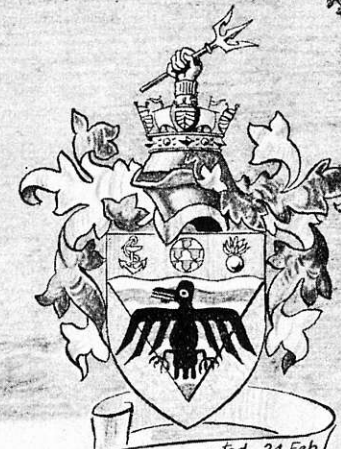
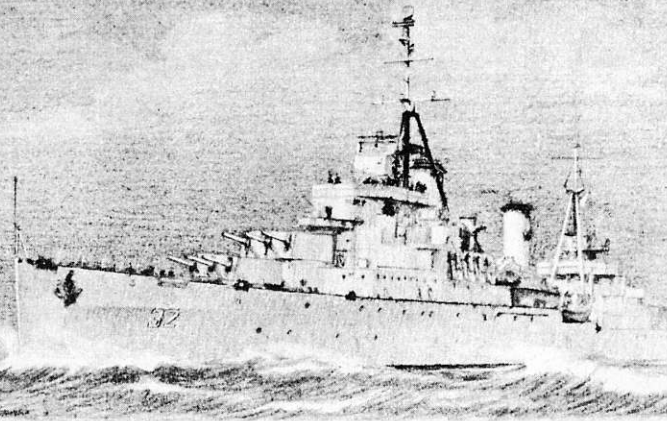


The CROWSNEST





WHEREAS it is Our Pleasure from time to time to admit to Our Realm such as travel upon the High Seas in pursuit of gain or happiness, or in the course of Duty AND WHEREAS all who have become Our Subjects ought to be provided with a passport into Our Domains, to the end that they may be blessed with Fair Winds, Favorable Currents, and such other amenities as Our Bounty doth afford,

BE IT therefore known that having been duly initiated when Crossing the Line on board Her Majesty's Canadian Ship ONTARIO, commanded by Our trusty and well-beloved brother Captain John C. Littler, C.D., R.C.N., he is awarded this Certificate in proof thereof. Given at Our Court on the Equator in Longitude 170 West, this 12th day of March, 1958.

*Neptune
Rex Oceani*

ESQUIMALT Departed 24.Feb.
Returned 5.May
PEARL HARBOUR 3-7.Mrch
SUVA, FIJI 17-20 Mrch.
AUCKLAND 24-28 Mrch.
SYDNEY 1-8 April
SUVA, FIJI 14-16 Apl.
HONOLULU 24-26 Apl.



The CROWSNEST

Vol. 10 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1958

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The Cover—A Hawaiian hula dancer presents a lei to Ldg. Sea. Ralph Tessier, a reserve from HMCS *Hunter*, Windsor naval division, during a traditional island welcome to the *Ontario* on the training cruiser's arrival at Pearl Harbour March 3. The ship was en route to Australasia. (OT-3809)

SPRING CRUISE

The thoughts of youth are long, long thoughts, as the poet has truly observed, and they often include dreams of shining realms in distant seas. The Navy is one sphere of activity where the yearnings of youth can be translated into vivid reality. There is ample evidence of this in the many cruise certificates which have appeared in *the Crowsnest* over the years.

The ports of call of the *Ontario* on this spring's cruise are shown on the certificate on the opposite page. In future years the officer cadets from *Venture*, the Sea Cadets and all others who made the journey will recall the enchantment of Hawaii, the tough Fiji Islanders, who played a rugged game of soccer bare-footed, the hot springs of New Zealand and the urbane pleasures of Sydney.

For the officer cadets these will be the first among fresh memories of a naval career and they will add to them as the years roll by.

The certificate, like nearly all the others, is from the pen and pencil of Cdr. H. W. S. Soulsby, of Victoria, who took up the career of artist on his retirement from the RCN.

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Photographic Section, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

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and Stationery,
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RCN NEWS REVIEW

Clean-up, paint-up time in Esquimalt. Lying outboard from her sister ships, the Skeena and Fraser, the destroyer escort Margaree has her beauty restored. (E-44870)

VX 10 Awarded Air Trophy

The first annual award of the Wilkinson Trophy, for competition between RCN air squadrons, was made at HMCS *Shearwater* Thursday, April 17, by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

Admiral DeWolf presented the trophy to Lt.-Cdr. J. C. Sloan, commanding officer of Experimental Squadron 10, which was judged the squadron contributing most to the operational efficiency of Canadian naval aviation during 1957.

The award was made primarily for deck-landing trials carried out on board the *Bonaventure* early in the spring of 1957 by a detachment of two Banshee fighters and two Tracker anti-submarine aircraft from VX 10 squadron.

The detachment joined the *Bonaventure* in the United Kingdom after making the first trans-Atlantic flight by Canadian naval aircraft. The group was under the command of Cdr. H. J. Hunter, Toronto.

