadron: *HM Ships Reasonable*—(flag) 64-gun ship; the 32-gun frigates *Greyhound* (Capt. Dickson); *Blonde* (Capt. Barclay), and *Virginia* (Capt. Orde); the 20-gun ships *Galatea* (Capt. Biggs) and *Camilla* (Capt. Collins), and the *Otter* (Capt. Creyke) 14-gun sloop.



Vice-Admiral Sir George Collier was commander of the British forces at Penobscot, Maine.

On the way the *Greyhound* and *Galatea* captured two privateers and the *Otter* lost touch with the squadron.

This *Greyhound* was the fifteenth of her name in the Royal Navy. She was launched at Buckler's Hard in 1773. She was of 617 tons, 124 feet by 33 feet by 11 feet and had a complement of 200. On the other hand the *Blonde* was the first of her name, having been captured from the French in 1760 by the *Aeolus* (Capt. John Elliot) and purchased into the RN. She provides an interesting comparison with the *Greyhound* because, although carrying the same number of guns, she was of 704 tons, 133 feet by 35 feet by 12 feet and had a crew of 220. The *Camilla* and *Galatea* were also the first of their name to wear the white ensign.

Rendezvousing off Monhagen Island on August 13, the British ships proceeded up Penobscot Bay and on the following day found the rebel fleet drawn up in a crescent across the river. The signals "Battle" and "General Chase" were hoisted in the flagship. The *Blonde*, *Virginia* and *Galatea*, some three miles in the van commenced the engagement and the remainder joined in as they came within range.

The result was the complete destruction or capture of the American force. The new brig *Defence* of 16 six-pounders went ashore with all sails standing and blew herself up at midnight. The 18-gun *Hunter*, reputed the fastest vessel in the American fleet, hid in a small inlet with the hope of escaping under cover of darkness but was boarded and taken by Lt. Mackey of the *Raisonable* and 50 men. The 20-gun *Hampden* was prevented from beaching herself and forced to surrender. The fine frigate *Warren*, of 32 twelve- and eighteen-pounders, was blown up.

The chase took the antagonists up the narrowing river but there was no escape; every rebel warship and all 24 transports were accounted for. To Collier's squadron were added the three sloops *Nautilus*, *Albany* and *North*. Thus they had the satisfaction of turning on their tormentors and helping to take or dispose an army estimated at 2,500-3,000 and a fleet of 41 varied vessels at a cost of four killed, two missing and nine wounded.

In his official report Col. McLean had "great pleasure in acknowledging the readiness with which Capt. Mowatt, and under him Captains Selby and Farnham of the Navy, assisted us on every occasion". Commodore Collier, too, had nothing but praise and felt it was "incumbent on me to express to their Lordships my particular Approbation of the Behaviour of the Cap-



A ship with an alluring name, HMS *Blonde* was a 36-gun frigate captured from the French in 1760. She was one of a squadron of seven ships which sailed from New York on August 3, 1779, for Penobscot, Maine, where she arrived ten days later and proceeded up the river to attack the American fleet of 41 vessels.

tains and Officers of the Squadron who shewed the most spirited Exertions in the Attack and Destruction of the Enemy's Fleet".

A list of the rebel fleet, under the command of Commodore D. Saltonstall, which was destroyed at Penobscot is as follows:

Captured: Sloop *Hampden* (20 guns) and Sloop *Hunter* (18 guns).

Blown up or burnt: The frigates *Warren* (32 18- and 12-pounders), *Monmouth* (24 guns) and *Vengeance* (24 guns); the sloops *Putnam* (22 guns),

Sally (22 guns), *Hector* (20 guns), *Black Prince* (18 guns), *Sky Rocket* (16 guns) and *Providence* (14 guns); the brigs *Active* (16 guns), *Defence* (16 guns), *Hazard* (16 guns), *Diligence* (14 guns) and *Tyrannicide* (14 guns); the armed schooner *Spring Bird* (12 guns) and 24 transports and stores ships.

Also captured were the brig *Nancy* (16 guns), privateer, by the *Greyhound* and the brig *Rover* (10 guns), privateer, by the *Galatea*, en route to Penobscot.—C.H.L.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Lauzon

The *Lauzon* returned to Halifax on December 14, after completing a one-week new-entry training cruise to Boston, Massachusetts.

This was the fourth of a series of new-entry trips since the completion of the summer UNTD training cruises.

In October, the ship had the privilege of transporting Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, from Halifax to Bay of Islands, Newfoundland, where he boarded the *Labrador* for the return trip to Halifax. During his short stay in the *Lauzon*, he spoke to the ship's company on the importance of the Newfoundland Patrol.

From Bay of Islands, the ship proceeded to her search and rescue station for return Royal Flight of Her Majesty the Queen and His Royal Highness, the Duke of Edinburgh.

Since re-commissioning at Lauzon, Quebec, in December 1953, the *Lauzon* has visited Norfolk, Bermuda, Charlotte Amalie, St. Vincent, Bridgetown, Willemstad, Devonport, Piræus, Istanbul, Palma, Mallorca, Algiers, Trondheim, Greenock, Saint John, Sydney, Boston, Digby, Portland, Greenwich, Pentland Firth, Antwerp, Plymouth, Milford Haven, Arachon, Lauzon, Savannah,



Two sailors from the destroyer escort *Nootka*, AB Ronald Cloutier and PO Alexander Muise, do some Christmas shopping in Kiel, Germany, during the Baltic cruise.

Guard, Band Draw Royal Admiration

The appearance of the RCN guard and band at New York ceremonies has brought an appreciative message from Her Majesty Queen Elizabeth and His Royal Highness the Prince Philip by way of the Canadian ambassador to the United States of America, Norman A. Robertson.

In a letter to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, Ambassador Robertson said:

"I have been commanded by Her Majesty Queen Elizabeth II to express to you her admiration and that of His Royal Highness the Prince Philip for the Royal Canadian Navy guard and band which were present at the Commonwealth Ball in New York, arranged in connection with her state visit to the United States. Her Majesty was particularly impressed by their bearing and music and has asked that I inform you accordingly."



Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax, presents a \$3,000 cheque for community chest appeal to A. John Ellis, general campaign chairman of the United Appeal at a brief ceremony at Stadacona as H. P. Connor, president of the Halifax-Dartmouth Community Chest, looks on. The contribution was made from donations by officers and men of Stadacona. (HS-50603)

Leith, Rothesay, Amsterdam and Portsmouth.

