

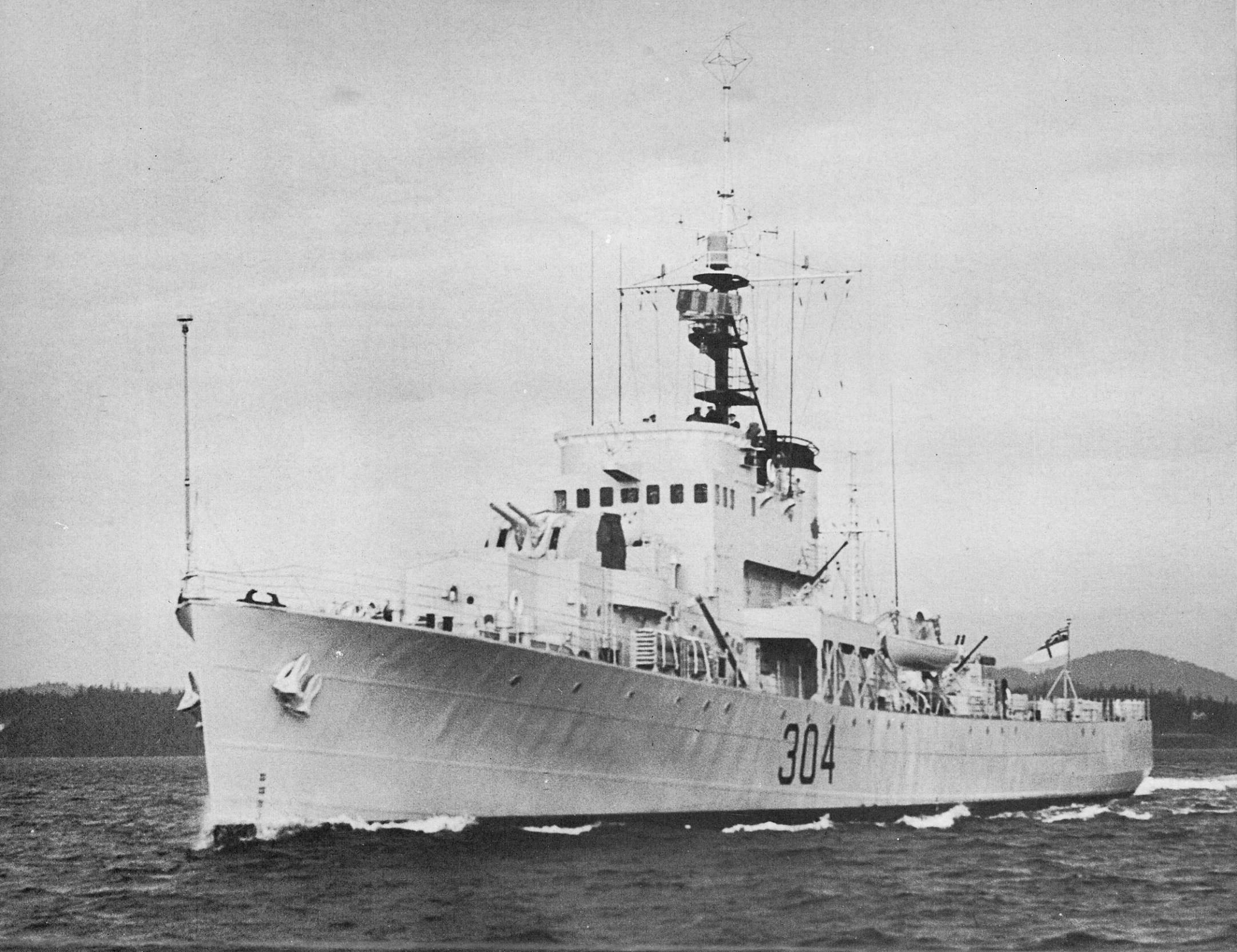
The CROWSNEST

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Vol. 10 No. 5

March, 1958



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1958

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The Cover—To the full power trials of HMCS *Crescent* add a heaping quantity of churning wake, a dash of that wonderful feeling of swift passage over the sea and, for the final decorative effect, the White Ensign, crisply snapping. That's a good recipe for a cover photo. The "chef" is Ldg. Sea. E. W. F. Charles, still photographer for the Second Canadian Escort Squadron during the Far East training cruise. (CR-166)

LADY OF THE MONTH

The program of frigate modernization has been completed by the Royal Canadian Navy. Twenty-one frigates of Second World War vintage have now been almost completely rebuilt into modern anti-submarine escort vessels. Eighteen are serving with the RCN; three are on loan to Norway.

The last to be modernized was HMCS *New Waterford*, shown on the opposite page, proudly steaming from Esquimalt Harbour. Her forecastle deck has been extended right aft and her former superstructure has been replaced by one built of aluminum.

Her anti-submarine armament, too, bears little relation to that which she carried formerly. Just the same, her original armament proved pretty effective when she shared in a "certain" submarine kill in October 1944. (E-44257)

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RCN NEWS REVIEW

Not a particularly impressive picture from a scenic standpoint, the above view is reproduced here for just one reason: It explains why mine-sweeper crews spend sleepless nights and worried days. Every black streak in the foreground is a log of B.C. timber—no friend of bows, propeller, rudder or sweep. The picture was taken during a recent minesweeping exercise in the Campbell River-Oyster Bay area. (E-44441)

Huge Naval Force Enters Halifax

The largest naval force to enter Halifax since the Second World War arrived at the historic port on the morning of March 14 at the midway point of joint British-Canadian exercise.

The force included 14 units of the British Home Fleet, commanded by Admiral Sir William W. Davis, Commander-in-Chief, Home Fleet, accompanied by the Earl of Selkirk, First Lord of the Admiralty, and 15 units of the Royal Canadian Navy's Atlantic Command, under the command of Commodore J. V. Brock, Senior Canadian Officer Afloat (Atlantic).

The Home Fleet consisted of the submarine depot ship, HMS *Maidstone*, wearing the flag of Sir William; the aircraft carrier, HMS *Bulwark*, the cruiser, HMS *Ceylon*, wearing the flag of Vice-Admiral J. D. Luce, Flag Officer Flotillas; five destroyers, including three of the latest Daring class; two frigates, two submarines and two Royal Fleet auxiliaries.

The Canadian task force included the *Bonaventure*, wearing the broad pennant of Commodore Brock; 12 destroyers and frigates of the First, Third and Seventh Escort Squadron, including four of the St. Laurent class destroyer escorts, and two submarines of the Sixth Submarine Squadron.

The Canadian and British units rendezvoused at Bermuda prior to carrying out the first phase of Exercise

Maple Royal en route to Halifax. The second phase was scheduled to begin March 18 and complete on March 22.

The exercise was designed to give the combined force experience in working together in all phases of naval warfare, including anti-submarine, offensive and defensive air operations, day and night surface actions and replenishment at sea. The two carriers were to operate each other's aircraft during portions of the operations.

The program for the exercise called for aircraft from the Royal Canadian Naval Air Station at Shearwater, N.S., to fly offensive sorties against the fleet.

The Royal Air Force was to be represented by a Coastal Command Shackleton Unit from RAF Station Aldergrove, Northern Ireland. This unit was to deploy to RCAF Station Greenwood to participate in the exercise with RCAF Neptune squadrons.

Submarine Sends Farewell Message

As HM Submarine *Alliance* sailed for England's shore at the end of February on completion of her last spell of duty with the Sixth Submarine Squadron, she despatched the following message to Naval Headquarters, in Ottawa:

"On finally leaving the Royal Canadian Navy we wish you all good luck for the future and thank you for the kindness, consideration and co-operation you have given us."

The first phase of the exercise, conducted by the Commander-in-Chief, Home Fleet, ended with the ships' arrival at Halifax.

After four days in port, the combined forces were to sortie for the second phase—a continuation of the combined and joint operations in the North Atlantic area under the tactical command of Commodore Brock.

This was the first time since the war that such large naval forces from the United Kingdom and Canada have had the opportunity of operating together. The exercise was to assist both forces in seeking a joint solution to mutual problems and a greater understanding of their respective procedures and techniques.

Conditions Set to Labrador Transfer

The White Ensign was hauled down—though not necessarily forever—on board the Arctic patrol ship HMCS *Labrador* at Saint John, New Brunswick, on February 28 as the vessel was formally transferred to the Department of Transport.

The transfer was effected under an order-in-council, approved by His Excellency the Governor-General on February 13, which provides that the *Labrador* "will be returned at the request of the Minister of National Defence if, in his opinion, it is required for military purposes."

The Royal Canadian Navy was represented at the transfer ceremony

by Commodore (E) John McGillivray, Commodore Superintendent, HMC Dockyard, Halifax, and Captain (E) H. A. Winnett, Assistant Chief of Naval Technical Services, Ottawa, and the Department of Transport by Andrew MacClements, superintendent of ships' operations for the department, of Montreal.

U.S. Warships Visit Esquimalt

Three vessels of the United States Navy visited Esquimalt in late February. Together, the visiting ships carried more than 300 officers and men.

USS *Elder*, boom defence vessel, commanded by Lt. W. W. Wright, USN, spent only a few hours in port but the submarine USS *Sea Devil* (Lt.-Cdr. L. A. Cravener, USN) and USS *Vance*, destroyer-escort, commanded by Lt.-Cdr. R. T. Daniel, Jr., USN, were at the West Coast base over the week-end.

Frigate First To Offer Aid

HMCS *Sussexvale* was first on the scene when a US Navy tug and tow, drifting helplessly out of control in a 55-knot February gale, asked for help. The frigate was one of nine ships to race to the aid of the drifting fleet ocean tug *Yuma* and the mothballed helicopter carrier *Tinian* en route from Seattle, Wash., to San Diego, Calif.

By 1000 that evening, however, the *Yuma* regained control and returned to Seattle to await better weather.

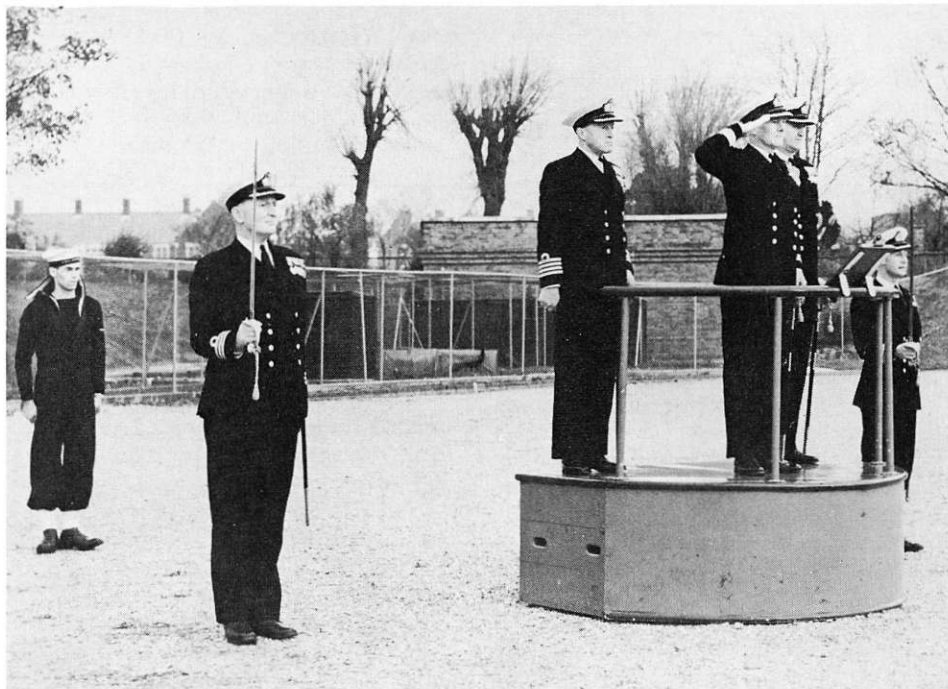
Another vessel to go to *Yuma's* aid was the SS *Sudbury*, formerly HMCS *Sudbury*, Flower class corvette, which has been converted to an ocean-going tug by the Island Tug and Barge Company.

Reserve Officer Rhodes Scholar

Sub-Lt. John Robert Keyston, RCN (R), an eighteen-year-old post-graduate student at Dalhousie University, has won a 1958 Rhodes scholarship.

Son of Dr. J. E. Keyston, former chief superintendent of the Naval Research Establishment, Dartmouth, and now vice-chairman of the Defence Research Board, Ottawa, Sub-Lt. Keyston graduated from Dalhousie University last May with his BA and is pursuing research and study at Dalhousie leading to a MSc degree.

Sub-Lt. Keyston has a brilliant record in mathematics and physics. He entered Dalhousie with a scholarship in 1953 and has consistently taken scholarships in science and mathematics since that time. Upon graduation he was presented with the Governor General's Gold Medal—awarded to the most distinguished



Whale Island bade farewell to the last RCN personnel to undergo gunnery training there at Friday divisions on November 8, 1957. Commodore P. D. Taylor, Naval Member Canadian Joint Staff, London, came down to HMS Excellent, Portsmouth, for the occasion. In the top picture, Commodore Taylor is shown taking the salute at the march past. On his left is Captain R. Casement, commanding officer of Excellent. In the lower photograph the two officers are shown seated in front of the last RCN class which includes left to right, PO G. Lavery, Lt. D. J. Wand, CPO L. Farr, A/Cd. Gunner R. J. A. Leduc, PO T. E. Burry, PO W. O. Cranmer, Cdr. Gunner S. F. Brain, PO E. G. Brimble, and PO L. Flanagan. (Photos from "Evening News and Hampshire Telegraph", Portsmouth, England.)

graduate of Dalhousie's faculties of arts and sciences.

The young student proposes to undertake study and research leading to a doctor's degree in physics at Oxford University when he takes up residence in October, 1958.

Born in England, he spent most of his school days in Canada. While at university he served two years as a UNTD cadet before becoming a sub-lieutenant. During the winter he acts as instruction officer, electrical branch, HMCS *Scotian*, Halifax naval division.

Escort Squadron Turns for Home

Five ships of the Second Canadian Escort Squadron were on their way home at mid-March after more than eight weeks of joint exercises with U.S. Navy units and visits to several Far East ports.

HMC Ships *Crescent*, *Cayuga*, *Fraser*, *Margaree* and *Skeena* sailed from their Esquimalt base on January 16. Their first port of call was Long Beach from where they sailed January 21 for Pearl Harbour and the Far East.

The first phase of the main training program was carried out on passage with the ships participating in a convoy exercise and associated anti-submarine warfare with USN units.

Following the exercise the Canadian units called at Yokosuka, Tokyo, Hong Kong, Saigon and finally Okinawa from where they sailed March 12 to join in a second convoy exercise proceeding eastwards. After a two-day visit to Pearl Harbour, the ships were to proceed to Esquimalt, arriving there April 2.

Ontario Sails South Pacific

Mid-March found the *Ontario* in the South Pacific and on the eve of her visits to New Zealand and Australia with 50 senior terms cadets from HMCS *Venture*.

The *Ontario* sailed from Esquimalt on February 24 with Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, embarked. Rear-Admiral Rayner remained with the cruiser until she reached Pearl Harbour where he conferred with the Commander-in-Chief, Pacific Fleet, Admiral Herbert G. Hopwood, USN, and members of his staff on naval matters of mutual interest.

During his passage, Rear-Admiral Rayner took the opportunity of witnessing a squadron of ships of his command carrying out exercises. These ships in-

cluded the *Sussexvale*, *Ste. Therese* and *New Waterford* of the Fourth Canadian Escort Squadron. Following joint exercises with the cruiser, the frigates left to carry on with squadron exercises before returning to Esquimalt.

The *Ontario*, meanwhile, sailed from Pearl Harbour on March 7 and was scheduled to call at Suva, Auckland, New Zealand, and Sydney, Australia, returning to Esquimalt May 5 by way Suva and Honolulu.

GHOSTS IN TIN BOXES

NOVA SCOTIA's Celtic heritage is productive of tales of those mischievous, invisible sprites known in psychic circles as "poltergeists".

The poltergeist is known for his mad, illogical and downright annoying behaviour. Objects fly through the air without apparent cause, residents of haunted homes are jabbed with pins or needles, strange noises are heard and mysterious fires start. In the Old World a priest is often called in, with bell, book and candle, to exorcise the ghost. In the New World, it has often been possible to trace the phenomena to human pranksters.

No human agency was apparent, however, when boxes of pyrotechnics, in storage at an East Coast naval magazine, took it on themselves to act in a strange, noisy and lively fashion. The metal boxes, without any sign of outside interference, would go "Boing!" and leap into the air or go skittering across the floor, emitting strange sounds.

Workmen in the magazine were naturally worried by the uncouth activities of the boxes because of the explosive nature of the contents.

The experts who were called in to deal with the prankish boxes were from the Dockyard Laboratory of the Naval Research Establishment. They noticed immediately that the boxes were bulged and distorted and suspected that gas, under considerable pressure, had formed inside. They drilled small holes in the containers and collected for analysis the gas which emerged. It proved to be hydrogen.



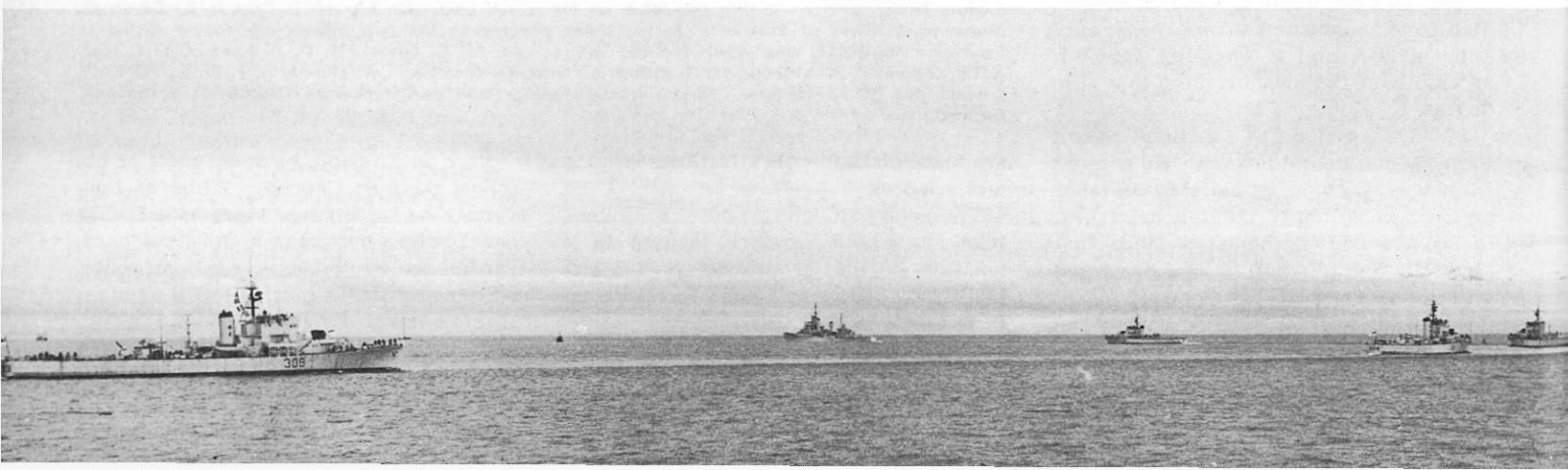
This was only the first step in solving the mystery. A detailed examination of the interiors of the galvanized flare containers indicated that corrosion could not be blamed, nor was the packing material involved.