Other pilots in the detachment were Lt.-Cdr. K. S. Nicolson, Lt.-Cdr. S. M. Rowell, Lt.-Cdr. A. A. Schellinck, Lt. J. H. Birks, and Lt. Morris Komarnisky, who was subsequently killed in an air crash in Nova Scotia.

The Wilkinson Trophy was donated to the Canadian Navy last year by

L. D. Wilkinson, of Surrey, England, who commanded the first RCN fighter squadron. The trophy is surmounted by a replica of the Vickers Supermarine Sea Fire Mark XV aircraft with which the squadron was equipped.

The presentation took place at ceremonial divisions at *Shearwater*.

Hospital Scheme Affects Sailors

Coverage under the Manitoba Hospital Services Plan (MHSP), established under the Manitoba Hospital Services Insurance Act and regulations is expected to become effective July 1, 1958, according to a Naval Headquarters message to the Fleet in April.

The MHSP provides for the compulsory registration of Canadian regular force personnel, whose dependents reside in Manitoba, irrespective of where these personnel are serving.

Employers with five or more employees are required to register their employees and remit premium payments. Members of Canadian regular forces without dependents will not be registered.

In brief the plan covers all necessary standard-ward hospital services for insured in-patients and certain services provided by a hospital to out-patients for emergency diagnosis and treatment arising from an accident. It is stressed

that this is a hospital plan up to standard-ward level and that no provision is made for payment of doctor's bills.

The monthly rates for members of the Canadian regular forces are \$2.05 for member with one dependent and \$3.08 for member with two or more dependents.

A dependent is defined as a spouse, or dependent child under 19 years of age and unmarried, or child over 19 who is incapacitated and dependent on the family head.

Frogmen Study Lobsters' Habits

Early in March, naval frogmen from the Atlantic Command participated in one of the most unusual operations they have been called upon to undertake—observing the habits of lobsters.

This somewhat bizarre occupation, however, is likely to provide valuable information for scientists of the Fisheries Research Board of Canada who want to know whether metal lobster traps are more efficient than the wooden type in catching lobsters.

The results of the project, stated the Hon. Angus MacLean, Minister of Fisheries, could have far-reaching effects on the lobster industry of Canada's Atlantic provinces.

Research into the use of metal pots was started by the Fisheries Research

Board four years ago but the underwater observation of lobsters is the first experiment of its kind ever to be carried out.

On March 12, Navy divers, operating from the diving tender *Greenwood*, secured a diving bell beneath the turbulent waters of the Roaring Bull Rock area off Yarmouth Cape. In this were undersea movie and television cameras to record the lobsters' activities around the metal and wooden traps which were placed nearby.

Others taking part in the operation, which was sponsored by the Industrial and Development Service of the Department of Fisheries, were undersea television experts of the National Research Council and engineers of the Fisheries Research Board stations at St. Andrews, N.B., and Halifax. Naval divers also assisted by making on-the-spot observations.

Naval divers taking part in the operations were: PO Brian Dillistone, Ldg. Sea. Alan Heywood, AB W. O. Matthews and AB S. F. (Red) Watts.

9 Warships for Turkish Navy

Nine more Royal Canadian Navy vessels were turned over to Turkey during March under the NATO Mutual Aid program.

This brings to 14 the total number of former RCN ships transferred to the Turkish navy since last November when the first five of 10 Bangor coastal escorts were turned over at Point Edward



Major General M. P. Bogert, General Officer Commanding, Eastern Command, made his official call on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, in March. He inspected a 48-man guard formed by men of Stadacona. (HS-51700)

The Turkish ensigns were hoisted in the second five Bangors on March 29 of this year at Sydney, and, two days later, four Bay class coastal minesweepers were turned over at Halifax.

The Bangors received by Turkey during March were the *Westmount*, *Blairmore*, *Swift Current*, *Mahone* and *Sarnia*. The minesweepers were the *Gaspe*, *Trinity*, *Ungava* and *Comox* which joined the 10 Bangors at Sydney on April 17.

About 380 officers and men disembarked from the Turkish vessel *Tarsus* late in March to man the five Bangors and the ship continued on to Halifax with 160 others to take over the four coastal minesweepers.

Huge Welcome for Returning Ships

Five ships of the Second Canadian Escort Squadron received the biggest peacetime welcome even given any West Coast ships when they returned to Esquimalt April 2 from an 11-week training cruise to the Far East. A total of 5,400 people were at HMC Dockyard to greet the returning vessels.

During their time away, the ships carried out convoy exercises with United States Navy units and visited Long Beach, Calif., Pearl Harbour, Yokosuka and Tokyo in Japan, Hong Kong, Saigon and Okinawa.

Units taking part in the cruise were HMC Ships *Crescent*, *Cayuga*, *Skeena*, *Fraser* and *Margaree*. The squadron's commanding officer Captain M. G. Stirling reported that 76 per cent of the time away from Esquimalt was spent at sea.

