

The CROWSNEST

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The Cover—The search, at the beginning of a new year, for a picture that would express the Royal Canadian Navy's sense of purpose, urgency and progress stopped with the one on the cover. It shows one of Canada's newest warships, the destroyer *Margaree*, which early in 1958 sailed on a training cruise to the Far East with others of her kind. (DNS-19227)

LADY OF THE MONTH

A ship that first put out to sea for her trials with only a hull number as a name in 1943 and was later commissioned as HMCS *Swansea* is back at sea with a new lease of life, well earned by her past record.

The *Swansea* has always had the knack of settling herself down in the front seat of the show. She had the enviable record of taking part in three U-boat kills (there was no doubt about any of them) during the Second World War; she was helping to watch western entrance to the Channel during D-day operations, but she didn't quite make it when she was fitted with air conditioning for the war in the Pacific. The fighting ended too soon.

In peacetime, she ventured north on the RCN's first Arctic cruise, she was chosen to take part in the Coronation Cruise and the Spithead Review and she had a busy time of it during NATO's Exercise Mariner.

The second-oldest Canadian-built frigate, the *Swansea*, found her future temporarily in doubt when she paid off late in 1953. On the opposite page she can be seen back in her familiar North Atlantic, a fully-modernized Prestonian class frigate, ready for further years of service. (HS-51034)

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RCN NEWS REVIEW

The Cayuga has already left Esquimalt harbour to begin a training cruise to the Far East and one by one the other ships of the Second Canadian Escort Squadron move into the stream to join her. The Crescent (senior ship) is moving down harbour and she will be followed in turn by the Skeena, Margaree and Fraser. The ships sailed January 16. (E-44066)

Ships, Aircraft Off in Exercises

More than 30 warships, three naval air squadrons and 6,300 officers and men of the Royal Canadian Navy were to carry out major exercises and training cruises in waters ranging from the Caribbean to the China Sea between the beginning of February and the latter part of March.

Eighteen ships, including three Royal Naval submarines under Canadian control, are operating from the Atlantic Command, while 14 ships are operating from the Pacific Command.

Major East Coast activities during the month include two joint RCN-USN exercises. Ships taking part are the aircraft carrier *Bonaventure* with the destroyer escort *Sioux*; the destroyer escorts *Algonquin*, *Micmac*, *Haida* and *Nootka* of the First Canadian Escort Squadron, and the *St. Laurent*, *Assiniboine* and *Ottawa* of the Third Canadian Escort Squadron.

The force sailed from Halifax January 20 and arrived at San Juan, Puerto Rico, on January 27 to join "Spring-board", annual winter training exercise of the U.S. Atlantic fleet.

The submarines *Alcide*, *Alliance* and *Amphion* of the RN's Sixth Submarine Squadron, based at Halifax, also sailed late in January to take part in "Spring-board", and to exercise with Royal Canadian Air Force aircraft of the Maritime Air Command in the Guantanamo, Cuba, area. The *Alliance* will return to Halifax on February 16 before her departure for the United Kingdom on February 22. The other two

submarines will remain to join the Canadian units later for a further exercise.

The *Sioux* was to leave the RCN force about mid-February to pay an independent visit to Philadelphia and then return to Halifax.

Four frigates of the Seventh Canadian Escort Squadron, HMC Ships *Outremont*, *Lauzon*, *La Hullose* and *Swansea*, were to sail from Halifax early in February to carry out training in the Bermuda area, after which they were to join other Canadian units at Charleston, S.C.

Two naval air squadrons, VS881, an anti-submarine squadron of Tracker aircraft, and HS50, an experimental anti-submarine helicopter squadron, were embarked in the *Bonaventure* when she sailed from Halifax. A third squadron, VF871, armed with Banshee jet fighters, has flown from HMCS *Shearwater*, the naval air station near Dartmouth, N.S., to the U.S. naval air

station at Jacksonville, Fla. From there, VF871 will embark in the *Bonaventure*, while HS50 will disembark to make an overland flight home to its Dartmouth base.

On completion of exercises with the USN, the Canadian ships sail to Charleston to join up with the frigates of the Seventh Squadron. From Charleston, the Canadian force will sail early in March for Bermuda to join units of the Royal Navy's Home Fleet for a large-scale two-phase exercise. The Canadian units taking part will be the *Bonaventure*, ships of the First, Third and Seventh Canadian Escort Squadrons, and the *Alcide* and *Amphion* of the Sixth Submarine Squadron.

During the period March 14-18, between the two phases, 13 participating British units will visit Halifax.

Other Atlantic Coast activities during February include sea training of new entries in the frigate *Lanark*, and a voyage by the destroyer escort *Crusader* for sea trials in connection with naval research.

In the Pacific, five destroyer escorts of the Second Canadian Escort Squadron were bound for Japan carrying out a convoy exercise with U.S. Navy units en route. After stays at Yokosuka and Tokyo, the squadron was to proceed to Hong Kong, Saigon and Okinawa before the return voyage and further exercises with the USN. The Canadian ships are the destroyer escorts *Crescent*, *Cayuga*, *Skeena*, *Fraser* and *Margaree*.

Also in the Pacific, the cruiser *Ontario* conducted a training cruise to Central America for 68 first-year cadets of HMCS *Venture*, the junior offi-

What! Designing Woman on Board?

The message from HMCS *Margaree*, destroyer escort, then hundreds of miles from home en route to the mysterious Orient, was terse, not to say enigmatic or even exotic. It read: "YOUR 190018Z DESIGNING WOMAN RECEIVED ON BOARD."

This appeared to be rushing the season until the communications people at HMC Dockyard, Esquimalt, looked up the earlier message, 190018Z. It was an inquiry concerning the whereabouts of a movie—something to do with a woman in the higher echelons of the dressmaking business.

cers' training establishment at Esquimalt, B.C. She was accompanied by two frigates of the Fourth Canadian Escort Squadron, HMC Ships *Sussexvale* and *Ste. Therese*, which joined her in San Diego. Two other ships of the Fourth Squadron, the *Stettler* and *Antigonish*, sailed north for anti-submarine exercises with the U.S. Navy in Alaskan waters.

After two weeks in port, the *Ontario* is scheduled to sail on February 24 on a two-month cruise for nearly 50 second-year *Venture* cadets. The voyage will take the *Ontario* to the Hawaiian and Fiji Islands, New Zealand and Australia. The *Ontario* is scheduled to return to her Esquimalt base on May 5.

Closer to home, the Esquimalt-based coastal minesweepers *Fortune*, *James Bay*, *Miramichi* and *Cowichan* of the Second Canadian Minesweeping Squadron began a series of minesweeping exercises in nearby Canadian and U.S. waters.

Future Role of RCN(R) Outlined

A reference to defence requirements as they affect the future role of the RCN(R) was made by the Hon. G. R. Pearkes, Minister of National Defence, when he made his statement on defence policy in the House of Commons on December 5, 1957.

After speaking of the regular forces and outlining future policy, Mr. Pearkes said: "Our reliance on forces in being, to which I have already referred, will of necessity require some changes in the role of our reserve forces.

"The role of the naval reserve will remain the reinforcement of the fleet in being in time of emergency. Reserve personnel will also replace regular personnel ashore and will be required to bring our ships up to war complement. Steps are being taken to ensure that the members of the Royal Canadian Navy (Reserve) will be immediately available and adequately trained for these duties.

"This rationalization will result in some reduction in present strength, because we are placing emphasis on quality rather than quantity."

The Minister had previously said that military advisers were of the present opinion that a third world war would commence with a sudden ferocious thermonuclear attack at great intensity from several directions, by various means.

"There will not be time for mobilization or reinforcement because of the conditions expected to prevail in the first few days of a nuclear war.

"Our dependence on forces in being therefore must be adhered to, and that is why we must continue to give top priority to our regular navy, army and air force. Only if we survive that initial stage of hostilities will it be possible to carry out additional military activities and, if necessary, raise and train additional forces," he added.

New Newspaper For Cornwallis

HMCS *Cornwallis* is the latest naval community to acquire its own weekly newspaper, which began publication at the turn of the year as the "*Cornwallis Ensign*".

Judging from the early issues, there is little likelihood of the *Ensign* lacking for news, for its columns give visible evidence that *Cornwallis* is one of the busiest spots in the Navy.

In its prospectus, the *Ensign* gave its initial circulation as 1,200 and pointed out that the newspaper would serve a naval population of about 1,600, with 350 naval families, and a civilian population of 500.

The *Ensign* is a welcome addition to the growing list of naval community newspapers and deserves a long and successful career.

Fire Victims Aided by Ontario

Financial assistance to people left homeless in a recent disastrous fire in Panama City was given by the ship's company of the Canadian training cruiser *Ontario* during a visit to the Panama Canal Zone.

The *Ontario*, carrying out a training cruise for first-year *Venture* cadets was in Balboa, at the western end of the Canal, when fire struck adjacent Panama City. Approximately 2,200 Panamanians and British West Indians were left homeless.

Ontario personnel donated \$500 from their pay to the British Aid Association to assist in the rehabilitation of the unfortunates.

Acknowledging the donation, the British Ambassador to Panama sent the following message to the *Ontario's* commanding officer, Captain J. C. Littler:

"British Aid Association, Panama, asked me to convey to you, your officers and ship's company of *Ontario* warmest thanks for generous donation to fire victims.

"British West Indian community especially appreciative."

During their four-day stay in Balboa, the *Ontario's* officers, cadets and

men took full advantage of special tours arranged by the U.S. Navy to see the major points of interest in the Canal Zone and the Republic of Panama.

The cruiser's stay coincided with the arrival of the homeward-bound flagship of the Pacific Steam Navigation Company, of Liverpool, England. The ship is the new stabilized and air-conditioned *Reina Del Mar*. Cadets and their accompanying officers were guests of the *Reina Del Mar's* captain for a trip on board through the Panama Canal.

Frigate Modernizing Program Completed

The program of modernizing 21 Royal Canadian Navy frigates was completed with the commissioning of HMCS *New Waterford*, on January 31 under the command of Lt.-Cdr. Walter S. Blandy.

In the modernization of the *New Waterford* as with the other 20 the original bridge structure was completely removed and rebuilt in aluminum, providing space for an operations room and action control radar rooms.

The forecastle deck has been extended to the stern, providing space for a galley, messing for the ship's company, an anti-submarine mortar position and mortar bomb magazines, a laundry and storerooms. Bunks and new kit lockers have been fitted throughout and all-metal furniture installed.

Principal armament consists of two triple-barrelled anti-submarine mortars. Guns include a twin four-inch mounting forward and six 40mm Bofors. Machinery is of the triple expansion type with two shafts and two Admiralty three-drum type boilers. Speed is in the vicinity of 20 knots. She is 301 feet long. Her displacement is 2,360 tons full load.

The *New Waterford's* conversion was carried out by Yarrows Ltd., Esquimalt, the same shipyard that built her. Named after the coal mining town of New Waterford, on Cape Breton Island, the frigate was launched on July 3, 1943, and first commissioned January 21, 1944.

Guest of honour at the commissioning was Cdr. A. C. Wurtele, RCN (Ret'd), Reeve of Esquimalt.

Capt. (E) Erik Revfem, RCN Principal Naval Overseer for the West Coast, accepted the ship from Yarrows Ltd., on behalf of Naval Headquarters. H. A. Wallace, vice-president and Director of Yarrows spoke on behalf of his firm. The religious portion of the commissioning ceremony was conducted by Chaplain (P) I. R. Edwards, and Chaplain (RC) J. P. Farrell.

FEW NATIONS know more about seapower than the English and they gained their knowledge by bitter experience. The first lesson was that sea power must be carefully cultivated, and this lesson has been repeated many times in that "rough island's story". The Saxons and other Germanic peoples who moved into England in the sixth century must have been seamen or they could not have done it, but they settled down and became farmers letting their ships and skills rot. In the ninth century the Danes, a nation of sailors, started their long invasion of England which is recorded in the Anglo-Saxon Chronicles.

The most effective resistance was put up by the Kingdom of Wessex, the largest of the Saxon states, under three successive kings: Aethelred (not the Unready, he came later), Alfred the Great and Edward the Elder. They suffered as land powers always do when opposing a sea power: They were harried by an enemy far more mobile than themselves. Alfred, who was no mean strategist, knew that ships were required and he had them built. Sufficient skilled seamen were not available in Wessex so he engaged Frisians — probably mostly officers and senior ratings — to train the English landsmen.

Unfortunately the chronicles were written by monks who were, of course, landlubbers to a man and who did not know how to describe a ship. They give the size in the standard measurement of the days, the number of oars:

"Some had 60 oars, some more."

The information about design, however, is just sufficient to be one of the most tantalizing puzzles in naval history: "They were not shaped in the Frisian or in the Danish fashion, but in the way that seemed most useful to him"—that is to King Alfred. Skilled shipwrights he must have had or the ships would not have been seaworthy and it would have taken more than a king's whim to persuade a Saxon master craftsman to make a ship of an unconventional pattern for such serious business as war. So Alfred would need to have good arguments in favour of his design—besides he was not the man to operate by whim.

One theory is that, as the king was a learned man who spent much time and energy on the translation of text books from the Latin for the education of his people, he adapted the Roman galley to his needs. However, from Salamis to Lepanto the main weapon of the Mediterranean galley was the ram, and the ram is not mentioned in connection with ships of northern Europe

ENGLAND'S FIRST SEA WAR

until the nineteenth century when it was steam-powered. Besides, if Alfred's ships had been ram bowed it would surely have left a trace in ship design, if not in chronicle.

It must be assumed then that his idea was an improvement on the conventional ship of the time, which was the great-granddaddy of our five-oared whaler. It was probably something a seaman could have described in two words, but a monk could not, and it may still be in use, but we have no idea what it is.

In the battle off the Isle of Wight, which is recorded in the chronicles, the Danes came off much better than they should have. They were caught, with the six ships beached and half their men ashore, by nine of HWSM Ships (His West Saxon Majesty's). Neither side showed any knowledge of naval tactics. Probably the Danes regarded their position as hopeless and decided that they might as well go to Valhalla in style, so they launched three ships with the men at hand and went for the big English bald-headed. Five wounded Danes in one ship survived and got away. Then the Wessex ships went in after the remaining Danes, and here their poor seamanship shows up, for they all went aground. Three of the English ships now became a fort besieged by the Danes while the other six English seem to have been cut off from the fight. The size of the king's ships now told against them because the tide floated the Danish craft first enabling them to escape.

A word about the chronicles: It seems that early in King Alfred's reign, or perhaps before that, some authority decided that certain of the more important monasteries should keep a diary for the nation and write down great events as they happened. It is hard to determine when this was, because to start the story off properly the chroniclers went to the Bible and classical history books and began with the creation of the world. As they came down towards their own time the entries become more detailed and closer home to England, but this is a gradual process so it is impossible to determine exactly the date when they were started. When they get well into Alfred's reign, however, it is clear that they are recording history as it happens.

Here is the story of the sea fight as the chronicler set it down:

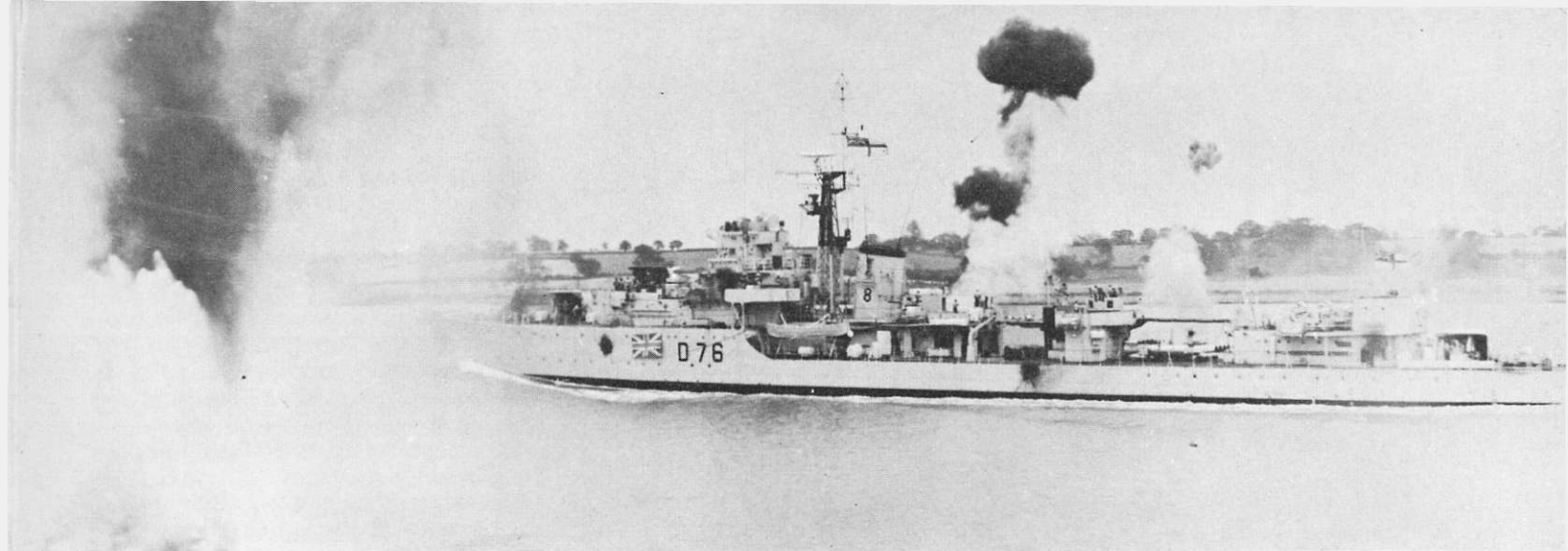
"879 — This year the Danish armies from Northumbria and East Anglia harried the lands of the West Saxons along the south coast grievously with raiding parties using chiefly the ships which they had built many years before. Then King Alfred ordered ships to be built against them; they were almost twice as long as the other, some had 60 oars, some more. They were both faster and steadier as well as having a higher free-board than the others. They were not shaped in the Frisian or in the Danish fashion, but in the way that seemed most useful to him.

"Then at a certain time that year six ships came to Wight and did great harm there as well as in Devon and elsewhere along the sea coast. The king ordered nine of the new ships to sail, and they blocked the river mouth, cutting the Danes off from the open sea. Then three ships came out against them and three lay beached higher up the river, their men having gone ashore. They captured two of the ships as they came out and killed the men, but the third escaped though all her men were killed but five. The English ships came to where the others lay but then, unfortunately, they ran aground three between the Danish ships and the open sea and six on the other side of the Danes so that their men could not come to the others. When the water had ebbed many furlongs from the ships the Danes went from their three ships to the other three that had been stranded, and they fought there. Then were slain Lucumon the King's Reeve, Wulheard the Frisian, Aebbe the Frisian, Aethelhere the Frisian and Aethelferth, the King's Companion, besides 62 Frisians and English and 120 Danes.