She has participated in several Junior Officers' Technical Leadership Courses and TAS training exercises. The *Lauzon* has covered more than 100,000 miles in visiting her various ports of call.—D.C.B.

PACIFIC COMMAND

HMCS Ontario

A good glimpse into the life of an RCN warship can be had through the figures on 365 days of operations in HMCS Ontario.

In a report from the training cruiser, it was shown that during a one-year period she had steamed 34,462 miles in 142 days at sea. Ten frigates or destroyers were fuelled at sea in trans-Pacific crossings and in addition on 48 other occasions ships were alongside underway.

There were 349 men drafted into the ship and 381 out. In gunnery, 1,119 rounds of six-inch were fired and 429 rounds of four-inch.

In the entertainment field, just about 20,000 persons, mostly Asiatics, visited on board; 2,110 ladies and gentlemen were entertained at receptions on the quarter deck, and the commanding officer held official luncheons for 142 official guests.

In education, 213 men passed BETs, 18 passed CIETs, 16 passed CHETs and 94 men and cadets qualified ABCD "A".

NAVAL DIVISIONS

HMCS Malahat

New entries, some of whom have been in the naval reserve for only a few months, made up the smartly precise guard for Rear-Admiral H. S. Rayner, on Monday, December 2, on the occasion of his first visit to the Victoria naval division since assuming his duties as Flag Officer Pacific Coast.

At evening quarters, Rear-Admiral Rayner complimented the guard on its smartness and the officers and ship's company on the general appearance of the establishment. He pointed out that being in the downtown waterfront area, *Malahat*, by her well-kept appearance, was a good advertisement for the Navy.

Four new entries from *Malahat*, Ordinary Seamen J. M. Lowe, D. H. Greene, F. A. Grivel, and R. Pedersen, received bos'n's calls at the Great Lakes Training Centre. These are awarded the seaman in each class judged to be outstanding in conduct, appearance, bearing, and all-round efficiency.

Engineer Hitches Ride in Labrador

The timely presence of HMCS *Labrador* in the area saved an engineer engaged in work for the Department of Transport from the prospect of an unduly long stay in the Arctic.

During the past summer John Craig, of Russel-Hipwell Engines Limited, installed diesel electric plants at the meteorological station at Clyde River on the north coast of Baffin Island (70° 27' N, 68° 33' W).

Before he could complete his work, the Department of Transport vessels had completed their duties in the Far North and headed home. An appeal was made for passage in the *Labrador* and this was granted.

Now, A. de Niverville, director general of air services for the DoT, has written to the Naval Secretary:

"The fulfilment of our request by the icebreaker HMCS *Labrador* was indeed very helpful and it would be appreciated if you would extend my thanks to the appropriate officials of the Royal Canadian Navy for their assistance and co-operation."

In the annual competition last year among the 22 naval divisions, *Malahat* was designated as the runner-up to *Chippawa*, the Winnipeg naval division, which won the Efficiency Trophy.

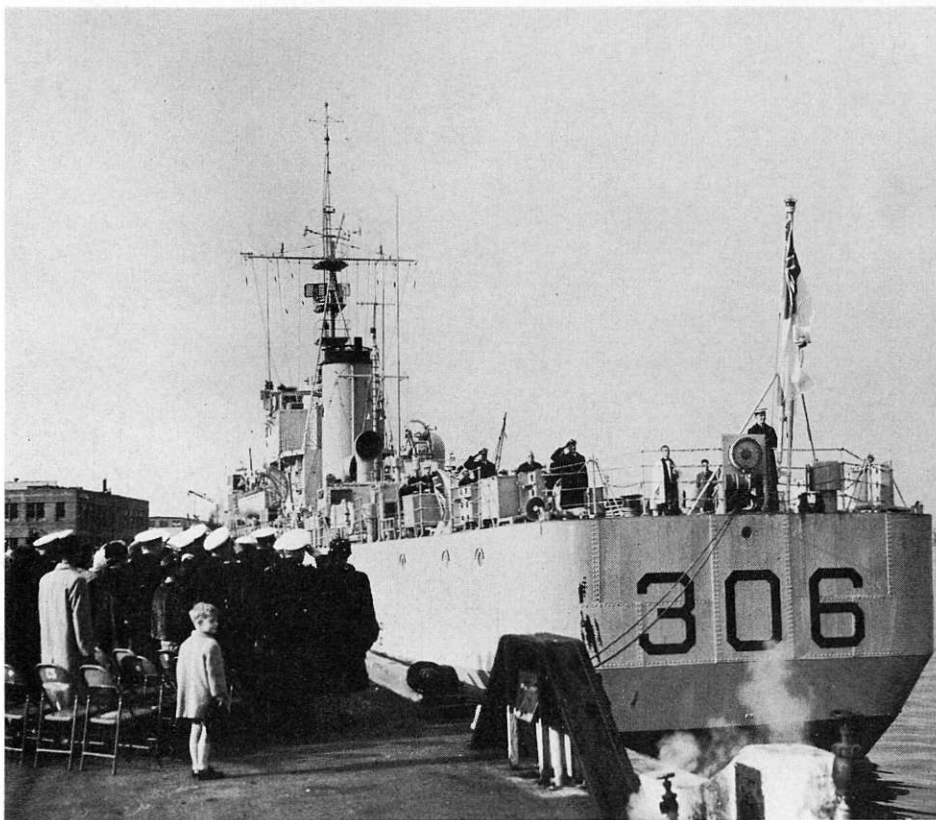
HMCS Tecumseh

The guest of honour at the annual Chief and Petty Officers' Mess dinner-dance, on November 29, was ex-CPO W. Mitchell, who originated the first chief and POs' mess in the old *Tecumseh*, on 7th Avenue West, Calgary, and also chose the site where *Tecumseh* is now situated.

The event was under the direction of CPO W. Hibbert, mess president. Among the invited guests were the commanding officer, A/Cdr. K. G. Whynot, the executive officer and staff officers of the RCN(R). The RCN was represented by the area recruiting officer, the staff officer, supply officer, officer in charge of the reserve air squadron and their wives. Two representatives from HMCS *Nonsuch*, Edmonton, also attended.

Grace was said by Padre W. J. Collett, and the toast to Her Majesty the Queen was proposed by Vice-President R. Hutchings. A speech of welcome was then given by the president, followed by a presentation to PO W. Stunzi, for his long service as Mess Secretary and Treasurer.