Suggestion Awards Received by Two

Lt. J. J. Brooks, *Naden*, and C. R. Peck, a technical officer working in HMC Dockyard, Halifax, have each received a cash award and certificate from the Suggestion Award Board, Department of National Defence, for Recommendations which they submitted to the board.

For his suggested modification to the RCN servo tape repeater, which will be carried out to all gyro compass tape repeaters in HMC Ships, Lt. Brooks received a cash award of \$24.65. This piece of equipment automatically reports from the gyro compasses any changes in direction for the use of gunnery, navigational, radar and other personnel. A revolving transparent tape indicates the changes and Lt. Brooks found this difficult to read, particularly from a distance, due to the position of



Just two days after a personal victory, Defence Minister George R. Pearkes stood on the saluting base at Duntze Head on April 2 with Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, on the occasion of the return of the Second Canadian Escort Squadron from its 11-week tour of the Far East. (E-44775)

a light bulb behind the tape. He suggested a re-positioning of the light bulb so that the light shining through the tape would be diffused, making the tape more easily readable.

Mr. Peck received a cheque for \$23.12 for suggesting "safety tread" patches for radar antenna platforms. It was not uncommon, he pointed out, to find a radar antenna that was leaking oil. The presence of oil on the antenna platform was a hazard to the safety of maintenance and repair personnel. His recommendation that the patches be affixed to all radar antenna platforms in all classes of ships to ensure safer working conditions has been adopted.

Huron Back on Active Duty

The destroyer escort *Huron* rejoined the active fleet Friday, March 27, after refit at Halifax. Commissioning ceremonies were in HMC Dockyard.

Commodore P. D. Budge, chief of staff to the Flag Officer Atlantic Coast, who was the *Huron's* first executive officer, was guest of honour at the ceremonies.

The *Huron*, first commissioned in 1943 in the United Kingdom, served on convoy duty to and from North Russia and was engaged in offensive operations in the Bay of Biscay and English Channel. She served three tours of duty with United Nations naval forces in Korean waters.

The 2,700-ton ship, which began her refit last June, is commanded by Cdr. William H. Howe.

TRI-SERVICE HELICOPTERS

A PRACTICAL demonstration of inter-service co-operation is being given these days at *Shearwater*, the RCN air station, where Army and RCAF personnel are serving alongside their naval comrades in two of the RCN's helicopter squadrons.

Attached to the Navy's Helicopter Utility Squadron, HU-21, for a year's on-the-job training, is a 14-man detachment from the Royal Canadian Army Service Corps.

Across the runway, with HS-50, the Navy's Helicopter Anti-Submarine Experimental Unit, is an RCAF pilot, F/O Ray Rasmussen. Since joining the squadron as RCAF liaison officer early last Fall, F/O Rasmussen has flown on anti-submarine exercises from the aircraft carrier *Bonaventure* as well as from *Shearwater*.

The 14-man Army detachment with HU-21 consists of three pilots and 11 maintenance personnel. All had had previous experience before joining the squadron, the pilots having received basic training at the Light Aircraft School at Rivers, Man., and more advanced training at Fort Sill, Okla., while the ground crew had trained with the RCAF and U.S. Army.

As its name implies, Utility Squadron 21 performs a variety of duties, among the more important being most of the helicopter search and rescue work carried out in the Maritimes. On two occasions, Army pilots, flying Navy helicopters, have taken part in search and rescue missions, the inter-service aspect of which has been heightened by the fact that they were directed by the RCAF, which is co-ordinating authority for search and rescue on the East Coast.

While the Army's main use for the helicopter is as a transport, the detachment's senior pilot Capt. Harold E. Wirth, welcomes the opportunity HU-21 offers of obtaining a diversity of experience and of becoming familiar with the types of helicopter operated by the squadron. These are the Sikorsky HO4S-3, Vertol HUP-3, and Bell HTL-6.

The two other Army pilots at *Shearwater* are Lt. Robert Barkley and Lt. William Charland.

The maintenance personnel are Sergeants Ralph Middleton, Earl H. Martin, John Martin, P. W. Phillips, Douglas Germain, William Clark and Earl Hebner, and Corporals William G. Archer, James Dowdell, Vernon A. Lane and John MacFarlane.