The ingredients used in the flares were next analyzed and the culprit was found. Antimony, the usual metallic ingredient in the flares, had been replaced by the manufacturer with powdered magnesium. The magnesium, it was concluded, had reacted with moisture in the boxes to produce hydrogen. Eventually enough pressure was built up to bulge the sides of the boxes or twist them out of shape.

A check of manufacturing dates revealed that similar reactions had taken place in flares with similar filling at other magazines in Canada.

Corrective action was suggested by the laboratory technicians. Now the flares rest quietly in the magazines awaiting the day when their careers will end in a brief blaze of glory.

Rounding the buoy and heading for the open sea is the cruiser *Ontario* (centre), as she sets out on her cruise to Australia and New Zealand. Following in her wake are four frigates of the Pacific Command, the *Ste. Therese* (left), *New Waterford*, *Sussexvale* and *Beacon Hill*. The frigates accompanied the *Ontario* for two days and then returned to B.C. waters for further exercises. The photo was taken by PO Ken Martin. (E-44540)



HMS CORNWALLIS PUTS UP LAST FIGHT

Wreckers Resisted by Stout Timbers of Old Hulk

IN THE Royal Canadian Navy the name "*Cornwallis*" has been synonymous with growth and achievement from the time the first wartime sailors passed through its gates, following its commissioning on May 1, 1942, to receive the training which was to equip them for the vital part they were to play in the war at sea.

Since then there have been many changes. With the end of the Second World War, the establishment was paid off and then, on May 1, 1949, HMCS *Cornwallis* was again commissioned. The intervening years have seen many improvements in the training facilities for Canada's sailors.

Thousands of miles away, however, there is another *Cornwallis* and it, too, in a long career of service has seen many changes. Located in Sheerness Dockyard, at the mouth of the River Thames, it is today engaged in the final conflict of a long, battle-scarred career as it resists the attack to which it is being subjected by its somewhat unromantic adversaries, the derricks and winches of the ship-breaker.

Dismasted and but a vestige of the former proud ship she once was, the *Cornwallis*, fifth of her name, used for many years as a landing jetty at Sheerness, is being torn apart to be replaced by a modern concrete structure.

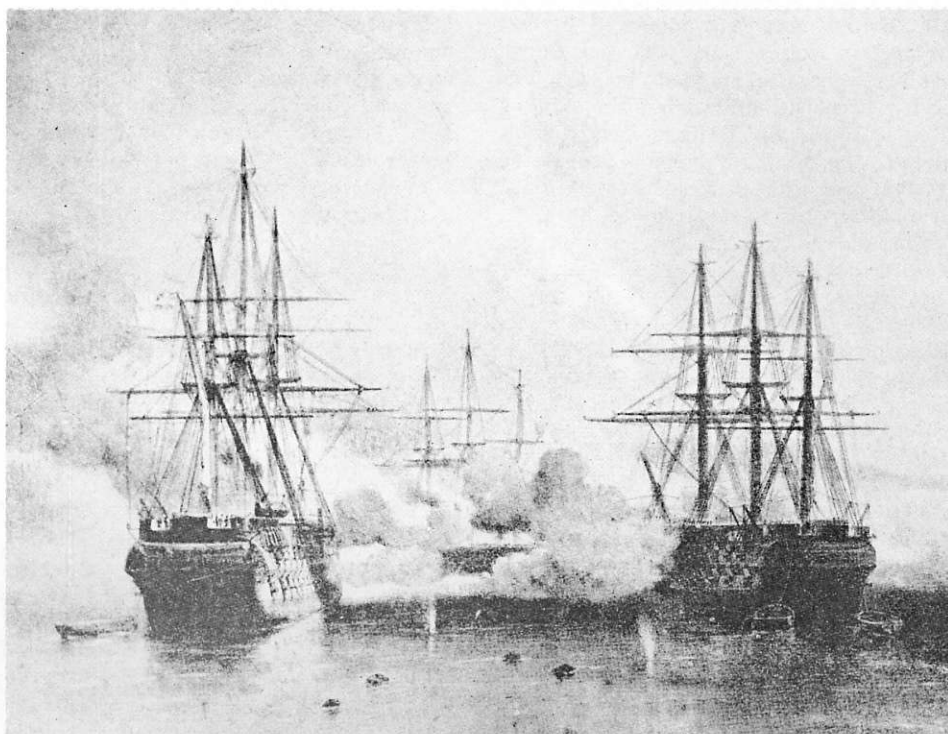
Silver Spike Sought in Hulk

There is a remote possibility that an extremely interesting link with the past may be found with the breaking-up of the hulk of HMS *Cornwallis*.

The Admiralty News Summary of December 1, 1957, referring to the ship, contains the statement: "A prize to be found, if indeed it is ever recovered, is a six-inch silver nail, known to have been driven in the hull during a Parsee religious ceremony."

Lt. (E) D. S. Dubash, an RCN(R) officer at Carleton, and an Ottawa engineer in private life, explained that the silver nail undoubtedly had a connection with the practice in the Parsee religion of making a gift of a silver article on the birth of a child.

Lt. Dubash is a descendant of one of two Bombay shipbuilding families from whose yards came the famous teak-built East Indiamen which played such an important part in the development of Britain's sea-power. It is possible that the *Cornwallis* may have been built by his ancestors.



During the Crimean War the *Cornwallis* and two other British ships engaged the enemy at Sandham. In the engagement depicted here, the *Cornwallis*, left, lost 10 of her men. She was one of a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas, which sailed in March, 1855, for the Baltic to establish a blockade of the coast of Courland. She was also one of the force of 54 ships which participated in the bombardment of the Russian fortress at Sveaborg in August, 1955. (CN-3356)

However, after nearly a century and a half of service, her stout timbers are resisting to the last.

Last October the powerful machinery of the Royal Fleet Auxiliary salvage ship *Succour* started ripping away the weather deck planking and removing the fore-and-aft and cross beams, the latter nearly two feet square. It is interesting to note that none of the shipbreakers will even hazard a guess at when their task will be completed. Captain R. Scouter, master of the *Succour*, has dubbed the old ship "a tough old bird".

She was scuttled in her present position and secured with giant chains and steel hawsers. Dismasted and cleared down to her main deck, with her interior gutted, she has been at Sheerness in her role of jetty for many years. The task facing the shipbreakers is the dismantling of her lower and orlop decks and hull, nearly 180 feet long. This work can only be carried out at half-tide and a further complication is that a thousand tons of mud is lodged in her hull.

The old jetty is all that remains of the *Cornwallis*, a 74-gun, three-deck ship which was launched at Bombay in 1813 and commissioned in November of the following year as the flagship of the Commander-in-Chief, East Indies. Named after the Marquess Cornwallis, a governor-general of India, she was of 1,809 tons and carried a crew of 590 men. Her length, beam and draught were: 177 feet, 48 feet and 18 feet.

It was not long after this that she was involved in action. On April 27, 1815, the *Cornwallis*, commanded by Captain John Bayley and flying the flag of Rear-Admiral Sir George Burlington, met the American sloops *Peacock* and *Hornet* in the South Atlantic. The *Peacock*, a fast ship, managed to escape but the *Cornwallis* chased the *Hornet* for 48 hours. At daylight on the 29th the *Cornwallis* opened fire, and throughout the day the American sloop was very close to being captured, but she staved off that disaster by lightening ship, throwing overboard all her spare spars, stores, anchors, shot, boats, ballast and all her guns but one. She was struck

by three shots from her pursuer. That same afternoon, however, the sloop was saved by a shift in the wind and, as the wind grew fresher, she gradually left the *Cornwallis* hull down.

A number of years were to pass before the British ship was again to be involved in action. In 1842 the *Cornwallis*, now commanded by Captain Peter Richards, and flying the flag of Rear-Admiral Sir William Parker, took part in the first China War. Soon after arrival on the station, Sir William transferred his flag to another ship.

On March 14, 1842, the boats of the *Cornwallis* left Ningpo in an expeditionary force of seven ships and boats carrying 350 men and marines. The naval brigade was landed and joined the army in time to take part in a victory over the Chinese troops at Se-gaon. Four hundred and fifty Chinese fell while the naval brigade lost only 15 men.

The following month, on April 14, at Chusan, the boats of the *Cornwallis*, together with those from six other ships, defeated a Chinese attempt to burn the shipping by means of fire rafts.

On May 16, the *Cornwallis* arrived off Chapoo in a fleet of 11 ships, and contributed to a naval brigade of seamen and marines which co-operated with the troops. After a three-hour struggle on the outskirts of the town, Chapoo was captured.

June 13 saw the *Cornwallis* arrive off Woosung as part of a fleet of 14 ships under Rear-Admiral Sir William Parker. Three days later these ships opened fire on the forts ashore. After two hours of this bombardment, towards the close of which the Chinese guns were nearly silent, detachments of seamen and marines were landed and Woosung was captured, with a British loss of only three killed and 20 wounded.

One of the most active phases of this campaign occurred in the month of July, during which the *Cornwallis* took part in an expedition into the Yang-tse-Kiang. The attacking force consisted of about 18 men-of-war, nine East India Company's paddle steamers and 40 transports carrying 9,000 troops under Rear-Admiral Sir William Parker.

On July 6, the movement was commenced and on July 20 the Chinese sent some fire-rafts down the river against the British fleet. The troops were landed on the following day, accompanied by a small naval brigade, and a few days later the town of Chinkiang was captured. By September 15 everything was in readiness for an attack on Nanking but before this could be put into effect the Chinese sued for peace. The Treaty of Nanking, which ceded Hong Kong to

Great Britain, was signed on September 29, thus ending the China War of 1840-1842.

The *Cornwallis* received the battle honour:

"China 1842"

Fourteen years later, significant changes were made in the ship. Her armament was reduced to 60 guns and she was converted to steam at Devonport, England. Engines of 200 horsepower were installed before she was commissioned for service in the Baltic.

A year later, on March 28, 1855, the *Cornwallis*, commanded by Captain George Greville Wellesly sailed from England in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in the *Duke of Wellington*. They made for the Baltic, to beset Russia's northeastern flank during the Crimean campaign and at once established a blockade off the coast of Courland.

On August 9, the *Cornwallis* was one of a British force of 54 vessels which took up position for the bombardment of the fortress at Sveaborg, which also contained a dockyard and government stores. The attack lasted until the morning of August 11 and it was reported that the Russians had lost 2,000 killed, 23 vessels burned, and that the dockyard, government stores and powder magazines were blown up and

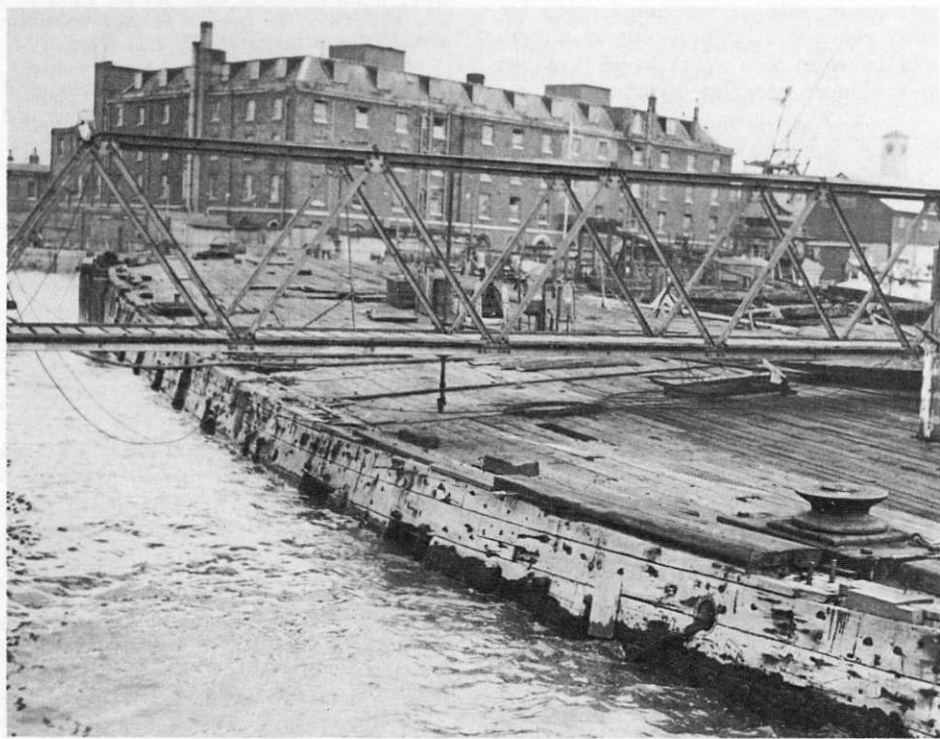
completely destroyed. Only one man of the British side lost his life.

The *Cornwallis* and two other ships engaged the enemy ships at Sandhamm and the *Cornwallis* lost 10 of her men. While the Sveaborg bombardment continued, boats from the *Cornwallis* attacked a Russian frigate which was moored in Kungs Sound, but were unable to destroy her.

It was in this campaign that the third battle honour was awarded to a ship named *Cornwallis*: "Baltic 1855". (The first battle honour was "Amboyna 1810", awarded to the third ship to bear the name, a 38-gun teak-built ship which was purchased in Bombay in 1801).

A number of years after the Crimean War, when the Coast Guard Service was reorganized under the Admiralty, the *Cornwallis* was the first of the warships commissioned for this Service, in which she remained until 1864. She has been at Sheerness since 1865, and during the First World War was commissioned as HMS *Wildfire*, on whose books many of the naval personnel serving in Sheerness Dockyard were borne.

Today, having come to the end of the least dignified, but still functional, part of her career, the *Cornwallis* is apparently continuing to resist any attempts to end her lengthy record of service, not so much in the tradition of "a tough old bird", but, rather, as an old but distinguished fighting lady.—A.C.T.



Taken in September 1952, when the *Crescent* visited London in the course of a UNCTD training cruise, this photograph shows the *Cornwallis* in her role of jetty at the Sheerness Dockyard. The ship's gun ports can be seen at the waterline. A 74-gun ship, she was launched at Bombay in 1813 and was of 1,809 tons with a crew of 590 men. Her length, beam and draught were 177 feet, 48 feet and 18 feet. (CR-140)

OFFICERS AND MEN

Exercises Held Off California

Four frigates of the Fourth Canadian Escort Squadron were sailed from Esquimalt March 10 to take part in exercises with ships of the United States Navy in the San Diego area.

The exercises were scheduled to last from approximately March 15 to March 23, with the Canadian squadron due home at Esquimalt on March 28.

The four Canadian units are the *Sussexvale*, *Ste. Therese*, *Beacon Hill* and *New Waterford*.

Changes Made In Administration

The first major changes in administration at *York* in years were instituted in February by Captain L. D. Stupart, commanding officer of the Toronto naval division.

Affecting everyone in the ships' company, the changes were made with the hope that *York's* efficiency would rise to the point of bringing the "Efficiency Trophy" back to *York* for the second time in three years.

The changes were made after a month's research and submissions were presented by a large number of the ship's company.

The first major change was the appointment of a lieutenant-at-arms. The second was in the formation of a holding unit to take charge of the recruit from the time he enters *York* until such time as he is taken over by the new entry training officer. This unit will have a regular syllabus including lec-



The 45th officers' divisional course completed in February at Cornwallis. Members of the course are, left to right, front row: A/Sub-Lt. (L) N. J. Weir; Lt.-Cdr. (E) J. F. MacKintosh, course officer; CPO H. C. Dowle, course instructor, and A/Cd. Eng. (AE) Arthur Turnbull. Rear row: A/Lt. R. A. Stevenson; A/Sub-Lt. (L) F. J. Devlin, and A/Cd. Bos'n H. J. Hancock.

tures and movies—generally giving the recruit an idea of how the ship operates.

York's training program has been changed as well. It was proposed that a leadership course be established for men and junior officers. Heads of departments, under the new policy, now attend two nights per week, as Thursday has been set aside for administration night.

Change of Command At Brunswick

Lt.-Cdr. Roland M. Black, RCN(R), has been appointed in command of HMCS *Brunswick*, Saint John, N.B., naval division.

He succeeds Captain John A. MacKinnon, RCN(R) who has been in command of the division for the past six years. Captain MacKinnon will revert to the retired list of the RCN(R).

Lt.-Cdr. Black, executive officer of the division since 1954, entered the former RCNVR during the Second World War and served with the Royal Navy from

1940 until 1943 in combined operations in the Eastern Mediterranean.

Captain MacKinnon has been associated with seafaring for more than a quarter of a century. During the war, in addition to other appointments, he commanded HMCS *Llewellyn* (auxiliary minesweeper) and, later, HMCS *Westmount* (frigate).

Capt. MacKinnon is superintendent of the pilotage service in Saint John.

'Sweepers Visit Campbell River

Sea Cadets and the general public of the Campbell River area were given the opportunity of having a close look at ships of the Pacific Command's Second Canadian Minesweeping Squadron over the week-end of February 22-23.

Units of the squadron, HMC Ships *Fortune*, *James Bay*, *Miramichi* and *Cowichan*, had been in the Campbell River area since February 11 on minesweeping exercises.

Arrangements were made for 45 members of the Royal Canadian Sea Cadet

WEDDINGS

Sub-Lieutenant Harry R. Coutts, *Niobe*, to Miss Jean Lesley Whitson, of Plymouth, England.

Lieutenant Donald E. Maxwell, Naval Headquarters, to Miss Beverley Ann Silk, of Toronto.

BIRTHS

To Lieutenant J. D. Cairney, *Cornwallis*, and Mrs. Cairney, a son.

To Lieutenant Donald Carmichael, *Cornwallis*, and Mrs. Carmichael, a son.

To Chief Petty Officer H. C. Dowle, *Cornwallis*, and Mrs. Dowle, a son.

To Lieutenant-Commander Michael Kelly, *Cornwallis*, and Mrs. Kelly, a daughter.

To Lieutenant J. E. McLaughlin, Naval Headquarters, and Mrs. McLaughlin, a son.

To Lieutenant (SB) Howard C. Wallace, Naval Headquarters, and Mrs. Wallace, a son.

To Lieutenant W. K. Wiedman, USN, *Cornwallis*, and Mrs. Wiedman, a son.

Corps of Campbell River to spend a day at sea with the minesweepers on February 22.

The following day, Sunday, February 23, all the ships held "open house" and residents of the area were welcomed on board four minesweepers during the afternoon.