The latter part of the evening was spent in dancing.—W.H.



The White Ensign is hoisted in HMCS Swansea at the Naval Dockyard in Halifax November 14. The veteran frigate, modernized at Lauzon, Que., has joined the Seventh Canadian Escort Squadron. (HS-50608)

NEW HEADQUARTERS FOR PREVOST

Minister Opens Building on Banks of Thames River

FIRMLY ANCHORED on dry land overlooking the Thames River, London, Ontario, a new reinforced concrete and masonry building was officially opened November 23 by the Honourable George R. Pearkes, VC, Minister of National Defence, as the modern quarters for London's naval division, HMCS *Prevost*.

Accompanying the minister for the opening ceremonies were Commodore Antony H. G. Storrs, Assistant Chief of Naval Staff (Air and Warfare), who represented the Chief of the Naval Staff, and Rear-Admiral K. F. Adams, Flag Officer Naval Divisions.

The opening ceremony and dedication of the new building were done in traditional naval style. Formed up outside the building was a guard of UNTD cadets from the University of Western Ontario and the band from HMCS *Hunter*, Windsor naval division. The arrival of the Minister of National Defence and official party at 2 p.m. was heralded by a bugle call, and after inspecting the guard, the Minister cut a ribbon officially marking the opening of the establishment.

Further ceremony then took place inside on the spacious drill deck, where the guard and band took station along with the divisional ship's company and invited guests and spectators.

On the dais were Mr. Pearkes, Commodore Storrs, Mayor Ray Dennis (then mayor of London) and Rev. R. H. McColl, Protestant chaplain. Cdr. E. G. Gilbride, *Prevost's* commanding officer, introduced the speakers.

Following the dedication of the new building by Chaplain McColl, the minister gave the principal address. He was followed by Commodore Storrs and Mayor Dennis.

The ceremony on the drill deck was followed by a tour of the establishment and a reception in the wardroom. The other messes in *Prevost* also held open house to relatives and visitors.

As a climax to the day's activities, a naval ball was held that evening in the division with over 700 guests attending.



UNTD cadets from the University of Western Ontario formed the guard which greeted Hon. G. R. Pearkes, Minister of National Defence, when he arrived at HMCS *Prevost* to officially open the new quarters for the London naval division. The minister inspects the guard, accompanied by the officer of the guard and Commander E. G. Gilbride, *Prevost's* commanding officer. (COND-4618)

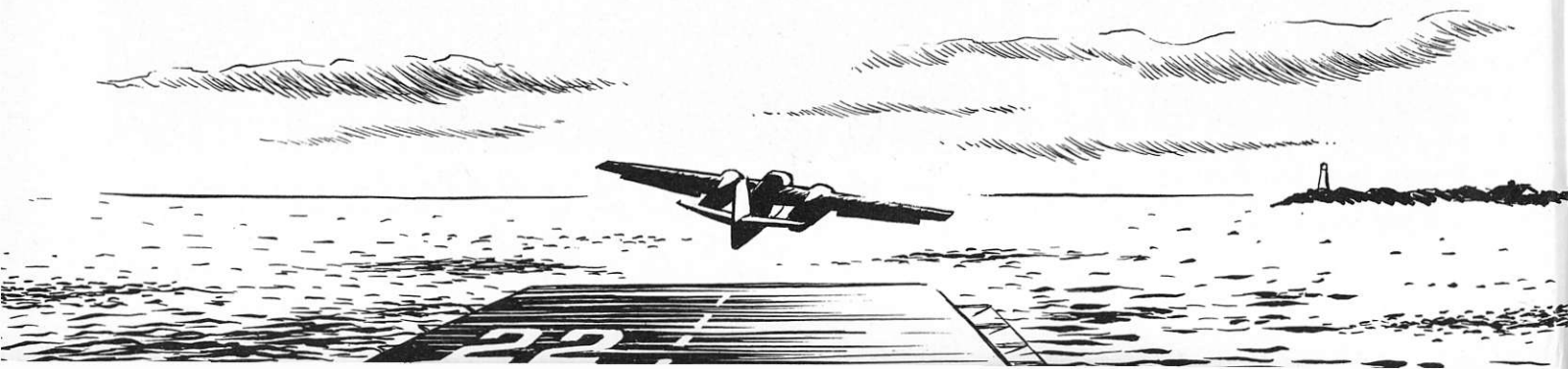
One of the most modern naval reserve establishments in Canada—and "sister ship" in design to HMCS *Queen* in Regina—the new *Prevost* has much to offer the reserve sailors from the London area in contrast with their former quarters in an old building in the centre of the city.

The two-storey building is 244 feet long and 152 feet wide. Inside, the drill deck, overlooked by a balcony running on all four sides, measures 131 feet by 70 feet. There are 15 class rooms and the training spaces include a gun battery, rifle range, communications centre, ordnance workshop, engineering workshop, radar room, surface plotting room and torpedo anti-submarine room, each containing associated equipment. There is a well-equipped sick bay and storerooms.

Along with the operational spaces there are amenities for officers and men. They include the officers' wardroom, wrens' mess, chief and petty officers' mess and seamen's mess, all attractively decorated through the personal efforts of the members.

As well as being home to the RCN (R) and UNTD, *Prevost* provides quarters and training facilities for the Royal Canadian Sea Cadet Corps *Courageous*, in London, in keeping with the divisions long traditions of close association with the sea cadets.

The executive officer of *Prevost* is Lt. R. J. Ball, probably one of the youngest first lieutenants of a naval division in Canada. Supervising the day-to-day administration of the establishment are Lt. R. J. Paul, Lt. (S) A. P. Stewart and a small staff of permanent force men and civilians.



THE NAVY PLAYS

Sailing Group Names Officers

The new executive of the Ottawa Squadron of the Royal Canadian Navy Sailing Association was elected recently for the 1958 season.

Superintendent K. W. N. Hall, RCMP, was elected commodore; Lt.-Cdr. T. E. Appleton, RCN(R), is the vice-commodore, and Cdr. S. W. Howell has been named rear-commodore.

Other squadron officers are Lt.-Cdr. W. A. Manfield, fleet captain Lt.-Cdr. J. E. Wolfenden, assistant fleet captain; Lt.-Cdr. (L) W. D. Hutchinson, secretary, and Lt. (S) M. C. MacKay, treasurer.