"Then the tide came up to the Danish ships before the Christians could shove off, and so they rowed away. They were so exhausted that they could not row clear of the Sussex coast, and the sea cast them ashore there. They were taken to the king at Winchester and he ordered them to be hanged. And the men who came to East Anglia in the one ship that escaped were grievously wounded."

And here is Alfred's obituary:

"901. This year died Alfred the son of Aethelwulf six days before All Hallowsmass. He was king of all England except for the part ruled by the Danes and he held the kingdom one and a half years less than 30 winters. Then Edward his son assumed the power."—Ph. Ch.



FILMING THE 'YANGTZE INCIDENT'

A Behind-the-Scenes Glimpse of the Movie Industry

Making a Movie

From time to time Canadian sailors are called on to assist in the making of moving pictures. The most recent instance occurred last fall when RCN destroyer escorts visited the United Kingdom during NATO exercises. The RCN stepped into a breach left by the sudden departure of RN personnel who had been assisting in the filming of a picture directed by Sir Carol Reed.

A behind-the-scenes view of what is involved in the production of a movie on a naval theme is presented here by Cdr. J. S. Kerans, DSO, RN, who served as technical adviser during the filming of "Yangtze Incident". Cdr. Kerans was the logical choice for this position, since he commanded HMS Amethyst during the actual incident during the Chinese civil war.

The article first appeared in The Naval Review professional quarterly published in London, England, and is reprinted here by the kind permission of the editor, Vice-Admiral Sir Aubrey Mansergh, KB, CBE, DSC, RN, and the author.

The Crowsnest is also grateful to International Film Distributors Limited, Toronto, for granting permission to use "stills" from the moving picture to illustrate the article.

BY THE END of April, 1956, the Board of Admiralty had given their approval to the making of a film concerning HMS Amethyst in the Yangtze in 1949. The producer was Herbert Wilcox, CBE, and the company Everest Pictures Limited. Naval facilities were granted; I was appointed as technical adviser to the company by the Admiralty. This article describes the planning involved, the shooting of the film on location and in the studio and gives some idea of the organization in the film industry.

For some weeks I worked with the script-writer in London, Mr. Eric Ambler, the author, who wrote the script for *The Cruel Sea*. This was based on official Admiralty records made available, much "recapping" by myself and, in part, on a book written in 1950. Perhaps I should mention that, before the script, a "treatment" is put out in order to sell the idea. The "treatment" in this case, however, bore little or no resemblance to any known facts. The script in its final form, added up to 455 scenes or shots; this was later reduced as the film was running over length and some two dozen amendment sheets were necessary.

As soon as the script is completed it is broken down by the First Assistant Director into (a) what must be shot on location, (b) what can be shot in a studio, and (c) what is available from stock items. A cross-plot is also worked out from which can be judged the number of days that certain scenes will take (e.g. bridge, 4½ days) and, following this, the number of days an artist will be needed. Further still, the dress or wardrobe requirements are planned

and the "props" needed for each scene numerated. The Art Director, too, can now plan ahead and produce his drawings of all sets that must be made and purchase or hire the necessary outside equipment.

While all the above was going on I and others were much concerned in finding a suitable location to shoot the film. Early in May, arising from a lunch in town with the producer and FOCRf the idea was born of using the actual frigate Amethyst for shooting part of the film. The ship was in extended reserve at Plymouth and already the Export Package Company had begun to strip her for the breaker's yard. She was found to be a practicable proposition from the point of view of the director and the photographers and Admiralty approval was sought for the loan of Amethyst as a 'dead ship'. The staff requirements for a location were (a) to be in the United Kingdom and (b) if possible near to Plymouth or other naval base in order to reduce the cost of towage, (c) sufficient depth and width of water to operate at the same time a frigate, a destroyer and a Sunderland flying boat, (d) fairly low banks and a sparse population.

SHOOTING was planned to start about mid-July but, in the event, it did not start until August 20. Poole and Falmouth proved impracticable, Londonderry seemed hopeful, but the background was useless. An area some 23 miles down river from Limerick on the Shannon bore a fair resemblance, photographically, to the appropriate part of the Yangtze, was eminently suitable navigationally but needed political



clearance for the presence of HM ships; this was sought and became a long drawn-out paper battle. Our ambassador in Dublin was not enamoured of the prospect of a naval film being shot in the Shannon and, with preparations continuing apace to meet Nasser's threats, with time running on and contracts to fulfil, all hope of accommodation from this quarter was rapidly running out. As a result we had to look elsewhere, and speedily. The Clyde, photographically and the Severn navigationally, were found to be useless. Finally, I said we must try the lower reaches of the River Orwell, an idea which I had previously suggested but which had been turned down on the score of distance and the yachting traffic. After a visit by Mr. Wilcox and myself, this became the location.

By the end of July, Admiralty approval having been given, the *Amethyst* was taken in hand by Messrs. Willoughby's at Millbay Docks, Plymouth, for de-cocooning and reshaping of appearance to resemble her former self. The diesel dynamo, fire main and heads were partially put in working order and one galley, the bridge, wheelhouse and mess decks were prepared for shooting; much damage above the waterline was simulated. A number of stores had to be found, an air compressor to work cable, a £5 whaler for eventual des-

truction and a host of other items. This was completed by mid-August at a cost of some £3,500.

While at Plymouth I had to recruit a number of ship watchkeepers, motor-boat's crew, diesel watchkeepers and an electrician. This was done through the Ministry of Labour and was successful except for one alleged Commander (E) who, after some three weeks, was arrested at Harwich and found, among other things, to be a complete fraud. A clever impersonator, he got three months; however, it cannot be denied that he had a fair knowledge of marine engineering and was a hard worker who kept the diesel going in spite of many breakdowns.

As soon as I had arranged for a tug from Hull to tow the *Amethyst* dumb to Harwich, the weather blew a gale for three days. As a result, the film unit was at Harwich with nothing to shoot and the press reception held in HMS *Ganges* was bereft of the main attraction. The *Amethyst*'s first location necessitated simulating the ship at single anchor heading upstream; this had to be achieved by two anchors with seven shackles on each ahead and 60 fathoms of Trinity House mooring chain and a mushroom anchor. The scouring effect with a strong ebb tide made holding difficult. Spring ebbs and gales from each quarter resulted in much additional tug work and delays in shooting.

AT THIS STAGE some idea of the personalities involved and their functions may be useful:

The *Producer* can best be described as the "C-in-C" of the outfit, the financial backer who is responsible for the end product to the industry and the distributors.

The *Director* is responsible to the producer for the actual shooting of the entire film, for the way the script is interpreted and, generally speaking, for getting the best out of the actors. In this instance he was Mr. Michael Anderson, who successfully directed "The Dam Busters" and "Round the World in 80 days". Perhaps best described as the executive officer.

The *Technical Adviser* works mainly with the producer and director and is responsible for correctly interpreting the Service meaning, whether dialogue or play. Links with CNI on operational requirements and equipment after application has been made by the company. Is intimately concerned with dress and is constantly called upon by all and sundry for the answers to an infinite variety of questions. In this case was added the bringing forward of a frigate, towage, damage repairs and return to Plymouth, plus a host of administrative detail.

The *First Assistant*: The "First Lieutenant"; on the set all the time. Advises the director on day-to-day shooting requirements, ensures that artists are present and made up on time and is the link between the director and all the unions involved. He is never off the set and ensures that all work progresses without delay; a most difficult job which requires considerable tact and patience. He has a number of assistants to help him out.

Production Manager: The "First Lieutenant behind the scenes"; is responsible for the budget, costing and hiring of all artists, equipment and labour. On location is responsible for the provision of all accommodation, boats, cars and other domestic requirements. In this case it was Mr. John Wilcox, son of the producer.

The *Art Director* runs a large department which incorporates the draughtsmen, scenic artists and the construction manager and his team.

The *Others*: In addition there is the *Associate Producer* (hardly definable except as general assistant), the *Editor*, *Cameraman*, *Still Cameraman*, *Continuity* (a female who, not surprisingly, found herself quite out of her depth), *Wardrobe*, *Props*, *Electricians*, *Grips* (who manhandle camera equipment),

Sound, Make-up, Casting Director, Riggers, Carpenters, Plasterers, Special Effects (a menace at all times) and last, but by no means least, *Publicity* and the *Caterers*. At a later stage there is the *Dubbing Editor*, who ties up the soundtrack, music and special effects in one. This list is not, of course, complete.

DUE TO the summer season (ambiguous words for 1956) the film unit and actors were dispersed between Felixtowe, Harwich, Dovercourt and Ipswich. Boatwork was not easy and some 40 minutes each way was wasted daily in getting on board. The hiring of an LCA from the Amphibious Warfare School at Poole and the *Amethyst's* own motorboat helped to relieve the situation. To my horror I discovered that the film company wished to feed on board about 167 daily, including hot meals. This was managed by means of Calor gas cookers and a very creditable menu was always provided; in addition, there were numerous tea-breaks with sandwiches, as stipulated by the unions.

The wardrobe originally provided struck me as poor but fortunately Messrs. Bernards of Harwich and HMS *Ganges* came to the rescue. Being outside a radius of 50 miles from London the film company was allowed to take on "extras" locally and mercifully, as it happened to be the *Ganges'* leave period, a large number of Chief and Petty Officer instructors and other rating volunteered, in many cases using their own uniforms, suitably modified for action scenes. A master-at-arms, playing the part of very 'chokker' three-badge AB was perfect: he required no rehearsing; neither did a coxswain at the wheel, who had his eyebrows singed by the "special effects". A number of ex-naval cutters were bought and converted into junks; these were all sailed by naval ratings who did an excellent job in spite of frequent instructions to "turn round and go the other way" from the Assistant Director, whose knowledge of winds and tides was nil.

Hours on location were long; normally the boat left the quay at 0700 and shooting continued until dark, and sometimes till as late as 2200. For many of us there were innumerable conferences, especially after the day's work, when "rushes" were shown in the local cinema at 2215; "rushes" are films of the previous day's work, which are processed overnight in the laboratories in London. After some weeks the ship had to shift berth to a second location down river, where she was supposed to be aground. This meant laying head and



stern buoys since, being athwart the river, nothing else would hold in that current; these buoys were camouflaged and did not show in the final film.

Our Sunderlaand aircraft flew over from Pembroke Dock and put up an excellent performance; among her crew was a signaller who had actually taken part in the real "incident". HMS *Teazer* arrived on September 11 and spent three days simulating HMS *Consort* under fire. Shell splashes were made by 2½-lb. charges, laid by a team from HMS *Vernon*, under a Canadian lieutenant. They were all fired from a panel inboard, or near the camera when ashore. Timing was important to ensure that the *Teazer*, and later the *Maggie*, passed the area of detonation at slack water, a bare 20 minutes, when the floats would be awash and the charge would give an exaggerated splash suitable for the camera. I found it necessary, therefore, to issue detailed operation orders to ensure safety of shipping and personnel.

IT WAS DURING the filming of a scene at "X" gun mounting that an unfortunate incident occurred. A charge with its float, was borne in by the flood towards the ship's side and caught under the lip of a carley float in the water, and when the charge was fired the ship's side was penetrated and an oil fuel tank flooded, resulting in a 15-degree list. Filming had to be stopped and counter-flooding was resorted to. Temporary re-

pairs with Service resources were carried out, but were unsuccessful and, after all shooting had been completed, a salvage company at Felixstowe put on a cement box for the return tow to Plymouth (£500). A dummy motorboat was blown up and a whaler destroyed in the water astern. There were no further incidents except for an actor's sprained ankle.

After about ten days in the studio a reduced film unit had to return to Harwich on October 5 to film the *Maggie* sequences which simulated the *Amethyst* underway. These included the Trinity House vessel *Triton*, which was rigged by the art department to look like a Chinese river steamer; this was shot at dusk to simulate night. Her ship's company had to be dressed as coolies, complete with hats; the sight of this fairly aged company without a smile among them was amusing; the art director, Commander, RN, was similarly attired.

Triton was set on fire in one scene by the skilful use of magnesium. This was so realistic that the producer and his team ashore were convinced that the worst had happened and that the ship, which was uninsured, was doomed. To make matters worse she failed to answer on R/T, the *Ganges* operator having succumbed to the general excitement, and her siren sounded continuously, which I thought would add to the realism.

The *Magpie* had recently returned from the South Atlantic and, after giving leave, was retained for the film; she has now paid off into reserve. She fired 187 rounds of blank ammunition during this period—a first-class training exercise for her young ratings. Herbert Wilcox and his charming wife, Anna Neagle, were onboard during the *Magpie*'s main runs in which the special effects team let themselves go to no mean tune. After shooting a few excellent scenes in the *Magpie*'s boiler room, a difficult task due to lack of space, the unit returned to Elstree for the final scenes of the film. Already scenes in the DCT, engineroom and galley, originally planned to be shot in the studio, had been successfully shot in *Amethyst*.

The main naval scenes were on the bridge, in the W/T office, CO's cabin, chart house and an admiral's day and dining cabin. The bridge scenes were shot using back projection plates; these are short reels of films on the banks of the river Orwell, taken from various angles, which give the impression that the ship is underway. It requires almost the whole length of the stage and is a tricky operation to line up. The W/T room was equipped with material ex-HMS *Bicester* (scrapped) and the chart house gear, mainly an echo sounder, was loaned by UDE at Portland and was made to work by a member of the RNSS. The pelorus and magnetic compass were loaned by the Admiralty Compass Observatory, but much of the other equipment of the bridge and of the CO's cabin were ex-*Amethyst*.

A CERTAIN AMOUNT of work had to be done with a model in a tank and for this, I loaned my three-foot model of the ship, from which a nine-foot model was made at Teddington (£400). A nacelle of a Sunderland was purchased (£250) from Wigtown

for a shot with a sampan alongside; this also had to be shot in the tank for fear of damaging the real Sunderland in a tideway. Finally, a back projection scene with Chinese women and a baby in a sampan was made in the studio; an earlier attempt to do this at Harwich had been marred by the baby throwing a tantrum. A second unit had to return to Harwich to film the communist batteries firing, simulated by *Ganges*' field guns, since the local Elstree authorities objected to the firing of guns, which were to have come from Whale Island, on the open ground behind the studio.

It will be apparent that a great deal of assistance was asked for and obtained from the Navy. In addition to what has already been mentioned, *Ganges* allowed her 27-year-old pin-nace to be suitably overpainted in Chinese characters. Her captain's PO cook lent his cat to the company; unfortunately, it was run over by a car and subsequently died. There were the naval guns' crews from *Excellent*, who except for the odd actor, manned the armament, and who, when they were not being filmed, worked willingly at other chores. C-in-C Nore and *Vernon* together provided the highly efficient explosives operators. And, finally, there was the Chief of Naval information and his staff, who provided the link between the technical adviser and the many Admiralty departments which so ably complied with the film company's thousand and one requests and requirements.

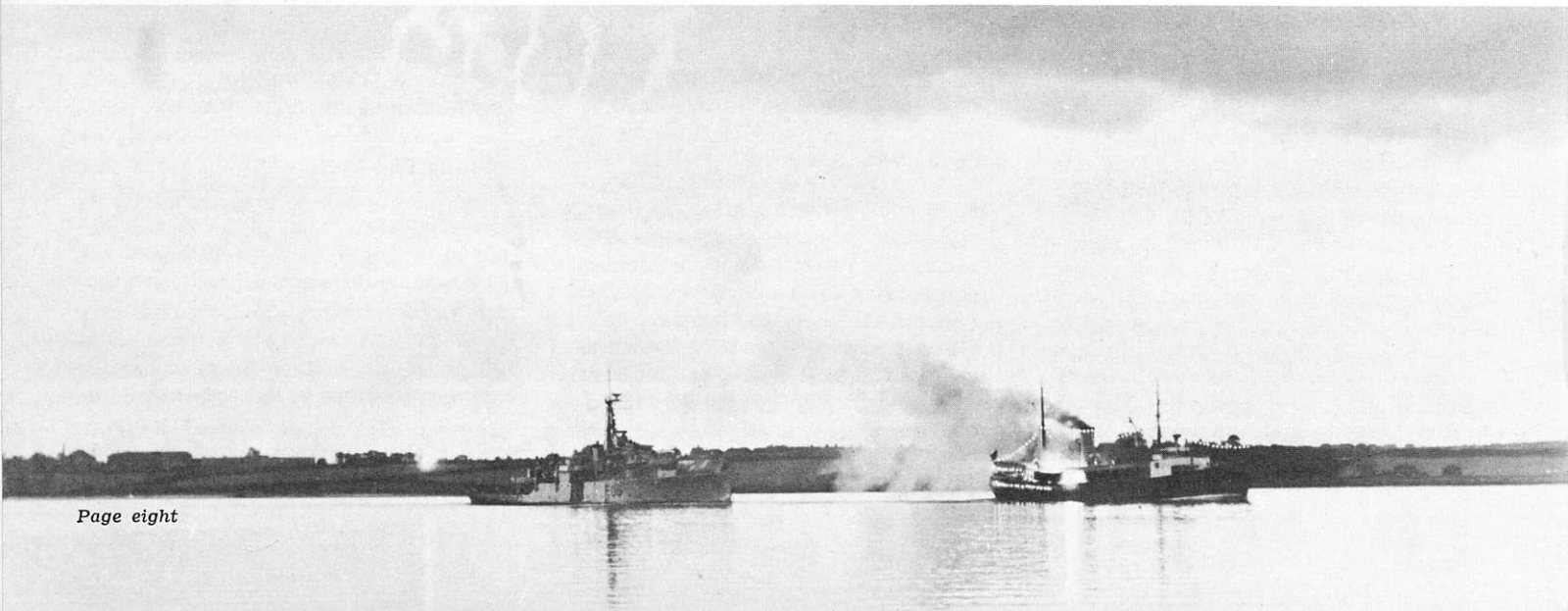
Shooting of this film was completed in 11 weeks, including time lost due to damage and shifting berth on location. After this there was much to be done by the "backroom boys"; for example, "post-synchronising", which entails re-speaking certain portions of the sound track by an actor, and special effects,

sound and music. For this, a "dubbing" editor is appointed to work with the editor, who is responsible for the cutting and piecing together of the final film under the supervision of the Producer and Director.

To make things more authentic I was able to produce my own unclassified signal logs of 1949, also an original Chinese communist document dealing with negotiations, the original charts and "Yangtze Pilot" and, last but not least, a photograph of my wife and child for one scene.

THE MAKING of a film, from its conception to its premiere, is a long process and finance is a vital factor; much money can be saved by planning and giving thought in advance to the many complex administrative problems involved. There are also legal problems concerning the use of names of living characters and the concurrence of the Admiralty, Foreign Office and Air Ministry in the script. This film was done in black and white, and the cameraman, an ex-NO, had a specially important task to ensure correct lighting balance in all the scenes. "Continuity" is also an important job; this means ensuring that the appearance of actors, or ships, remains the same in scenes that may follow one another in the story but whose shooting may be separated by a period of weeks. A film depends for success on good co-operation and team work; the non-arrival of an actor because he has not been told, has no boat, is in the wrong rig and doesn't know the script has been altered, can wreck a whole day's work and waste a lot of money.