Lt.-Cdr. S. G. Moore, commanding officer of the *Fortune*, is in command of the squadron. Commanding the other three minesweepers are: *James Bay*, Lt.-Cdr. J. J. Coates; *Miramichi*, Lt.-Cdr. M. A. Considine; and *Cowichan*, Lt.-Cdr. G. W. S. Brooks.

York's Christmas Shop Successful

The annual "Christmas Shop" at HMCS York was an outstanding success and sales were 97 per cent higher than last year. Profits were up 146 per cent.

Net profit to the Ship's Fund was \$254.57 this year against \$103.83 a year ago.

Lt.-Cdr. Bob Buchanan, who was then supply officer for the division, originated the Christmas shop idea in York a year ago and was the spark behind the shop again this year.

He was assisted ably by six members of the RCN. They were Petty Officers Robert Lechie, Robert J. Richey, Arthur Mitchell and Gordon Miller, Leading Seamen Garry Desjean and Able Seaman James Holmes.

Reservist Served In 89 Ships

PO Frank R. M. Holk, BEM, RCN(R), of Hamilton, holds a record that is probably unique. His story was told recently in Frank J. Keen's column in the *Hamilton Spectator*.

In the five-and-a-half years of the Second World War he served as a convoy signalman, according to Naval Headquarters records, in 89 merchant ships (although only 62 were claimed in Mr. Keen's article) and spent 1,276 days at sea out of a total of 2,116.

Although many of his trips were from Halifax to Boston and return, he also made numerous voyages to the United Kingdom, Australia, the Mediterranean and other ports, many in tankers.

For his service PO Holk was awarded the British Empire Medal. In addition he is entitled to wear the CVSM and Clasp, Defence Medal, Pacific Star, Africa Star and Clasp, Atlantic Star and Clasp (denoting France-Germany Star), 1939-45 Star, and the War Medal.



Reserve, retired and former naval officers of Prince Rupert, B.C., and district met in the wardroom of HMCS Chatham, the Prince Rupert naval division, on February 7 and decided to seek affiliation with the Naval Officers' Associations of Canada. Orme G. Stuart (Commander, RCN(R) (Ret'd)), was asked to draw up a constitution and by-laws and report back to a general meeting.

PO Holk re-entered the Reserve at *Star*, the Hamilton naval division, in June 1955.

In civilian life he is a lieutenant in the Hamilton Fire Department.

Operational Plans Discussed at Coast

Operational planning was discussed with officers of the Pacific Command during a visit to Esquimalt in February by Commodore D. L. Raymond, Assistant Chief of the Naval Staff (Plans), Ottawa.

Ward Furnished By Navy Show

The Winnipeg Children's Hospital has a new five-bed ward, thanks to HMCS Chippawa.

Financed by contributions from personnel at Chippawa and by a variety concert staged at the division and at Rivers air base, the \$2,000 ward was dedicated on February 23 by Chaplain E. J. I. Hoad, and was declared open by Captain A. R. Picard, Chief of Staff to the Flag Officer Naval Divisions, when he visited Chippawa for the annual inspection of the division.

"Yorker" Founder Leaves for West

The founder of *The Yorker* — the monthly publication of HMCS York — and a long-time leader of activities around the ship, Cdr. (SB) A. C. Theobalds left the Toronto division at the end of the year.

Leaving the Toronto area due to business commitments in Vancouver, Cdr. Theobalds hopes to retain his affiliation with the RCN(R) on the West Coast.

He was given a party by members of the information branch and presented with a pair of cuff links. The wardroom presented him with a pewter mug.

Although his accomplishments have been many while at York, the one deed which stands out markedly was the founding of *The Yorker* in March 1952.

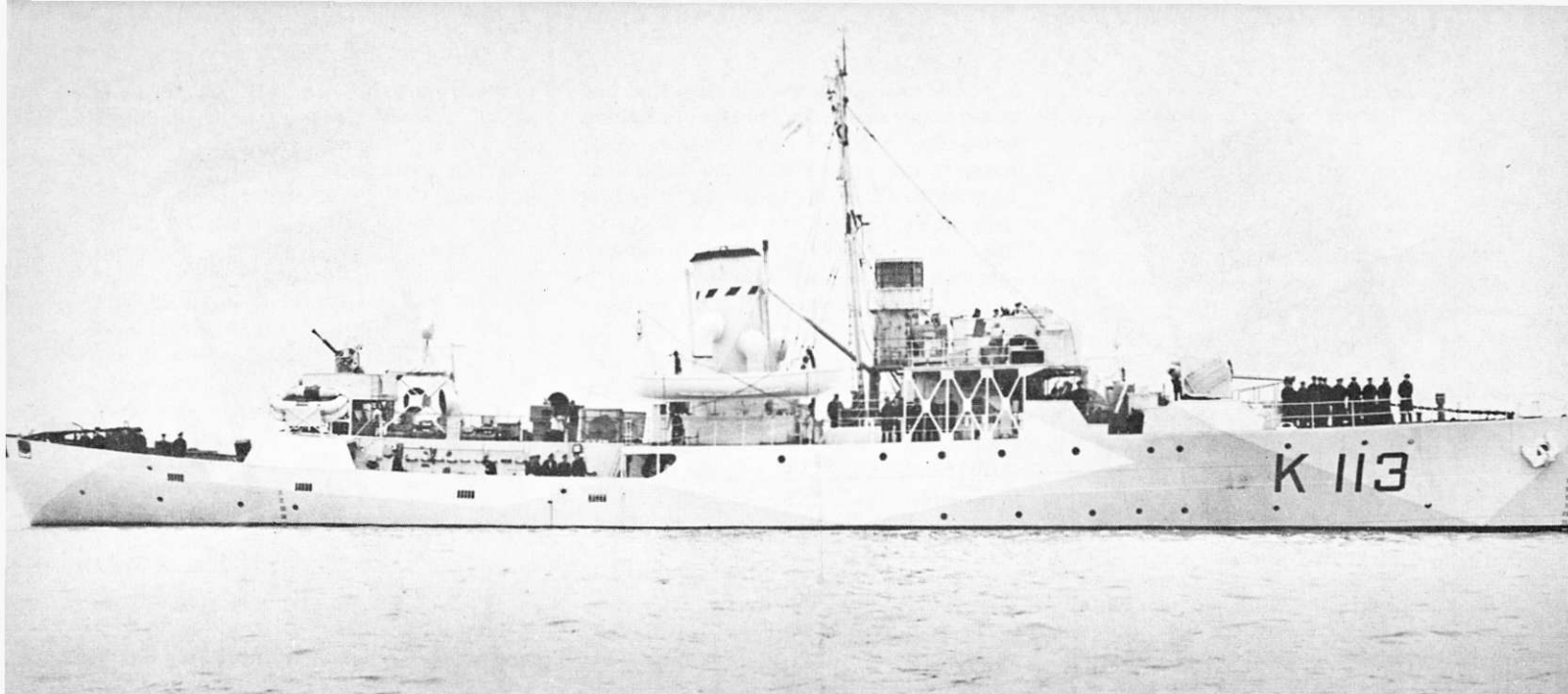
His innumerable friends at York both in the wardroom and on the lower deck will miss his kindly leadership and wish him well.

Officer Named to Newfoundland Posts

Cdr. Edward B. Pearce, formerly Command Personnel Officer on the staff of the Flag Officer Naval Divisions at Hamilton, has taken up the appointments of Canadian Naval Commander, Newfoundland, and commanding officer HMCS *Avalon*, RCN base in St. John's Nfld.

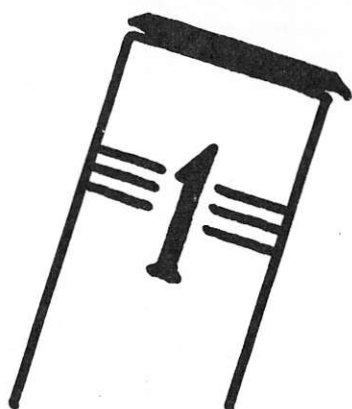
Cdr. Pearce succeeds Cdr. John H. G. Bovey, who will take command of HMCS *Saguenay* on April 1. Cdr. Bovey had held the St. John's appointments since July 1956.

Before leaving St. John's Cdr. Bovey was honoured at a reception by government officials, city businessmen and prominent citizens at Buckmaster's Field.



SECOND WORLD WAR FUNNEL BANDS

What Did They Signify?



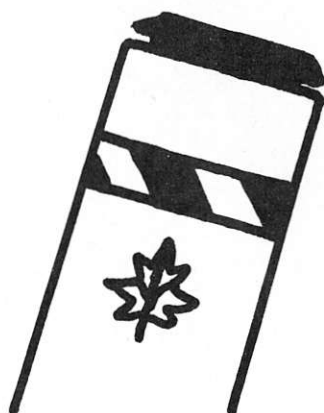
COATICOOK AND ETTRICK

FROM TIME to time, *The Crow's-nest* publishes a photograph to identify it. There is no mystery about the ship above: She is HMCS *Arvida*, the picture was taken on March 30, 1943, on completion of her refit at the U.S. Coast Guard Base at Curtis Bay, Maryland, and she wears on her funnel the "Barber Pole" band of Escort Group C-5.

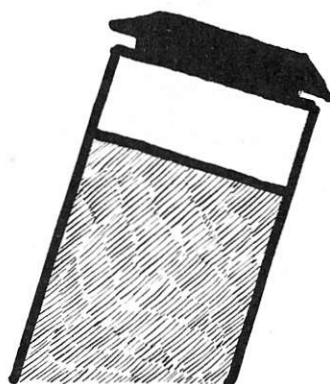
Usually the funnel bands do not show up so well in photographs of ships, and other illustrations are based on pictures in the files of the Naval Historian. In most cases the identity of the ship is known, but there is no information on

hand about the significance of the funnel markings. Since only black and white photographs are available, not even the colours are known. The missing information in many cases is: What groups or forces did the markings belong to? What colour were they? When were they introduced?

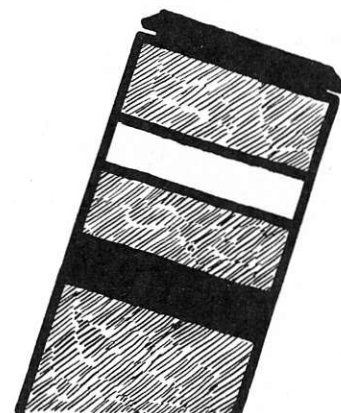
Besides the bands, there are variations on the maple leaf: usually by the addition of a number. Unfortunately this is not much help, because there were five different series of numbers: A, B, C, W and EG; thus the figure 1 might indicate that the ship belonged to C-1 (C-groups were mostly Canadian-manned), but it might be any one of the



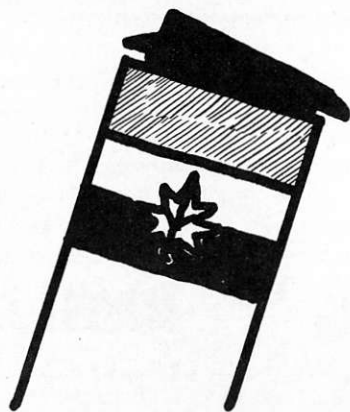
LEFT-HANDED BARBER POLE



CANSO



UNIDENTIFIED



STE. THERESE

other series. The *St. Thomas* had a spray of three leaves on her funnel; maybe this was her captain's fancy, but it may have been a group marking (C-3?). One of the most interesting of the maple leaf variations was that of HMCS *Teme*: She was on loan from the Royal Navy, and her leaf had a tudor rose in the middle.

The names of the ships which are known to have worn the various markings are shown under the illustration, and may serve to jog the memories of past members of their ship's companies,

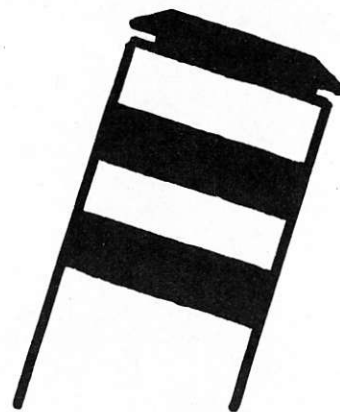
but information from other ships, and about other markings not illustrated will be equally welcome. The "Barber Pole" band is the only one which is known, largely because of the song about it (see March 1956 *Crowsnest*), but why did some ships have right-handed spirals and some left-handed?—Ph. Ch.

Probably the first sailor ever to paint a maple leaf on the funnel of a Canadian warship, with his captain's approval, Joseph Stephenson, able seaman with the RNCVR in the First World War, has been assured by Naval Headquarters that he appears to be one of the first men to introduce, with any permanence, the use of the emblem to distinguish Canadian ships.

He has replied to the Naval Secretary's letter, informing him of this, with further information on the Canadian drifters which served overseas in the First World War. His letter follows:

"Dear Sir:

"May I say thank you for your very kind letter saying that you have recognized me as one of the originators of the use of the emblem of Canada the maple leaf, as displayed on all ships of Her Majesty's Royal Canadian Navy.



FRASER AND CHAUDIERE

"I would like to give you a few more details to establish my claim as to how and what happened to the Ships CD 2, CD 7, CD 11 and CD 8. In your letter to me you say all records of these ships, where they served and what became of them were unknown. Well, in the first place, it all started at Gibraltar in March 1918. Forty Canadian ratings were drafted to "Gib" to man these ships—about 10 ratings to each ship. We commissioned the ships in the traditional way of the Navy and flew the pennant, spliced the main brace and off



Joseph Stephenson, once an able seaman in the RNCVR and now living in Leeds, England, says the accompanying picture shows the complement of the naval barracks at Esquimalt in March 1917. He is shown second from the right end of the second row, next to the sailor with the dog. Most of the cap tallies say "RNCVR Pacific", but at least one reads "HMCS Shearwater", at that time depot ship at Esquimalt. Mr. Stephenson has been recognized as the first man known to have painted the maple leaf on the funnel of a Canadian warship with the approval of his commanding officer. (CN-3349)

we went in CD 2, the Flagship, Captain Rumbolt in charge, to Freetown, Sierra Leone, to sweep the bay of mines. In order to have them recognized as Canadian and not British we flew the Blue Ensign of Canada under the commission pennant. When we got to our destination and settled down our sweeping gear and kites all overboard ready for action I said to my Skipper 'Can I paint the maple leaf on the funnel?' He said 'Go ahead!' This I did and we knew then that we were meaning business.

"In those days, 40 years ago, I don't think the maple leaf meant much to the outsiders, least so to Senior Naval Command at Freetown because there was no objection from any source and anyhow the emblem had not been seen on the funnel of any Canadian ship up to then. But it sailed the high seas on the CD 8 and CD 7 and CD 11 and CD 2. I don't think I painted it on all of them, but definitely on CD 8 and CD 2. I

can still remember the names of the captains: CD 11, George Pickering; CD 8, Alan Breeze; CD 7, George King, and CD 2, A. Rumbolt. My own crew was Seaman Stephenson McKay, Marchant, Hewison and J. Hill. The mate was H. Manuel.

"After the war we were ordered to take the ships to the Orkney Islands, Scotland. Scapa Flow was where they finished and the emblems were still on. Then we all were drafted back to Devonport, England. I have got in my possession a pair of dividers the skipper gave me for a keepsake. I have never seen any of my shipmates since that day. I have a photo of myself and a photo of the complement of Naval Barracks at Esquimalt taken March 1917 so if any of the old salts are still living they may identify themselves.

"In the Esquimalt picture I am next to the rating with the dog on his right,

with my wavy collar, so if you publish the pictures I have sent I shall be grateful.

"I am not at all surprised there are no records of these ships, as we were so small I don't think anybody took much notice of us, but we had a three-pounder forward and were ready for anything and we were Canada—I saw to that. Hence the maple leaf on the funnel, but I can assure you the maple leaf sailed the seas on our funnel for several months and we were proud of it.

"I think Scapa Flow could assist me in my claim for recognition.

"Thanking you again,

JOSEPH STEPHENSON,

AB RNCVR 3757

Heddon Street,
Headingley,
Leeds,
England."



An aerial view of HMCS Quadra, Sea Cadet training camp, taken on December 31, 1957. (E-43820)
(See story on page twelve)



The ship's company of HMCS Shediac piles ashore from a landing craft during commando training at Comox during the Second World War. (E-6324-8)

THE COMOX STORY

Royal Navy established rifle range in 1895

A HEAVY ARMoured CRUISER of Queen Victoria's day slowly rounding a low, sandy point to anchor in sheltered Comox Harbour, her boats ready to be sent away that her blue-jackets might, after many weeks at sea, tumble ashore for work and frolic amid the sand dunes of the spit.

—Whites of eyes peering from blackened faces, Canadian destroyer men in the darkness of a moonless night, crawling silently past the ancient and melancholy Indian burial place in the scrub trees, bent on mock attack despite the yelping of a suspicious dog not far away.

—Would-be commandos, in Hitler's time, leaping ashore from assault craft, their automatic weapons at "the ready", being licked into shape for the "Sixth of June".

—Literally swarms of "teenagers" in Sea Cadet uniforms, disgorging from naval transports, eager to try their hand at sailing a whaler and their skill on the rifle range.

THESE ARE scenes that, in a small way, tell the tale of the Royal Navy and the Royal Canadian Navy in Comox Harbour, Vancouver Island, a story that encompasses some 60 years.