Trophy Winner In First Tourney

A comparative newcomer to the Royal Canadian Navy Golf Association (West Coast), Ldg. Sea. Boyd Brooks, captured the Corby-Wiser Golf Trophy with a low net score of 200 in the 54-hole competition. It was the first Navy tournament he had ever entered.

In the same tourney, Ldg. Sea. Don Sweeney, with a low gross of 255, took the Ontario Trophy. It was the second time the Ontario Trophy had been up for competition and the second time an Ontario crew member won it.

Admiral's Rink Wins Turkey Bonspiel

Rear-Admiral H. N. Lay defeated Cd. Stores Officer Reg Skinner and Gordon M. Luther defeated Lt. (MAD) "Vic" Skinner in the finals of the RCN Curling Club (Ottawa) turkey bonspiel. Both were close, hard fought games with final scores of 9-8. Three points were scored by each victor in the last end.

The large number of entries required four play-offs with four rinks fighting for the two winning positions on the final day. Grade A 11-pound turkeys were awarded to each member of the winning rinks and 50 cigarettes to each of the runners-up.

Canadian Coaches SACLANT Team

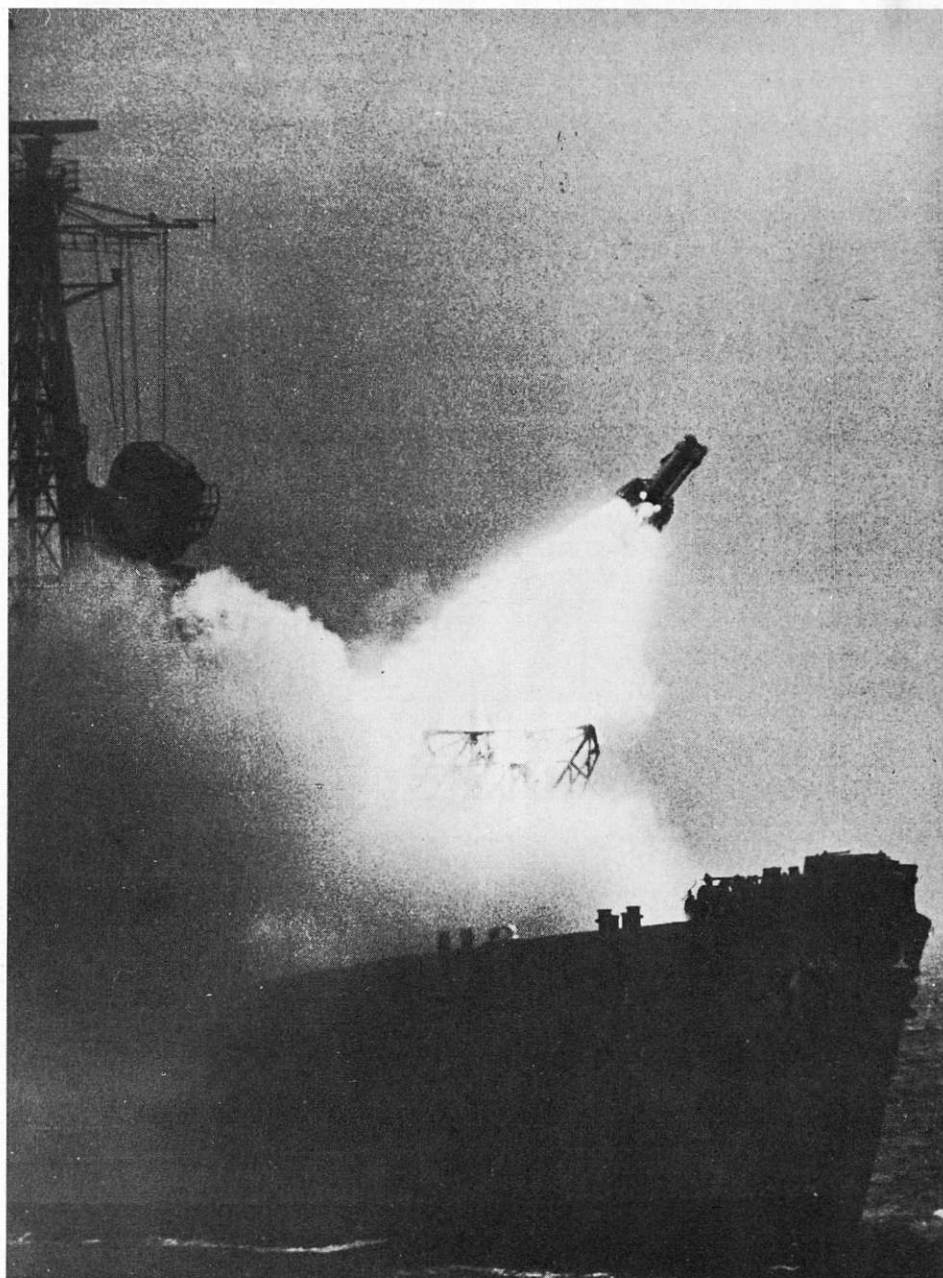
A Canadian-coached juvenile team from the SACLANT base at Norfolk, Virginia, had an undefeated season in

the Norfolk Community Football League and walked away with the city championship in the minor division of the Midget League.

The team has been coached for the past two seasons by Cdr. E. J. Semmens, of SACLANT's communication

division. A fine team effort in 1956 was crowned by the 1957 title.

The league plays six-man American football and the players are in the 10-13 age group with a limit of 110 pounds. Cdr. Semmens' son Ted was one of the star ends of the team.



The Royal Navy's ship-to-air guided missile, Sea Slug, is shown taking off from the launcher on board the trials cruise HMS Girdle Ness. It is designed to engage enemy bombers which break through the fighter cover of the fleet. (Admiralty Photo.)

THE STORY OF THE MALTA SUBMARINES

Tiny Undersea Force Slashed at Axis Supply Line

IN THE VAST panorama presented by historians of the Second World War, there are certain scenes whose brilliance and quality not only project them above the rest but assure them of a place in history long after others have faded.

For the most part these scenes portray valiant struggles against great odds, by men whose deeds vividly remind us that there is no real limit to human courage and endurance. Although inevitably they involve death and destruction, they possess a purity, and capacity to inspire, that can only be bought with the highest endeavour and sacrifice.

Setting for such a scene was the central Mediterranean, between January 1941 and May 1942.

In North Africa, the Allied and Axis armies were trading punches, with neither able to force a decision. It was evident that more muscles—in the form of men, weapons, material and fuel—would be needed for either to score a knockout.