This has been a most instructive and interesting assignment for me and the result has, I hope and believe, done credit to the Royal Navy.—*Reprinted by courtesy of the Naval Review and the author.*



OFFICERS AND MEN



REAR-ADMIRAL H. N. LAY

First Carrier Captain Retires

The first officer of the Royal Canadian Navy to command an aircraft carrier, Rear-Admiral Horatio Nelson Lay, stepped down from the post of Vice-Chief of the Naval Staff on his 55th birthday, January 23, and proceeded on retirement leave after 40 years of service with the RCN.

Rear-Admiral Lay's successor at Naval Headquarters is Rear-Admiral Ernest Patrick Tisdall, who only recently completed his duties as chairman of the special committee established in September 1956 to study and recommend changes in the personnel structure of the RCN.

WEDDINGS

Able Seaman James P. Bach, *Antigonish*, to Miss Shirley Patricia Gasperdone, of the Okanagan.

Lieutenant-Commander John B. C. Carling, *Naden*, to Miss Mary Campbell Pidgeon, of Victoria.

Petty Officer J. H. Grodde, *Hunter*, to Miss Phyllis Anne Booker of Windsor, Ont.

Lieutenant Donald E. Maxwell, *Bytown*, to Miss Beverly Ann Silk, of Toronto.

Ordinary Seaman James E. Pungente, *Cornwallis*, to Miss Inga A. Sivunen, of Port Arthur, Ont.

Rear-Admiral Lay had been Vice-Chief of the Naval Staff since August 1954.

He was born at Skagway, Alaska, on January 23, 1903, the son of Harry Morrison Lay, who was the first manager of the Canadian Bank of Commerce there, before the sovereignty of the area was determined by arbitration. After attending high school at Walkerton, Ont., he entered the Royal Naval College of Canada at Esquimalt, B.C., in 1918 as a naval cadet, graduating as a midshipman on June 16, 1921.

He served in Royal Navy ships and training establishments for four years. In 1925 he began two years' service in one of the first Canadian destroyers, the *Patrician*, subsequently returning to the United Kingdom for experience in capital ships and to qualify as a torpedo specialist. For seven years, from 1931 to 1938, he served in Canadian destroyers and was then a student at the Royal Naval Staff College, Greenwich, England.

At the outbreak of the Second World War, he was Staff Officer (Operations) to the Senior Naval Officer at Halifax. On December 26, 1939, he was appointed to command the destroyer *Restigouche*.

The *Restigouche* immediately entered the Battle of the Atlantic; then, in the dark days of the evacuation of the Allies from France in June 1940, took part in the withdrawal of troops from French Channel and Bay of Biscay ports. In recognition of his services during the withdrawal of Polish forces to England, Admiral Lay was awarded the Polish Cross of Valour.

His services in the *Restigouche* were also recognized by the award of the OBE for "gallantry and distinguished services before the enemy".

A year after Dunkirk, Admiral Lay left the *Restigouche* to become Director of Operations Division at Naval Headquarters. In April 1943 he was sent on a special mission to report on naval air operations in the United States and Great Britain.

Anticipating the broadening of its activities to include naval aviation, the Royal Canadian Navy decided in 1943 to man two Royal Navy aircraft carriers. Command of the first of these, HMS *Nabob*, was assigned to Admiral Lay on October 15, 1943.



REAR-ADMIRAL E. P. TISDALL

In the summer of 1944 the *Nabob* saw action off the coast of Norway, her aircraft attacking enemy shipping and shore installations in the Norwegian fiords between Alesund and Christiansund North.

On August 23, 1944, while taking part in air strikes on the German battleship *Tirpitz*, which had taken refuge at Altenfiord, the *Nabob* was hit by a torpedo and heavily damaged. However, her ship's company got the weakened compartments shored up, restored electrical services, raised steam, and brought the ship 1,100 miles to the naval base at Scapa Flow.

For his services in the *Nabob*, Admiral Lay was mentioned in despatches.

BIRTHS

To Leading Seaman R. J. Bragg, *Ottawa*, and Mrs. Bragg, a son.

To Petty Officer B. L. Cox, *Ottawa*, and Mrs. Cox, a son.

To Commander (L) J. H. Davison, Naval Headquarters, and Mrs. Davison, a daughter.

To Leading Seaman R. P. Huggins, *Ottawa*, and Mrs. Huggins, a daughter.

To Chief Petty Officer Stephen F. MacNeil, *Cataraqui*, and Mrs. MacNeil, twins, a boy and a girl.

To Petty Officer William Plant, *Margaree*, and Mrs. Plant, a daughter.

To Chief Petty Officer Percy Way, *Bytown*, and Mrs. Way, a son.

Following this, Admiral Lay served for a time with the Canadian Naval Mission Overseas in London. From June to December 1945 he attended the U.S. Army and Naval Staff College. He was appointed Director of Plans at Naval Headquarters on December 12, 1945, and became Director of Plans and Intelligence on April 1, 1946.

On April 26, 1948, he was appointed Assistant Chief of Naval Staff (Plans) and (Air) and promoted to the acting rank of commodore. In this appointment he was a member of the Naval Board and Vice-Chairman of the Naval Staff. He was confirmed in the rank of commodore on January 1, 1949.

He assumed the duties of Naval Member of the Canadian Joint Staff and Canadian Naval Attaché, Washington, on July 15, 1949. His appointment was expanded in September, 1951, to include command of HMCS *Niagara* when the Canadian naval establishment in Washington was commissioned.

A year later he returned to Naval Headquarters to become Assistant Chief of Naval Staff (Warfare) and a member of the Naval Board.

Stettler Wins A/S Contest

The annual anti-submarine proficiency competition among units of the Royal Canadian Navy's Pacific Com-

mand has been won by the frigate HMCS *Stettler*, while under the command of Lt.-Cdr. G. R. MacFarlane, who has since been succeeded by Lt.-Cdr. M. H. Cooke.

Following closely in second and third places, respectively, were HMCS *Cayuga* (destroyer-escort) and HMCS *Jonquiere* (frigate). The *Jonquiere* was recently paid off for refit.

Other ships of the command taking part in the annual competition, in order in which they placed, were as follows: *Sussexvale*, and three recently commissioned frigates, the *Ste. Therese*, *Antigonish* and *Beacon Hill*. HMCS *Athabaskan* did not participate in the contest.

In a message dealing with the annual contest, all participating ships have been congratulated for "displaying a high degree of efficiency and teamwork".

Radio Team Helps DEW Line Supply

A radio communications team of the Royal Canadian Navy has been credited by a U.S. Navy admiral with providing, during the 1957 DEW Line supply operation, "the best communications yet experienced in the Arctic."

The ten-man team, headed by Lt. H. C. Clark, of Vancouver, operated a radio station at Frobisher, Baffin Island, from July 1 to October 15.



Lt.-Cdr. Robert M. Greene, commanding officer of the modernized frigate *La Hulloise* at Halifax, paid a formal call on Mayor Thomas Moncion of Hull January 21 and signed the guest book. The frigate is named after the Quebec town, just across the river from Ottawa. Lt.-Cdr. Greene, who comes from the nearby Quebec community of Gatineau, was on leave for a bit of skiing at the time. He promised the Mayor a photo of the "Lady from Hull" taken since her face-lifting. (O-10286)

The temporary station was established by the RCN to facilitate communications while the annual seaborne supply of Eastern Arctic DEW Line sites was in progress. It had been found in previous years that ships operating in those waters, while able to receive messages from mainland shore stations, frequently had difficulty in getting their own messages cleared.

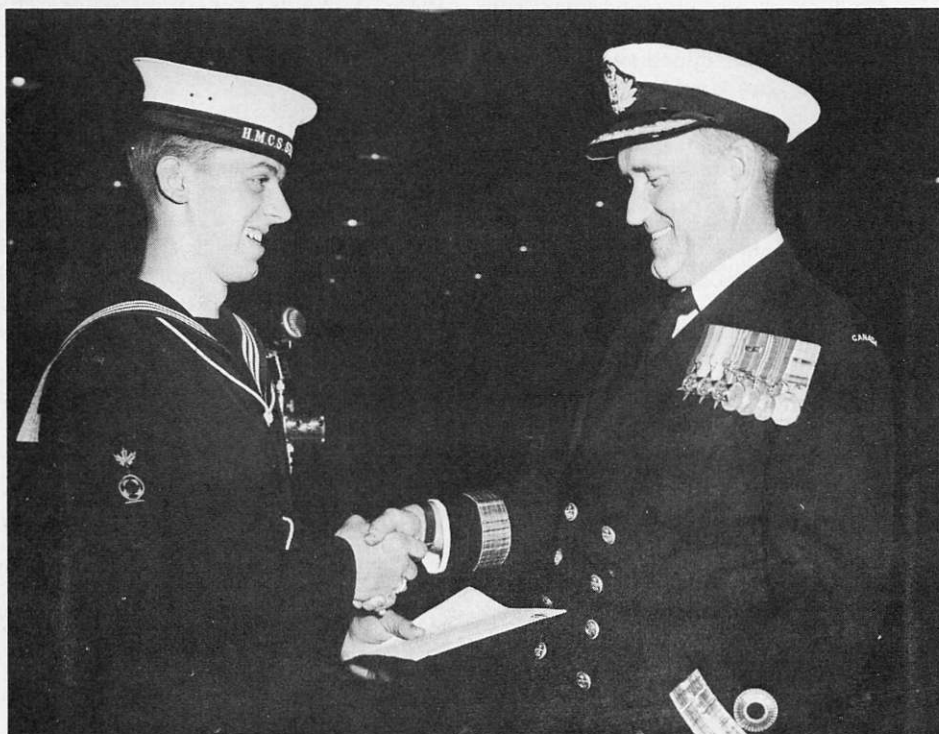
This year it was decided to install a Canadian naval radio station which could aid in relaying the ships' messages to shore. The naval communications team was flown to Frobisher, with all its equipment, by the RCAF and the station began operating on July 1.

For the station's staff, the highlights of the Frobisher stay came when the RCN's Arctic patrol ship, *Labrador*, visited the port, first in August and again early in October.

On the completion of the supply operation, the station was closed down, but before officially going off the air it received a message of appreciation from Rear-Admiral Roy Gano, Commander Task Force Six of the Atlantic Arctic Task Force, Military Sea Transportation Service. Addressed also to the Naval Radio Station, Albro Lake, N.S., the message said:

"The performance of duty exhibited by your personnel in support of 1957 Military Sea Transportation Service Atlantic Arctic operations has reflected the greatest credit upon the Royal Canadian Navy and has been a major factor in providing MSTSLANT ships with the best communications yet experienced in the Arctic. Well done."

Another message, addressed directly to the radio facility at Frobisher and



AB Glenn Bryson, receives a Naval Headquarters letter of commendation from Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax. AB Bryson was largely responsible for saving the life of a shipmate from the *Labrador* who fell into a crevasse on a mountain in Greenland this summer. The rescue operation, organized by Bryson, took four hours to complete. (HS-50913)

HALF-YEARLY PROMOTIONS LIST

The names of 25 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 19 members and the Royal Canadian Navy (Reserve) by six. The list follows:

ROYAL CANADIAN NAVY

To be Captain (1)

Commander Frederick Charsley Frewer, joint secretary and executive assistant to the chairman of the Canadian Joint Staff (Washington).

To be Commander (7)

Lt.-Cdr. Christopher G. Smith, attending RCAF Staff College, Toronto.

Acting Commander John Husher, officer-in-charge, Gunnery School, *Stadcona*.

Lt.-Cdr. Harry Shorten, Deputy Director of Naval Communications, Naval Headquarters.

Lt.-Cdr. Philip John Pratley, commanding officer, *Ste. Therese* (frigate).

Lt.-Cdr. Joseph Morrison Paul, officer-in-charge of the Leadership School, *Cornwallis*.

Lt.-Cdr. Peter Cushing Berry, operations officer, *Bonaventure*.

Lt.-Cdr. Harold Richard Tilley, Staff Officer (Navigation Direction) on the staff of the Flag Officer Atlantic Coast, Halifax.

To be Captain (E) (1)

Acting Captain (E) Erik Revfem, Principal Naval Overseer, West Coast.

To be Commander (E) (3)

Lt.-Cdr. (E) Rolfe G. Monteith, on the staff of the Engineer-in-Chief, Naval Headquarters.

Acting Commander (E) Edgar Frederick Williams, Principal Naval Overseer, Toronto Area.

Lt.-Cdr. (E) Hans Otto Arnsdorf, Headquarters Supreme Allied Commander Atlantic, Norfolk, Va.

To be Commander (L) (1)

Lt.-Cdr. (L) Melvin Thomas Gardner, on the staff of the Electrical Engineer-in-Chief, Naval Headquarters, of Ottawa and Vancouver.

To be Chaplain Class IV (RC) (1)

Chaplain Class III (RC) Louis Albert Dougan, *Bonaventure*.

To be Instructor Captain (1)

Acting Instructor Captain James Dunbar Armstrong, Director of Naval Education, Naval Headquarters.

To be Ordnance Captain (1)

Acting Ordnance Captain Roy Victor Henning, Principal Naval Overseer East Coast.

To be Ordnance Commander (2)

Ordnance Lt.-Cdr. William Onysko, on the staff of the Director General of Naval Ordnance, Naval Headquarters.

Ordnance Lt.-Cdr. Gordon Dean Spergel, on the staff of the Director General of Naval Ordnance, Naval Headquarters.

To be Lieutenant-Commander (W) (1)

Lieutenant (W) Winnifred Grace Lyons, Staff Officer Wrens to the Flag Officer Naval Divisions, Hamilton.

ROYAL CANADIAN NAVY

(RESERVE)

To be Captain (1)

Acting Captain Liston Burns McIlhagga, commanding officer, HMCS *Chippawa*, Winnipeg.

To be Commander (2)

Acting Commander Wilfred Tudor Houghton, executive officer, HMCS *York*, Toronto.

Acting Commander George K. Why-not, commanding officer, HMCS *Tecumseh*, Calgary.

To be Commander (S) (2)

Acting Commander (S) Frederick John Edwards, HMCS *Star*, Hamilton.

Acting Commander (S) Stafford Arthur Greig, HMCS *Queen*, Regina.

To be Commander (SB) (1)

Lt.-Cdr. (SB) William James Herbert, HMCS *Discovery*, Vancouver.

repeated to the Flag Officer Atlantic Coast and Naval Headquarters, Ottawa, said:

"The splendid co-operation rendered by your facility during 1957 operations was the primary factor for the vastly improved speed and reliability of Arctic communications over previous years. Pass to all operators a since 'well done.'"

In addition to Lt. Clark, the naval communications team consisted of PO Howard J. Oja, Ldg. Sea. Glen A. Fraser, Ldg. Sea. Robert A. McDonald, Ldg. Sea. Dennis L. Craigie, Ldg. Sea. Garry W. Buchan, Ldg. Sea. Leonard G. Ashcroft, Ldg. Sea. Kenneth S. Westwood, Ldg. Sea. Robert A. Cadman and Ldg. Sea. Olis E. Wulowka.

Mental Health Post for Admiral

Vice-Admiral E. R. Mainguy, former Chief of the Naval Staff, has become executive director of the Ontario Division of the Canadian Mental Health Association, with offices in Toronto.

The appointment was announced recently by Professor Charles E. Hendry, chairman of the board of the division.

Admiral Mainguy who retired in 1956, served for 38 years in the Navy, the last four as Chief of the Naval Staff at Naval Headquarters.

Veterans Elect 1958 Executive

The Hamilton Naval Veteran's Association, Hamilton, Ont., an affiliate of the Canadian Naval Association, recently elected the 1958 executive.

The new executive includes: William Shade, president; Syd Piner, vice-president; George R. Winn, Secretary; Jim Senior, treasurer; Al Houlihan, recreation secretary; Andy Fisher, Cy Mayman and Victor Smith, executive; Earl Kay, entertainment; W. Cline, publicity; W. Hastie and B. Worden, auditors, and William Wright, Master-at-Arms.

Mr. Shade, the president is also the Associations' delegate to the Canadian Naval Association.

'Centennial Baby' In Navy Family

A new-born baby is always news; the first baby of a new year rates front pages, but when the "bundle from heaven" is the first baby born during a Centennial year then there are sure to be headlines.

Such was the case for the nine pound 10 ounce daughter of Petty Officer William Plant, of HMCS *Margaree*, and Mrs. Plant. The infant, a sister for Diane, 10; Linda, seven, and Billy, three, was Victoria's first B.C. Centennial baby and as such received numerous gifts from the city merchants.

\$250 Prize in Essay Contest

A prize of \$250 is offered by the RCAF Staff College Journal, annual publication, for the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military and, in particular, air force matters. Any member or former member of the Canadian armed forces or the civil service

is eligible to enter and the essays may deal with strategy, operations, training, logistics, personnel administration, technical, research, production or any other military field. Essays must not contain classified information.

The winning essay and any other essay chosen for publication in the *Journal* will be paid for at the rate of three cents a word.

Manuscripts must reach The Editor, *RCAF Staff College Journal*, Armour Heights, Toronto 12, Ontario, by June 1, 1958.

The judges will be appointed by the board of directors of the *Journal*. If no essay reaches the standard of excellence required by them, the judges have the right to make no award and their decision in all other respects will be final.

BEM Presented To RN Sailors

Two members of the Royal Navy's Sixth Submarine Squadron received the British Empire Medal December 17 from Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

CPO Ernest F. Ball, Portsmouth, England, and CPO Charles W. J. Mason, Worcester, England, each was awarded the medal in the Birthday Honours List in June 1957.

Admiral Pullen presented the medals at a ceremony in the *Scotian* drill hall at HMC Dockyard.

Both men are now on the staff of the Commander, Sixth Submarine Squadron at Halifax, CPO Ball is an engine room artificer and CPO Mason a stores chief petty officer.

CPO Ball received the award "for outstanding zeal and devotion to duty while serving in HMS *Dolphin*", the base for the Royal Navy's submarine service. He was awarded the Distinguished Service Medal in 1942.

CPO Mason received his award "for outstanding zeal and devotion to duty while serving in HMS *Mull of Galloway*", a depot ship for coastal mine-sweepers.

Medical Assistant Club Prospers

A club to promote "esprit de corps", comradeship and loyalty within the medical assistants' branch particularly, and in the service generally, was founded ten years ago by a group of senior medical assistants at HMCS *Naden*.



More than 80 officers, wrens and men from HMCS Chippawa, the Winnipeg naval division, visited the Joint Air Training Centre at Rivers, Manitoba, in mid-November and presented Chippawa's "Navy TV Show". Proceeds of the variety show were in aid of the Winnipeg Children's Hospital. Here are shown two members of the cast, Wren Phil Valentine and Lt.-Cdr. (S) C. E. Chapple, producer of the show, talking backstage with Lt.-Col. G. C. Corbould, deputy commandant at Rivers, Group Captain R. O. Shaw, commandant, and Lt.-Cdr. (P) R. J. Watson, naval assistant to the commandant.