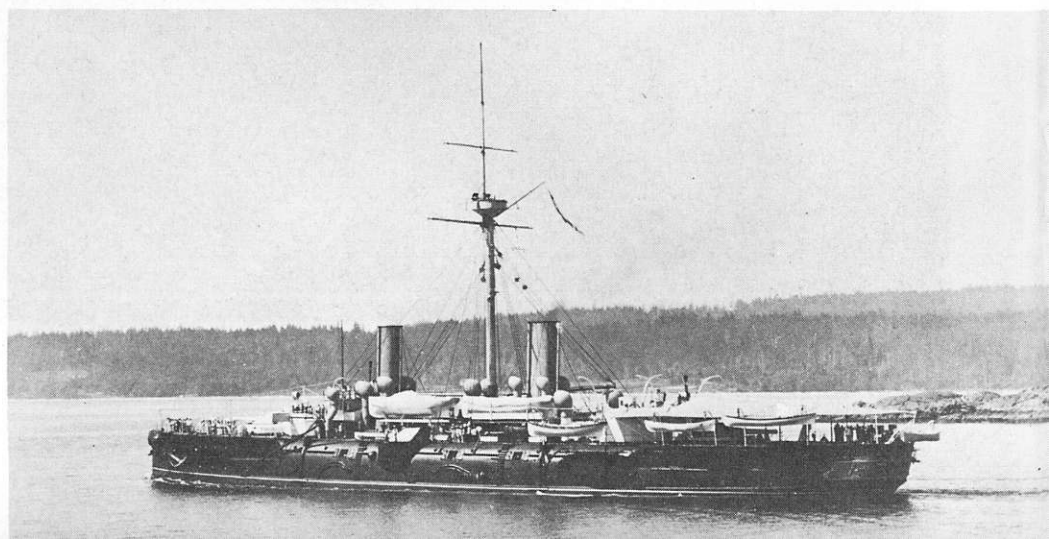
In the late years of the nineteenth century when Canada herself was young and the new province of British Colum-

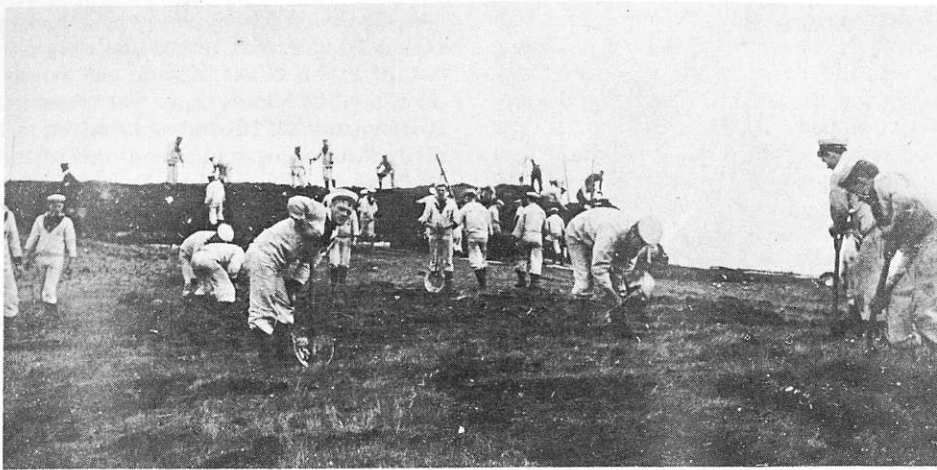
bia had only recently joined the confederation, naval defence of the Pacific coast was still in the hands of the Royal Navy. The Pacific Squadron had its base in the small dockyard at Esquimalt and was commanded by a rear-admiral who wore his flag in a battleship or an armoured cruiser. His responsibility was not only the defence of Canada's West Coast but guarding of Britain's interests from Tierra del Fuego to the Bering Sea. At that time, in addition to his flagship, the Commander-in-Chief, Pacific, had three or four light cruisers as well as several sloops, gunboats and torpedo boats.

Unlike today, there were neither real barracks nor training areas ashore but, as is the case nowadays, it was essential for the sailor's well being that he should occasionally be landed for recreation and training, preferably away from the naval base. In this way Camp Comox came into being though it was not so called then. It rejoiced in the name Goose Spit.

The "Spit" is a narrow tongue of low land extending southwestward from Willemar Bluff forming a partial bar across the south of Comox Harbour and is about 130 miles up the east coast of Vancouver Island from Victoria.

The rifle range at Comox had its beginnings in 1895 when working parties were landed from the new flagship HMS Imperieuse, single-masted armoured cruiser, shown here in a picture taken from Duntze Head—where photographers appear to have been standing ever since, taking shots of warships entering or leaving Esquimalt Harbour. (E-38213)





British sailors building the Comox rifle range in 1895. (E-38258)

The major use of such a "camp" was for exercise in musketry and other small arms drill. Previously Coburg Spit, just outside Esquimalt Harbour, had been employed for this purpose, but, with the advent of more powerful rifles, its proximity to the anchorage became a source of danger.

Meanwhile the Commander-in-Chief, Rear-Admiral Henry F. Stephenson, C.B.,¹ had been seeking a suitable location for his rifle range camp and on December 11, 1895, wrote to the Lieutenant-Governor of British Columbia requesting that Goose Spit be set aside for use of the Imperial Government.

In less than a month it was announced that "That portion of land known as Goose Spit, Port Augusta, Comox, which is the property of the Government is hereby reserved and set apart for the sole use of Her Majesty's Government, for Naval and Military purposes".²

Soon a new flagship arrived at the station, the single-masted, armoured cruiser HMS *Imperieuse*³ and the new C-in-C, Rear-Admiral Henry St. L. B. Palliser wasted little time in doing something about Goose Spit. By this time the place was well known to the ships of the squadron and under the Admiral's orders firing points with ranges of 200, 300, and 500 yards were laid out.

BY 1898 the companies of such ships as HMS *Amphion* and HMS *Egeria*⁴ had extended the range to 700 yards and the butts, cribbed with heavy logs, were equipped with red flags and canvas targets, the latter being capable

of being hoisted and lowered. Some idea of the manual labour involved in this undertaking may be gathered from these remarks that appeared in a British magazine:⁵ "The huge pieces of timber which form the base (of the stop butts) were dragged, by a process known as 'parbuckling', from the beach, where they were lying about. This mound is calculated to contain some 10,000 tons of material . . ." All this having been accompanied by the Squadron, the Admiralty soon granted funds for the erection of a long, commodious mess building and a jetty as well.

But it was not all work, for the same paper reported a golf links and football field providing much recreation and enjoyment as well as cricket being in prospect. "The roads are good for 'biking', which has become quite a recognized amusement for Jack nowadays; and the men find acquaintances in the neighbouring ranches with whom they can talk about the 'old country'. Scarcity of water is the only drawback."

Water was indeed quite a problem and continued to be so for years. It was brought ashore in barrels in the ship's boats until later when a local firm, Messrs. Carter & Sons, supplied the range via water-boat at a cost of 75 cents for every 210 gallons.⁶ Fresh cool water was essential particularly because of field gun drill being "well calculated to promote the circulation and open the pores of the skin." From the time of landing a dismantled 9-pounder from a ship's boat it could be assembled and fired in less than sixty seconds!

4. Ships on the Esquimalt Station during this period included, *Imperieuse*, *Warspite*, *Wild Swan*, *Virago*, *Sparrowhawk*, *Pheasant*, *Phaeton*, *Leander*, *Icarus*, *Egeria*, *Comus* and *Amphion*.

5. *The Navy and Army Illustrated*, October, 1898.

6. NS 38-6-12.

Like many another "foreign" station, Esquimalt and its outports were to fall upon rather slim times. Admiral "Jackie" Fisher at the Admiralty was soon facing up to the rising power of the German fleet that was to reduce the distant British squadrons and bring about the memorable concentration of the Royal Navy in "home" waters.

HM Sloop *Shearwater* (Commander A. T. Hunt, RN), in 1905 was ordered to make arrangements for the return of Comox Rifle Range to the Canadian authorities.⁷ However, title to Goose Spit had never been held by the Admiralty so that its closing down merely amounted to relinquishment of the privilege to use the property. This was carried out on June 18, 1906.⁸ By this time, of course, the Pacific had dropped from a rear-admiral's to a commander's command and only HM Ships *Shearwater* and *Egeria*, both capable of proceeding under sail alone, remained.

By 1908, Esquimalt was a very quiet dockyard in the hands of the Department of Marine and Fisheries⁹ but even so, the lonely *Shearwater* still needed a camp ashore to exercise her company. On June 27, the sloop's new commanding officer, Cdr. C. W. G. Crawford, RN, asked the Lieutenant-Governor for the use of Goose Spit, during the summer months. On his arrival there in July he was much annoyed to find the Admiralty's iron target frame dismantled ready for shipment to Nanaimo in CGS *Quadra*.¹⁰ It seems that the Nanaimo Rifle Association had gained possession—but not for long. On August 25, the Commander-in-Charge in *Shearwater* ordered HMS *Algerine* (sloop)¹¹ to pick up the range appliances and convey them to Esquimalt. Meanwhile, arrangements were made for the men of the *Shearwater* and *Algerine* to have a month's training on the army's rifle range on Beacon Hill, Victoria. Camp Comox remained quite deserted.

HOWEVER, it was not long before the forsaken had two ardent suitors. The Admiralty in 1909 began to realize it had been a bit hasty in dropping Goose Spit, particularly as commercial interests were eyeing the property. Application was made to

7. Letter 17 May 1905, Admiralty to Commanding Officer, HMS *Shearwater*.

8. Letters June 18, 1906, Cdr.-in-Chg., West Coast of North America to Lieutenant-Governor of B.C. and Governor-General of Canada.

9. Formally handed over by the British Government in 1910.

10. CGS *Quadra*, a lighthouse tender of the Department of Marine.

11. HMS *Algerine*, a sloop (steam and sail) which, like the *Shearwater*, was stationed at Esquimalt.

1. Rear-Admiral Stephenson wore his flag in HMS *Royal Arthur*, a first class armoured cruiser of 7,700 tons.

2. Order in Council No. 7196, January 9, 1896.

3. HMS *Imperieuse*, 8,500 tons, completed in 1886; carried four 9.2" and ten 6" guns; speed 16.75 knots.

British Columbia for return of former privileges.¹² The other suitor was the new Naval Service of Canada,¹³ soon to be known as the Royal Canadian Navy.

When this service was but a month old, in June 1910, Naval Service Headquarters, wrote Cdr. G. W. Vivian, RN, of the *Shearwater* asking for a report on Comox Rifle Range. Cdr. Vivian replied that "most of the gear had been disposed of, but the targets are in fairly good order and are in Esquimalt Dockyard". He added: "What buildings there are, are in a bad state of repair." Ottawa was soon asking British Columbia to grant the RCN the same privileges at Goose Spit previously enjoyed by the Royal Navy.¹⁴

An exchange of correspondence between Ottawa and Whitehall soon brought about the arrangement that obtains to this day. The RCN was to gain "user possession" of Goose Spit and maintain the facilities there, while ships of the Royal Navy were guaranteed all co-operation upon application to the Canadian Senior Naval Officer, Esquimalt. Late in November 1910, the newly arrived Canadian light cruiser *Rainbow* was ordered, on returning from Vancouver, to look into Comox Harbour and report the state of the RCN's new acquisition.

The visit of HMCS *Rainbow* (Cdr. J. D. D. Stewart, RN), heralded not only the rebuilding of Camp Comox but, unfortunately, a long period of controversy with commercial firms who, while Goose Spit was in a condition of seeming abandonment, had encroached upon the camp's foreshore.

In a report dated March 16, 1911, the *Rainbow* reported that the Western Canadian Lumber Company had driven piles along the foreshore for the purpose of mooring log booms. It was considered useless to repair the jetty "as the wear and tear caused by the logs would soon destroy it again". Cdr. Stewart warned that men working on booms moored to the spit would be in the line of fire from the range.

Cdr. Walter Hose, RN,¹⁵ who relieved Cdr. Stewart in the *Rainbow* in June had similar difficulties throughout 1911. Part of the problem was the difficulty of pinning down responsible parties;

sometimes it was the Western Canadian people who were involved and, at others, it was the Fraser River Lumber Company and the Comox Logging and Railway Company. Always the chief source of friction occurred when a ship of war came to an anchor inside the spit only to find the approaches to the jetty blocked by booms of logs.

A SHORT-TERM solution was found in 1912 when the navy agreed to let the loggers use certain parts of the foreshore on certain conditions. However, in August 1913, Cdr. F. H. Walter, RN, in *Shearwater* was forced into a dangerous position by several booms of logs. He had landed most of his company for musketry exercises.

In July 1912 the floating landing stage at Comox Rifle Range was reported to be quite beyond repair, only a few decayed piles now remaining.¹⁶ Tenders had already been invited for "a pier about 495 feet in length by 8 feet in width. Both sides of pier are to be provided with a handrail well braced and strutted. A floating stage 40 feet long and 12 feet wide is to be placed at an end of the pier and connected thereto by a hinged gangway 4 feet wide . . ." Mr. P. Smith, a reliable contractor who had done much good work previously for the Admiralty at Comox, was awarded the contract. The price was \$1,175 and the fine new jetty at Goose Spit was ready for service by October 1912.¹⁸

HMCS *Rainbow* was in Comox Harbour at this time and as plans for sinking a cribbed well at \$2.50 to \$3.00 a foot were abandoned, fresh water for

cooking and drinking ashore still had to be landed in barrels in the ship's boats.¹⁹

During the Great War in the winter of 1915-1916, Goose Spit was occupied by the army. In December 1915, Colonel J. J. Warden, commanding the 102nd Battalion, Canadian Expeditionary Force, telephoned Rear-Admiral Storey requesting the use of the camp-site.²⁰

While this unit and a small detachment of Engineers were in camp many improvements were made. The soldiers used the old Admiralty mess hut and shelter shed for an officer's mess and camp office, installed a large new cooking range and brought water from the mainland creek by sinking wooden pipes of cedar below salt water.²¹ In short order several mess and recreation buildings were put up as well as cook houses, bath and wash houses, a post office and even a "dentist shop". The west end of the spit was completely cleared of logs and driftwood, thus providing a good parade and drill ground. By June 1916, the 102nd had gone, presumably bound for France, leaving a vastly improved campsite.

In the fall of 1920 a local militia unit of machine-gunners applied for the use of the rifle range but in the spring of 1921 the army was asked to make no plans for Goose Spit as the range "is required for naval use until further notice".²² This was occasioned by the visit of the new Canadian squadron composed of the light cruiser HMCS *Aurora* (Captain H. C. H. Adams, RN), and the destroyers HMCS *Patriot* (Lt. C. T. Beard, RCN), and HMCS *Patrician* (Lt. G. C. Jones, RCN).

20. Rear-Admiral W. O. Storey, RN, Retired, Admiral Superintendent Esquimalt Dockyard.

21. This water system was of little lasting value for, as so often happens with Pacific coast streams, they dry up in the spring and remain so until the following November.

22. Naval Message April 11, 1921, NSHQ to Dockyard, Esquimalt.



The mess hut and recreation grounds at Comox, as pictured in "The Navy and Army Illustrated", October 1898. (CN-3333)

12. Letter Admiralty to Colonial Secretary, August 5, 1910.

13. Established by the Naval Service Act May 4, 1910.

14. Letter, Under-Secretary of State, Ottawa, to Lieutenant-Governor of B.C., October 27, 1910.

15. Commander Hose transferred to the Royal Canadian Navy on January 1, 1912; in addition to commanding the *Rainbow* he was also commander-in-Charge, Esquimalt.

Throughout the years between the two world wars there was seldom, if ever, a year when there were no ships of war anchored in Comox Harbour, their companies to a man (with the exception of the duty watch) ashore enjoying the facilities of Goose Spit. It was customary each summer for the Commander-in-Chief, America and West Indies, at Bermuda, to send at least one cruiser to the north-east Pacific and, invariably, Comox was one of the most popular ports-of-call. Such ships included HM *Capetown* (1925), *Curlew* (1926), *Colombo* (1929) *Dauntless* (1930), *Dragon* (1931), and (1933), *Danae* (1934), *Apollo* (1936) and *Orion* (1939).²³

Quite often the Royal Navy's visiting ship would be accompanied by a destroyer or minesweeper of the RCN, the latter anxious to exercise with the heavier British ship. Such was the case on the last day of June 1930 when HMS *Dragon* (Captain W. F. Wake-Walker, OBE, RN) arrived on the station. On passage to Vancouver she was the target for a torpedo exercise by HMC Ships *Champlain* and *Vancouver*, destroyers which also later joined the *Dragon* for musketry exercises ashore on Goose Spit.²⁴

IN 1929, the Board of Trade at Courtenay, up the bay from Comox, showed interest in gaining use of the parade ground on Goose Spit as a landing field for aircraft. But apparently, the cost of grading was prohibitive, and nothing came of it.

Two years earlier, in 1927, the Courtenay authorities had extended a water main to the village of Comox and had run a pipe to the village wharf. For \$750 they offered to run a galvanized pipe under the bay to the spit. However Naval Headquarters thought the price prohibitive considering that salt water would corrode the pipe in two years. Consideration was then given to towing to Comox each summer the big dockyard water scow *Cowichan* to pump fresh water up to a water tower on the spit. However, the scow was considered too unwieldy for ships' boats, and committing a minesweeper like HMCS *Armentieres* would interfere with RCNVR training. Finally the Courtenay authorities offered to put in the water line for \$675 and maintain it. In addition, the navy was to pay \$30 a year. This was approved on May 8, 1929.

In the same year the old jetty built in 1912 and repaired on several occa-

23. Applications were also made for HM Ships *Norfolk* (1934) *Danae* (1935), *Orion* (1936), and *York* (1938).

24. F. V. Longstaff, *Esquimalt Naval Base*, Victoria, 1941, p. 98.



A corner of the village of Comox as it appeared about 60 years ago. (CN-3332)

sions was described as in a state of collapse. The Comox Logging and Railway Co. agreed to build a less pretentious replacement for \$500, the "low price being in consideration for the booming facilities received by the Company on the foreshore of the Spit".

During the winter of 1931-32, the 2nd Battalion, Canadian Scottish regiment, fired on the range one afternoon each week and the following August, "B" Company, Princess Patricia's Canadian Light Infantry, was given the same facilities.

The availability of water under pressure paid dividends when a spectacular fire occurred on the night August 17/18, 1936. The whole spit was tinder-dry when the target shed went up in flames; the ship's company of the cruiser *Apollo* managed to keep the flames from spreading to the other buildings. A replacement was built in 1937 by Mr. Thomas Knight of Comox, for \$350, a lower price by \$20 than that paid in 1929 for the former structure.

Just before the Second World War, HMCS *Comox* visited the town for which she was named. A coal-burning minesweeper of the Fundy class, she had been built by the Burrard Dry Dock Co., in 1938 and gave excellent service off the Atlantic coast throughout the whole of the war. Under the command of Lt.-Cdr. H. W. S. Soulsby, RCN, she steamed into Comox Harbour and, as a token of their pride in the new ship; the townspeople presented the *Comox* with a miniature totem pole, fashioned in silver.

As it did to all Canadian naval establishments, the outbreak of the Second World War in 1939 brought great expansion to Camp Comox. Accommodation for the host of recruits that descended upon Esquimalt was quite inadequate in HMCS *Naden* of that day. So it was that early in 1940 plans were well advanced for the use of Camp Comox as a school of gunnery and seamanship.

AS A RIFLE RANGE and camp in peace time, "roughing it" was part of the fun but, in terms of a regular all-year-round naval training station, the quite primitive sanitation and absence of electric power, not to mention of building and water, necessitated a rapid and relatively costly programme of construction. Yet *Naden*, back at Esquimalt, was already overflowing with trainees. As a result during the spring and summer of 1940 on Goose Spit, the necessity to conduct naval training in the midst of construction, was not exactly conducive to the art of learning, but then sailors are notorious for "making the best of it".

The building program was under way by late spring. Basically this included living quarters, power, water, a jetty and improvements to the range butts. One of the difficulties encountered was that all men and materials had to be brought to the spit by boat or scow, an expensive and slow process.

In April, Mr. R. Rushton of Courtenay was engaged to bring a new fresh water line from the vicinity of the Lorne Hotel

to the new tank tower on the spit. The storage tank built of wood staves by a Vancouver firm had a capacity of 20,000 gallons. Electric power by pole line was also brought to the spit.

The new barracks to consist of a mess hall, galley and three living accommodations wings were begun late in June. A contract let to Messrs. Williams, Trerise and Williams of Victoria and worth just under \$28,000 required the building to be completed by mid-September. So great was the need of early occupation that the builders, for the sum of \$3,500, put on three shifts working round the clock, seven days a week, to have the barracks ready a month early.