The main Axis supply line was from Italy to Tripoli. Somehow, despite the Axis' control of the central Mediterranean, this artery had to be bled. The task fell mainly upon a handful of British submarines, based on beleaguered Malta.

The story of how these submarines accomplished their mission, despite enormous difficulties and handicaps, is well told in "Periscope Patrol", by John Frayn Turner. That they were successful is attested to by the statistics—75 enemy vessels, totalling nearly 400,000 tons, sunk by 15 submarines in 16 months.

But those figures tell only a part of the story, for not only did the Malta submarines have to operate in waters whose surface, and the air above, were dominated by the enemy, but the base to which they returned, ostensibly to refuel, repair and rest, was taking the worst bombardment the world had known up to that time.

The Malta submarine force had more than its quota of heroes. Conspicuous among these was Lt.-Cdr. David Wanklyn, VC, DSO, whose *Upholder* was tragically lost on his 25th patrol—a patrol that was to have been his last before returning to the United Kingdom. Wanklyn was a brilliant submarine commander and inspiring leader

whose example extended far beyond his own ship's company.

Commanding the Malta submarines was an officer who was to become well-known to many Canadians. He was Commodore G. W. G. (Shrimp) Simpson, who later, as Commodore Londonderry, turned his knowledge of submarine warfare to the anti-submarine offensive.

BOOKS for the SAILOR

Like any other tale of achievement by "our side", "Periscope Patrol" gives cause for mental applause.

Then, with the realization of what an apparently insignificant force of submarines could do, and still can do, there comes more sober reflection.—R.C.H.

PERISCOPE PATROL, by John Frayn Turner, published in Canada by Clarke, Irwin and Company Limited, Toronto; 218 pages, illustrated; price \$3.15.

THE STORY OF SHIPS IN PICTURES

"A PICTURE History of Ships" is the last in the Hulton picture stories covering the history of transport. Other volumes have featured road, rail and the air. The history of ships has been compiled by C. Hamilton Ellis.

The book measures 11 by 8 inches, has 406 illustrations in black and white covering the development of commercial liners, warships and other craft. It also includes drawings and photos of famous sailors of the world including Magellan, Nelson, Cunard, Farragut, Von Spee and Jellicoe.

The author reaches as far back as Noah's Ark to begin his story and then follows with all manner of vessels—whaling ships, sailing ships, submarines, dreadnoughts, ironclads, ocean-liners, channel steamers, Norse ships and ending with the nuclear-powered *Nautilus*. There is an excellent index and it is easy to locate illustrations of particular ships and events. It appears the book

would be a useful reference book for the reader wishing quick and easy identification of ships prominent in the history of the sea.

The book has a good selection of ships from ancient times to the First World War but seems a little weak on ships now sailing the seas. For instance, the new liner *SS United States* shares a single small photo with a stay-sail schooner. There is no photo of the new USN aircraft carrier *Forrestal*. However, there is a good deal of history to cover in the book and it appears "something had to give".

There should be some mention made of particular illustrations in the book. The earliest photo the reviewer found was one of the sailing vessels *HMS Galatea* and *HMS Racoon*, dressed over-all, firing a Royal Salute in Simon's Bay in 1867. There is an outstanding photo of the German battleship *Goeben*, probably made through a porthole of an accompanying ship. There is another of a Sopwith plane with skid undercarriage taking off from a railed runway in *HMS Furious* about 1918.

Included in the book is one of the truly remarkable news pictures of the century showing the German cruiser *Blucher* capsized in 1915 with her side covered with men scrambling to jump into the sea. This photo was first published in the London *Daily Mail* and could well have been enlarged to a full page in the book rather than the five-by-three-inch size used.

The author has employed black and white reproductions of paintings to illustrate many of the great sea actions of the Second World War such as the sinkings of the *Bismarck* and *Scharnhorst*, Dunkirk and the capture of the prison ship *Altmark*. There are only a few illustrations, paintings or photographs, of anti-submarine battles.

The author has written a lucid and interesting foreword which runs about 12 pages and the captions used in his photos and illustrations are informative and appropriate. They are light when a light touch is required, and they are brief and to the point when the illustration speaks for itself.—A.J.P.

A PICTURE HISTORY OF SHIPS, by C. Hamilton Ellis, published by Hulton Press and distributed in Canada by Clarke, Irwin and Co., Ltd., Toronto. Over 400 illustrations. \$6.75.

LOWER DECK PROMOTIONS

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

ABBOTT, Harry D.P1ED4
ALEKNA, Gerald R.LSEM1
ALLEN, William R.LSCD1
ARTHUR, Clifford W.LSEM1

BARRIE, Robert N.LSAC2
BATCHELOR, Bartley T.LSRA3
BECHARD, Robert B.LSEA2
BERGERON, Claude J.LSQM1
BLAKE, Robin W.LSRA3
BODLEY, Charles L.LSRP1
BOLDUC, Jacques J.LSQM1
BOUCHARD, Arthur L.LSAR2
BOYCE, Kenneth G.P1RA4
BROOKS, Robert E.LSAA1
BROWN, BruceP2AR2
BULLEY, William C.LSCS2
BURFORD, Alfred R.P2EA3
BURGESS, Garfield H.P2EG3

CAISSIE, Edouard H.LSPR2
CARTWRIGHT, William L.LSRC1
CARVER, Robert J.LSEF3
CHAMBERS, Bernard W.LSAO1
CHILIBECK, William B.LSMA1
CLARKE, Herbert S.LSAO1
CLIFFORD, Roy A.LSAF2
COE, Alvin E.C1PT4
COLLINS, Robert D.LSAA1
CORRIGAN, Arthur G.P2AF3
COTTRELL, Charles D.LSEA2
COVLICK, John P.LSSW1
COX, William J.P2AC3
CROSS, Edward C.LSSW1

DANCE, George P.P2EA3
DOUGLAS, John S.LSEM1
DUBE, William J.LSAC2
DUBUC, Maurice T.LSRA3

ENGLISH, Kenneth T.P2AF2

FEELEY, Malcom R.P1CS3
FORBES, Cyril W.LSEM1
FORWARD, Michael B.C2ET4
FULLER, Grenville C.LSAW1

GAGNON, Phillippe T.LSAF1
GIROUX, Roger J.LSAA1
GOURDEAU, Claude J.LSEM1
GRANT, JamesLSRT2
GRAY, Norman S.LSEG3
GREENBURY, Ronald B.P2OM2
GRUBEL, Herbert W.LSAA1
GWILLIM, Lawrence A.LSCK1