Today the Medical Assistants' Club boasts an 85 per cent membership on the West Coast, with 65 active members and 31 honorary members from ships and other establishments throughout Canada.

The club, which also has as one of its aims putting forward constructive suggestions concerning the welfare of the branch for submission to appropriate authorities for consideration, holds graduation dances, socials and outdoor gatherings, as well as educational meetings and activities. Organized events teach parliamentary procedure, and training in leadership and self-development.

Ex-XO Commands Ste. Therese

Lt.-Cdr. Aubrey R. Pickels has taken command of HMCS *Ste. Therese* (frigate) based at Esquimalt, B.C.

Lt.-Cdr. Pickels was born in Fort William and entered the RCNVR as an ordinary seaman at the outbreak of the Second World War. He served ashore and at sea during the war and was promoted to the rank of sub-lieutenant in May 1943.

He returned to civilian life in September 1946, and re-entered the navy, this time in the regular force, in February, 1951. He has since held appointments as staff officer, UNTD at St. Francis Xavier University; in establishments on both coasts and at sea in

the frigate *Swansea* and the Cruiser *Ontario*. In September 1954 he was appointed Area Recruiting Officer, Winnipeg and in November 1956, he was appointed to the *Ste. Therese* as executive officer.

NATO Appointment For Cdr. Shorten

Cdr. Harry Shorten is to take up an appointment March 3 on the staff of the Supreme Allied Commander Atlantic, at Norfolk, Virginia. Cdr. Shorten has been Deputy Director of Naval Communications at Naval Headquarters since March 1956.

From April 1954 until he was appointed to headquarters, Cdr. Shorten was in command of HMCS *Churchill*, naval radio station at Churchill Man.

Captain Goes To Washington

Captain (SB) George A. Woolcombe, has been appointed executive officer of HMCS *Niagara*, RCN establishment in Washington, D.C., effective February 3. He holds the additional appointments of Chief Staff Officer to the Naval Member Canadian Joint Staff, Washington, and Assistant Naval Attaché, Washington.

He succeeds Acting Captain Richard M. Steele, who was to become Director of Naval Organization on the staff of the Naval Comptroller at Naval Headquarters, on February 10.

Major Strides Forward by RCN in '57

New Ships and Aircraft—New Personnel Structure Plan

MAJOR STEPS in the progress of the Royal Canadian Navy were taken during 1957, including the acquisition of new ships and aircraft and the announcement of a decision to revise the personnel structure to fit in with the changing requirements of the increasingly technical naval service.

Charged, as one of its major tasks, with the provision of far-flung ocean defences against the threat to Canada from missile-armed submarines, the RCN concentrated its main effort on the creation of a fleet capable of meeting this commitment.

Major 1957 additions to the fleet were:

A new aircraft carrier, HMCS *Bonaventure*, providing a completely modern, highly mobile base for the Navy's anti-submarine aircraft; and

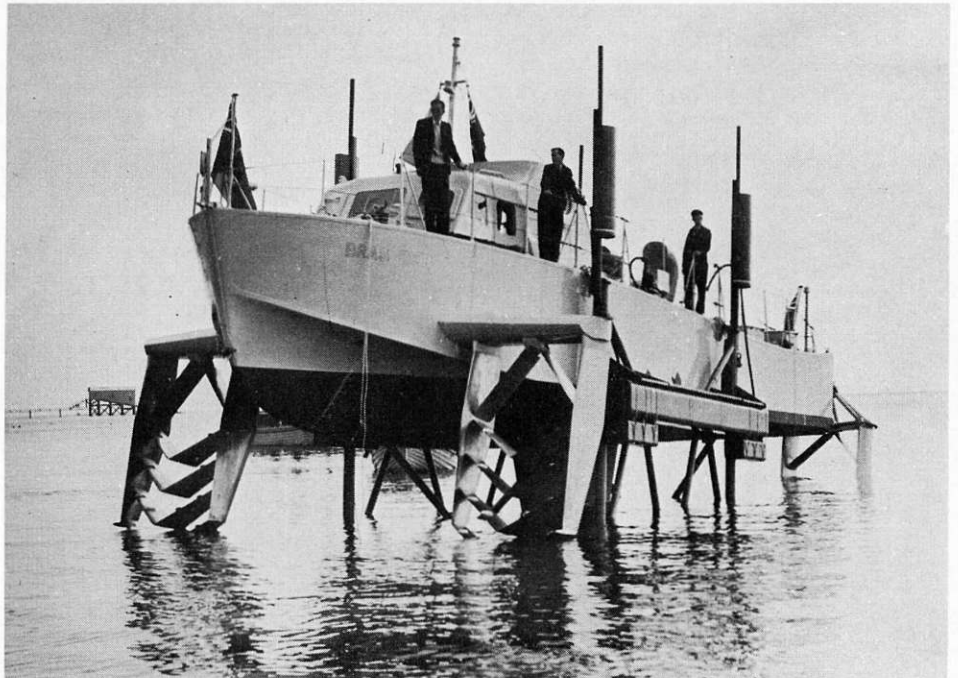
Three new destroyer escorts of the St. Laurent class—the *Skeena*, *Fraser* and *Margaree*—rated among the finest anti-submarine vessels in the world.

Further reinforcement came in the form of four frigates, returning to service after extensive modernization and fitting of new weapons. They were HMC Ships *La Hullose*, *Swansea*, *Antigonish* and *Beacon Hill*. The *La Hullose* and *Swansea* are now serving as units of the Seventh Canadian Escort Squadron in the Atlantic Command, while the *Antigonish* and *Beacon Hill* are in the Fourth Canadian Escort Squadron of the Pacific Command.

In the air, the Navy made conspicuous progress. The re-arming of one naval air squadron with the anti-submarine Tracker was completed and a second was well on its way toward being equipped with this new and powerful aircraft. Re-arming of two fighter squadrons with all-weather Banshee jets was completed.

Tracker and Banshee squadrons both were embarked in the *Bonaventure* for the first time in September, and subsequent trials and exercises involving the carrier and her aircraft were highly successful.

In another move to develop the RCN's anti-submarine capability, training and experiments were continued in the use of helicopters in this role. Following the earlier promise with trials from the frigate *Buckingham*, the helicopter platform was installed in the *Ottawa*,



Tests began in 1957 of the Bras d'Or, joint DRB-RCN project to explore possibility of using hydrofoils on smaller RCN craft to enable them to operate at high speed in rough water, particularly for air-sea rescue. The 59-foot craft is being tested by the Naval Research Establishment in Halifax. (DRB Photo)



Formal attire marked the return of a formal call when British Chargé d'Affaires I. N. O. Curls, came on board the *St. Laurent* at Stockholm, Sweden, during the autumn training cruise. He is greeted by Captain Angus G. Boulton, commanding officer of the *St. Laurent* and senior officer in command of the squadron. (SL-396)

St. Laurent class destroyer escort, for further trials under North Atlantic conditions.

Coastal defences were strengthened with the commissioning of five wood-and-aluminum Bay class minesweepers fitted with the latest in minesweeping equipment. Three HMC Ships *Chaleur*, *Chignecto* and *Thunder*, were assigned to the Atlantic Command, and two, the *Cowichan* and *Miramichi*, to the Pacific.

At the end of the year, the Navy's combat ships in commission numbered 45. This figure did not include five ships undergoing refit and due to re-commission in 1958, or three Royal Navy submarines under RCN operational control.

To man the ships and aircraft and provide shore support, the RCN, at November 1, had a regular force of 19,558 officers, men and wrens. This compared with a total strength of 19,302 at November 1, 1956.

Of particular interest to officers and men was the announcement in November of a revised personnel structure, to be introduced in progressive steps over a period of years and specifically adapted to the increasingly technical nature of naval weapons and equipment, and the particular needs of the RCN.

Besides building up its own strength, the RCN contributed in other ways toward strengthening NATO naval forces. Under Mutual Aid, five Bangor class coastal escorts were transferred to Turkey and approximately \$150,000 in electrical and electronic equipment was turned over to Italy, Denmark and Turkey.

The Navy parted with two of its most famous post-war vessels during the year. They were the aircraft carrier *Magnificent* and the Arctic patrol ship *Labrador*. The *Magnificent* was returned to the Royal Navy in June, after having concluded her RCN career with one of her most important missions, the

transporting of Canadian troops, equipment and supplies for the United Nations Emergency Force in the Middle East.

The *Labrador*, too, ended her naval career with a noteworthy achievement, which was as significant as her historic 1954 East to West voyage through the Northwest Passage. In 1957, the *Labrador* teamed with three U.S. Coast Guard vessels in establishing feasible escape route for deep-draught ships from the Western Arctic to the Eastern Arctic. The *Labrador's* particular accomplishment was the proving of a big-ship channel in Bellot Strait, between Boothia Peninsula and Somerset Island. Returning to Halifax in late October, the *Labrador* was paid off for refit before transfer to the Department of Transport.

Units of the fleet logged thousands of miles and saw many lands in carrying out a busy program of operations, training and exercises during the year.



Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, takes the salute and ships in harbour cheer the *Labrador* as she leaves Halifax for the last time under the White Ensign. The naval fire tug and helicopters from Shearwater joined in the Atlantic Command's final salute to the Arctic patrol ship. She sailed to Saint John, N.B., for refit and eventual transfer to the Department of Transport.

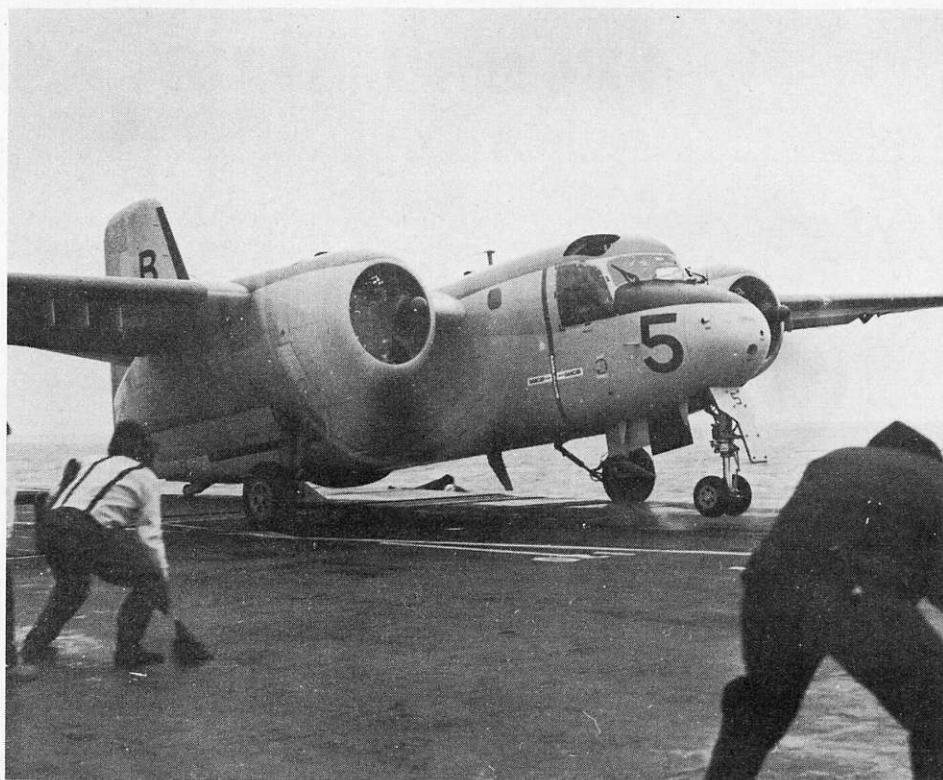
Ships of the RCN travelled to the Philippines, Singapore, Hong Kong, Japan, Okinawa, the Hawaiian Islands, the West Indies, Europe, the Mediterranean and the United States, as well as to many Canadian points.

Ports on both sides of the Great Lakes saw the Canadian Navy during the summer as three ships from the Atlantic Command provided practical training on the Lakes for citizen-sailors of the RCN (Reserve).

Climax to the year's seagoing activities came in September with the NATO fall exercises, largest to be conducted since the formation of the Atlantic alliance. Eight Canadian destroyer escorts took part, and operated with naval units of five other NATO nations in the eastern North Atlantic, English Channel, Bay of Biscay, North Sea and Baltic Sea approaches.

Later, six of the eight ships sailed for the Baltic and visits to Sweden, Finland, Denmark, Germany and Norway. The visit to Finland was the first ever made by ships of the RCN. In all countries, the Canadian officers and men made countless friends for themselves, and for Canada. Canadian embassies and legations reported enthusiastically on the great value of the visits and on the conduct of Canada's naval personnel.

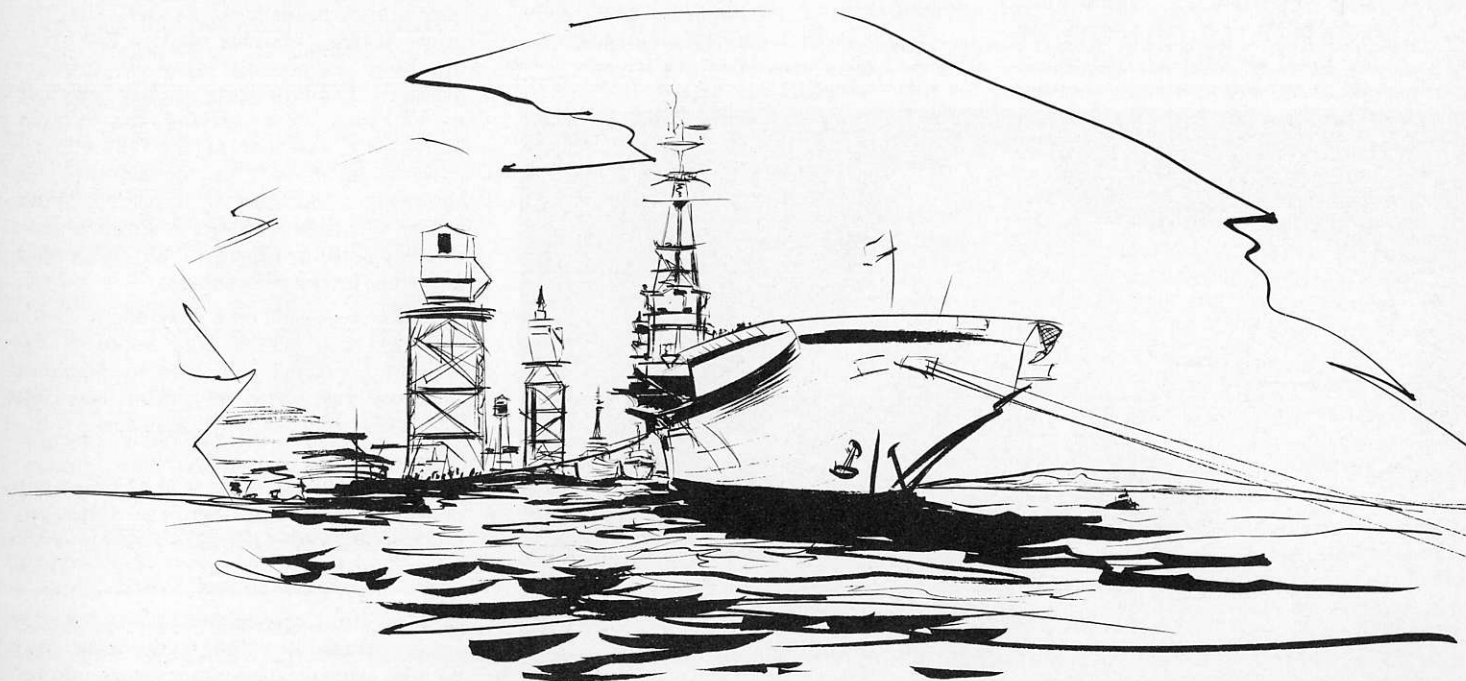
Back at home, the Navy had the honour of sharing extensively in the ceremonies attendant upon the visit of Her Majesty Queen Elizabeth and His Royal Highness Prince Philip to Ottawa in October. Nearly 600 officers and men from eight naval establishments



Flight deck personnel crouch on board the Bonaventure as a Traker anti-submarine aircraft is yanked forward by the steam catapult. The "Bonnie" and rearmed squadrons of Traker and Banshees formed the most important addition to the growing fleet in 1957. (BN-1191)

took part, providing, among other things, a Royal Guard, a composite naval band, a part of the Household Guard at Rideau Hall and a performance of the colorful and traditional Sunset Ceremony on Parliament Hill.

It was also a notable year for the Navy in the field of sport, with the Shearwater Flyers, from the RCN air station at Dartmouth, N.S., capturing the Canadian intermediate football championship.



AFLOAT AND ASHORE

ATLANTIC COMMAND

Leadership School

With the departure of No. 44 Officers' Divisional Course and No. 84 and No. 85 Petty Officers' Leadership Courses on December 6, the schedule of courses for 1957, in the Leadership School, at *Cornwallis* was brought to a successful conclusion.

A vigorous program of training saw 172 officers, both regular force and reserve, in 11 classes complete the Divisional Course and 236 Chief and Petty Officers in ten classes complete the Leadership Course. In addition, 27 Sea Cadet Officers completed a two-week Divisional Course during the summer months.

A stepped-up schedule of courses is planned for 1958 with the addition of four classes of Petty Officers Second Class and seven classes of UNTD cadets. For the first time, reserve cadets will receive their two-week divisional course in *Cornwallis*, where the Leadership School will be kept busy training them throughout the summer months.

The annual *Cornwallis* Children's Christmas Party was held on December 18 and 19 in the Leadership School. An outstanding success, more than 1,200

children, dependents of naval and civilian personnel serving in *Cornwallis*, attended during the two-day event.

The children were entertained at various games of skill on the gaily decorated drill decks and were served refreshments at the Crystal Palace.

To aid in the festivities, the *Cornwallis* band turned out in brightly coloured costumes. The main event of the afternoon was a visit from Santa Claus, ably portrayed by PO D. Rudolph, who arrived down the chimney loaded with gifts for everyone.

HMC Communication School

Combination cigarette lighters and cases were awarded to the communicators who topped two classes at HMC Communication School, *Cornwallis*, in December.

Members of the fourth Communicator Radio Trade Group II class graduated on December 16, with Ldg. Sea. Richard Logan at their head. The class consisted of 15 leading seamen and a leading wren — Ldg. Wren Phyllis Cowan.

Winner of the class award for Communicator Visual Trade Group I class, which ended on December 6, was Ord. Sea. L. N. Henderson.

HMCS Assiniboine

The First and Third Canadian Escort Squadron left the United Kingdom on October 6 for a goodwill cruise of the Scandinavian countries and Hamburg, Germany.

After transitting the Kiel Canal, the first port of call was Stockholm. There was much of interest here for most tastes and several entertainments were laid on for the Canadian visitors.