In the meantime the seamen drafted from Esquimalt had been living under canvas but using the old buildings for messing, stores, instructional space and offices.

The advance party steamed into Comox Harbour the evening of April 11, 1940, in the armed yacht *Sans Peur*. In addition to stores they brought a cutter, two whalers and a skiff. The *Sans Peur* returned six days later with the first draft of trainees, consisting of 42 able seamen of the RCNR and 25 RCN stokers, for the musketry course. And so it went all summer, sometimes the old trawler minesweeper HMCS *Armentieres* being pressed into service as a transport.

In May there were 92 ratings under instruction in musketry, squad drill and boat-work under oars and sail. From time to time the same men formed work parties to rebuild the firing points and butts and in June the pistol butts were completed. When dry rot threatened to bring down the lofty flag staff, the seamen soon found pole logs on the fore-shore with which to replace it. In July when two fires broke out, one in the dance hall at Royston and the other in Comox itself, the seamen from Goose Spit were promptly landed to assist the townspeople.²⁵

ON AUGUST 3, 1940, Camp Comox became a regular fleet establishment being commissioned on that day as HMCS *Naden* (III).²⁶ A tender to *Naden* at Esquimalt, the new establishment had as its first commanding officer Lt.-Cdr. Leslie Harrison, RCN.²⁷

25. Throughout 1940, a great asset at Camp Comox was the presence of large power boats for use as harbour craft. These in were, in turn, the *Emow*, *Sparton* (III), *Taseko* and *Saravan*.

26. HMCS *Naden* was, of course, the RCN Barracks at Esquimalt. But also at this time HMCS *Naden* (II), the Mechanical Training Establishment, was located in the Dockyard proper, at Esquimalt.

27. The chief reason for the commissioning was that it gave the officer-in-charge greater disciplinary powers.

Once again jetty facilities came under close study and, in July, the report noted that "at low water, no boat, not even a whaler, can get alongside the present landing pier". A shorter, stouter wharf with concrete pillars was recommended, the approaches to be dredged. In a marginal notation, the Chief of Naval Staff required that the new jetty be such "that a minesweeper or corvette may lie alongside at any state of the tide".

The contract for the jetty equipped with a two-ton hand-operated derrick and with a plank road approach, was let December 2 to Mr. W. Greenlees for just under \$21,000. This was to include a \$3,000 plank road to the butts, required because of the shifting sands. The whole installation was completed by mid-March 1941.

A feature of the year 1941 at Comox was indecision on the part of Naval Service Headquarters as to just how "permanent" and how extensive barracks accommodation should be. Pearl Harbour was not to occur until the year's end and proper quarters for officers and petty officers and for a sick bay, and also central heating—these were all bound to cost money.

Plans were passed back and forth throughout the year and by November, when the cool, rainy season sets in, there were some 400 ratings stationed at Comox. Sick bay facilities were practically non-existent and sick seamen were hospitalized at St. Joseph's in Comox. In this state of no decision, the Commanding Officer Pacific Coast sought and received approval for construction of a tiny eight-bed hospital to be built by the ship's company, not more than \$950 to be spent for materials.

Originally the idea of Goose Spit was to take trained men from *Naden* for gunnery and seamanship courses while they awaited their drafts to sea. This would then make space available in barracks at Esquimalt for "new entry" seamen. But more and more, as the war progressed, *Naden* (III) became a second training barracks with ever greater demands being made for accommodation the year round.

In August 1941 there were 60 officers and men as permanent complement, including instructors, 188 stokers whose stay would amount to eight weeks (six weeks of mechanical training and two of gunnery, seamanship and camp duties), and 53 seamen. The seamen were there for only two weeks (musketry and boat-work). New drafts expected that month were to live under canvas.

In April, 1941, there was a pleasant change when the armed yacht HMCS *Wolf* arrived in Comox Harbour for a five-day stay, having brought the naval band from Esquimalt for a series of concerts not only on Goose Spit but in all the towns of Comox valley.

Another important event that spring was the opening on May 28 by the Canadian Legion of their premises in Comox to the men of the navy. The recreation room of this building was generously made available to all members of HM forces, and HMCS *Naden* (III), in appreciation, turned out a sizeable detachment to attend the event. The new Legion hall was opened in November. The commanding officer of HMCS *Naden* at Esquimalt, attended.²⁸

IT WAS APRIL 1942 before the new block was started. The Victoria firm that built the main barracks in 1940 received the contract and work was begun on the 27th. The new building was to provide accommodation for ten officers, 24 chiefs and petty officers, a 12-bed hospital and sick bay as well as a central heating plant to service both the large blocks. This project cost just over \$37,000 and was completed August 31.

Also in April, technical training in mechanics was stopped in *Naden* (III) as this part of stoker training could now be adequately handled at Esquimalt. The training at Comox again was primarily in connection with the range or boat-work. But something new was about to be added that would later change the whole character of the establishment. Already, an assault course was half finished and preparations were in hand for training in bayonet fighting, gas attack, and various other aspects of fighting on land. More and more, the Bren and other automatic weapons were heard on the range and occasionally the anti-aircraft guns mounted in the bracken to the eastward of the barracks.

During the summer two more firing butts, making six in all, were built on the range.

On July 7, 1942, ceremonial divisions and a full-scale inspection were carried out in HMCS *Naden* (III). A guard of honour was paraded when the Chief of the Naval Staff (Vice-Admiral P. W. Nelles), the Commanding Officer Pacific Coast (Commodore W. J. R. Beech), and the Commanding Officer of *Naden* (Captain F. G. Hart); all stepped ashore from the Fairmile Motor Launch Q.069.

In August a new building for training in seamanship was opened, and, in a very short time straight four-week courses in this subject were under way.

28. Captain W. B. Holms, RCN.

By December the navy's establishment up the bay at Courtenay was taking definite form. It was in this month that *Naden (III)* became responsible for the completion and fitting out of the new combined operations camp at Courtenay. The tragedy of Dieppe had come and gone but its lessons had not gone unheeded. There was to be much hard fighting on the beaches and rocky shores of Europe, and Courtenay was to be one of many Allied stations where men of all services were to learn the complexities of "Combined Operations".

Actually the combined operations organization was a navy-army arrangement for the defence of the Pacific Coast in the event that the Japanese gained toe-holds on Canadian shores. The idea was that 100 Landing Craft Mechanized (Wooden) were to be built by the army, manned by the navy and distributed in certain key positions between the American and Alaskan boundaries.

Basic naval training for men recruited into the Fishermen's Reserve for landing craft duties, was begun at William's Head, near Esquimalt, in July 1942. Training in conjunction with the army began late that fall when the navy was required to vacate William's Head and so established its own camp at Courtenay. But by mid-1943 it was recognized that the Japanese threat to British Columbia no longer existed and policy therefore shifted in the direction of combined operations training for future service in Europe.

As the assault craft began to concentrate in Comox Harbour the rather primitive facilities of the camp at Courtenay were soon overtaxed. That summer "combined ops" moved to what was now a very well established naval base, *Naden (III)*, on Goose Spit. In fact on the spit, "combined ops" became the primary activity, and the base was commissioned HMCS *Givenchy (III)* on October 1, 1943.²⁹

ANOTHER EVENT of 1943 was a representation made by local Comox Indians seeking cash compensation from the navy for using Goose Spit. An old Indian burial ground of some 13 acres was located out towards the western end of the spit, extending right across the spit between the 1,000-yard firing point and the light beacon. It had been designated an Indian Reserve in 1876 and from the beginning of naval activities on the spit in the 1890s, naval authorities, both RN and RCN, had been

very much alive to the necessity of permitting no desecration in the burial area and allowing Indian entry at all times.

The Indians asked for \$150 yearly compensation retroactive to 1940 and offered to trade the reserve for the Seal Islands where the clam beds were the attraction. Settlement came in 1944 when the Indians signed a lease for 21 years permitting the use of the burial area by the navy.

A 140-foot drill shed, completed by Turley Bros. of Nanaimo in August 1943, was a great improvement to training facilities at Goose Spit, particularly in wet weather.

Typical of the training carried out at Comox was that of September 1944, when the Midland Regiment received training in *Givenchy (III)*. These are excerpts from the Report of Proceedings: Three assault craft exercised "C" Company in boat drill; six craft exercised Support and Headquarters Companies as well as "A" Company in boat drill and landing net procedure; three craft drilled "D" Company in landings on Goose Spit; four companies in nine craft practised landings on Sandy Isle; five cutters were employed teaching soldiers boat pulling.

Les Fusiliers de Sherbrooke followed in October.

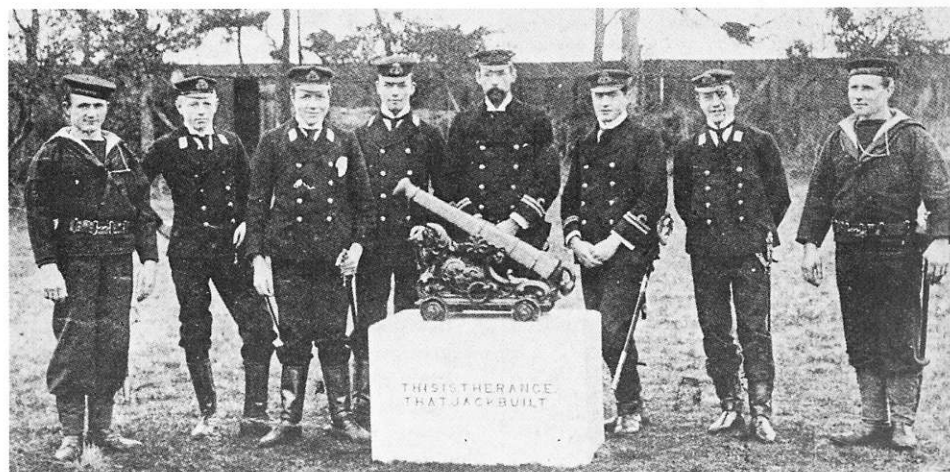
As the war progressed into 1945, the army's camp at Courtenay was soon closed down and the navy no longer was required to train army personnel in combined operations. However, *Givenchy (III)* continued to provide training on the assault course for the men of HMC Ships. During April and May, the entire ship's company of the anti-aircraft cruiser *Prince Robert* was accommodated on the spit for specialized training while the ship was refitting for duty in the Pacific.

AFTER THE WAR, when *Givenchy* at Esquimalt had been paid off and Goose Spit itself had been reduced to a status of "care and maintenance", Camp Comox was usually referred to as *Naden (II)*. But the spit was not to stand idle for long. Back in June 1943, Sea Cadets numbering 200 had camped under canvas on Goose Spit, and there were signs that they would come back again now that the RCN had a more direct interest, together with the Navy League of Canada, in the training of the cadets.

In the summer of 1952, more than 700 boys of the Royal Canadian Sea Cadet Corps from Winnipeg west, camped on Goose Spit and this programme has continued each summer.

On July 1, 1956, Camp Comox once again was formally commissioned as a fleet establishment of the Royal Canadian Navy. Known as HMCS *Quadra*,³⁰ in service during the summer months each year and carrying on its books specially chosen officers and men of the regular navy, the camp continues to instruct the youth of Canada in seamanship and gunnery—the fine points of boat-work under oars and sail, of firing on the ranges—two activities that under ideal conditions of discipline and comradeship, contribute no small part to good citizenship. And, while the face of Goose Spit has been changed out of all recognition, its purpose from the days of the *Amphion* and *Imperieuse*, the *Egeria*, the *Shearwater* and the *Rainbow*, has remained very much the same these 60-odd years.—*Naval Historical Section*.

30. Vancouver Island was originally named by Captain George Vancouver, RN, as "The Island of Quadra and Vancouver" in honour of the Spaniard Juan Francisco de la Bodega y Quadra, who like himself, had been sent to the Northwest Coast of America, to carry out the Nootka Convention in 1792. HMCS *Quadra* is named from the same Spanish naval officer.



Officers and men of the Royal Navy show justifiable pride in their new rifle range at Comox, which they built before the end of the last century. (CN-3338)

29. HMCS *Givenchy (I)* and *Givenchy (II)* were in Esquimalt Dockyard.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Ottawa

On January 20, as part of Task Force 301, the "Beaver" headed south for her second southern cruise. The first two weeks were spent polishing up the attack and maintenance teams for the forthcoming joint exercises with the U.S. and Royal Navies.

At the Task Force boxing meet held in the *Bonaventure*, while at Sir Francis Drake Roads, AB Ted Skakum and AB George Killoran were victorious in their bouts.

From the Virgin Islands, the ships moved up to Florida, and after a one-day rest in Mayport on February 2, the Third Escort Squadron spent one day exercising with the U.S. atomic submarine *Sea Wolf*. After this most enlightening day, the squadron took part in the joint U.S.-Canadian exercise ASWEX, in which on one occasion the *Ottawa* and the *Assiniboine* distinguished themselves in a four-hour A/S action with a most elusive U.S. guppy-type submarine.

The ship's movie goes logged considerable "flick" time with two simultaneous showings in the ship every evening while at sea, which speaks well for the newly formed film organization for sea-going ships.

With the helicopter platform still fitted, aircraft from HS 50 Squadron were regular visitors on board. This, with the energetic deck hockey league, made the flight deck a fairly busy part of ship.

Eight-Day Trip Under Atlantic

A sign of the times is the record crossing of the Atlantic Ocean in eight days, 11 hours.

Fast? Not if the vessel had been on the surface, but it was the nuclear-powered submarine *USS Skate*, and she made the crossing submerged from New London, Conn., to Portsmouth, England.

When he docked at Portsmouth, Cdr. James F. Calvert, commanding officer of the *Skate*, said that the *Nautilus* may have clocked a similar time on a recent cruise westward from Europe. The speed of this voyage had not been announced.



Sailors' blood—345 pints of it—was donated at Naden in early March when the Red Cross set up a one-day blood donor clinic there. Two of the Red Cross nurses in attendance were Misses Chris Koehler and Henny Van Dyk, both of Vancouver. (E-44562)

At the last meeting of the ship's Welfare Committee, it was decided that the ship should "adopt" a needy child under the Foster Parents Plan. This is a new venture for the ship and every one is anxiously looking forward to what the stork will bring.

Among several training classes held on board is a course in navigation conducted by the "pilot", Lieut. Bob Bidwell. This has proven to be an extremely interesting pastime for all ranks.

PACIFIC COMMAND

Gunnery Training Centre

The B.C. Centennial, with all its publicity, is going to require tremendous patience, drill and imagination. There must be hours of drill on the parade ground, so that no mother on the side line, can say her "Jimmy" is the only one in step!

Many sunset guards and parades are on the official program, which means much personal sacrifice and effort must be made in order to maintain and am-

plify the many splendid traditions of the RCN.

The old saying "Whiskers make the man", is being proved day by day as beards are sprouting right and left for the various pageant events that will take place this year.—E.A.M.

NAVAL DIVISIONS

HMCS Discovery

Twenty-one *Discovery* reservists absorbed all the action they could take in a whirlwind exercise-packed weekend cruise on board HMCS *Beacon Hill* as the sea training program for the winter began. Old-timers voted the cruise the busiest and most successful in recent history, with never a letdown from Friday night until Sunday afternoon.

The cruise began with officers and men assigned to various departments aboard and from the beginning it was evident there would be action and more action. And to make conditions even better the *Beacon Hill* ship's company accepted our people as "shipmates" and

not as a group who had interfered with their week-end leave. This had double meaning when it was learned the *Beacon Hill* had been at sea all week and would continue on an additional week's training before returning to base.

Friday night saw the reserves taken on a detailed, conducted tour of the ship, exercising their emergency stations, and observing a 4-inch gun crew carry out a starshell night exercise.

Saturday morning at Ganges was spent in a hundred and one evolutions, ranging all the way from fire drills to whaler crew exercises, ABCD exercises, practical instruction in seamanship, TAS routines, navigational aids, motor cutter handling and of course, routine watches aboard.

In the afternoon there were voluntary whaler crew races, which saw *Discovery* chiefs' crew finish sixth and officers' crew seventh out of 11 crews participating. *Beacon Hill* wardroom officers won in "once around the ship" course in one minute and 20 seconds. *Discovery* chiefs clocked 1:56½ and the officers, after a disastrous start which saw their whaler crash into the side of *Beacon Hill*, recorded 2:00 minutes flat. Cdr. (SB) Bill Herbert was relieved of his cox'n duties by Lt. (S) Eric Van Allen after trying to sink *Beacon Hill*. Cdr. Herbert assumed stroke duties and wound up "catching a crab" as the whaler went across the finish line, thus lessening the chances of the officers to make a better time.

Sunday saw the reservists "close up" to AA stations and each had a chance to fire guns, work in the "ops" room and generally observe what happens in an atomic attack.

The program packed as much training into two days as many a two-week program in the summer. Warm thanks were extended to Lt.-Cdr. Paul Wilson, commanding officer, and his ship's company for the splendid and worthwhile week-end. The program was drawn up by Lt.-Cdr. Wilson and Lt.-Cdr. Fred Henshaw, executive officer, and they were assisted in carrying out the training schedule by Lt. (E) J. J. Tanner, Lt. (S) J. S. Cowie, Lt. (TAS) D. A. Elrix, Sub-Lt. D. B. M. McLeod, navigator, and Mr. R. P. W. Palmer, ABCD officer. Lower deck direction was provided by CPO D. J. McLennan, coxswain, CPO Gordon Hewitt, CPO Herb Law and CPO Boyd Nicholls. Also on board on RT was Lt.-Cdr. (SB) John Arnold, of *Malahat*.

The following *Discovery* personnel were on board: Cdr. (SB) Bill Herbert, Lt.-Cdr. Ted Daley, Lt.-Cdr. Bob Kincade, Lt. Ray Turner, Lt. (SB) Jack

Thornton, Lt. (S) E. W. Van Allen, Sub-Lt. (AE) D. C. King, Sub-Lt. J. Drent and Sub-Lt. Charles Bristol. Chiefs and POs included CPO "Doc" Alexander, CPO R. R. Burry, CPO C. Hartney, PO Lou Cousins, PO Larry Peppard, PO S. Moir and PO L. Hafenden. Others were AB I. Hurst and Ordinary Seamen E. Morrison, D. Chamberlain, R. Hammond and B. Leech.—*Discovery Newsletter*.

HMCS Cataragui

A tri-service ball was held at *Cataragui*, Kingston naval division, in late February, for officers and cadets of the Navy, Army and Air Force training groups at Queen's University.

Lt.-Col. R. J. Kennedy and Mrs. Kennedy, Lt.-Cdr. Roy Tear and Mrs. Tear, and W/C J. E. Wright and Mrs. Wright, were in the receiving line.

The ball was convened by P. F. Sae-gert (Navy), and the committee in charge included Miss Liz Oughton (Air Force), Miss Anne Davison (Air Force), Jim Lentgris (Army), Terry Watts (Air Force), Pete McLain (Navy), and Roger Davison (Navy).

The cadets also did their own decorating which included murals of characters from Walt Kelly's comic strip "Pogo" caricatured to represent certain of the officers and cadets.