HAGERTY, Bernard L.P2EM2
HALLIDAY, Richard G.LSVS1
HARDING, Stanley L.LSAM2
HARDY, Patrick W.LSAM2
HARVEY, Edward W.LSSE1
HEEREBOUT, Robert E.P2RS3
HUFF, Elizabeth M.WLWP1
HIREEN, Bernard R.LSEM1
HOWLES, BarryP2TD2
HUGHES, Kenneth E.P2RS3

IRVINE, Donald T.LSAA1

JACKSON, Harold N.LSCV2
JACOBSON, James R.LSTD1
JOHNSON, Ivan T.LSEA3
JOYCEY, Gordon R.P2AF2

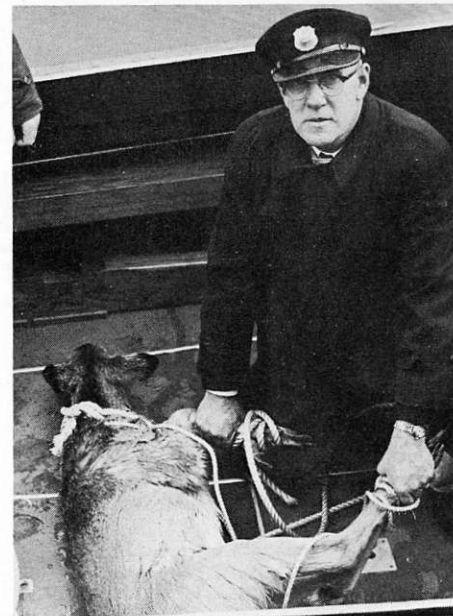
KAVANAGH, PatrickLSAA1

KEELER, Anthony P.P1RA4
KELLY, Ted G.LSRP1
KIRBY, Joseph J.C2RT4
KOCH, George H.P2EA3
KUNKEL, Ralph A.LSCS2
KUSHNER, Robert H.LSTD1

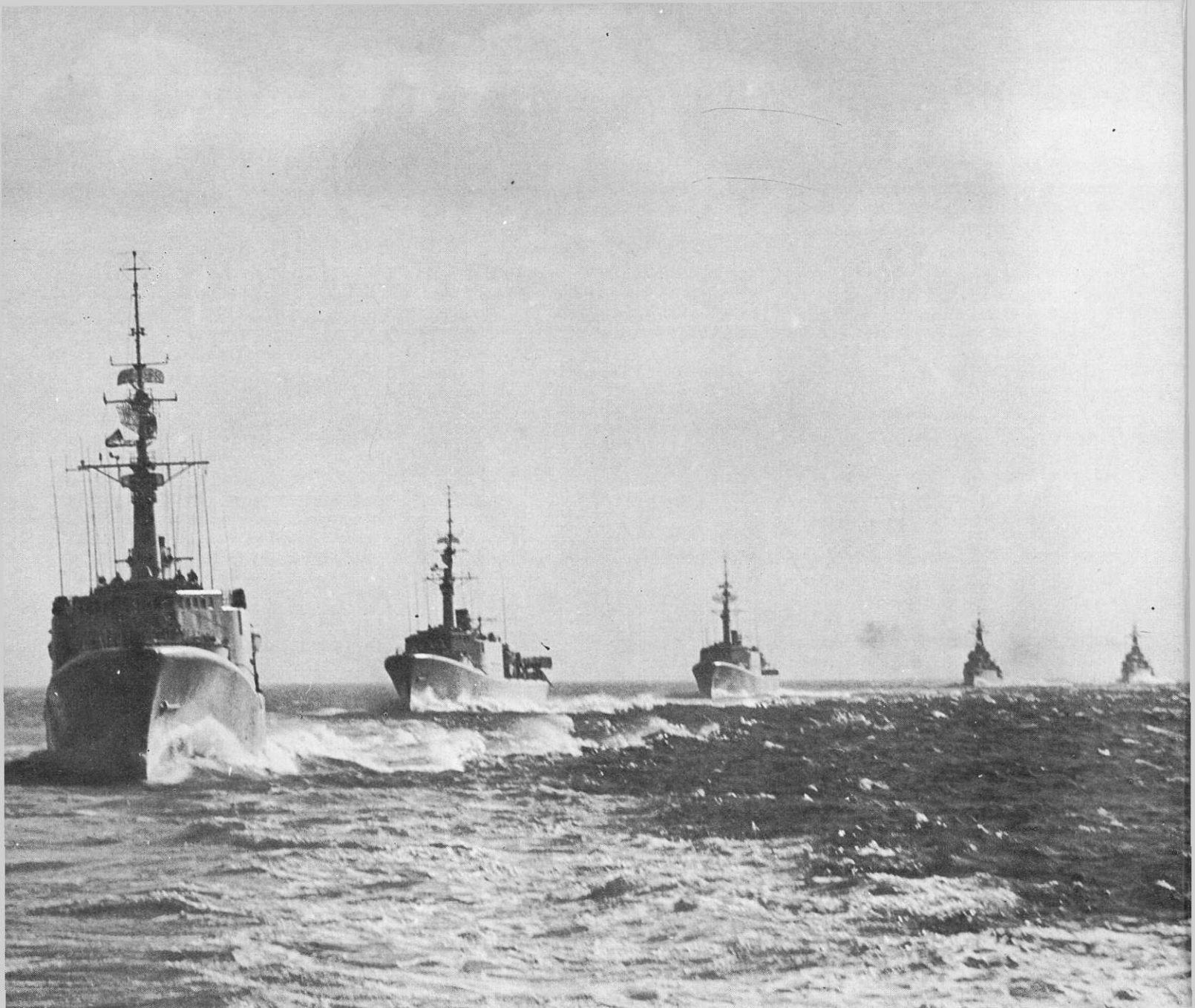
LALANDE, Jean J.LSRP1
LaROSE, Edward F.P2AO2
LASCELLE, James E.LSQM1
LAWTON, RobertLSAF1
LECLERC, Gaston J.LSSW2
LENNER, Leo H.LSVS1
LITCHFIELD, James W.LSQR1
LOVEKIN, Trevor F.C1QI4
LUCAS, Thomas A.LSRA2
LYNN, Gordon P.LSRT2