One outstanding event was a tour of the city by bus, followed by lunch in the fabulous banqueting hall of the Stockholm Town Hall for 300 men from the Canadian ships. The splendour of the hall with its many murals on walls of gold leaf mosaic will remain in memory for a long time. While in Stockholm, as in each of the ports visited, a children's party was held on board one of the ships. In Stockholm, some 60 children spent the afternoon aboard, and from their expressions when they left, it was evident that they had enjoyed themselves.

After a pleasant five days, the ships sailed for Helsinki where they arrived on October 15. Here, too, the Canadian sailors were provided with a choice of entertainment: tours of the city and its museums, of chocolate factories, shipyards and industries, as well as the huge Arabia ceramics plant. The Arabia plant makes all types of ceramic products from delicate dinner services to bathtubs. On leaving the Arabia plant, each member of the ship's company was given the opportunity of smashing a number of imperfect toilet bowls. This is perhaps a Finnish method of letting off steam but it proved amusing to the Canadians.

The city of Helsinki provided a dance for 400 men which was voted a resounding success. It was at Helsinki that the first taste of winter was felt and greatcoats were the order of the day.

The stay in Helsinki was of only four days' duration and then the ships put out for Copenhagen where a whole week was spent from October 21 to 28. While there was perhaps less entertainment laid on in Copenhagen, many of the ship's company voted it the best port of the cruise. The ships were alongside at Langelinie, by a very pretty green park in which were a host of

Helicopter pilots in the Labrador couldn't miss this opportunity of a spectacular background for a picture as the Arctic patrol ship encountered a cathedral iceberg aground off the Labrador coast last summer. A Vertol HUP is shown leading two Bell HTLs. (LAB-2245)



marvellous statues, the most famous of which is the Little Mermaid, sitting on a rock at the water's edge, welcoming all sailors to Copenhagen.

When the Task Group left Copenhagen October 28, the *St. Laurent*, *Saguenay* and *Nootka* parted company in Kiel Bay to visit Kiel, while the *Assiniboine*, *Haida* and *Micmac* again transitted the canal and proceeded up the Elbe River to visit Hamburg, which was reached on October 30. Many had not been to a German city since the war and they wondered how much evidence of the bombing would remain after 12 years. While there are a few open spaces in the city and the odd war-damaged building to be seen, it is difficult to realize that Hamburg was the target for many an RAF raid.

The general impression of Hamburg is one of a city throbbing with industry: in the harbour scores of ships under construction, ashore, factories of all kinds turning out large quantities of materials. Harbour tours by boat, and tours of the city and its famous zoo were arranged. With its opera and orchestral centres, parks, night spots and shopping facilities providing for the most varied of tastes and requirements, Hamburg was a favourite with many.

Oslo, the last port-of-call on the itinerary was reached on November 7. Approaching Oslo up the fjord, there were a few who were struck by the similarity of the scenery with that of British Columbia. Tours of the city, an inspection tour of one of their newest liners, the *Oslofjord*, and other attractions were offered to the Canadian visitors. An interesting trip was that by tram up the mountain to *Frognersteteren*, from where a panoramic view of Oslo and its fjord with its many islands were seen.

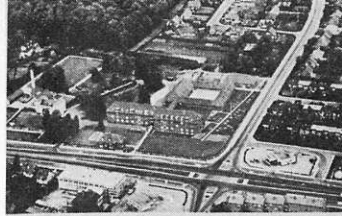
On November 12, the Scandinavian cruise of HMC Ships ended and the ships departed from Oslo.

In retrospect, it is difficult to fix upon one country or city and say that it was better than the others. This much is certain, however: Canadian sailors have seen some extremely interesting places, met many folk from other countries and now know a little of their way of life. It can be said too, that the ships and men have left a good impression of our country and our Navy in all of these ports.

PACIFIC COMMAND

HMC Ordnance School

January, at the Ordnance School on the West Coast, saw the 6th Ordnance Technician's Qualifying course and the 16th Armourer's Mates course, com-

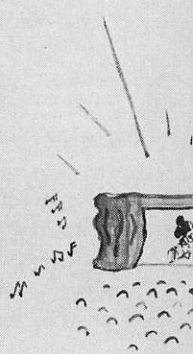
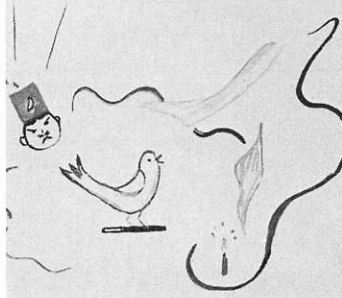


The children

on Geelsgaard Boarding School

wishes to thank everyone for a lovely
afternoon party.

Oct 25th 1957



Among the many friends Canadian sailors made in the Baltic during the fall cruise of six RCN destroyer escorts were the hundreds of children who were entertained on board at each port the ships visited. One of the most active in the entertainment of the youngsters was HMCS *Nootka*. Here is a copy of the "thank you" card received by the ship from the children of the Geelsgaard Boarding School in Copenhagen. Just below the picture of their school is an Indian, looking like many of the *Nootka*'s volunteers who donned Indian dress for the event. At top right are the treats. At the bottom right is Mickey Mouse, hero of one of the cartoons they saw on board, and at bottom left is a magician and some of his tricks. The magician was hired by the ship's company with money from the sailors' own pockets.

pleted, while the 8th Armourer's course is scheduled to end on February 14.

Ord. Lt.-Cdr. Denis B. Perrins has been appointed as officer-in-charge of the school.

He succeeded Ord. Cdr. Alex L. Wells who was appointed Superintendent Naval Armament Depot, West Coast.

HMCS *Margaree*

"East is East and West is West, and ne'er the twain shall meet." Kipling's observation was proved wrong during the four months and 19 days after HMCS *Sioux* sailed out from Esquimalt and before the *Margaree* sailed in.

The development of modern warships is symbolized by the comparison of the venerated veteran of the Royal Canadian Navy to the latest addition to the new class of destroyer escorts. Starting with the hull structure and working through to the television antenna, the development in equipment can be seen. However, the comparison ends with the equipment, for it's the same men that work the ship—more seasoned perhaps for their meeting with the East.

The *Sioux* sailed from Esquimalt on an exchange of courtesy calls on July 5, 1957. Stopping at San Diego, Mon-

terey, Balboa, Kingston and the Grand Cayman Islands on her trip around via the Canal, she left a favourable impression that was readily acknowledged, especially at Balboa and San Diego when they were later revisited. (Not me George. Different cap tally, different ship—must be a different guy.)

The arrival in Halifax wasn't exactly like home port but a barrage of gunnery, TAS, engineering, electrical, and radar plot instructors did their best to keep the westerners from becoming homesick. Even some of the RPOs showed considerable concern. It was a scheduled round of pre-commissioning courses sandwiched between the turnover and the commissioning that kept the no-longer *Sioux* and not-yet *Margaree* crew busy. It was the breaking in of the new set of officers that kept the westerners worried. It was the meeting of old classmates and the men of the advance party that kept them happy.

The commissioning day of HMCS *Margaree*, October 5, 1957, was the start of a new phase of the courtesy call. There were new dials to watch, new switches to throw, new knobs to twirl, and just as many passageways to scrub out. Recognition was the first step and familiarization the second in a work-up

program that started with the commissioning card and lasted 'till the ship's arrival in Esquimalt. This was a new ship and there was much to do and learn. On November 1, with trials and logistics completed, the *Margaree* bowed low to Halifax Shipyards who built her, to Flag Officer Atlantic Coast who helped her commission, and then turned her head to the south.

The trip around was a fast one, with Havana, Balboa, and San Diego becoming fuelling stations rather than ports of call. The squadron was beckoning to us, leave period was in the offing, the sun was shining on pusser's corner, and Christmas was nearly upon us. On November 24, Esquimalt, basking in Beautiful West Coast weather, opened her arms to the *Margaree*. The home-comers could even see the next of kin on the jetty through the rain, which had eased to a slight drizzle in honour of the occasion.

During the Christmas season, the ship nestled alongside for the leave period, with those left on board exchanging information and borrowing experience. By the time January 16—departure date for her cruise to the Orient—rolled around, the *Margaree* was truly settled into the West Coast organization.—W.B.W.

RADIO STATIONS

HMCS Gloucester

(Communications School)

Christmas day at HMCS Gloucester had Dr. E. G. B. Foote, Protestant Chaplain of the Fleet, conducting chapel service and also helping the officers, chief and petty officers to give the men their traditional dinner.

Captain for the day was Ord. Sea. Ivan Randolph Tilley, 18, who made a very convincing commanding officer "running" a leading hand with an untidy locker and nailing sundry other miscreants during his brief moment of power. Cdr. (SB) D. S. K. Blackmore, the real commanding officer of Gloucester and Senior Officer Supplementary Radio Stations, donned a sailor's rig and acted as boatswain's mate for the Christmas captain's rounds. Cdr. Blackmore entered the Navy in 1928 as a boy seaman.

A newly-organized children's choir sang at the Christmas service and on

the Sundays before and after. There were 162 children at the Christmas party December 21. They were feted with movies, refreshments, a sing-song and Santa (PO Ian Barran, school PTI plus pillow) gave out individual gifts. The event was organized by CPO Garth Blakeney, the chief cook, and CPO Barron.

The pair had also combined to arrange the annual Christmas Ball in Landsdowne Hall December 13, attended by 300. "Glo" cooks, under Chief Blakeney, whipped together a fine buffet for the gala function.

A Yuletide donation of \$25 went from the communications school personnel to a Protestant and a Catholic orphanage in Ottawa.

NAVAL DIVISIONS

Thirty-six Naval reservists from eight western divisions, *Malahat*, *Discovery*, *Nonsuch*, *Tecumseh*, *Queen*, *Unicorn*, *Chippawa* and *Griffon*, and 26 sea cadets are embarked in ships of the Second Canadian Escort Squadron, now on a training cruise from Esquimalt to the Orient and the Far East.

During the cruise the reserve personnel and the sea cadets will participate in the exercises and drills as well as assist in the normal ship's routines.

LETTER TO EDITOR

Sir:

First let me say that we enjoy *The Crowsnest* very much, but would like to see more articles on Wrens and also on the squadrons at *Shearwater*.

Why not write articles on the squadrons who never go to sea, for example VX-10, VE-32, etc? After all, the men connected with these squadrons do just as important jobs as the ones who serve on board the "*Bonnie*".

As for the Wrens, how have they succeeded since they joined the "active" part of the Navy in '55?

Keep up the interesting articles.

Yours truly,

(Mrs.) H. WALKER.

108 Thistle St.,
Dartmouth, N.S.

Articles such as mentioned above are always welcome. Any takers?—Editor.



B. C.'s EARLY LINKS WITH THE NAVY

HM Ships Had Key Role in Founding Colonies

BRITISH COLUMBIA has had and continues to have close links with the Navy. The early surveys of the North-West Coast of North America were made by Captain James Cook of the Royal Navy who in 1778 anchored in Nootka Sound, on what was later known as Vancouver Island.

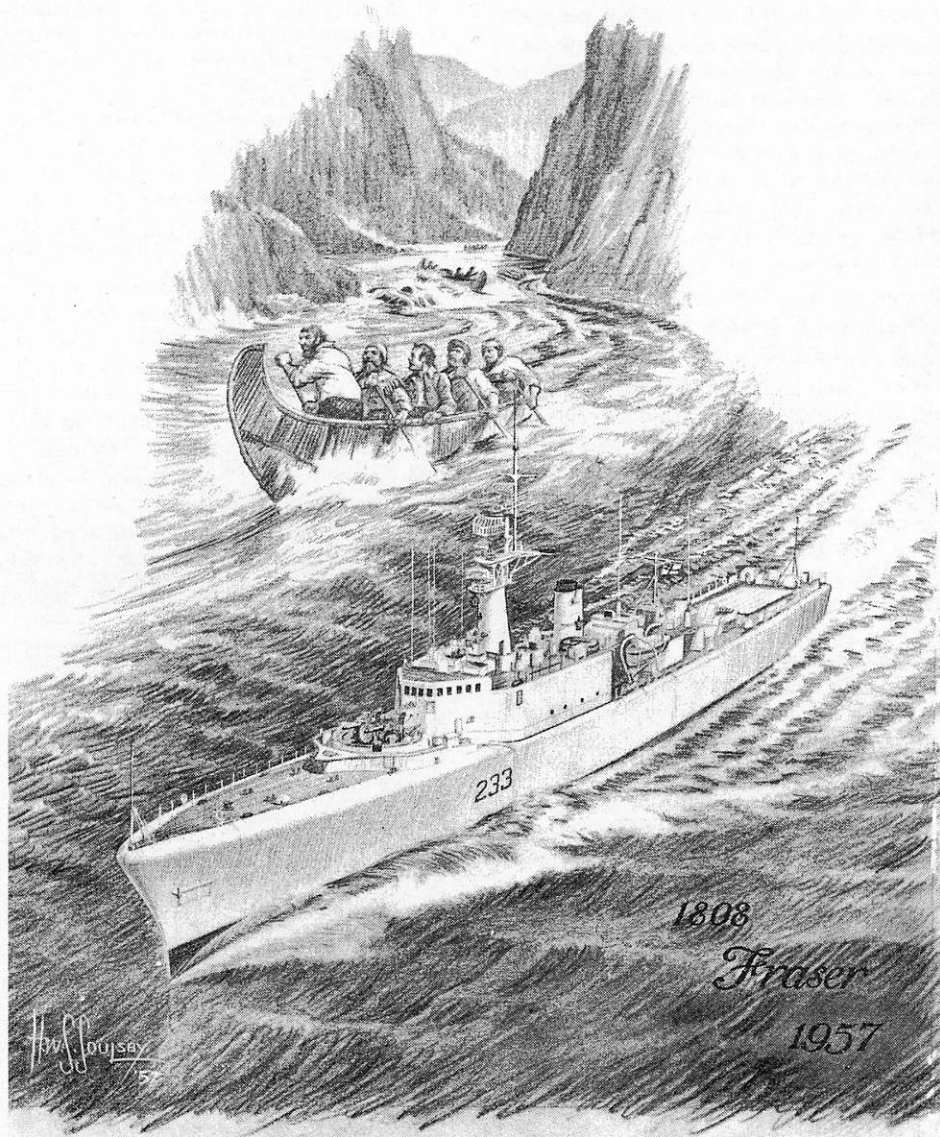
It remained for Captain Vancouver to circumnavigate his island in 1792 and produce pioneer surveys of the future B.C. coast.

After the initial discovery, exploration began and in the naming of B.C.'s largest city, many of her islands, straits, bays and even mountains, the names of seamen and ships of the Royal Navy were honoured for their contribution to the colonization and settlement of the early West Coast colonies.

Naval power was soon exercised to support the authority of the Hudson's Bay Company. It was from HMS *Driver* in 1850 that Governor Blanshard disembarked at Fort Victoria, Vancouver Island, to bring into being the first British colony in North America west of the Great Lakes. The Navy assisted in determining the boundary between British and American possessions on the Pacific Coast and, during the gold rush of 1858 which precipitated the mainland colony of British Columbia, stationed a man-of-war at the mouth of the Fraser to control the influx of miners and sent parties up the Fraser to maintain order.

Naval protection was essential if "this North Pacific gem" was to flourish as a responsible colony. To this end ships of the Royal Navy's Pacific Station were based at Esquimalt, Britain's most western naval base, from where the Navy acted as policemen of the Pacific Coast, surveyed and charted the Fraser River as far as Langley, and visited isolated coastal areas to vaccinate local Indians during smallpox epidemics.

In 1910 British Columbia said farewell to the Royal Navy and welcomed the newly created Royal Canadian Navy. In the past 48 years the RCN's Pacific Command based at Esquimalt has built up an enviable record in war and peace and has contributed in no small measure to B.C.'s prosperity. In both World Wars and in the Korean conflict the men and ships of the Pacific Command have participated in the war at sea and their achievements are outshone by none.



The present year is not only the centennial of the founding of British Columbia, it is also the 150th anniversary of the exploration of the Fraser River by Simon Fraser. This latter event is recalled in the Christmas card designed by Cdr. H. W. S. Soulsby, RCN (Ret'd) for HMCS Fraser. Above a pencil drawing of the destroyer escort is a reproduction of the famous painting by C. W. Jefferys, showing Fraser's voyage down the river that bears his name.

Today shipyards in the province are constructing the modern destroyer escorts and minesweepers which will join the ever increasing Pacific Coast Fleet. In addition the Reserve Divisions at Vancouver (HMCS *Discovery*), Prince Rupert (HMCS *Chatham*) and Victoria (HMCS *Malahat*) provide a reservoir of trained personnel in the event of an emergency.

The story of the first ship built on what is now the coast of British Columbia might well be told at this time, although the event occurred 70 years before B.C. became a British colony.

Ten years earlier, in 1778, Captain Cook, who went from an English farm to the merchant service and thence to the Royal Navy to become one of the world's most eminent hydrographers

and navigators, had landed at Nootka Sound and claimed the area for Britain. His report of the fur-trading possibilities and his accurate surveys of the coast led adventurers to visit what is now British Columbia.

Among the traders was John Meares, who had been a lieutenant in the Royal Navy and who, in 1786, was a captain of a merchantman.

In 1788 Meares acquired by purchase from a local chief named Maquinna a plot of land in Friendly Cove, Nootka Sound. There he built a house, a stockade and a slip where he undertook the construction of a 40-ton schooner. She, the *Northwest America*, was the first ship, other than small craft and Indian dugout canoes, built in the Pacific Northwest.

Meares has left an account of the launching of his ship on September 20, 1788, as follows:

"At noon an event to which we had so long looked with anxious expectation, and had been the fruit of so much care and labour, was ripe for accomplishment. The vessel was then ready to quit the stocks, and, to give all due honour to such an important scene, we adopted, as far as was in our power, the ceremony of other dockyards. As soon as the tide was at its proper height, the English ensign was displayed on the shore and on board the new vessel, which at the proper moment was named the *Northwest America*, as being the first bottom ever built and launched in this part of the globe.

"It was a moment of much expectation; the circumstances of our situation made us look to it with more than common hope. Maquinna, Callicum, and a large body of their people who had received information of the launch, were come to behold it. The Chinese carpenters did not very well conceive the last operation of a business in

which they themselves had been so much and so materially concerned, nor shall we forget to mention the chief of the Sandwich Islands (Hawaii) whose every power was absorbed in the business that approached, and who had determined to be on board the vessel when she glided into the water.

"The presence of the Americans ought also to be considered when we are describing the attendant ceremony of this important crisis, which, from the labour that produced it, the scene that surrounded it, the spectators that beheld it, and the commercial advantages as well as civilizing ideas connected with it, will attach some little consequence to its proceeding in the mind of the philosopher as well as in the view of the politician, but our suspense was not of long duration.

"On the firing of a gun, the vessel started from the ways like a shot; indeed she went off with so much velocity that she had nearly made her way out of the harbour; for the fact was that, not being very much accustomed to this business, we had forgotten to place an anchor and cable on board to bring her up, which is the usual practice on these occasions. The boats, however, soon towed her to her intended station,

Another Wrong Way Corrigan?

"FLYER FALLS GOING UP" was a two-column head in a recent issue of *The Halifax Herald*.