HMCS York

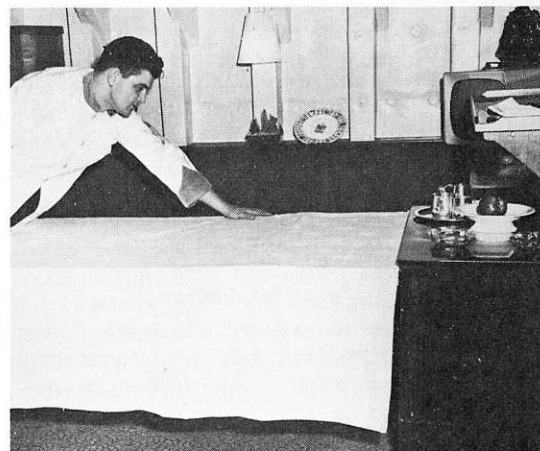
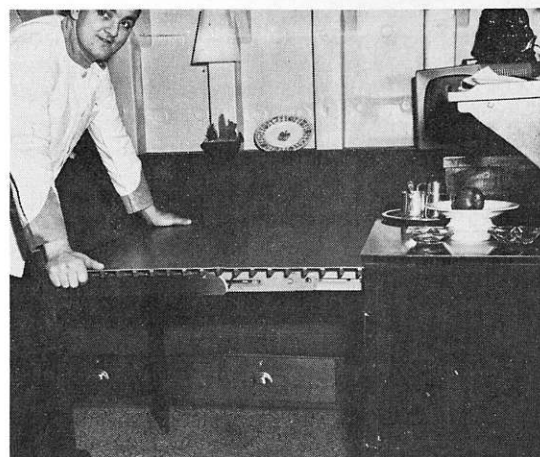
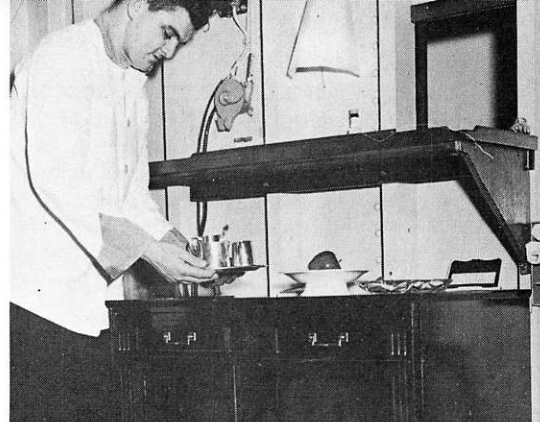
The value of frogmen in the service has been proved beyond doubt by two *York* divers—and they have had harrowing experiences the past month to prove it. They succeeded where other salvage methods failed and they did this under some of the worst conditions.

Lt.-Cdr. Tim Turner and Lt.-Cdr. Fred Lamar, *York's* two frogmen, recovered an estimated \$100,000 worth of equipment from a CF-100 aircraft which crashed during the Canadian National Exhibition.

After dragging operations and hard-helmeted diving methods failed to obtain the aircraft parts, Lt.-Cdr. Turner and Lt.-Cdr. Lamar dived for two weeks, found the parts and gave much help to the investigation of the crash that claimed two lives.

Their work started a full three weeks after the crash, after the exact position of the aircraft in Toronto harbour had been lost.

Lt.-Cdr. Turner, an ardent diver, had watched the dragging operations soon after the crash and had taken pictures of the area from several places in the harbour. When he and Lt.-Cdr. Lamar were called in September 26, the RCAF crash boat from Trenton was unable to



Space is a problem in some of the smaller warships, such as the wooden minesweepers, but there are a number of ways of licking that problem. Here Ldg. Sea. Reginald Chambers, steward in HMCS *Miramichi*, is seen in the tiny wardroom of the 'sweeper, getting ready for an incursion of hungry officers. From what looks like a neat little buffet, a table top with two legs to support it appears, the linen is spread and soon, although they may not be able to move around, the officers will dine in comfort and style. (E-4445-6-7)

locate the aircraft because the marker in the harbour had been removed. Even the keen eyes of the skipper of the Toronto Island Ferry and the Toronto Harbour Police were faulty and their efforts failed.

However, from pictures taken by Lt.-Cdr. Turner, the party was able to fix a position and when the frogmen went down at the spot noted, it was found

that the crash boat's anchor was wrapped around part of the aircraft.

This was about the last thing they saw however. Once on the bottom of the harbour some 35 feet down, mud was stirred up and nothing could be seen, not even a powerful lamp taken below was of any service after the first few minutes on the bottom.

Thus their search was done by touch, and because of this, the officers recall some eerie experiences in the mire of Toronto harbour.

To add to their problem, autumn was catching up with this part of Canada. Being late September and early October, the lake temperature was well down. The divers were able to stay under for only about 30 to 45 minutes at a time.

But despite the murky water and the penetrating cold, the two citizen sailors came up with the required parts after two weeks of interrupted diving.

They won the plaudits of the RCAF for their work and proved that where others fail, frogmen flourish.

Lt.-Cdr. Turner, an orthodontist in civilian life, is York's intelligence officer. Lt.-Cdr. Lamar, a lawyer, is the assistant training officer.

In January of this year, the two officers were guests of Orenda Engines Ltd., at a special luncheon by the service department of the company who had made the ill-fated engine.

Both officers were given desk lighters by the company as a token of their appreciation of the outstanding service provided.

HMCS Star

A new executive for the wrens' mess at HMCS Star, Hamilton naval division, was elected at a recent mess meeting.

Elected were: Reta V. Minchin, honorary past president; Barbara G. Gotch, president; Florence Witherell, vice-president; Helen Boden, treasurer; Barbara Gallant, secretary and Connie Parker, social convener.

During the meeting the wrens set the date for their sixth annual Hard Times Dance, March 29 at Star.

HMCS Nonsuch

Captain George P. Manning, RCN(R) (Ret'd), a former commanding officer of the Edmonton naval division, was chosen president of the Edmonton United Services Institute, at their annual meeting.

Selected for the board of management were four other Edmonton naval officers: Cdr. (S) W. Ross Hickey, Cdr. L. J. D. Garrett, Lt.-Cdr. R. M. MacLean and Lt.-Cdr. F. D. Banwell.



Serving and former members of the wrens attended a surprise farewell party for RPO Alice Thompson at Moresby House, Naden, on January 23. Present were: Front row (left to right), Wrens Lynne Hayes, Rosalee Auger, Ruth Clare, Dorothy Heard and Alice Raitt; centre row, Lt. (W) Jessie Wardhaugh, Lt. (W) Margaret Neilson, RPO Alice Thompson and Lt. (W) Ellen Halikowski; back row, Wrens Viola Corbett, Agnes Cook, Mary Wowk, Beverley Beattie, Doris McNutt, Terry Heffernan, Marian Amiss and Marie Paget. The dog in the foreground answers to the name of "Pal".

FAREWELL TO WREN RPO

On Thursday January 23, 1958, twenty-three women sat in unaccustomed silence. A slight, gray-haired figure stepped across the threshold of Moresby House, HMCS Naden, and the silence was broken. Twenty-three voices chorused, "Surprise!"

The occasion was a farewell party in honour of Regulating Petty Officer Alice F. Thompson of Calgary, Alta., after 13 intermittent years of service with the Royal Canadian Navy.

Gathered to salute her were Lt. (W) Ellen A. Halikowski, Wren Divisional Officer, Naden, Lt. (W) Margaret Neilson, Malahat, Lt. (W) Jessie Wardhaugh, Malahat, Wrens Rosalee Auger, Beverley Beattie, Agnes Cook, Viola Corbett, Nancy Cuthbert, Beverley Guerin, Lynne Hayes, Ruth Lister, Patricia McAllister, Ellen Pedrick, Joan Raycroft, Yvonne Sims and Mary Wowk and ex-Wrens Marian Amiss, Ruth Clare, Dorothy Heard, Terry Heffernan, Doris McNutt, Marie Paget and Alice Raitt.

PO Thompson became a member of the WRCNS back in December 1944 at Tecumseh in Calgary. She served at HMCS Conestoga, the Wren training centre in Galt, Ontario, until March 1945, was drafted to Discovery, and

crossed the straits to serve in Moresby I and II, Naden until the end of March 1946, then returned to the East Coast and Ottawa where she remained until the WRCNS were demobilized in July, 1946.

"Tommy" spent the interim years working for the Department of National Defence with the RCAF in Calgary. In 1952 when the wrens were once again brought back into the service she signed on the dotted line for the RCN(R) at Tecumseh. On February 2, 1953, PO Thompson commenced continuous naval duty at Cornwallis. There she guided Wrens from Conestoga through the rigours, smiles and tears of new entry training.

In August, 1955, the West beckoned once again. From then until her release date February 2, 1958, when she reverted to the active reserve on the books of Malahat, she supervised the wrens of Moresby House.

Like many ex-navy people before her, PO Thompson has settled down in Victoria where she hopes to work for the Department of National Defence, this time with the Navy. Wrens and ex-Wrens throughout Canada wish her continued success and happiness on "civvy street".—R.A.

THE RESERVE

"Basic role of the RCN(R) in the nuclear age remains unchanged"—Rear-Admiral Adams

WHERE does the Royal Canadian Navy (Reserve) fit into Canada's changing defence picture? Will its relative importance increase or diminish with the years? How will the naval divisions across Canada be affected by the announced changes in personnel strength?

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, dealt with these questions and others in an address to the United Services Institute of Quebec City on January 30.

The address, as Rear-Admiral Adams pointed out, was in the nature of a "swan song", since the date of his retirement leave, April 2, was inexorably approaching.

"But today," said Admiral Adams, "I speak to you as an active, serving officer of the Royal Canadian Navy. National defence has been my business for 33 years. Over those years I have held many different appointments—destroyers, cruisers, aircraft carriers, shore establishments. I have served in them all in one capacity or another. And of my 33 years of naval service, seven years have been spent administering and commanding the Royal Canadian Navy (Reserve).

"From 1947 to 1949 I was Director of Naval Reserves at Naval Headquarters in Ottawa. For the past five years I have held the appointment of Flag Officer Naval Divisions, which in simple terms means the officer in chief command of all naval reserve forces in Canada.

"Now in seven years of association with a group you really get to know them. In my term of office as Flag Officer Naval Divisions, and, indeed, throughout so much of my naval life, I feel I have come to know these men and women of the naval reserve well. Their contribution to our country in the last war holds an honoured place in history. However, maybe, not so much is known about the contribution they are making in these post war years of uneasy peace.

"In the discharge of my duties I frequently visit the 22 naval divisions located in Canadian cities from St. John's, Newfoundland, to Victoria, B.C., and each summer new entry naval reserves from all over Canada come by the hundreds to my headquarters in Hamilton, Ontario, to carry out concentrated training in our ships. This gives me the

opportunity to know them personally, to understand their problems and appreciate their worth.

"Believe me, their worth is very real . . . very tangible!

"From coast to coast these men and women of the naval reserve display a loyalty, enthusiasm and ability of the highest order. They are people with civilian occupations and problems, yet, often at personal sacrifice, one night each week they forego other pleasures and proudly don the naval uniform to train in the service of their country. Each year they use their summer vacations to serve in naval establishments and ships so they may gain further experience and skills.

"Such is the substance of the people I am honoured to command. Such is the mettle of the Naval Reserve.

"These days we read much of changes in institutions which have served us well in the past . . . changes necessitated by the sudden advances of science and its bearing on military matters. These advances, these new concepts affect us all, and the Royal Canadian Navy and its Reserve is no exception. The potential threat of nuclear warfare has ordered us to re-shape much of our military thinking. In a few moments I will tell you something of how this is affecting the role and operations of the RCN. Right now I wish to discuss the bearing these new ideas and facts have on the operation and administration of the Naval Reserve.

"The basic role of the Royal Canadian Navy (Reserve) remains unchanged; the nuclear age, and its influence on naval planning, demands that the Naval Reserve be a highly trained and flexible organization capable of mobility of thought and action. It must be a balanced force within which there is a job for every man, and a man for every job, and the whole must possess sinew, muscle and vitality.

"The Navy's job is to provide the sensible establishment of a force which is related to the foreseen requirements of defence and flexible enough to handle the unforeseen requirements. This statement is just as true of the reserve as it is of the permanent navy.

"All organizations tend, over a period of time, to get out of balance, to become topweighted in certain areas and underweight in others, thereby losing

vitality and efficiency. This will happen unless, from time to time, there is an intelligent appraisal of needs and requirements, and a streamlining of effort, men and material. A judicious pruning usually produces a better strain and greater efficiency in any organization, and, if we are to make sure the naval reserve is a force related to the foreseen requirements, and possessing the flexibility to meet the unforeseen, then we must remould our establishments to meet the challenge.

"This we are doing today. We are bringing the naval reserve back into balance. Such a move requires the reduction of personnel in certain categories, but it also means strengthening and building up personnel in other areas. We are cutting only where we consider such action increases the over-all efficiency of the structure. For the Naval Reserves in general, this does mean a small over-all reduction in size. Our officer complement is being reduced from 1,600 to 1,100, and our strength in men will be increased from 3,100 to 3,300 and stabilized at that figure. In other words, there will be an approximate decrease of only six per cent in the size of the Royal Canadian Navy (Reserve). This streamlining will renew the vigour of the force, ensuring that it will continue to be a strength behind the permanent navy, completely related to the service's needs and requirements.

In the latter portion of his address, Admiral Adams discussed naval problems of today and what the Royal Canadian Navy is doing to meet them. He concluded:

"The oceans are wide and deep. Below the surface the enemy can lurk like the proverbial needle in a haystack. Have we enough ships to seek, find and destroy an enemy slithering unseen below the waves? Have we enough aircraft to comb the skies and combine with ships in the kill of enemy submarines? Can we prevent the 'end run' which would lay waste our sea-boards and much of the industrial strength of Canada? Those are questions with which every Canadian should be concerned. They are questions as important as preservation itself . . . preservation of our way of life . . . preservation of our homes . . . preservation of ourselves."

A SURVIVOR'S STORY OF HIS RESCUE

IN THE AFTER CANOPY of the Tribal class destroyer escort *Iroquois* there is a plaque which is displayed as proudly as any battle honour. It commemorates the rescue 15 years ago of survivors from SS *Duchess of York*, sunk while on troop transport duty on July 11, 1943.

Before the Second World War the *Duchess of York* was a Canadian Pacific steamship plying the North Atlantic between Great Britain and Canada. On the outbreak of war she was taken over for transport duties and her luck held for three and a half years.

The convoy in which she came to her end was one that also included the liners *California* and *Port Fairy*. The *Iroquois* was one of the escorting warships as the convoy steamed down the coast of Portugal for Gibraltar. A single Focke-Wulf appeared overhead and called in two others. The *Duchess of York* and the *California* were fatally bombed. The guns of the *Iroquois* discouraged the German aircraft from an attempted attack and bombs aimed for the *Port Fairy* missed.

While the *Iroquois* carried out a wide sweep around the convoy to check for lurking submarines, two British escorts began removal of troops from the burning liners. Satisfied there were no U-boats in the vicinity, the *Iroquois* then closed the *Duchess of York* to embark survivors. From this ship 628 troops and crew members were saved. After the burning wrecks were sunk, the escorts and the surviving troop ship went on their way.

Later the officers and ship's company of the *Duchess of York* presented a plaque to the *Iroquois* in gratitude for their rescue. In more recent years survivors have got in touch with the ship, again to express their thanks.

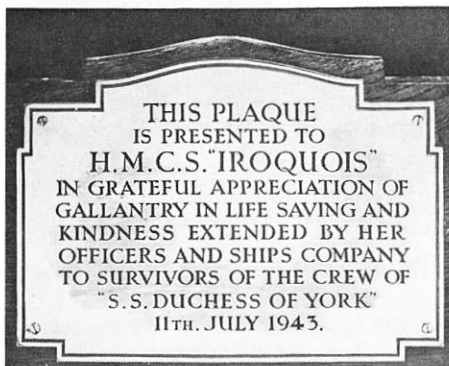
One of these was Flying Officer A. Pipe, of the Royal Air Force, who wrote to the then commanding officer, Cdr. D. L. Hanington, about a year and a half ago when the *Iroquois* was visiting Southampton. He asked for a photograph of the ship and promised to send a personal account of the action. What follows is F/O Pipe's story of the loss of the *Duchess of York* and the rescue operation:

DURING the early hours of a Wednesday morning in July 1943 we, members of His Majesty's Royal Air Force, boarded the Canadian Pacific

steamship the *Duchess of York* at Glasgow. This, for me, was a particular thrill, as the last time I saw this ship was in Halifax during the winter of 1935.

We sailed that night, and we were accompanied by the SS *California*, with army personnel on board, and a merchant ship, the name of which I did not know. Our escort was one destroyer and one corvette.

Up until the Sunday the voyage was uneventful. We had no idea of our



destination. On the Friday there was a minor event, the destroyer taking anti-submarine action some five miles on the port bow.

On the Sunday evening, I had been on police duties and had decided as a relaxation to visit the cinema, accompanied by another NCO.

The film show had not long started when the alarm went, at about 2040 hours. We remained at the film show. Within five minutes the film show was interrupted by the ship's commandant who instructed us to put on our life jackets and disperse between decks. We were not allowed on deck unless on essential duty.

Most of the personnel went aft to their quarters while the NCO and myself kept forward on "C" deck. Within a few minutes it was obvious the attack was by air, as the "ack-ack" opened up. There were several dull thuds. After a lapse of a few minutes the "ack-ack" opened up again and this time there were near misses, first on the starboard side, then on the port side. A further quiet period of a few minutes then "ack-ack" again. There followed a tremendous crash, and we knew we were hit. My colleague and I were thrown the whole length of the forward deck. The lights went out.

In a matter of seconds the emergency lighting came on. We proceeded to the

main stairway only to find a gaping hole where the lift shaft and stairway had been.

We assisted members of the crew in helping evacuate members of the engine room staff; some were badly injured. A message came to us from a forward point for volunteers to make a bucket chain. The ship was on fire. However, we were too busy attending to the injured and the dying.

Word came down to us, about 2145 hours, to abandon ship. We carried the wounded up on deck to find only one lifeboat left, partly full, forward of the bridge. We assisted the wounded into this remaining lifeboat, and it was lowered.

The ship was blazing midships and the captain from the bridge, said that he did not know what was happening aft and told us we had better get away. We lowered ourselves into the water and claimed a nearby raft.

In the last moments of daylight, we saw a remaining aircraft hovering around. The *California* had been hit and was going down. The merchant ship seemed to be all right. The destroyer and corvette were picking up survivors.