Ldg. Sea. Daniel Kewley, gives a few pointers on a Sikorsky helicopter engine to Cpl. Vernon Lane (top) and Sgt. William Clark. The soldiers are members of an Army detachment under training with the Navy's Helicopter Utility Squadron at *Shearwater*. (HS-51422)



Flying Officer Ray Rasmussen, RCAF, is flying with a Navy helicopter anti-submarine unit based at the RCN Air Station, *Shearwater*. Shown with him on board an anti-submarine helicopter is Lt.-Cdr. E. A. (Ted) Fallen, veteran RCN fixed-wing and helicopter pilot. (HS-51496)

NAVY NAMES ON B.C.'s COAST

ON DECEMBER 15, 1790, Captain George Vancouver received his commission to command HMS *Discovery*; on April 1, 1791, he sailed with his little expedition from Falmouth for the other side of the world. Proceeding by way of the Cape of Good Hope, New Holland, New Zealand and various Pacific Islands, he reached the Sandwich Islands of Cook, or Hawaiian Islands, as they are now called, in March 1792, remained there a few days to rest and recuperate and sailed again March 18, 1792, for the Pacific Northwest. After sighting various points which corresponded with the reports of previous explorers and meeting the U.S. trading ship *Columbia* (Capt. Robert Gray), of Boston, the expedition anchored April 29 within the Strait of Juan de Fuca.

The ensuing weeks were spent exploring the southern coast of the Strait of Juan de Fuca and the waters of the present state of Washington. Many of the most famous names of the area were given during this period: Mount Baker on April 30 after the Third Lieutenant who discovered it; Port Discovery May 2; Port Townsend May 8, after the Marquis of that name; Mount Rainier the same day, "after my friend Admiral Rainier"; Admiralty Inlet; Puget Sound, after Mr. Puget who had spent so much time exploring it; Restoration Point, because the anniversary of the restoration of the monarchy in England was celebrated at that spot; the Gulf of Georgia to honour the King; Possession

Sound, Port Gardner and Port Susan; Whidbey Island, after Mr. Whidbey who circumnavigated it, and Deception Passage; Point Roberts, after the former captain of the *Discovery*, June 12.

On June 13 the first name was given to a point in Canada: Point Grey . . . "in compliment to my friend Captain George Grey of the Navy". This was followed by a host of names—either given or inspired while Vancouver and his officers and men explored the coastline in a detailed search for the waterway that might link the Pacific and Atlantic oceans. It was no fault of theirs that the longed-for passage could not be found. The detractors of Capt Vancouver who disparage his work because he did not establish the existence of the Columbia and Fraser rivers would do well to read his instructions and his journal which show with what meticulous care he tried to find the supposed Northwest Passage forswearing all avenues that did not lead to his given target.

Several hundred names were given by, or inspired by, Vancouver. The map of British Columbia is all the memorial this officer needs.

During the month of June the *Discovery* and *Chatham* explored Burrard Inlet, Howe Sound and Jarvis Inlet, met the Spanish vessels *Sutil* and *Mexicana* and arranged the combined investigation of Toba Inlet and Bute Inlet. In July Point Mudge was named as was Desolation Sound; the Spanish ships departed to find their own way and the

First Prize

Hundreds of place names along the rugged British Columbia coastline owe their existence to the early naval explorers, both Spanish and British, who visited that part of the world. A detailed study of these was made by Instr. Cdr. C. H. Little in writing the essay, "Eighteenth Century Maritime Influences on the History and Place Names of British Columbia," which won first prize in the 1957 Barry German history essay contest. Only that portion of the essay concerned with Captain George Vancouver's voyage of discovery along the B.C. coast is printed here.

survey of the continental shore was continued by way of Loughborough Inlet and Johnstone Strait, which was named after Mr. Johnstone to remember his "exertions". Here on July 13 Vancouver and his "Spanish friends", Galiano and Valdes, parted, the former to pursue his investigation of the continental shore while the latter explored their way back to Nootka. The *Discovery* and *Chatham*, using wind and tide as best they could passed through what was later named Discovery Passage. Point Chatham was named July 16 as was Thurlow Island, Hardwick Island, followed, then Port Neville, Cheslakees, Call Inlet, Knight Island (named by Mr. Broughton after Captain Knight, RN), Broughton Archipelago and Fife Inlet.

A short paragraph in the account for July 31 shows clearly the toil and trouble required to carry out these investigations (and let us not forget the writing of journals and drawing of charts which followed after returning to the ship):

The *Discovery's* yawl, launch and cutter, were ordered to be equipped, and in readiness to depart at daylight the next morning. Mr. Broughton accompanied me, attended by Lieutenant Puget in the launch, and Mr. Whidbey in the cutter. At sun-rise, our little squadron put off with intention of following up the continental shore, until we might find a more western

History Prizes Won by Halifax Officers

The 1957 Barry German prizes for naval history have been won by two Halifax-based naval officers.

The first prize (\$150) was awarded to Instr. Cdr. C. H. Little, Command Education Officer, for his timely essay on "Eighteenth Century Maritime Influences on the History and Places Names of British Columbia"—timely because this year British Columbia is celebrating its centennial.

The second prize (\$100) went to Instr. Lt. Peter H. Watson for his thesis on "The Impact of the Navy

on the History of Nova Scotia 1749-1819", an account of the role of the Royal Navy in supporting British rule in Nova Scotia during the conquest of Canada, the American Revolution, the wars with France and the war of 1812-14. Lt. Watson also won the 1956 Barry German prize.