Confusing? Yes, until the story explained that the flyer is Lt-Cdr. Robert H. Falls and that he had just taken up his new appointment as Lieutenant-Commander (Flying) in the *Bona-venture*.

Lieut.-Cdr. Falls formerly held a staff appointment at Naval Headquarters, Ottawa.

and in a short time the *Northwest America* was anchored close to the *Iphegenia* and *Felice*."

The *Iphegenia* and *Felice* were Meare's two trading vessels. The crew of the former included a number of Chinese who had helped to build the new schooner.

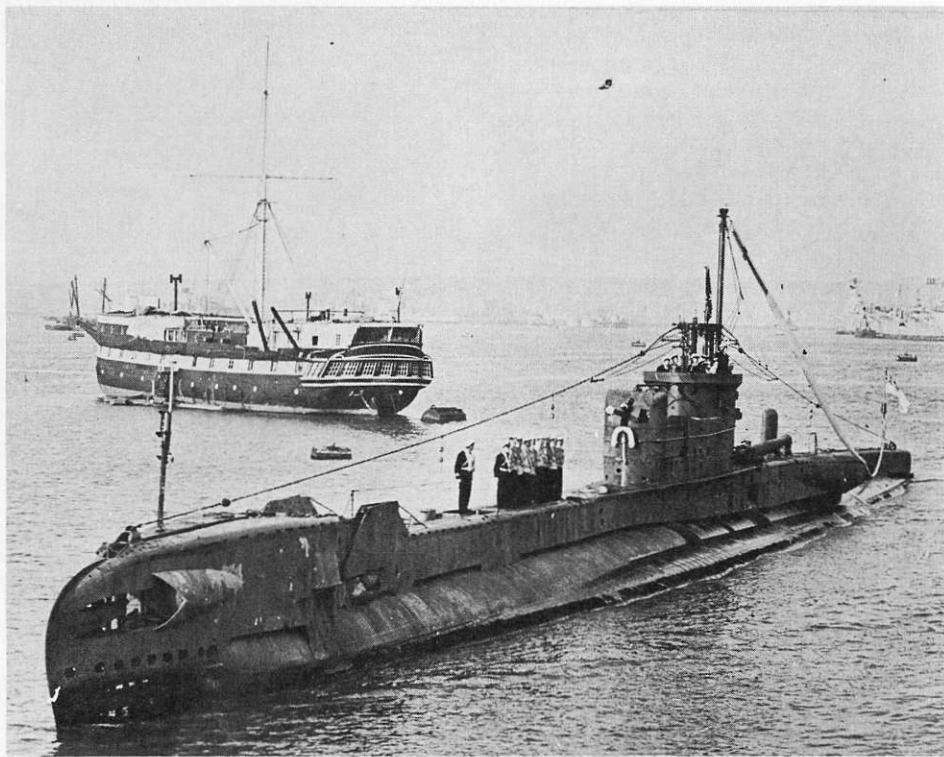
The whole story of the Navy and British Columbia is illustrated in the display rooms of the Maritime Museum of B.C. in Esquimalt. It is only appropriate that ships from the world's navies have been invited to visit the province during the centennial year, for B.C.'s history cannot be divorced from its naval heritage.—C.H.L. and L.F.

Gas Turbines for New Patrol Boat

Gas turbine engines, similar to those powering the "Britannia" aircraft but adapted for naval use, are being used by the Royal Navy in a new class of fast patrol boat.

HMS *Brave Borderer*, first of the new Brave class fast patrol boats (medium) was launched at Portsmouth, Hants., on January 7 by Lady Grantham, wife of Admiral Sir Guy Grantham, Commander-in-Chief Portsmouth.

The new boats have a length of 98 feet 10 inches and a beam of 25 feet 5½ inches.



"Round the World in 2,791 Days," could well be the title of the history of HMS Thorough, according to her commanding officer, Lt.-Cdr. Richard Mason. Although the accomplishment of the Thorough was not notable for its speed, it is believed she is the first submarine ever to have sailed around the world. The Thorough steamed from Portsmouth in October 1949 to Sydney, Australia, to provide anti-submarine training for the navies of Australia and New Zealand. Her 12,500-mile journey home from Australia to Portsmouth ended in December 1957. She is seen nosing her way to her berth at the journey's end. In the background is the old wooden training ship Foudroyant. (Photo courtesy U.K. Information Office.)

It Was Just A Little Earthquake

RCN Lends Hand in Conducting Seismic Tests

Time: Mid-December 1957.

Place: On board the Navy's ocean-going tug CNAV St. Anthony.

Destination: Bentinck Arm.

Mission: Detonation of 3,000 pounds of TNT.

TO SAY the least, it was an unusual operation. It was something entirely new for everyone on board—for Capt. Arthur J. Proudfoot and his crew of six officers and ten men, and for the “passengers” of that voyage. They were Jim Roger and Bill McVay of the Seaward Defence Base; Dan Francis, representing the Dominion Astrophysical Observatory; and Lt. Ken Blackburn, RCN, explosives and demolition expert.

It was a unique assignment, too, for a naval officer and accompanying naval photographer who had undertaken to cover the operation for radio and television.

On the quarterdeck rested a somewhat unusual cargo . . . ten naval depth charges, all bound together with welded steel plating and stainless steel strapping. Each charge weighed 300 pounds, and together they formed a potent bundle of one and a half tons of TNT. So firmly were they lashed down that one of the crew members cheerfully remarked they probably wouldn't move an inch even if they exploded.

To those not familiar with the intricate workings of depth charges, Lt. Blackburn gave the assurance that without their primers and detonators the charges were as safe as a coal heap. Nonetheless, a healthy and non-naval respect was shown by all who ventured near that compact heap of powerful explosives. No one smoked near them. No one even walked heavily by them. They seemed to emit a silent message: Stay away.

This assignment carried out by the Navy was just part of a significant scientific venture. It was to serve as a preliminary to something bigger . . . the blast removal, this spring, of the jagged peaks of Ripple Rock, an extreme menace to navigation at the southern entrance to Seymour Narrows.

Scientists hope for an important “sideline” accomplishment as a result of the Ripple Rock blast. Related to that explosion of the near future, was the one set off by the *St. Anthony* in Bentinck Arm on the afternoon of December 13.

Navy Shares in Scientific Study

The Bentinck Arm explosion was the first step in a depth-charge firing undertaken by the RCN and the PNL to assist scientists in their search for important information regarding the earth's structure—a Canadian contribution to the International Geophysical Year. (See November 1957 *Crowsnest* page 20.)

Earth tremors from the Ripple Rock explosion—where 700 tons of high explosive will be detonated—are expected to be detected as far east as the border of Saskatchewan.

Observations, at a series of seismograph-equipped locations, will determine the time taken by the explosion waves to reach the instruments. This, in turn, will aid geologists and others in determining the deeper structure of the earth because of the variation in speed of waves travelling through the crust and the deep-lying mantle.

To assist the study of the major explosion, the Dominion Observatory, Ottawa, and the Dominion Astrophysical Observatory, at Royal Oak, B.C., enlisted the RCN's aid to set off depth charges in specific areas to allow a wide range of observations to be made. These will help determine the structure of the earth's crust for a depth of 20 or 30 miles below Ripple Rock. The main explosion at Ripple Rock will provide data from which it may be possible to determine certain broad features of the structure of British Columbia and Alberta.

This study of wave propagation through the earth will also add to Canadian scientists knowledge of seismic waves.

Each powerful demolition will be recorded as a man-made earthquake. The tremors of each explosion pass through the crust of the earth, along the mantle beneath, and return through the crust to the surface.

For the Ripple Rock blast, in which 750 tons of high explosives will be used, sensitive seismographs will be placed at various locations across British Columbia and through Alberta to the Saskatchewan border to pick up and record tremors of that man-made earthquake.

The depth charge explosion in Bentinck Arm (at a point some 235 miles north of Vancouver) was recorded by such instruments at several locations, including the Ripple Rock area, 125 miles away.

Armed with statistics provided by seismograph readings of both explosions, scientists hope to gain additional

information on the thickness of the earth's crust along a line through the Canadian Rockies. It is possible that added support may be given the theory that mountains have “roots”, like icebergs, far below their visible base lines.

On the chart, Bentinck Arm looks like a long crooked finger of the sea poking deep into the mountain ranges of the B.C. coastline. It is narrow and deep. In December the towering peaks on either side are covered with snow.

It was through this slender waterway that the *St. Anthony* pushed her way to a location some 62 miles “inland” from the open ocean.

Getting 3,000 pounds of TNT on the bottom of the sea is tricky business, and even more so when that load of potential danger has to be placed at a precisely predetermined location and depth.

The *St. Anthony's* cluster of depth charges had to be lowered into 300 feet of water, 500 yards off one of the few beaches that are found in that region. The location had been established earlier, at a time when depths were recorded, and other revelant factors noted. Jutting out from the beach were old pilings, remnants of a long-extinct fish cannery. Those pilings served a useful purpose.

To get his ship on the exact location, Capt. Proudfoot had an anchor down, and a line extending from the stern to the piles ashore. The mooring operation was handled with the help of a favorable tide. Timing was important.

Then came the arming of the depth charges. A delicate operation. Assisted by the Seaward Defence personnel, Blackburn fitted each of the charges with primer and detonator. To the bundle of TNT was attached one end of a 700-yard, two-cord armoured cable.

The ship's powerful winch had probably never rolled as slowly before as it gingerly lifted the depth charges from the deck, over the rail, and into the sea. Three hundred feet of the lowering cable slipped slowly out of the ship, along with an equal amount of the armoured cable which had previously been loaded into one of the tug's lifeboats.

The lowering cable went slack. The charges had come to rest on the bottom. The lifeboat, with Jim Roger and Bill McVay aboard, made its way to the beach 500 yards distant as the Sea-

ward Defence men played out the cable which linked them with the sunken charges.

The ship lifted her anchor, disconnected herself from the shore pilings and headed for a position one mile away.

Once ashore, that other end of the cable became Blackburn's business. At a pre-arranged time, he went ashore, armed with two 45-volt batteries, detonating equipment and a walkie-talkie radio unit. With him with his movie camera went PO Charles "Flash" Gordon.

It was almost dark. And there was a heavy rain falling. Tension mounted throughout the ship.

The signal came at precisely 1620.

A second passed. A sharp crack suddenly hit the ship. It was no more than that to human ears. Microphones attached to the ship's hull picked up the smashing impact of the shock waves carried through the water. Eyes straining through the partial darkness and the rain from one mile away saw no fountain of water.

HONK KONG DOCKYARD TO CLOSE IN TWO YEARS

An announcement that the Royal Navy's association with Hong Kong — which extends over the past century — would come to an end with the decision to close the Naval Dockyard there in two years' time, was made in both British Houses of Parliament at the end of November.

The *Admiralty News Summary*, which referred to the British Government's decision, also contained the announcement that it would now be possible to reduce the number of naval commands in the Far East due to the Federation of Malaya receiving its independence.

The announcement in the Hodses of Parliament with regard to Hong Kong was accompanied by the following statement:

"This decision has been taken with very real regret in view of the long association of the dockyard with Hong Kong and the loss of jobs for many employees which must inevitably result from the closure. It has been necessitated by the current re-organization of naval forces and their shore support throughout the world in the light of government policy outlined in the Defence White Paper. The future requirements of HM Ships in the Far East will no longer justify the maintenance of a full scale dockyard in Hong Kong.

Those who anticipated a great skyward gush of water were probably disappointed. But as Lt. Blackburn noted later, 300 feet of water over such an explosion constituted a major shock absorber.

The important thing was that the mission had been successfully completed. It was even a success as far as the federal Fisheries Department was concerned. Captain Chester Power, master of the fisheries patrol vessel *Howay* (on the scene in the interests of his department) reported comparatively few fish had been destroyed as a result of the underwater blast.

The *St. Anthony* spent that night at nearby Bella Coola, and the following morning returned to the explosion scene to reclaim almost all of the armoured cable and the large buoy which had been moored over the sunken depth charges.

With the required seismographic information presumably in the hands of the scientists concerned, the *St. Anthony* started her return voyage to Esquimalt.

Operation Earth Crust was over.—
R.W.

"The closure of the Dockyard will not mean the disappearance of Her Majesty's ships from Hong Kong and Far Eastern waters. A number of naval vessels which will be based upon Hong Kong will continue to discharge the responsibilities of Her Majesty's Government for the protection of British shipping and the security of the colony. A small naval base from which ships can be served and operated will be retained in Hong Kong island. In addition, other ships of the Fleet in the Far East will continue to visit Hong Kong from time to time."

The Royal Navy's association with Hong Kong extends over the past 100 years and the Dockyard in its present form has existed for about half a century. The first use of Hong Kong as a base for British ships was in the Opium War of 1839-42. Hong Kong was ceded to the British Government in 1841 and Kowloon in 1860. There are at present about 4,700 locally entered people in Admiralty service in Hong Kong.

With regard to the Far East, the Admiralty has decided, with the achievement of Malayan independence, to allow the appointment of Flag Officer Malayan Area to lapse, effective March 20 this year.

The Malayan area is at present a separate, subordinate command under the Commander-in-Chief, Far East Station. On March 20, it will cease to be a separate command and the responsibilities of the FOMA will be assumed by the Commander-in-Chief.

HISTORY OF HMCS NADEN RE-ISSUED

"*HMCS Naden—Naval Barracks, a History of Its Work, Senior Officers and Ships*", has been re-issued by the author, Major Frederick V. Longstaff, of Victoria.

While the title of this 68-page booklet suggests a history of the RCN barracks at Esquimalt, B.C., by the author's own admission it got a little out of hand. However, the book contains a wealth of information concerning not only the West Coast, but also the RCN, from its inception to the present day. He deals with the formation of the Reserves and the pioneer volunteers who sparked them, ships of the RN which used the Esquimalt station, and much other data.

With a foreword by Rear-Admiral H. F. Pullen, then Flag Officer Pacific Coast, the author dips back into history some 400 years to recreate the naval background and carries it forward to the present day.

The actual history of *Naden* occupies little space although the book mentions all the commanding officers up to the present time. Early Flag Officers on the Pacific Station are listed from the first, in 1837, to the last in 1903, and flag-ships for the same period are chronicled.

There are interesting historical notes on *HMCS Rainbow*, her three steering wheels and the battle honours of the seven Rainbows from 1586 to 1920.

Other ships, including *HMS Cormorant*, *Swiftsure*, *Dreadnought* and many others are touched on, as well as the first ships of the RCN following the formation of the Navy in 1910. The writer also quotes from his private diary to introduce many of the early volunteers responsible for the formation in Canada of the RNCVR and later the RCNVR.

While much has been left unsaid, the author points out that he could go on writing of interesting officers and ships for years, but it must end somewhere.—
L.W.T.

HMS Naden, Naval Barracks, by Frederick V. Longstaff, published by the author, 50 King George Terrace, Victoria, B.C., \$2.50 prepaid.

THE HIGH COST OF MEAGRE TRAINING

Inexperience Cost Japan's Air Force Dearly

WHY TRAINING? The average sailor, asked this question, will almost surely come up with a sensible answer. He knows that the training he receives — whether individually or collectively, at sea or ashore — has as its objective the development of the fighting efficiency of the fleet.

There are times, though, when this same average sailor may wonder whether all this training is necessary, whether it isn't being overdone. Training, training, training, by day and by night, in fair weather and foul, at sea and alongside. Is there any real purpose in it, or is it just someone's idea of a good way to keep people busy?

Perhaps the purpose would be better understood if the word "practice" were substituted for "training". Anyone who has had any association with athletics — and most sailors have — knows that proficiency in sports comes with practice, and the outstanding athletes are those who have practised the most.

This analogy may serve to explain then why, in the Navy, once a man has been taught his job — has been trained — it is necessary that he practise it under all conditions. Not only must he be good at it; he must excel. For it is no game for which he is preparing himself but the deadly serious business of war.

And as this applies to the man, so it applies to ships, to squadrons, to fleets, and to the supporting organization ashore.

If this abstract explanation is still not enough to dispel doubt, reference to specific examples might be in order. And of these there is no shortage. A study of war—just about any war—will reveal instances when fighting men, possessing the skill and confidence that come from thorough training and practice, soundly trounced antagonists who were just as numerous, just as well armed and just as courageous but who in the use of their weapons were relatively unskilled and uncertain.

The Second World War produced many such examples, with both sides at one time or another being guilty of "training" deficiencies that cost them dearly.

The destruction of Japan's air power was a most striking illustration.

To retain the Empire established in the lightning conquests of 1941-42 it was essential that Japan control the air

over the chain of bases that formed the perimeter of that empire. That she failed to do so, and thereby set the pattern of her own defeat, has been ascribed to many causes—not the least of which was the employment of inadequately trained aviators.

A recent book "The Defeat of a Navy" by Andrieu d'Albas, graphically describes how, beginning in 1943, U.S. carrier forces dealt a series of crushing defeats that in the end left Japan with practically nothing that could fly and fight.

A shortage of fuel, imposed by the throttling of the lifeline from the East Indies, presented the Japanese in 1943-

BOOKS for the SAILOR

44 with two alternatives: either to reduce the number of pilots under training and maintain flying standards, or reduce flying standards and maintain the pilot output. The latter course was chosen, and it led to disaster.

To quote M. d'Albas: "... losses increased ceaselessly, and although the number of pilots under training was increased considerably, each pilot in the training centres had fewer flying hours to his credit than sound training demanded. The constant decrease in the number and efficiency of the air crews led to terrible losses among them, in return for results which became progressively less commensurate."

In the Battle of the Philippine Sea, for example, the Japanese lost 300 of 450 carrier-borne aircraft and another 124 shore-based machines. These losses might have been acceptable had the aircraft achieved their objective—the destruction of the U.S. carriers. But not one U.S. ship, carrier or otherwise, was lost, whereas three Japanese carriers and two tankers were sunk. The cost to the Americans was 126 planes.

In early October 1944 a fast U.S. carrier force launched a series of air attacks on Japanese installations on Formosa. In the course of a four-day battle, four American cruisers were heavily damaged and 75 U.S. aircraft were shot down. The Japanese lost 600 aircraft.

Inexperienced Japanese pilots flying against this American task force "so exaggerated the results obtained by them that the High Command sent to Formosa—in the hope a decisive blow might be dealt the enemy—a big proportion of the air groups intended for the aircraft carriers. These contingents, insufficiently trained, were decimated . . ."

This left the Japanese with only skeleton carrier air strength with which to contest the American landings in the Philippines later that same month. They did manage to assemble at Manila more than 1,000 machines ostensibly to counter-balance the U.S. carrier air strength, but in the battle that followed—the Battle of Leyte—these aircraft were not a factor.

"Almost all the Japanese airmen (says d'Albas) were inexperienced. They knew neither how to locate the enemy at a specified position nor how to attack him effectively when they did contact him. Wind, rain, poor visibility were insurmountable obstacles for them. The American pilots, on the contrary, flew under poor conditions as when on exercise in good weather.