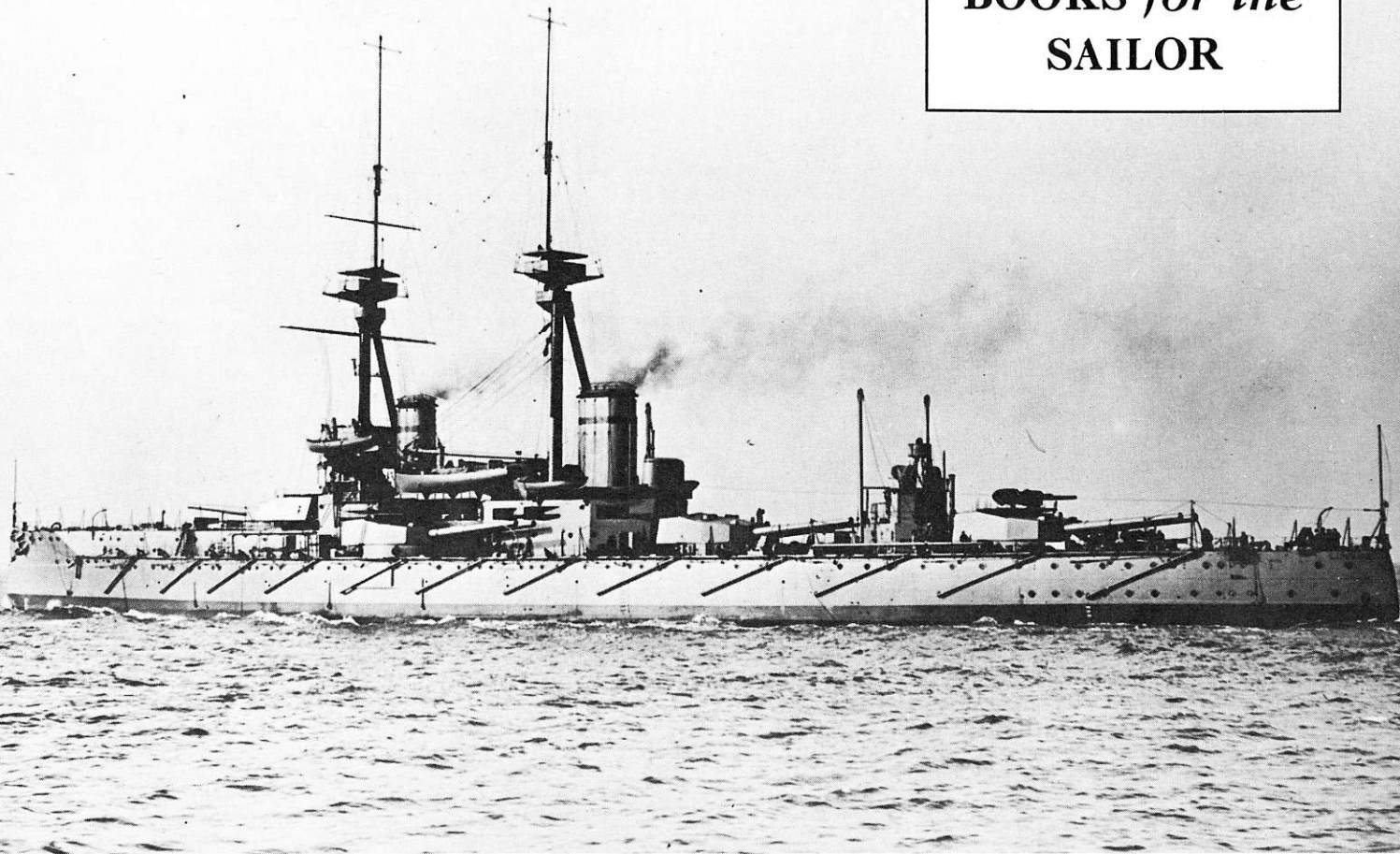
Darkness fell and we drifted in a moderate swell, away from the *Duchess of York* which was now all alight. After drifting for an hour or so, we were taken in tow by a lifeboat, and pulled further away from the burning ships.

Some time later in the darkness, we heard a North American voice call out: "If there's anyone else left in the water, yell out. Let's hear you". Needless to say we made good use of our lungs.

Eventually the destroyer loomed up over us, and we used the scramble ladders to get on board. There were those who were either too exhausted or injured to pull themselves up, and sank back into the water. Canadian seamen dived overboard to render assistance.

The destroyer was HMCS *Iroquois*. We were taken below to the mess deck, stripped and given warm blankets and warm drinks. We were the last survivors to be taken on board and we were told the destroyer would head for Casablanca. If I remember rightly there were 600 survivors on board, and that number on board a destroyer can offer complications. However, the Canadian personnel from the commander down, took it all in their stride. Joseph Addison summed it up thus: "Unbounded courage and compassion joined".

BOOKS *for the* SAILOR



Within the 60-year span of "Jane's Fighting Ships" the mightiest warships of all time have come and gone. Among the early powerful Dreadnoughts (as they were known after the first of the class built in 1906) was HMS Vanguard, 19,250-ton floating fortress completed in 1910. (CN-2127)

SIXTY YEARS OF 'FIGHTING SHIPS'

Diamond Jubilee 'Jane's' Records End of Epoch

TWO GENERATIONS ago—in 1897, to give the precise year—the first edition of Fred T. Jane's "Fighting Ships" appeared. From that day to this each annual issue of "Jane's Fighting Ships" has presented more detailed information about the naval forces of the world than has been available from any other source.

Those 60 years encompass the rise and fall of the mightiest warship of them all—the battleship. The prototype of the all-big-gun battleship, HMS *Dreadnought*, did not arrive on the scene until 1906 and now Great Britain and the United States are retiring their battleships from active service. The age of the aircraft carrier and the guided missile is upon us.

The 1957-58 edition of "Jane's Fighting Ships" is the Diamond Jubilee Edition and the book has undergone a

change of format as radical as the change in the composition of the world's fleets which it records. The horizontal layout, followed faithfully for 60 years, has given way to a new vertical design, which fits more comfortably into a library shelf.

"This new shape has been adopted because it gives a greater flexibility of arrangement of the subject matter, including a wider variety of illustrations," says the publisher's foreword, "but it has meant a complete rearrangement of presentation of the contents and the resetting of all type matter. It may perhaps be permissible to say that the 'new look' in Jane's matches the 'new look' in navies."

The navies of the world are covered in 542 pages of pictures and text, in comparison with 446 pages in the previous edition. The 12 pages dealing

with the Royal Canadian Navy contain 19 drawings and 46 photographs, which tell clearly and concisely the story of Canada's modern naval service.

The new "Jane's" has the honour of including an introduction written by the First Sea Lord and Chief of the Naval Staff of the Royal Navy, Admiral of the Fleet the Earl Mountbatten of Burma, who refers to the Diamond Jubilee volume as "an important naval occasion".

"In any year the publication of 'Jane's' is a red-letter day in the world," the First Sea Lord writes, "but it is particularly fitting that this sixtieth occasion should coincide with the announcement of the new *Dreadnought*, our first nuclear-powered submarine—'undoubtedly,' as the First Lord of the Admiralty has called it, 'the most dramatic

naval development we have seen since the *Dreadnought* of 50 years ago'."

The editor's foreword to the new edition quotes the words with which Fred T. Jane opened his foreword to the 1906 edition of what was then known as "All the World's Fighting Ships":

"Revolution is thick upon the naval world, and there has never been an edition of this book in which so many alterations have had to be made."

Today's editor, Raymond V. B. Blackman, feels that these words are probably more applicable to the present edition than to any other since the first editor wrote them 51 years ago.

"In the decade since the last Jubilee edition of *Fighting Ships* was published," he writes, the most notable change in the balance of power has been the emergence of Russia as a sea power second only to the United States, but with a marked difference in the character of their respective navies.

"It is significant that while the United States and, to a lesser extent, Great Britain are building carriers and, in common with other major powers, a comparatively small number of cruisers, destroyers, frigates and submarines for experimental purposes or to meet their normal replacement quotas, Russia is building up a powerful force of modern cruisers and destroyers and the largest submarine fleet the world has ever seen."

The editor detects the motive of this build-up in the words of Marshal Zhukov, the former Soviet minister of defence:

"In a future war the struggle at sea will be of immeasurably greater importance than it was in the last war."

The emphasis given by Russia to the production of submarines leads the editor to speculate on the possibility of nuclear submarines, armed with guided missiles, becoming the capital ships of the future, just as aircraft carriers have superseded battleships. He points out that nuclear-powered submarines require only a fraction of the maintenance and none of the naval support required by aircraft carriers.

At the same time, the building programs of the navies of the world give no indication that the day of the surface ship is past.

"The torpedo, the several varieties of mines, the aircraft and the guided missile in turn were all successively deemed to have foredoomed the surface warship to extinction, but still warships survive all hazards. In fact there are now more warships in the world than at any time except at the end of the Second World War . . ."

Last Battleship Paid Off by USN

The last active battleship in the United States Navy, the 45,000-ton *Wisconsin*, was paid off at Bayonne, New Jersey, on Saturday, March 8.

The *Wisconsin* (45,000 tons, standard; 57,000 tons full load) was launched on December 7, 1913, exactly two years after the raid of Pearl Harbour and was ready for service by the spring of 1914. She served through the last year of the war against Japan and was in Tokyo Bay the day the surrender was signed on board USS *Missouri*, her sister ship.

Although she came through the war in the Pacific unscathed the *Wisconsin* received superficial damage from Communist shore batteries during the Korean war.

On the occasion of her paying off into reserve, Rear-Admiral Chester Woods, Commandant of the Third Naval District said:

"We hate to see the end of the trail for this magnificent breed of ship—this king among kings of the sea. The new king is the carrier—but some day it, too, will pass on, giving way to the new king of that future era—the submarine, the guided missile carrier or something else which we cannot know."

The task of transforming "Jane's *Fighting Ships*" into its new format must have been a prodigious task for the editor and his publishers, Sampson Low, Marston and Company, Limited, of London, who have published the work annually from its beginning.

The present editor, Mr. Blackman, had however already shown his ability to cope with a monumental task when he was called to the editorship of "Jane's" on the untimely death of the previous editor, Francis McMurtrie, in 1949. Work had already been begun on a new issue, but Mr. Blackman quickly gathered up the loose ends and the 1949-50 edition appeared on schedule.

The publishers have said of the current volume: ". . . this year's change

in the shape of the book, combined with the accelerating pace of naval development, has involved more work for R. V. B. than was faced by any of his predecessors, except perhaps for the production of the very first volume."

The cold war has not made the work of compiling information for Jane's any easier. Back in Czarist days Russian feelings were injured by the attention given by Fred Jane, in the 1920, edition, to the Imperial Japanese Navy. The Russian naval staff offered Mr. Jane free access to any warship or shore base he wished to visit.

However, the publishers, when faced today by a complete lack of co-operation, are not easily discouraged. The current Russian section contains 38 pages of text, illustrated with nearly 200 drawings and photographs! How the publishers' private intelligence system operates has never been disclosed, but there can be little doubt that it is remarkably efficient. According to Associated Press writer Watson Sims, even western countries have been known to try to feed false information to "Jane's" in the hope of fooling potential enemies. They did not succeed, although at the same time the publishers usually respect the wishes of the governments that certain information be kept confidential.

Those who have known "Jane's" in the past do not need to have this volume recommended to them. It is sufficient to say that the new edition contains more information, presented more conveniently and attractively than any previous issue.—C.

JANE'S FIGHTING SHIPS — 1957-58 *Diamond Jubilee Edition*, compiled and edited by Raymond V. B. Blackman, with an introduction by Admiral of the Fleet the Earl Mountbatten of Burma; Canadian publishers, The McGraw-Hill Company of Canada Limited, 253 Spadina Road, Toronto 4; published in Great Britain by Sampson Low, Marston & Co., Ltd.

THE SLEDGE PATROL

DURING the Second World War accurate forecasts of weather were equally important to both German submarines and Allied convoys in the Battle of the Atlantic, and observations from four weather stations on the north-east coast of Greenland were invaluable in providing data for such predictions. These stations transmitted daily and, by an incredible oversight on the part of the British in 1940, continued to do so in plain international code, even after the invasion of Den-

mark, from which country Greenland is administered.

By 1942 the Danish Governor had ordered the sparse population of hunters and Eskimos, who lived on the north-east coast, to come south and had formed a small sledge patrol to cover the area in case the Germans attempted a landing. About the same time the weather stations started to transmit in code. Germany was now at war with Russia and weather reports from Greenland had taken on a new significance

with the advent of British convoys to north Russian ports. A trawler sailed from Kiel in the summer with a ship's company of 19 men, and on August 26, 1942, anchored in a tiny fjord on the north-east Greenland coast. The Germans at once began to send out weather reports and were not discovered by a dog-sled patrol until March 1943.

The outcome is described in David Howarth's factual account "The Sledge Patrol".

This is not a story of a long campaign (it was all over by July 1943 when the Germans scuttled their ship and were rescued by a flying-boat from Norway) or of bloody battles between large bodies of men (only one man was killed) but it is a study of the Arctic philosophy of life and its effect on the individual, particularly the German commander, when forced to wage war contrary to all environmental instincts.

David Howarth gives an interesting picture of a little known part of the Arctic and interprets the feelings and motives of the participants in this unusual little campaign. The Eskimos and the Danes, trained in the live-and-let-live philosophy of the friendly Arctic had no desire to kill the men they knew to be enemies. The Germans lacked the Arctic lore they needed to become an effective fighting force. And thus the strange unmilitary war between 19 men on one side and 15 on the other went on its way, with a profound effect on the hearts of the Nazis, confronted by an enemy whose whole philosophy of life was the Golden Rule.

This well-illustrated book tells an engrossing story.—J.D.F.K.

THE SLEDGE PATROL, by David Howarth, published by Collins, 10 Dyas Road, Don Mills, Ont., 255 pages, illustrated, \$3.50.

dation from the Senate of the United States.

There are stories of many colourful ships, such as the ill-omened and reluctant *Marco Polo*, which seemed determined not to go to sea. She blew to pieces in a windstorm when half-built, and when rebuilt she skidded too far at her launching, getting stuck in the mud on the opposite bank. Finally she put to sea and while under the cool command of Captain Bully Forbes, earned the distinction of "the fastest ship in the world". Another famous product of Atlantic shipyards was the mighty *W. D. Lawrence*, "the largest sailing ship afloat", which outlived the day of the wooden ship.

This is a story of triumphs and disasters; of records made and of shipwrecks; of heroism and mutiny; of shipbuilders and captains and seamen who were to make the name "Bluenose" known and respected in ports throughout the world.

"The Salt-Water Men" was written by Joseph Schull, who grew up in Moose Jaw, Saskatchewan, far from the sea of which he writes. During the war he served with the Royal Canadian Navy as an Intelligence and Information Officer in Canada, Newfoundland and Europe. He is the author of "The Far Distant Ships", the official account of Canadian naval operations in the Second World War. Mr. Schull now lives near Montreal, and is concerned mainly with television writing.

The many excellent full-page and smaller illustrations which add to the book's interest were provided by another former naval officer, Ed McNally, a Montreal artist, who is widely known for his work in *Weekend Magazine* and other publications.—E.M.

THE SALT-WATER MEN, by Joseph Schull, with illustrations by Ed McNally, published by Macmillan Company of Canada Limited. 144 pages; price \$2.00.

CANADA'S DAYS OF SAIL

A New Book by Joseph Schull

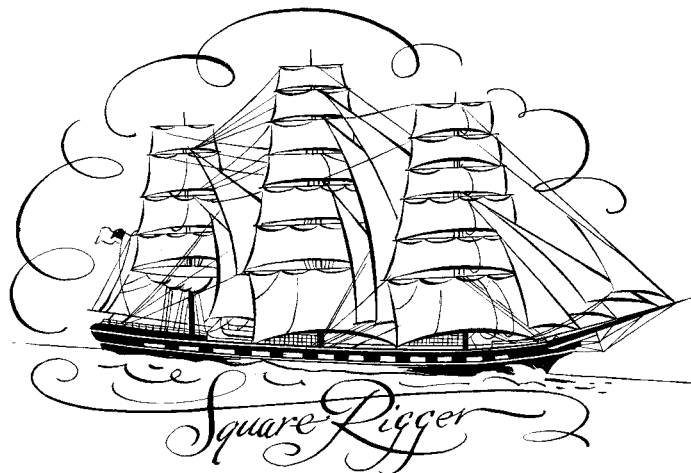
"The Salt-Water Men" is a collection of stories about Canada's deep sea sailors and ships built by Canadians. A story of iron men and wooden ships—the men who built the ships and the men (and sometimes women) who sailed in them. While it is written primarily for young people, it is a book to be read and enjoyed by all ages. It brings to life a segment of Canadian history which is, unfortunately, little known outside those areas bordering the St. Lawrence and the Atlantic seaboard. Not many of us are aware, for instance, that Canada at one time stood fourth among the ship-owning countries of the world, with a merchant navy of 7,000 vessels.

From the time the white man first sighted the shores of the new land, Canada's destiny has been irrevocably tied to the sea. The rhythm of Canada's growth was measured in the comings and goings of ships. Frenchmen, and Basques, and Portuguese followed the English to the waters of Newfoundland and the Gulf, and each autumn sailed for home, their ships laden with the fish of the western waters. Then came the fur traders and land seekers and before long bales of pelts and mountains of felled timber began to pile up on the shores, waiting for ships to carry them away.

At first the carriers for the long voyages were provided by Europe. Canadian forests sailed to England as pruned trees and returned as ships. But these early Canadians had a sharp business sense. If ships and the carrying

of timber were more profitable than timber itself, they would take a hand in the game. Canadian craftsmen were already experienced in building smaller ships for the coastal and West Indies trade and it was only a step to the bigger timber-carriers for the long voyages. The building of ocean carriers led naturally to the sailing of them.

Canadian seamen, with nearly four centuries of experience in home waters, were ready to turn to the "blue water" whenever the call came. Some were already veterans of the Atlantic routes. There was Captain David Cook of Yarmouth, who for his daring rescue of over 400 passengers from the American packet *Caleb Grimshaw*, won the highest award given to mariners, the silver medal of Lloyd's Limited, as well as a gold watch and letter of commen-



THE NAVY PLAYS

St. Jean Retains College Trophy

The Canadian Services Colleges annual contest for the Claxton Cup saw College Militaire Royal de St. Jean break a tie with Royal Roads in the last event to retain possession of the trophy.

Royal Military College finished third in the tournament.

The Marshall Memorial Trophy, awarded for good sportsmanship and athletic ability, was won by Cadet J. L. Moffat of CMR, marking the first time this trophy has been won by a cadet from St. Jean. Cadet Moffat was the unanimous choice of the judges not only because he participated in three events, shooting, boxing and diving, but also because he was outstanding in diving and won his bout in boxing.

At the end of the first day of the two-day competition, the three colleges were all tied up on points. Royal Roads had won two basketball games, 48-22 against RMC, and 47-34, with CMR, and CMR took one from RMC, 37-33.

In volleyball Royal Roads and CMR each defeated the Kingston cadets, 2-0 and 2-1, and CMR downed RR, 2-0. The rifle shoot went to RMC, with RR and CMR tied for second place and in boxing the three tied after 12 matches in which there were four TKOs.