The contest is sponsored by the Naval Officers' Associations of Canada "to encourage an interest in the history of maritime affairs of Canada and British North America."

passage leading to the sea; there to appoint a rendezvous for the launch and cutter; which were to continue the examination of the continental boundary, whilst we returned to conduct the vessels to the appointed station.

In August Mount Stephens, 5,645 feet, was named after the Secretary of the Admiralty, and the ships proceeded by way of Wells Passage out into Queen Charlotte Strait where on Monday, August 6, the *Discovery* went aground on a hidden shoal. A graphic sketch of the accident faces page 364 of Vancouver's Voyage. Fortunately, she came

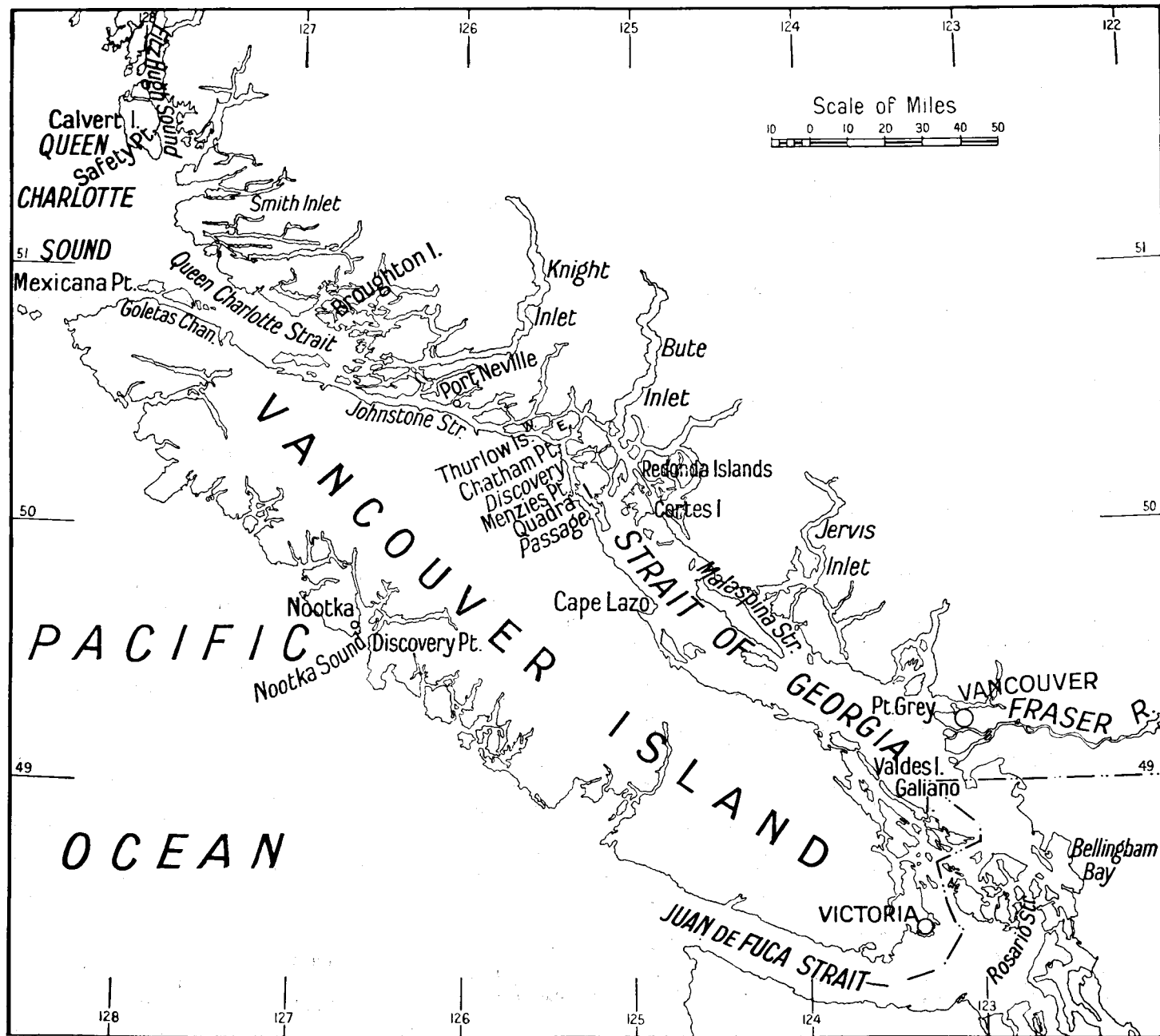
off quietly as did *Chatham* a few days later when she suffered a similar mishap.

These accidents and the fact that the expedition had now reached the area visited some years before by the fur-traders (whose charts Vancouver had) led to the decision on August 19 to turn for the open ocean and Nootka. But, in the meantime, Rivers Inlet had been explored and Point Addenbrook, Safety Cove and Point Menzies had been named (the latter after the invaluable scientist borne in the *Discovery*). Nootka Sound was entered August 28 and Capt. Vancouver proceeded to

carry out the second principal instruction he had received from the Admiralty by conferring with the Spanish Governor, "Senor Don Juan Francisco de la Bodega y Quadra, Commandant of the Marine Establishment of St. Blas and California".