"The Japanese engaged practically without air support in this terrible battle, the last in which they could hope to save their country."

Their surface losses consisted of three battleships, three carriers, six heavy cruisers, four light cruisers and 11 destroyers. For neither ships nor men were there replacements, and thereafter the Japanese fleet was not a serious factor in the war.

At Leyte, the U.S. Navy lost one light carrier, two escort carriers, two destroyers and two destroyer escorts. The landings were accomplished with minimum interference from sea or sky.

Finally there was Okinawa. Into this last desperate battle the Japanese threw almost everything that could fly. And almost everything was lost—7,800 aircraft, of which 1,900 were kamikazes. Though the suicide attacks did cause considerable havoc, the toll of aircraft was out of all proportion to the results obtained. The Allies on the other hand lost only one-tenth as many planes—and they took Okinawa.

A great many factors are listed as having contributed to the defeat of Japan, and it may be argued that the sending of partially trained pilots into

the air did not really affect the ultimate outcome. It may be so, that Japan was doomed in any case, but from the evidence submitted it appears certain that had Japan maintained the quality of her air crews, the progress of the war would have been appreciably altered and the scales more evenly balanced.

FABULOUS ADMIRALS

Those who like their literary heroes to conform to good sensible rules of conduct will find "The Fabulous Admirals", by Cdr. Geoffrey Lewis, hard to take. On the other hand lovers of the unpredictable, the bizarre, or the extraordinary had better send in their orders to the booksellers at once.

It is probably much more pleasant to read about an eccentric Admiral than to serve under one, yet Commander Lewis spins his yarns about the Royal Navy in the palmy days of Queen Victoria and King Edward VII with such gusto that one wishes the clock back—almost. Some of the stories are not new, but they have been properly arranged and, wherever possible, have been attributed to their actual originators.

Within these covers the sailor will meet, for instance, Admiral Sir Algeron Charles Fiesche Henage, GCB — more commonly known as "Pompo" — who changed his white pique shirts daily, carried twenty dozen around the Horn with him, and sent used ones home to England for laundering.

Then there was Rear-Admiral Reginald Charles Prothero, GB, MVO, known in the service as "Prothero the Bad", who dressed in his shooting clothes before "Rounds" on a Sunday morning because, as he put it, "Ship's like a snipe marsh".

Rear-Admiral Sir Robert Arbuthnot, Bart., KCB, MVO, who was killed at Jutland, on one occasion heard a newly-sentenced defaulter declaiming on what he would do to his Commander (as Sir Robert then was) some dark night ashore. That evening the defaulter was brought to the quarterdeck, presented with boxing gloves, and invited to carry out his threat. Sir Robert whipped him.

These men, of course, were not always regarded with amusement by those who shipped with them, and one can detect, reading between the lines, the inefficient, the cruel, and the downright stupid.

Yet this is a book for laughter and for remembering. For in these tales of the Fabulous Admirals one glimpses for a moment the spacious times of Great Britain's absolute sea dominion. Apart from its humour the book is notable for its refreshing frankness.

For lack of training and practice, a dreadful price, in battle losses and human lives, was paid.—R.C.H.

THE DEFEAT OF A NAVY, by E. M. A. Andrieu d'Albas, translated from the French by Anthony Rippon; published by Deven-Adair, New York; issued in Canada by Collins. Price \$5.50.

Finally, the book points clearly to the class-consciousness on which the old navy was built; not to condemn or uphold it, but simply to say, "That's how it was". When one considers both the social and technical difficulties that faced the navy in 1900 it is indeed a miracle that it was whipped into shape in time for Jutland. This book is the story of some of the funny men who had to go when we arrived at what Charlie Chaplin called "Modern Times".

(The foregoing review was contributed by Assistant Professor D. M. Schurman, MA, PhD, Department of History, Royal Military College of Canada.)

FABULOUS ADMIRALS, by Cdr. Geoffrey Lewis, published in Canada by McClelland & Stewart Limited, 25 Hollinger Road, Toronto 16; 292 pages; drawings by Captain Jack Broome; \$4.25.

THE STORY OF THE RNVR

THE RNVR, like many other excellent British institutions, has developed the hard way after some official obstruction, ridicule and even at times, personal unfairness.

In "The RNVR—A Record of Achievement", by J. Lennox Kerr and Wilfred Graville the history of reserves within the Fleet is traced from the days of Good Queen Bess up to the latter part of the 19th century when the Admiralty was stoutly maintaining that naval reservists should be professional seamen.

In 1903, the Naval Forces Act, which authorized the raising of the Royal Naval Volunteer Reserve, was passed and the Navy, rather reluctantly, admitted that it could tolerate a new type of sailor, one that had not "sailed on board a square-rigged ship and been aloft".

This early suspicion of the RNVR was a perfectly normal, professional attitude, as the authors point out. Even in 1938, when official policy was to encourage the Volunteer Reserve, its members, who came to ships for training, were, in some cases, not taken as

seriously as later events suggested they should have been. It was even whispered by certain wags that some reserve signalmen had been so rated because that was their profession on the railway in civilian life.

The Admiralty packed the young reserves off to the trenches as a naval brigade when war broke out in 1914, but, by 1919, had realized that the new style civilian force was in fact vitally important to the Fleet in modern warfare. Right from the start of the Second World War, the naval expansion program, in respect to officers, was based on the RNVR, which, in the last year of the war, provided 88 per cent of the Royal Navy's commissioned personnel. The story of their activities makes inspiring reading.

Messrs. Kerr and Granville admit that to do complete justice to the subject would require an enormous volume. However, they have produced a very seamanlike job, for which a lot of research has obviously been carried out. For those, who wish to read more deeply there is a list of specialized publications on the RNVR at the back.

The words on the handsome duster cover sum up this book, adequately. It is a "Record of Achievement" and as such will be enjoyed by many.—J.D.F.K.

THE RNVR—A RECORD OF ACHIEVEMENT, by J. Lennox Kerr and Wilfred Graville. Published in Canada by Clarke, Irwin and Company Limited, 108 St. Clair Avenue West, Toronto 7. 304 pages illustrated. Price \$5.00.



THE NAVY PLAYS

Tourney Decides Squash Titles

The Atlantic Command Squash Tournament in January saw Lt.-Cdr. Brian Bell-Irving, Lt. Robert L. Savage, and Petty Officer George Kinch, crowned champions in their respective divisions at Stadacona.

A Stadacona team won the W.T. Hand Trophy when they defeated *Cornwallis* 15 to 14. Ships were third with 11 points, and *Shearwater* in last place with five points.

Lt.-Cdr. Bell-Irving captured the Senior Division 3 to 0; Lt. Savage took the Intermediate 3 to 1, and PO Kinch secured the Novice Division, 3 to 2.

Sharpshooters From Shearwater

Shearwater marksmen captured top honours in both junior and senior divisions in the opening shoot of the Halifax Garrison Indoor Rifle League.

Against the 19 other teams competing, *Shearwater* posted a 463 score in the junior division and 479 in the senior.

Scores were: Senior Division: *Shearwater*, 479; *Stadacona "A"*, 475; *Halifax City Police*, 473; *Scotian*, 471; *Stadacona "B"*, 463; *Princess Louise Light Infantry*, 454; *Royal Canadian Mounted Police*, 438; and *No. 12 Regional Ordnance Depot* (three men) 271.



Luther trophy winners, who achieved mid-season supremacy in the RCN Curling Club of Ottawa, are: centre, crouching, W. P. (Bill) Kingston, skip; standing, left to right, CPO Fred Polischuk, lead; Cd. Off. (MAd) E. A. Crump, third, and Lorne R. Rooney, second.

Junior Division: *Shearwater*, 468; *Stadacona "A"*, 459; *Royal Canadian Mounted Police*, 445; *Scotian*, 443; *No. 12 Regional Ordnance Depot*, 432; *Queen Elizabeth High School*, 410; *Stadacona "B"*, 409; *1st Maritime Anti-Aircraft*, 381; *Halifax City Police*, 351; *Princess Louise Light Infantry*, 351; *Halifax Rifles*, 339, and *101 Manning Depot*, 263.

Top marksmen in both divisions also came from *Shearwater*.

Curlers Compete For Luther Trophy

A rink skipped by W. P. (Bill) Kingston, won the Luther trophy, emblematic of mid-season supremacy in the RCN Curling Club of Ottawa, in January.

The trophy, up for competition for the first time, was presented by its donor Gordon Luther, vice-president of the 98-member Navy club.

The Kingston rink defeated Cd. Stores Off. R. G. Skinner's team 11-3 for the honour. In semi-final play the Skinner group edged 8-7 a rink skipped by Chaplain (RC) Ronald MacLean. The Kingston outfit earned a bye into the finals.

Holders of the Luther trophy include Kingston, skip; Cd. Off. (MAd) E. A. Crump, 3rd; L. R. Rooney, 2nd, and CPO Fred Polischuk, lead. Runners-up included Skinner, skip; Commodore (S) R. A. Wright, 3rd; Cdr. (S) L. J. Nairn, 2nd, and Ord. Lt.-Cdr. R. J. Donithorne, lead.

Members are now aiming their rocks at the end-of-season award, the Captain Morgan trophy.

Shelburne Takes Basketball Title

HMCS *Shelburne* captured the Atlantic Command basketball championships this month by chopping the *Stadacona* club down to size, 61 to 45, in the finals.

Ten teams battled for the title and four made the semi-finals, *Shelburne*, *Shearwater*, *Stadacona* and *Cornwallis*.

Shelburne toppled *Shearwater*, the old champs, 60 to 43, in the semi's while *Stadacona* cuffed *Cornwallis* 83 to 42.

The other teams represented HMCS *Cape Breton*, *First Canadian Escort Squadron*, *Third Canadian Escort Squadron*, HMCS *Granby*, *First Can-*



Ordnance Commodore W. G. Ross, left, president of the RCN Curling Club of Ottawa, presents a life membership to Rear-Admiral H. N. Lay, one of the founders and the first president of the Ottawa Navy curlers. Admiral Lay is retiring from the RCN after more than 40 years of service. The presentation took place January 11 in the Bytown officers' mess at an informal gathering of club members.

adian Minesweeping Squadron and HMCS *Bonaventure*.

Shelburne's team was a combined RCN-USN team, although all the players were American-born. Their next effort will be at the United States Navy meet in Maine.

Sportsman Trophy Awarded at Naden

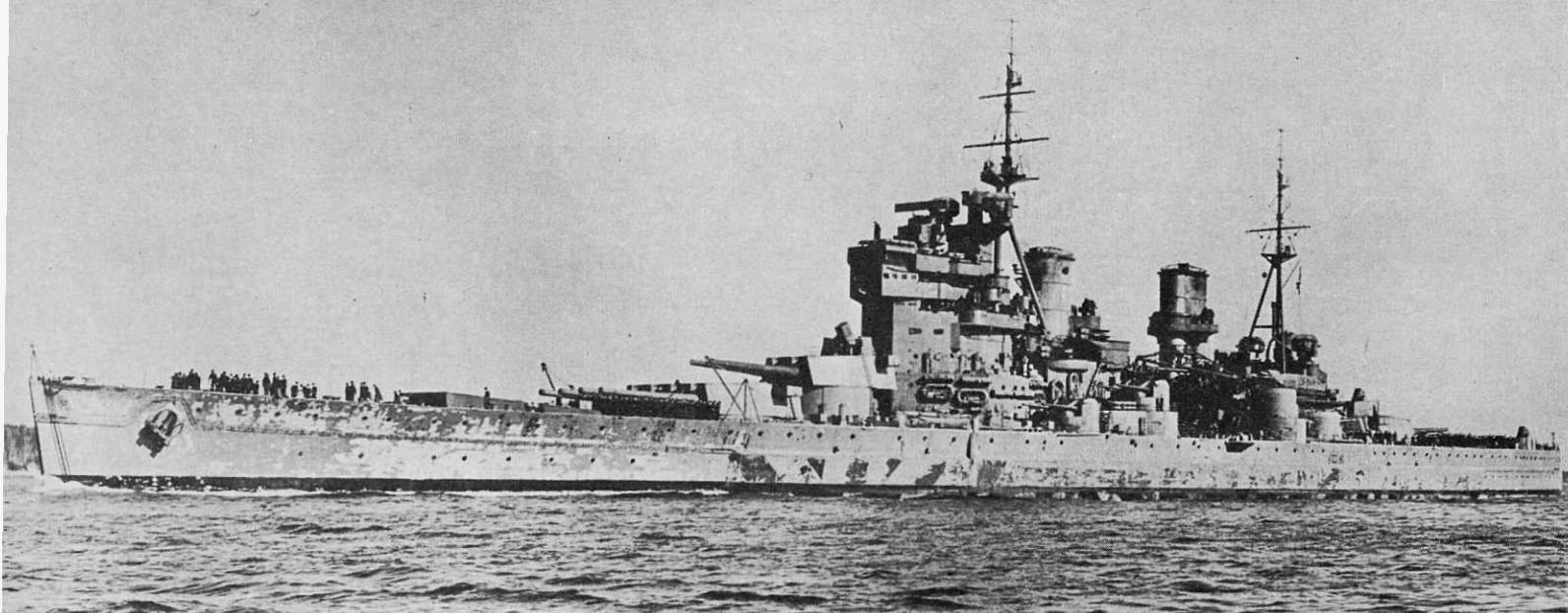
A personal achievement award, in the form of the Charles McDonald Trophy, presented annually to the Pacific Command's most outstanding sportsman, went recently to PO John Oster at Naden.

The presentation was made by Commodore P. D. Budge, Commodore RCN Barracks, Esquimalt.

Curling Club Honours Admiral

A life membership in the RCN Curling Club of Ottawa was presented January 11 to Rear-Admiral H. N. Lay, retiring Vice-Chief of the Naval Staff, by members of the club.

He was presented with an illuminated life membership certificate by the club president, Ordnance Commodore W. G. Ross, at an informal gathering in the *Bytown* officers' mess in recognition of his efforts on behalf of the club. Admiral Lay was largely responsible for the establishing of the club in 1956 and was its first president. There are now close to 100 members.



The mighty battleship HMS King George V entering Halifax harbour on September 7, 1945. (O-352-1)

THE LAST OF THE GIANTS

A BRIEF REPORT in the newspapers this month (January) marked the ending of an epoch in military history. The scrapping of Britain's mighty battleship *King George V*, pride of the wartime battlefleet, at an age when such a ship would normally be considered in its prime, puts the final touches to the Age of the Battleship.

These enormous, armoured leviathans, with their superstructures towering to skyscraper heights, their mighty armaments capable of delivering tons of high explosive at a moving target unseen below the horizon with pin-point accuracy; their massive machinery of unbelievable power and staggering complexity; their capacity to carry their thousands of men to the very ends of the earth; these tremendous ships were truly the wonders of the world in the first half of the present century. More than any other single thing, they represented the ultimate product of man's ingenuity and technical mastery, and materially each ship represented a very considerable portion of the national wealth and power.

These giant vessels, evolved from the old multi-gunned ships of the line by the genius of Jackie Fisher to true dreadnoughts, with their might concentrated into a few guns of enormous range and devastating power, reached the zenith of their career more than 40 years ago, when the two greatest battlefleets the world will ever see grappled with each other through the mists and gathering darkness of a North Sea afternoon. After Jutland, the bat-

tlefleets of the world decreased in numbers as the individual battleships increased in size, complexity, power—and cost.

The ultimate battleships were built immediately before, and during, the Second World War. These monsters exceeded in speed, power and precision anything that had yet been seen, but already their day was drawing to a close. The cost of these ships in man-hours, money and maintenance, was more than most nations could bear, yet they were increasingly vulnerable to attack by the comparatively inexpensive bomb and torpedo.

To protect them from these dangers, they required a host of protecting destroyers and aircraft, to move with them wherever they went. The land-based bomber, the submarine, and above all, the aircraft carrier, spelled the end to the battleship's usefulness. The task force—a swift, widely dispersed group of cruisers, destroyers, and aircraft carriers—could not be immobilized by a single bomb or torpedo, and could deliver ten times as much destruction, ten times as far away as any battleship . . .

Throughout the whole course of the war at sea, there was no more moving display of might than the scene during the gathering dusk of a sub-Arctic afternoon off the bleak shores of Iceland. Thundering over the sea came a cloud of carrier aircraft, searching the dark waters beneath for lurking submarines. Then the swift, low silhouettes of racing destroyers hove in sight, zig-zagging together with the precision of a corps de ballet, followed by the tall, faintly Victorian funnels of the County class

cruisers, and the ugly, misshapen hulk of a carrier. Then, looming over the dark horizon, they came. Shouldering the heavy seas from their tremendous foc'sles, their towering superstructures overhanging their massive gun-turrets, the great battleships forged swiftly and silently on towards the sheltered anchorage of Hvalfjord. Old, famous names of new, sleek ships like *King George V* and *Prince of Wales*, on they came; black, menacing, inscrutable. It was the Home Fleet, steaming back to its northern lair after hunting the great *Bismarck* to her doom. There was *Rodney*, mightiest of them all; her enormous 16-inch guns, in their three triple turrets, had torn and blasted the German battle-cruiser from point blank range, the concussion of the discharging guns lifting her tremendous bulk at each salvo. Here in the gathering gloom of the northern night, far from the sight of shore, was the force that shaped the destiny of the world; those squat, silent, speeding shapes represented life and death for half the civilized nations of the earth.

And so, like the majestic monarchs that they were, the battleships passed from the pages of history. Like the dinosaurs, those armoured monsters whom they so resembled, their places are taken by smaller, more adaptable, and more insignificant creations. But, like those great saurians who preceded them countless centuries before, the mighty battleships leave behind them a legacy of awe and wonder that will last as long as mankind.—*The Daily Packet and Times*, Orillia, Ont.

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.