The following day CMR won a best of three volleyball series from RR, and then edged RMC in basketball.

The final event, swimming broke the three-way tie when CMR splashed to victory in the 200-yard free-style relay.

Stad Athletes Share Award

Two outstanding Stadacona athletes, CPO Thomas Elstone and CPO Charles A. Howe, have been presented jointly with the Admiral Jones Shield.

The Admiral Jones Shield is presented annually to the man "who contributes most in conduct, sportsmanship and character to sports in HMCS Stadacona."

Army Winner of Tri-Service 'Spiel

An Army rink, skipped by Sgt. George Scott of Kingston, took the honours at the Tri-Service Bonspiel held in Kingston on February 28.



One way for a naval photographer to get his picture taken is to skip a winning rink in the "roarin' game", as Ldg. Sea. Wes Young found out when he led his West Coast rink to victory in the B.C. area tri-service bonspiel at Chilliwack, B.C. In the final the Navy team edged out an RCAF Comox rink, which conceded after eight ends. Here Major Gerald W. Graham, RCE, presents the awards to Ldg. Sea. Young, Cliff Anderson, Bert Watts and Bob Gray. (E-44331)



The Navy rink from the RCN Curling Club (Hamilton branch) placed third in the annual Tri-Service Bonspiel in Kingston, Ontario, during the last week in February. Service teams from all over Canada, the North West Territories and the Yukon took part. The naval curlers from Hamilton were: Lt.-Cdr. (L) H. C. Tilbury, Lt. J. C. Persson, Ord. Cdr. (W) Onysko (skip) and Cdr. R. B. Hayward. An Army rink from Kingston won top honours in the Bonspiel. (COND-4689)

Sgt. Scott's rink gained a spot in the 'spiel when bad flying weather kept the Atlantic Command entry, Lt. W. E. Smith's rink from *Shearwater*, from participating. Another Navy rink from the West Coast was also unable to compete.

Two Navy rinks from Ottawa, skipped by Lt. (MAd) E. Y. Porter and Cd. Electrical Off. R. L. Henry, both lost out to hard-fighting Army and RCAF rinks in the 32-rink curling championships.

Runner-up in the 'spiel was Lt.-Col. W. (Bill) Timmerman, of Army Headquarters, Ottawa. A Navy rink from Hamilton, skipped by Ord. Cdr. Onysko, was in third place.

"The bonspiel", said one Navy curler, "was laid on by the Army and was one of the best events I've ever had the honour of participating in, not only for the way it was laid on but also for the food and entertainment provided."

PO Catches Husky Shark

PO James MacKinnon, of the *Ottawa*, caught a 14-foot shark while the ship was at anchor recently off the Virgin Islands.

Claiming an award of the "Largest Fish Caught" put up by the commanding officer, Cdr. C. R. Parker, the shark was captured shortly after a swimming period over the ship's side. It also put to shame the previous week's winner, a "six-inch minnow" caught by AB Richard Berry.

Life Membership For West Coast Angler

The RCN Anglers' Association on the West Coast presented its first life membership to CPO Dick James, the first president, who is retiring after two years in office.

CPO James was elected president when the RCNAA was started in 1955. The life membership presentation was made at the association's annual general meeting.

At the meeting the following were elected to the 1958 executive, Honorary president, Rear-Admiral H. S. Rayner; president, Jack Pottinger; first vice-president, Ted Allen; second vice-president, Jack James; secretary, Lynda Murphy; treasurer, Herb George; directors, Bill Montgomery, Maurice Grute, "Taff" Hughes, Bert Dodd and Brian Stevenson.

For ardent trout fishermen, the RCNAA will award trout buttons for any species of trout, except steelhead, caught anywhere on Vancouver Island. On a trial period of one year, the but-



Appreciation of generous contributions made by officers and men of HMCS Ontario was shown by the Victoria-Saanich Inlet Anglers' Association when CPO Dick James (left), chairman of the 1957 Solarium Salmon Derby, and Frank Nuttall, president of the anglers' organization, presented a suitably inscribed shield to Captain J. C. Littler, commanding officer of the Ontario. Last summer the ship's company contributed \$1,636 to the big salmon derby which raised \$11,454 for a crippled children's hospital. (E-44520)

tons will be awarded as follows: Bronze—two pounds and up but under four; silver—four pounds and up but under six; gold—over six pounds. There is, however, one stipulation—the catch must be weighed-in at *Naden*.

The association also revised its Steelhead Button weights. These are now Bronze—ten to 13 pounds; silver—13 to 16 pounds, and gold—16 pounds and over.

Shearwater Out Of Alan Cup Race

The *Shearwater* Flyers, who won the Armed Forces Senior Hockey League title last month in Halifax, lost in straight games to the Amherst Ramblers in the Maritime Senior Hockey Championships and the right to enter the Alan Cup playdowns.

In the best of seven series, the Ramblers defeated the Flyers 9-4, 6-2, 13-7 and 9-2.



Curling Club Plans New Rink

The RCN Curling Club (*Ottawa*) has been hard at work for the past several months on a plan to build a three-sheet rink on a corner of HMCS *Carleton*, *Ottawa* naval division, property. The estimated cost of the building would be about \$60,000.

Financing arrangements for the structure would include selling shares to members of the club, which now numbers 120 male and 50 female members. Annual operating expenses have been estimated at about \$2,000 per year and annual revenues over \$8,000.

Plaque Presented For Hospital Gifts

The Victoria-Saanich Inlet Anglers' Association president James Nuttall, and CPO Dick James, chairman of the 1957 Solarium Salmon Derby, presented a plaque to Captain J. C. Littler, commanding officer of the *Ontario*, in appreciation of the cruiser's contributions to the Queen Alexandria Solarium last summer.

In the *Victoria Times* Anglers' Derby the *Ontario* contributed \$1,636 out of the total of \$11,454 raised for the crippled children's hospital.

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.

ANDROWSKI, DonaldLSCK2

BELEC, Pierre J.LSAR1
 BISSON, Regent A.P2MA2
 BLESKIE, Edmund M.LSQM1
 BOULANGER, Yvon J.LSAC2
 BRADFORD, Austin E.LSTD1
 BRUCE, Charles A.LSCS2
 BURNS, Robert A.LSMA2
 BYRNE, Kevin P.LSCK2

CADEAU, Paul A.LSRA2
 CAUGHT, Ronald A.C2OT4
 CHALMERS, William K.LSEM1
 CHAPMAN, Robert D.LSCS2
 CHILDHEROSE, John R.PIED4
 CHILDS, William G.LSRA2
 CHUTE, John J.PIEG4
 CLARK, Graham A.LSCK2
 COPP, Gordon E.C1OT4
 CUNNINGHAM, James J.P2CK2
 CURRY, William C.C2SH4

DALEY, Coleman A.PIEA4
 DAVIS, Robert J.LSCK2
 DESCHAMPS, John J.LSAF2
 DIXON, William H.PIEF4
 DOGGART, WilliamP2NS2
 DUNCAN, Lawrence W.LSMA2
 DUNN, Paul C.P1AT4

ELLIOTT, George R.LSSW2
 ESPIN, George W.P2MA3

FLOOD, Ronald H.LSMA1
 FORBES, ThomasLSCR1
 FOURNIER, Wildor J.LSPW1

FOX, James H.LSCR1
 FRASER, Herbert E.LSAA1
 FROST, James F.PIEG4

GALBRAITH, David R.LSRA3
 GILLESPIE, William W.P1GA4
 GILLINGHAM, Gerald J.LSEM2
 GRAY, William G.P1CR3
 GRIFFIN, William L.LSSW1

HACHEY, George J.LSAA1
 HALL, HerbertP2CK2
 HALLAM, Charles B.LSRA2
 HARRISON, Robert A.LSRA2
 HAYWARD, Ivan D.P1PW3
 HENDERSON, Donald C.LSMA2
 HENDERSON, Thompson M.LSRA2
 HEON, Gaston G.P2SW2
 HIRST, BryanLSRA2
 HOULE, Reynald J.P2GA3
 HUNTER, Gerald K.LSQM2

INGLIS, Arthur T.C2OT4
 INGRAHAM, Gordon L.LSEM1

JEFFREY, Allan O.LSCK2
 JOHNSON, EarlP1GA4
 JULIEN, Murray J.LSSW2

KATTLER, Reginald F.LSAW2
 KLASSEN, Ronald E.LSRC2

LOFGREN, Harry B.LSAF2

LANDRY, Joseph M.LSQM2
 LESIUK, DmeytraLSCR1
 LINSEY, Sidney F.LSSW1
 LUKE, Donald L.LSCR1
 LYON, Howard D.P2SW2

MacDONALD, CharlesPIEF4
 MacKAY, Carsten S.LSRP1
 McINTYRE, Earl B.P2EM2

McLEOD, WilliamP2GA3
 MAGEE, Kenneth B.LSCK2
 MASON, Douglas D.C2ER4
 MASSEY, Raymond H.LSMA2
 MELVINE, Ralph L.LSVS1
 MICKELBURGH, Vincent E.LSAA1
 MILLER, Harvey L.LSRC1
 MILLER, Pierre L.LSNS2
 MORGETROYD, JamesC2OT4

NAULT, Gerald E.LSRA2

PAQUET, Joseph R.C1WR4
 PAYANT, Gaetan J.LSQM1
 PEARSON, Frederick J.LSRA2
 PETZNICK, DavidLSCS2
 PHILLIPS, Joseph E.LSTD1

QUESNEL, Gerard J.PIED4
 QUESNEL, Jean J.LSAR1

RAYMOND, Stewart A.LSAW1
 REEVES, Roger A.LSLR1
 ROBINSON, James W.LSCS2

SCOTT, Clement S.P2GA3
 SEWELL, John S.LSRA2
 SIMPSON, Richard E.LSRA2
 SMITH, John W.LSRP1
 SMITH, Robert W.LSRA2
 SURETTE, Paul J.LSRP1
 SUTTON, Russell D.LSTD1
 SWITZER, Neale E.PIED4

THERIAULT, Gilles J.LSCV1
 TREMBLAY, Lorenzo J.LSSW1

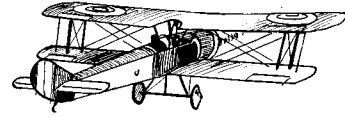
VALENTIATE, Roy H.P1AT4
 VIET, Georges D.LSEM1

WATTS, Errick W.LSQM1
 WHITNALL, William G.LSCK2
 WILLIAMS, Hubert O.LSEM1
 WILSON, Ronald D.LSSE1

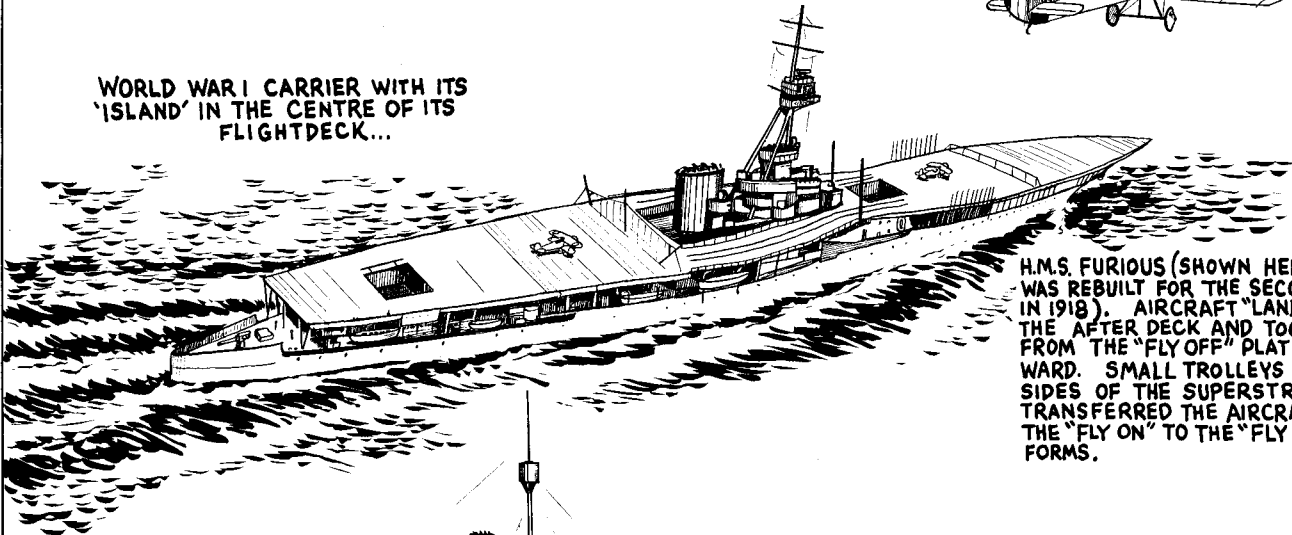


Naval Lore Corner

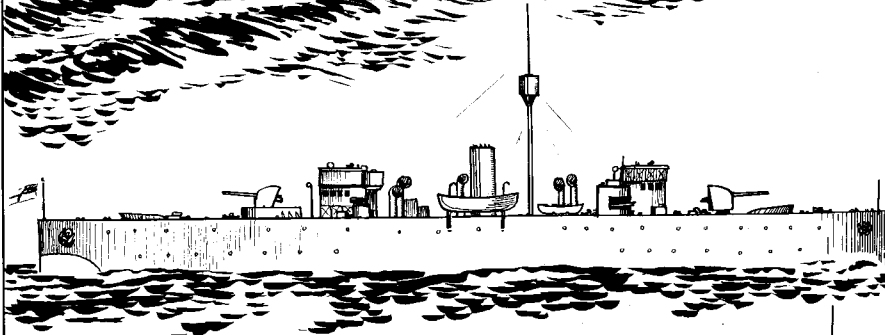
Number 57
WORLD WAR I FREAKS



WORLD WAR I CARRIER WITH ITS
'ISLAND' IN THE CENTRE OF ITS
FLIGHTDECK...

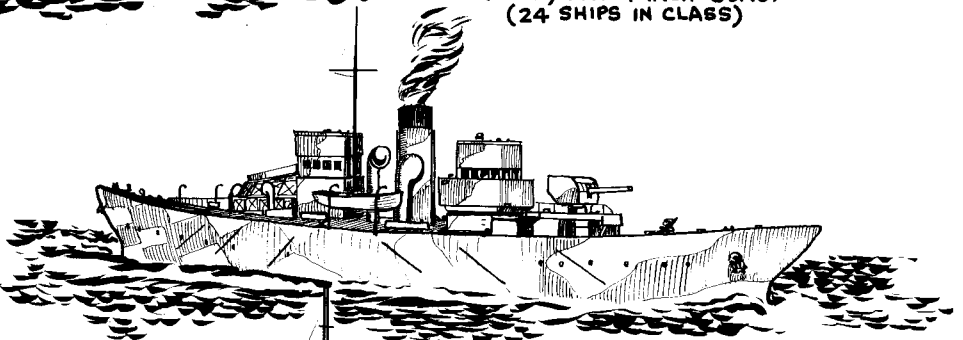


H.M.S. FURIOUS (SHOWN HERE AS SHE
WAS REBUILT FOR THE SECOND TIME
IN 1918). AIRCRAFT "LANDED ON" ON
THE AFTER DECK AND TOOK OFF
FROM THE "FLY OFF" PLATFORM FOR-
WARD. SMALL TROLLEYS ON BOTH
SIDES OF THE SUPERSTRUCTURE
TRANSFERRED THE AIRCRAFT FROM
THE "FLY ON" TO THE "FLY OFF" PLAT-
FORMS.

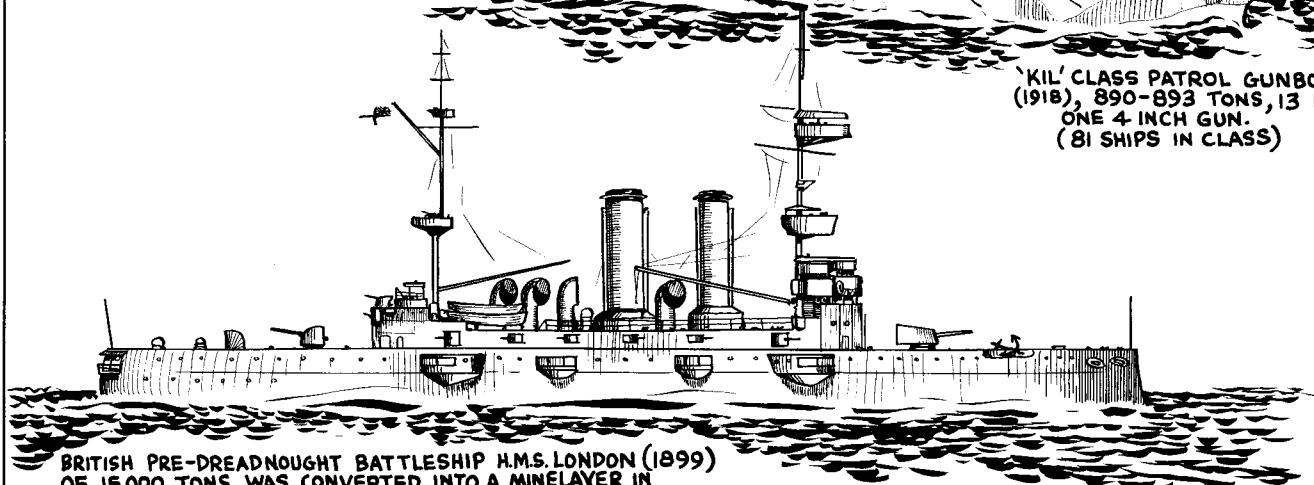


'RACEHORSE' CLASS MINESWEEPING
SLOOPS: (1918-19), 1320 TONS, 17
KNOTS, TWO 4 INCH GUNS.
(24 SHIPS IN CLASS)

ROYAL NAVY 'RACEHORSE' CLASS MINE-
SWEEPING SLOOPS (ABOVE) AND 'KIL'
CLASS PATROL GUNBOATS (RIGHT)
WERE DESIGNED SO THAT THEIR
STERNS LOOKED EXACTLY LIKE THEIR
BOWS. AT A DISTANCE IT WAS DIFFICULT
TO TELL IN WHICH DIRECTION THEY WERE
STEAMING. TO ADD TO THE CONFUSION
OF AN U-BOAT CAPTAIN, FALSE 'BOW'
WAVES WERE PAINTED ON THE STERNS.



'KIL' CLASS PATROL GUNBOATS
(1918), 890-893 TONS, 13 KNOTS,
ONE 4 INCH GUN.
(81 SHIPS IN CLASS)



BRITISH PRE-DREADNOUGHT BATTLESHIP H.M.S. LONDON (1899)
OF 15,000 TONS WAS CONVERTED INTO A MINELAYER IN
1918. HER MAIN ARMAMENT WAS REMOVED AND SHE WAS
LEFT WITH THREE 6 INCH GUNS, ONE 4 INCH GUN AND FOUR
SUBMERGED 18 INCH TORPEDO TUBES.

Edmond Cloutier

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