The two representatives found it impossible to agree on the precise interpretation of their orders but did find it easy to become friends and agree to report their differences to their respective governments. Their friendship is attested to by Vancouver's statement:

In our conversation whilst on this little excursion, Senor Quadra had



The map of the northwestern coast of North America is strewn with hundreds of names given by early explorers of the Spanish and Royal Navies. Many of them are shown on the accompanying map which illustrated an article, "Voyages of Discovery—British Columbia", by Instr. Cdr. C. H. Little in the April issue of Canadian Geographical Journal. It is reproduced here, as an illustration for Cdr. Little's accompanying article on B.C. place names, by kind permission of Gordon M. Dallyn, editor of Canadian Geographical Journal.



very earnestly requested that I would name some port or island after us both, to commemorate our meeting and the very friendly intercourse that had taken place and subsisted between us. Conceiving no spot so proper for this denomination as the place where we had first met, which was nearly in the center of a tract of land that had first been circumnavigated by us, forming the south-western sides of the Gulph of Georgia, and the

southern sides of Johnstone's straits and Queen Charlotte's sound, I named that country the island of Quadra and Vancouver; with which compliment he seemed highly pleased.

On Saturday, September 22, Quadra sailed for his winter quarters in Mexico; on Friday, October 12, Vancouver left Nootka for the Sandwich Islands. Thus ended the most important year in the history of British Columbia from the point of view of its enduring place names.

(Extracts from Instr. Lt. Peter Watson's second prize essay will appear in the June issue)

ONTARIO RETIRED AS TRAINING CRUISER

HMCS *Ontario*, cadet training cruiser, based at Esquimalt, will not be left in commission on completion of her current training program this fall.

The sea training of naval cadets in which the *Ontario* has been employed in recent years will be assumed by other ships of the Pacific Command.

The manpower made available by this decision will permit the commissioning of additional anti-submarine warships. The *Ontario's* complement is approximately 600 officers and men.

One of the most travelled Canadian warships, the *Ontario* was, at the time of the announcement, en route from

Suva, Fiji Islands, to Pearl Harbour, Hawaii. She earlier had visited Auckland, N.Z., and Sydney, Australia, in the course of a 10-week training cruise for 50 senior term cadets of HMCS *Venture*, junior officer training establishment at Esquimalt. She arrived in Esquimalt May 2.

This was the *Ontario's* second training cruise in 1958. The first, for junior *Venture* cadets, took her to ports in the United States, Mexico and the Canal Zone.

Commissioned at Belfast, Northern Ireland, in April 1945, the *Ontario* was in the Red Sea, en route to join the British Pacific Fleet, when the Second World War ended. In peacetime she has sailed to Australia and New Zealand, around the South American continent, to the United Kingdom and Europe and has ranged up and down the Pacific coast.

In 1951, she proceeded from the Pacific to the Atlantic coast to transport Her Majesty Queen Elizabeth, then Princess Elizabeth, and the Duke of Edinburgh on part of their tour of Canada that year.

Late in 1952 the *Ontario* made an 18,500-mile training and goodwill cruise around South America, visiting, among other ports, Valparaiso, Buenos Aires, Montevideo and Rio de Janeiro.

In June 1953 the cruiser was one of six Royal Canadian Navy ships which formed the Canadian Coronation Squadron and took part in the Coronation Naval Review at Spithead.

Early in 1954 the *Ontario* made a three-month 20,000-mile voyage to the Antipodes. In 1955 she made two major cadet training cruises. The first took her to Australia and New Zealand, and the second to ports in the United Kingdom and continental Europe.

In 1956 she made several more extensive training cruises, including one to Hawaii and Japan, another to the Caribbean and a third to Central and South America.

In 1957, she again carried out a training cruise to the Far East, with a second to west coast U.S. ports and Hawaii.

Jet Able to Carry Nuclear Weapons

The Royal Navy has announced its intention of forming at Lossiemouth, Scotland, in June its first squadron to be equipped with Vickers Supermarine Scimitar jet interceptor fighters, capable of striking with nuclear weapons.

The squadron will later embark in the 30,000-ton carrier, HMS *Victorious*, the first to have a fully-angled flight deck. Other carriers will eventually be equipped with the same type of aircraft.

HAZARDS OF CREDIT BUYING CITED

Admiral Grant Addresses RCN Benevolent Fund Meeting

CARELESS BUYING on credit can have a demoralizing effect on the lives of young sailors, according to Vice-Admiral H. T. W. Grant, RCN (Ret'd) president of the Royal Canadian Naval Benevolent Fund, who addressed the fund's 13th annual general meeting at Naval Headquarters, Ottawa, on April 14.