MacDONALD, Earl L.LSAF2
MacDONALD, Murray H.P2OM3
MacDONALD, Stephen W.P2RS3
MacRAE, George D.LSCS2
McCAULEY, JamesP2RS3
McKAY, Richard W.LSRP1
McKENNA, Eugene N.LSAF2
McPHEE, Daniel J.LSQM1
MANDY, Gerald B.LSAM2
MARGETTS, Victor J.LSRA2
MARSHALL, Alexander D.LSEM1
MARTIN, Robert A.LSAM2
MARTIN, Walter C.LSEF3
MATTON, Marcel H.P2RD3
MELANSON, Joseph-Vital W.LSAR2
MENARD, Lionel J.P2AR3
MOONEY, Jack P.C1RI4
MURPHY, Patrick J.P2AC2
MUSGRAVE, David W.LSAF2
MUSTARD, Robert G.P2AF2

PALY, William C.C2CS4



Naval personnel from Patriot and Star combined with Hamilton's Marine Police Patrol to rescue a panic stricken deer from the frigid waters of Hamilton harbour. The deer was seen swimming frantically off the jetty in front of Star. A line was passed around the exhausted animal and, with the arrival of the Marine Police rescue boat, the deer was brought struggling into the boat. The animal was taken by the harbour police to La Salle Park where it was released. In the large picture the deer is shown swimming off the jetty in front of Star and, in the other, the deer lies on the deck of the Marine Police Patrol rescue craft. Attending it is Patrolman Roy Shaw who assisted in the rescue. (COND-4625-4626)



United Kingdom bound after autumn NATO exercises in north European waters are, successively, HMC Ships Saguenay, Ottawa and Assiniboine, and the Tribals Nootka and Iroquois. The photo was taken from the senior ship, the St. Laurent. (SL-340)

PARADIS, Otis J.LSAR2
 PARKER, Donald L.LSAR2
 PENNY, Andrew F.LSAC2
 PORTER, Edgar J.LSEM1
 PRESTON, Victor L.P2RS3
 PRESTON, Margaret A.WLCO2

REJAN, Charles M.P2RS3
 RICHARDSON, Henry J.P2EG3
 RICHARDSON, William J.LSSW1
 RIMBAULT, Sidney V.LSQM1
 RING, Gordon R.P1EM4
 RIOUX, ErnestP1RT4
 ROBERT, Paul E.P2AW2
 RODWAY, Tanner E.LSAA1
 ROY, Delphis J.PIRA4

SANDULIAK, MauriceLSRA3
 SARKANY, FrankP2AF2
 SIEMENS, Raymond D.LSEA2
 SPENCE, Ross R.P1EM4

TAYLOR, James E.LSAF2
 TAYLOR-MUNRO, Heath A. ...LSAM2



TETLOCK, Donald B.C2EA4
 THOMAS, Willis G.LSAR1
 THOMSON, DavidP1EM3
 TODD, Merrill E.LSRP1
 TRUDEAU, Arthur J.LSAC2
 TRUDEL, Rene A.P1EM4
 TURNER, John E.LSRA2
 TURNER, Maurice W.LSAW2

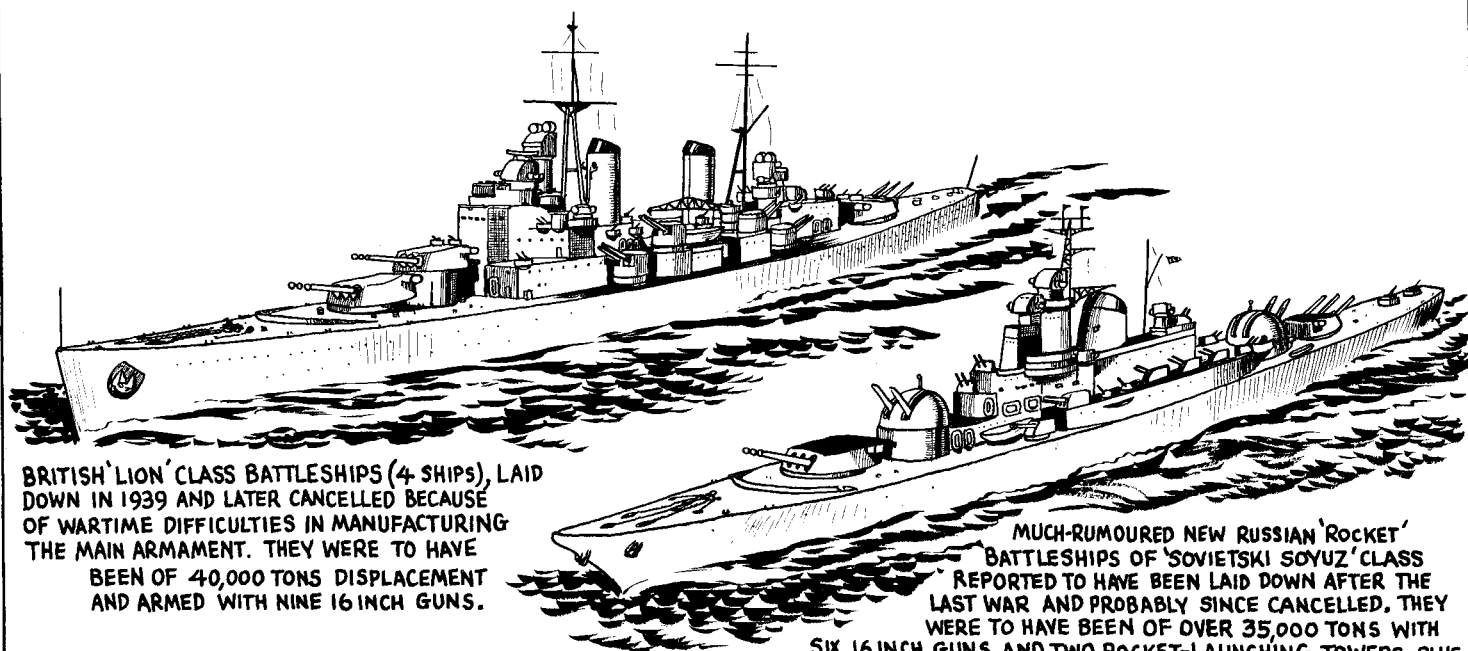
VANDERBERG, Allan R.P1AC3
 VERRIER, Ernest J.LSQM1
 VEYSEY, James F.LSAF2
 VOGEL, James W.LSRA3