ACHESON, Alan L. LSRT3
ACKERMAN, Donald LSCV1
ALLEN, Edward G. LSCV1
ANSTEY, Garry M. LSCS2
AUGER, Rosalee M. WLWP1
AULD, Terrence C. LSCR1

BABINGTON, John A. LSRT2
BARRICK, James W. LSQM1
BEAUDET, Andre J. P2MA3
BECHTEL, Wilson G. LSAA1
BELL, Edmond D. LSAR2
BENNETT, Ronald M. C2CR3
BERUBE, Aurele J. P2NS2
BEST, George D. LSQM2
BLAIN, Lorne N. LSRT2
BONE, Norman E. LSAA1
BOURASSA, Jean Marc P2MA2
BOURGEOIS, Joseph R. LSTD1
BOWKETT, Robert J. LSRT2
BRADBURY, William E. LSRT3
BRAMAN, John R. LSCR1
BRIDEAUX, David G. P2NS2
BRIGHT, Donald E. LSCR1
BROCKLEY, Alfred S. C2CS4
BROWN, Arnold LSEM1
BROWN, Charles K. LSCR1
BROWNELL, LeVerne D. LSCS2
BRUSHETT, Samuel A. P2LA2
BUIST, Norman J. LSCS2
BUOTT, Leo W. P2EM2
BURKE, Henry P1MA3
BUSH, Derek P1PW3

CADMAN, Robert A. LSCR1
CALVER, William F. LSAR2
CAMPBELL, Bernard P2EF3
CHAPMAN, Irving E. LSRT2
CLARKE, Burdette E. LSVS2
COADY, Francis E. P1EM4
COGHILL, George A. C2CR3
COLBY, Larry S. LSAA1
CONLAN, Glen W. LSCS2
CONNOR, Ross J. LSMA2
COPE, Lawrence A. LSCS2
CORKERY, Donley J. P1CS3
COWAN, Thomas LSCD1
CRAIGIE, Dennis L. LSCR1
CROOKS, Benny R. LSCS2
CROSS, Thomas R. LSQM2
CROSSAN, Alan G. LSEM1
CULHANE, John J. LSTD1

DAVIES, Gerald F. LSTD2
DAVIS, Lloyd W. LSCR1
DESROCHES, Jean-Claude J. LSRP1
DESROCHES, Leonard J. LSSW1
DONALDSON, Robert J. P1AW3
DOSPITAL, Donald P. LSCV1
DRAPEAU, Jean-Guy J. LSRA2
DYKES, Robert H. C2CR3

EDEN, John B. P1RA4
EINARSON, George H. P2EF3

ELSASSER, Wilfred H. LSCR1
ESTABROOKS, Rex R. P2EM2
EVANS, Frederick T. LSCS2

FILLMORE, Larry G. LSRC1
FISHER, Kenneth A. LSCV1
FITT, Charles R. LSCV1
FORBES, John A. P2CV2
FORTIN, Jules J. P1MA3
FRASER, Fred P1CV3

GALLAGHER, Kenneth D. P1CS3
GALLANT, Francis D. P2EA3
GAUDET, George J. LSCR1
GAVIN, Raymond P2VS3
GIBBONS, Michael E. LSCR1
GIDLEY, William P1CR3
GIESBRECHT, John K. LSMA2
GODIN, Albert J. P2SW2
GOODWIN, Russell E. LSCS2
GOUCHER, John F. C2Q14
GRAHAM, John R. LSQM1
GRANGER, James T. LSEM1
GUAY, Jacques J. LSEG2

HACHEY, Richard J. LSQM1
HAHN, Ronald W. P2PW2
HALBERT, George S. LSAM2
HALLE, Patrick L. LSQM1
HANEBURY, Frank W. LSEM1
HARNES, John W. P2EG3
HAROBETZ, Rudolph L. LSEM1
HARRIS, James E. C2CK4
HART, Lawrence A. LSRP1
HAYES, Michael LSEF3
HENDERSON, Donald B. LSCV1
HENDERSON, James C. LSCR1

HENIGMAN, Neil B. P2EG3
HILL, William D. LSRP1
HODASY, John LSCR1
HOGAN, Roy N. P2AW2
HOLLIER, Gordon R. LSRP2
HOULDEN, Thomas H. LSTD1
HOVINGTON, Roger J. LSQM1
HUCKLE, James W. P1RT4

JACKSON, John R. LSEM1
JAMES, Harold C. P2EM2
JEFFERS, Roy E. LSCV1

KENNEY, Minard D. LSRP2
KILBURN, Jack E. P1RT4
KING, Walter E. LSMA2
KNAPMAN, Ronald D. P1NS3

LAING, Wilfred P2EM2
LANGLOIS, Joseph R. LSMA2
LAURENCE, Thomas A. LSCR1
LAWLER, Karl E. P1EM4
LAY, Chester F. C2VS3
LEDREW, Alfred D. LSCR1
LEWIS, Phillip C. LSEA2
LITTLE, Laurie D. LSAA1
LOCKHART, Robert J. P2AR2
LONAR, Gordon K. P1CV3
LOTHIAN, George LSAA1
LOVE, Donald R. LSRT2
LOW, Andrew G. LSCV1
LYNGARD, Dale A. LSAM2
LYON, David R. LSRP1

MacARTHUR, John H. P2EF3
MacEACHERN, Allister J. LSEF3
MacLACHLAN, Garnet L. LSAA1



First day—first muster.

MacLACHLAN, Ross M.LSQM1
 McCLELLAN, Russell B.LSCV1
 McCOMBIE, JamesLSAR2
 McCREEDY, Ross H.LSRP1
 McGRATH, Sanford J.P1CV3
 McIVOR, Robert G.LSMO1
 McKEE, David E.LSAM2
 McPHEE, Daniel J.LSQM1
 MADER, Beaufort L.LSSE1
 MANDERSON, Richard C.C2PR3
 MATTE, John O.LSRT2
 MEECHAN, Charles A.LSCR1
 MEYER, Herbert R.LSAA1
 MILLER, Bruce J.LSCS2
 MILLER, Cyril J.P2EM2
 MILLER, Ronald H.LSAF2
 MITCHELL, George J.C2WR4
 MOIR, Harvey R.P1AW3
 MOORE, Donald L.P1AT4
 MOREHOUSE, Harlan J.LSCV1
 MORSE, Leslie J.P1SW3
 MOSLIN, Edward S.C2SW3
 MULLOCK, David L.LSCR1
 MURPHY, Gordon L.LSQM1

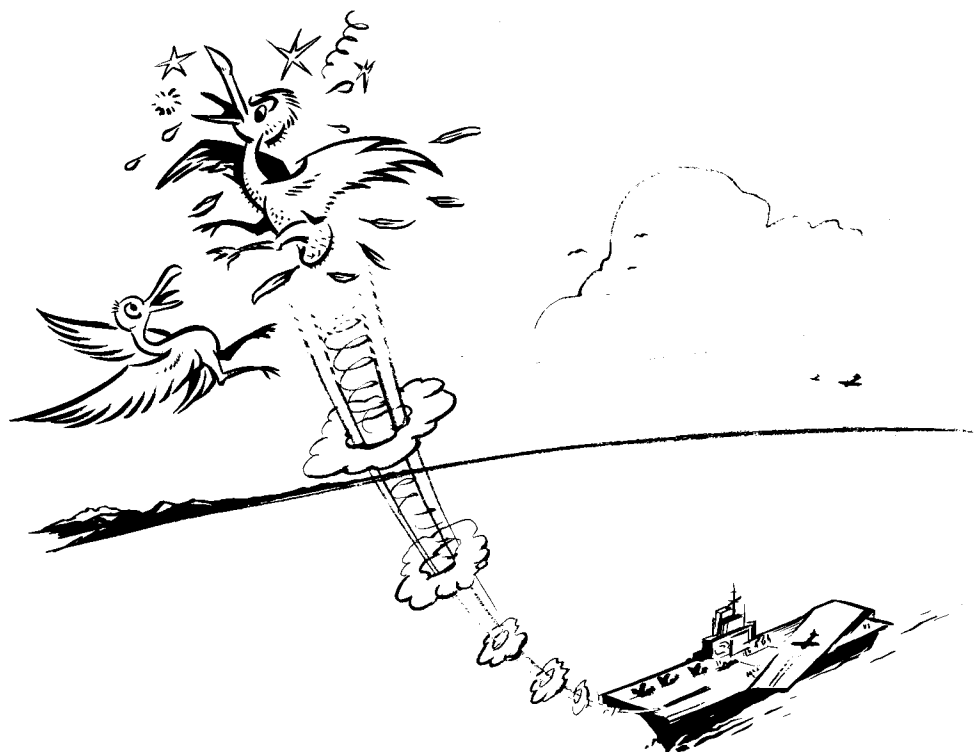
NEHRING, Wesley E.LSQM1
 NEILSON, David R.LSCV1
 NEWHOOK, Murdock J.LSQM2
 NEWMAN, Ronald G.LSCR1
 NIELSEN, Kenneth L.LSCV1
 NOSEWORTHY, Frank A.PIEM4

O'BRIEN, Edward D.P2PW2
 O'CONNOR, Thomas M.LSEG2
 OLSEN, William J.LSQM1
 OLYNYCH, Metro D.P2MA2
 ORTON, Ronald G.LSEF3
 OSBORNE, HerbertLSCV1
 OUELLETTE, Georges E.LSRA2

PARKER, Ronald J.LSCR1
 PARLEE, Gordon V.P1AT4
 PATRY, James A.LSCV1
 PENWARM, Richard H.P2AW2
 PETTIGREW, Robert M.LSRT2
 PETTITT, James B.P2BD3
 PIKE, Allen M.LSQM1
 PILON, Raymond L.LSMA2
 POTTER, John J.P1SW3
 PRENTICE, LeslieLSCV1
 PRITCHARD, Arthur M.LSEF2

RAY, James A.LSQM1
 REAUME, Anthony J.LSRA2
 REEVE, Ian H.LSCV1
 REID, James G.LSCV1
 REID, John L.LSCS2
 REIL, Allan D.LSCV2
 REMPEL, Gordon R.P1LA3
 RIDDIFORD, Donald B.P2EM2
 ROBERTS, Keith A.LSCV1
 ROSE, James A.LSCV1
 ROY, Jean-Paul J.LSAM2
 ROY, Leonard I.LSAA1
 ROYAL, Gilles J.LSTD1
 RUYPAR, Michael A.C2CS4

SANDERSON, William J.C2CR3
 SAUVE, Fernard J.LSCV1



"I was just sitting there admiring the Bonaventure and SWOOSH!"

SAVIDANT, William X.LSAA1
 SEAWARD, Jonathan B.LSRP1
 SELDON, Peter D.LSRT3
 SEROY, Gregory L.LSBD2
 SHANNON, Nolan P.LSAR2
 SHAW, Andrew J.LSCR1
 SHAW, Floyd D.LSEM1
 SHEEN, PeterLSQR1
 SHIRLEY, William H.LSMA2
 SHOFF, Dennis M.P1RT4
 SINCLAIR, David J.LSCR1
 SINCLAIR, Ross A.LSQM1
 SLASOR, Robert H.P1ER4
 SMITH, Raymond C.LSCR1
 SMITH, Victor M.LSTD1
 SNEEGROVE, Carl D.P2AR3
 SPARSHU, JuliusLSCR1
 SPENCE, Cyril J.LSCR1
 SPRATT, Edward J.LSCV1
 STAPLES, Leslie C.LSCR1
 STENGER, Alec M.LSAA1

STEPHENSON, Robert B.LSTD1
 STONE, Albert B.LSRT2
 ST. ONGE, Jean-JacquesP1PW3
 SULLIVAN, Blair G.P2CV2
 SULLIVAN, Terrance L.P2CV2
 SWACKHAMMER, Ralph L.LSAF2
 SWAN, William C.LSCR1

TAGGART, James W.LSEF2
 TARUM, Gerald S.LSRT2
 THOMPSON, James M.LSCR1
 TIEDEMAN, Max M.LSCV1
 TODD, Robert R.LSAA1
 TRAIL, John W.LSCR1
 TROWSE, James B.LSCR1
 TRUDELL, Jacques J.LSQM1

UNIAC, Patrick T.P2SE2

VAN HORNE, George A.LSRC1
 VAAS, Joseph H.LSRP2
 VERMETTE, Donald W.LSCV1

WAKEFORD, Roy R.LSCS2
 WALKER, Robert E.C1RI4
 WALKER, Herman W.LSSW1
 WALKER, Warren S.C1RI4
 WALLACE, William E.LSCR1
 WARD, William T.LSCV1
 WATKINS, Ronald G.LSCS2
 WATTON, Donald C.LSEM1
 WEAVER, Joseph H.LSCV1
 WILKES, Reginald J.LSRA2
 WILKINS, Edward C.LSOM2
 WILLIAMS, Edgar H.LSAF2
 WILLIAMS, Roderick B.LSCS2
 WILLIAMS, Robert A.P1ER4
 WILSON, Michael M.P1HA3
 WILSON, Robert E.LSRP1
 WITTHOFT, Karl A.LSRT2

YOUNG, Robert H.LSRP1

First Cruiser for Pakistan Navy

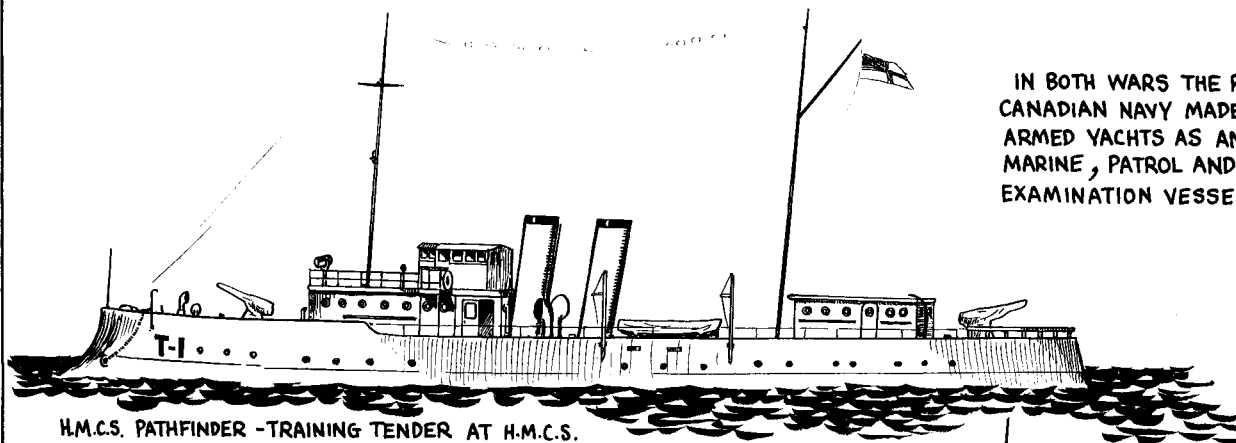
The Pakistan Navy has acquired its first cruiser, the *Babur*, formerly HMS *Diadem*, which was welcomed at Karachi late in 1957 by a public celebration.

The *Babur* was met ten miles at sea by destroyers and minesweepers of the Pakistan Navy and was berthed for the four days after her arrival in the most conspicuous berth in Karachi harbour. The day after her arrival was declared a public holiday. It was estimated that more than 100,000 people came to the dockside to see the new acquisition.

Naval Lore Corner

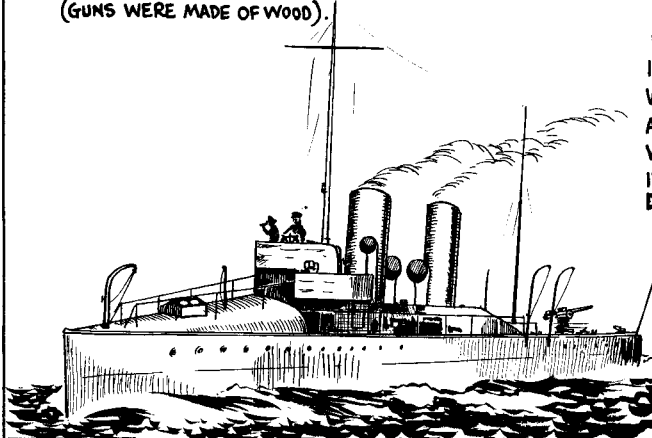
Number 55 YACHTS AT WAR

IN BOTH WARS THE ROYAL CANADIAN NAVY MADE USE OF ARMED YACHTS AS ANTI-SUBMARINE, PATROL AND EXAMINATION VESSELS.

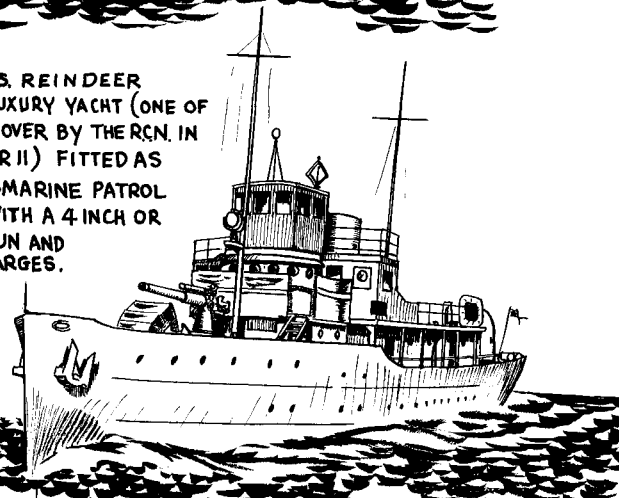


H.M.C.S. PATHFINDER - TRAINING TENDER AT H.M.C.S. YORK IN TORONTO DURING WORLD WAR II (GUNS WERE MADE OF WOOD).

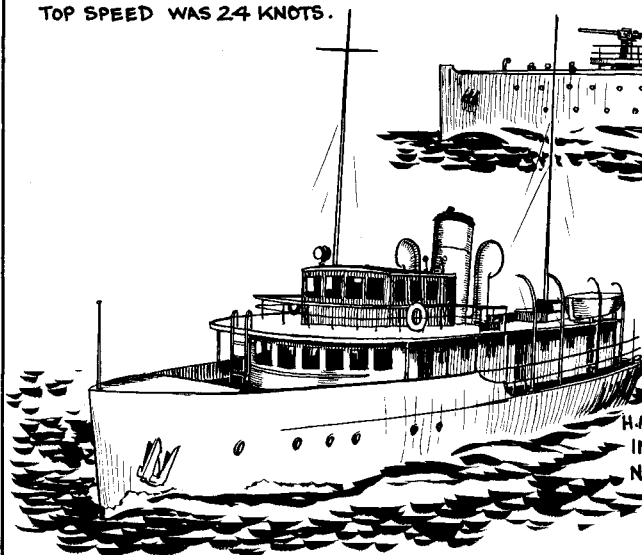
H.M.C.S. REINDEER
FORMER LUXURY YACHT (ONE OF 16 TAKEN OVER BY THE RCN IN WORLD WAR II) FITTED AS ANTI-SUBMARINE PATROL VESSEL WITH A 4 INCH OR 12 PDR. GUN AND DEPTH CHARGES.



H.M.C.S. TUNA - EX-PRIVATE YACHT (150 TONS) CONVERTED INTO A TORPEDO BOAT IN WORLD WAR I. ARMED WITH ONE 3 PDR. GUN AND 2 TORPEDO TUBES. BUILT IN 1902 HER TOP SPEED WAS 24 KNOTS.



H.M.C.S. GRILSE (225 TONS) CONVERTED YACHT BUILT IN 1913 IN GLASGOW AND EMPLOYED BY R.C.N. AT THE END OF WORLD WAR I ON EAST COAST PATROL. ARMED WITH TWO 12 PDR.s AND ONE TORPEDO TUBE. HER TOP SPEED WAS 32 KNOTS. SHE WAS SOLD TO A U.S. YACHTSMAN IN 1920.



H.M.C.S. AMBLER... EX-PRIVATE YACHT COMMISSIONED INTO THE R.C.N. IN 1941... WAS EMPLOYED ON NAVAL CONTROL DUTIES IN THE ST. LAWRENCE RIVER. ALSO TRAINING SHIP FOR H.M.C.S. KINGS.

Edmond Cloutier

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