The 44 delegates, from ships and establishments from coast to coast, were welcomed by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

Thanking the delegates for the great interest they took in providing help to those who needed it, Admiral DeWolf said he was quite sure that the work carried out by the fund's claims committees was a 365-day-a-year task. During the past year it had been gratifying to see the tremendous step ahead which had been taken through the regular donations from serving personnel. The work of the fund was becoming better known each year and this, in turn, would assure it even greater support in the years ahead.

Reporting on the activities of the fund during the past year, Admiral Grant presented the following outline:

"In welcoming you to the 13th Annual General Meeting and before proceeding with the facts and figures of the year's business I would like to touch on two matters bearing on fund policy both of which are reflected in this year's financial statement.

"First is the noticeable increase in credit buying directly attributable to high pressure salesmanship and accepted as a normal, if an undesirable, product of our North American way of living. Our files are studded with applications of young men who bought TV sets, motor cars and household appliances — with every prospect of an orderly payment over a year or two — until faced with some unforeseen contingency; and their definition of the unforeseen is often at variance with reality.

"This accepted attitude towards credit buying quite naturally encourages the premature acquisition of wives and children whose upkeep on a young sailor's pay is difficult enough without the added burden of loans plus interest. Thus we are faced with cases of distress which should not have arisen at all. I mention this simply to point out that while the Fund exists to relieve and salvage cases of hardship

beyond the individual's control, it cannot condone and must combat improvidence. We should let it be known that there is some truth in the saying that 'God helps those who help themselves'.

"On the other tack we find a genuine and heartwarming upsurge in contributions through assigned pay. In my humble opinion no Benevolent Fund can be a success without the wholehearted backing of its own service and it seems equally true that support other than on a voluntary basis soon loses its identity with the cause. It is all the more interesting, therefore, that in avoiding any form of compulsory support—such as a percentage or toll of canteen fund profits—the Navy has voluntarily cleared its own decks and vindicated the trust of those who need a helping hand as well as those who are no longer here to give it.

"Let me now move on to the facts and figures of the year's business:

"Your East and West Coast claims committees held one or more meetings per week at Halifax and Esquimalt respectively. At Ottawa your central claims committee functioned daily. The executive committee of your board of directors held seven full meetings and the full board of directors met twice.

"An analysis of claims for the current and past years shows that the total numbers and categories of applications are remarkably similar for both years. The same holds true for the dollar value of grants actually approved, but there is a very significant increase in the money loaned this year to both serving and discharged personnel. The necessity for these loans, some of them quite large, has been a matter of concern to your directors as well as claims committees, for many of them cannot possibly be repaid within the 18 months normally allowed; yet a refusal closes the door to all hope of eventual recovery. In most cases these large debts evolve through credit buying and loans of convenience.

"Your fund was audited in accordance with the by-laws and once again we are deeply indebted to the Auditor

General's Department and to Messrs. Lee and Martin of Halifax for carrying out this work without fee.

"From the financial statement it will be seen that credit balance at December 31, 1957, was \$2,756,691.47. This is an increase of \$33,348.85 over and above the balance at the beginning of the year and is due to higher donations as well as more bond interest consequent on the investment in government bonds of an additional \$40,000.00 I should point out that this increased balance does not take into account an additional \$2,363.59 held in suspense account for HMCS Quebec.

"Your fund's expenditures for the 12 months are shown as \$109,226.46. This is about 10 per cent higher than last year and is due primarily to writing off \$8,060.20 in old loans now considered uncollectable and by charging slightly over \$10,000.00 as an expenditure for the year in order to maintain a 40 per cent reserve against the higher loans outstanding.

"A small increase in salaries for the office staff at Ottawa and the two coasts was made during the year to keep in line with salaries for comparable duties paid in the Civil Service.

"On the credit side it will be seen that donations received during the year amounted to \$56,465.15. This is in the order of \$26,000.00 more than we received last year and is primarily due to the contributions by assigned pay already referred to 4,691 officers and men, or about 25 per cent of the active strength, were voluntarily contributing to the Fund's work at the end of 1957.

The following summary of sundry donations made in 1956 and 1957 is of interest:

| 1956 | | 1957 |
|-----------|------------------------------|-----------|
| 9,623.60 | RCN personnel | 32,012.17 |
| 18,558.96 | RCN Ships and Establishments | 21,760.40 |
| 1,049.23 | Reserve Divisions | 864.79 |
| 1,117.81 | Other sources | 1,827.79 |

"We are most grateful, not only to the donors in each of the above categories, but to the many individuals and, in particular, members of our claims committees who contributed their time and effort day in and day out on the Fund's behalf. The real measure of thanks which I only echo here is to be found in the letters of grateful appreciation written by so many who asked and received our help.



"Our eastern and western claims committees have recently been bolstered by the election to five-year memberships of RCN personnel who hitherto held temporary memberships on a yearly basis. Action will, I hope, be taken by the incoming board to complete the full slate of 75 members.