WEST, John E.LSTD2

WHARTON, Frederick R.LSEA2
 WILCOX, Earl R.P1EM4
 WILSON, Rodmond C.LSEM1
 WRIGHT, William S.P2CS3
 WULOWKA, Olie E.LSCR1

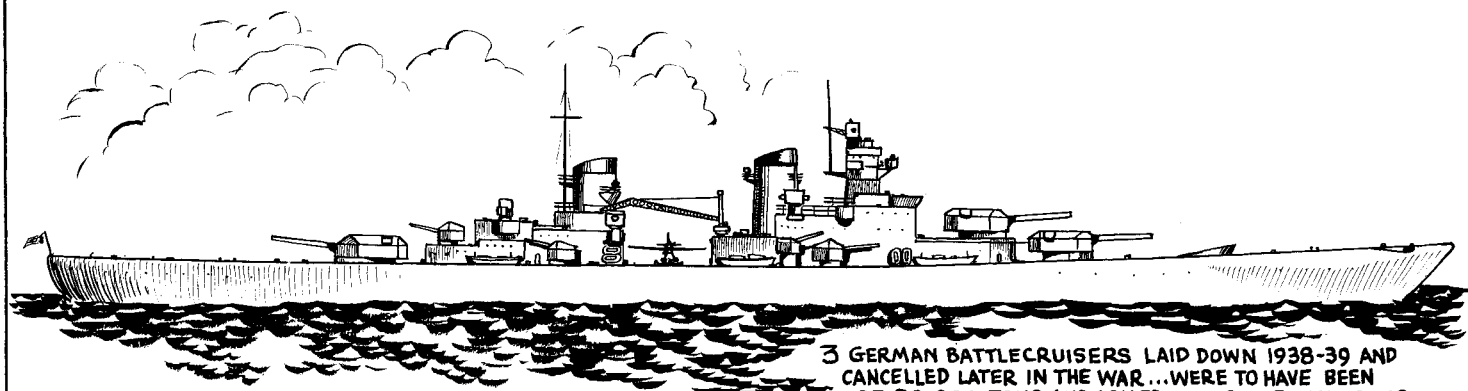
Naval Lore Corner

Number 54
CANCELLED CAPITAL SHIPS

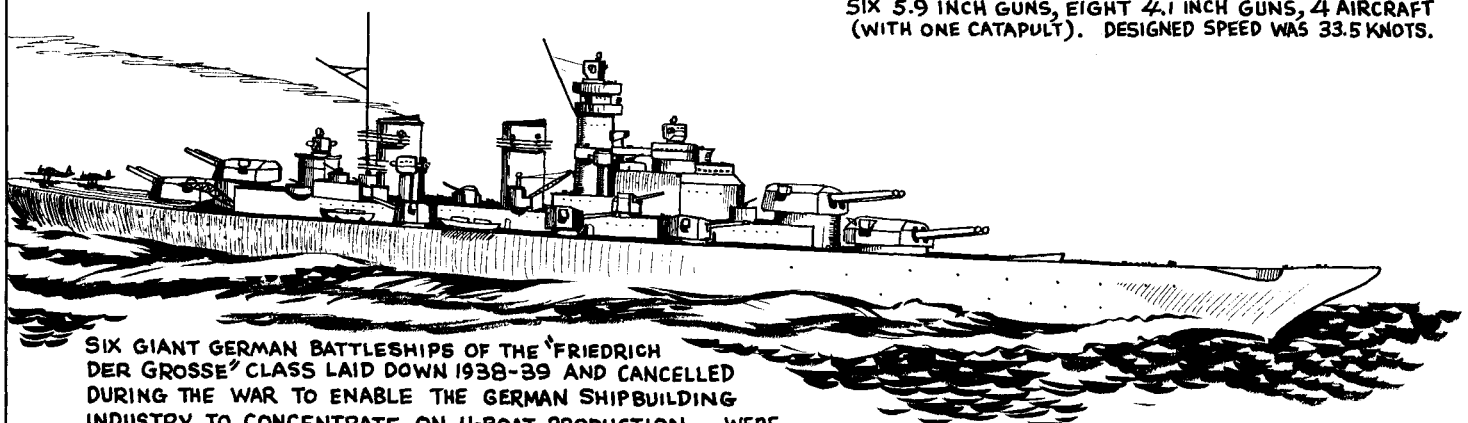


BRITISH 'LION' CLASS BATTLESHIPS (4 SHIPS), LAID DOWN IN 1939 AND LATER CANCELLED BECAUSE OF WARTIME DIFFICULTIES IN MANUFACTURING THE MAIN ARMAMENT. THEY WERE TO HAVE BEEN OF 40,000 TONS DISPLACEMENT AND ARMED WITH NINE 16 INCH GUNS.

MUCH-RUMOURED NEW RUSSIAN 'ROCKET' BATTLESHIPS OF 'SOVIETSKI SOYUZ' CLASS REPORTED TO HAVE BEEN LAID DOWN AFTER THE LAST WAR AND PROBABLY SINCE CANCELLED. THEY WERE TO HAVE BEEN OF OVER 35,000 TONS WITH SIX 16 INCH GUNS AND TWO ROCKET-LAUNCHING TOWERS PLUS TWELVE SUBMERGED TORPEDO TUBES IN THE BOWS!



3 GERMAN BATTLECRUISERS LAID DOWN 1938-39 AND CANCELLED LATER IN THE WAR...WERE TO HAVE BEEN OF 38,000 TONS AND ARMED WITH SIX 15 INCH GUNS, SIX 5.9 INCH GUNS, EIGHT 4.1 INCH GUNS, 4 AIRCRAFT (WITH ONE CATAPULT). DESIGNED SPEED WAS 33.5 KNOTS.



SIX GIANT GERMAN BATTLESHIPS OF THE 'FRIEDRICH DER GROSSE' CLASS LAID DOWN 1938-39 AND CANCELLED DURING THE WAR TO ENABLE THE GERMAN SHIPBUILDING INDUSTRY TO CONCENTRATE ON U-BOAT PRODUCTION. WERE TO HAVE BEEN 56,200 TONS (68,000 FULL LOAD) WITH A SPEED OF 29 KNOTS. ARMAMENT WAS TO HAVE BEEN EIGHT 16 INCH GUNS, TWELVE 5.9 INCH GUNS, SIXTEEN 4.1 INCH GUNS AND SIX TORPEDO TUBES (PLUS SIX AIRCRAFT AND TWO CATAPULTS).

Edmond Cloutier

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