"I would like to pay tribute to the work and lead given, on the authority of the Chief of the Naval Staff, by Naval Headquarters in last year's request for voluntary contributions by assigned pay. Without the co-operation of the Navy here and at the coasts our appeal might well have fallen on stony ground.

"In this connection and in order to give credit where it is due, all outgoing cheques from the Fund have printed thereon the following text:

"This cheque is made possible through the generosity of Officers and Men of Her Majesty's Royal Canadian Navy, Royal Canadian Navy (Reserve) and other voluntary donors and is in no way whatsoever a charge to the Canadian tax payer".

"You are aware that many cases involving veterans or dependents occur beyond the immediate jurisdiction of our claims committees and are investigated on the Fund's behalf by the Department of Veterans' Affairs. Without this ready and efficient co-operation we would be hard pressed for much essential information and I know you would wish me to record our sincere gratitude to this department as well as other government and civilian agencies. It is unnecessary to emphasize that your Fund has enjoyed, to our mutual advantage, the good-will and co-operation of the Army and Air Force Benevolent Funds.

"It may be of interest to mention that by agreement with Central Mortgage and Housing Corporation notices of impending eviction will in future not be served on serving or former naval personnel without accompanying information explaining that he has a sheet anchor in this Fund.

"In closing I wish to take the opportunity of thanking all members of the Board of Directors and, on their behalf, to express particular appreciation for the work of our general secretary, secretaries of claims committees and their respective office staffs."

Admiral Grant was re-elected president for a third term in office.

Vice-presidents elected for two years are Captain E. A. Thompson, RCN (Ret'd), Halifax, and Lt.-Cdr. (S) W. Woodward, RCN, of Victoria. Re-elected for one year terms are Captain (S)

T. F. T. Morland, RCN, of Halifax, and Griffith Jones, CPO, RCN (Ret'd), of Victoria.

Lt.-Cdr. (S) Harry McClymont, RCN, was re-appointed general secretary and G. Arthur Ball, treasurer.

Other members of the Board of Directors are: A. B. Coulter, Ottawa; CPO R. C. Crawford, RCN, Halifax; Commodore Paul Earl, RCN(R), Montreal; Captain F. Barry German, RCN (Ret'd) Ottawa; Vice-Admiral H. T. W. Grant, RCN (Ret'd), Ottawa; Lt. (W) A. I.

McPhee, RCN(R) (Ret'd), Ottawa; CPO M. Nelson, RCN, Hamilton; Captain R. P. White, RCN(R) (Ret'd), Ottawa; Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), Ottawa; Captain E. A. Thompson, RCN (Ret'd), Halifax; Griffith Jones, Victoria; Captain (S) Joseph Jeffrey, RCN(R) (Ret'd), London, Ont.; R. C. Stevenson, Montreal; Captain (SB) A. W. Baker, RCN (R) (Ret'd), Beaverton, Ont.; A. B. Campbell, Halifax, and Rear-Admiral K. L. Dyer, RCN, Ottawa.

THE ROYAL CANADIAN NAVAL BENEVOLENT FUND

Financial Position of the Fund as at December 31, 1957

| | | | |
|---|-------------|-------------|---------------------|
| Balance as at January 1, 1957 | | | \$2,723,342.62 |
| During 1957 the Fund was increased by, | | | |
| Sundry donations (Schedule 3) | | \$56,465.15 | |
| Bank Interest | | 611.60 | |
| Bond interest and amortization of discounts and premiums | | 85,172.57 | |
| Payments on loans previously written off to Reserve for Uncollectible Loans | | 326.01 | 142,575.33 |
| | | | <u>2,865,917.95</u> |
| and decreased by, | | | |
| Grants | \$79,736.60 | | |
| Less: Savings obtained in settlement | 5,429.98 | 74,306.62 | |
| Administrative Expenses | | | |
| Banking charges | 73.70 | | |
| Civilian employees' pension plan employer's contribution | 523.46 | | |
| Fidelity bond | 86.40 | | |
| Fire insurance | 10.50 | | |
| Maintenance of office equipment | 64.50 | | |
| Miscellaneous | 78.42 | | |
| Office equipment | 711.40 | | |
| Postage | 301.09 | | |
| Provision for uncollectible loans | 10,663.07 | | |
| Salaries | 18,869.88 | | |
| Stationery and printing | 1,493.07 | | |
| Telephone and telegraph | 552.43 | | |
| Travel | 1,491.94 | 34,919.86 | 109,226.48 |

Balance as at December 31, 1957 \$2,756,691.47

Analysis of Loans Receivable Account December 31, 1957

| | | |
|---|-------------|--------------------|
| Balance as at January 1, 1957 | | \$ 58,412.88 |
| Loans made during the year | | <u>72,441.94</u> |
| | | 130,854.82 |
| Deduct: | | |
| Amount received in payment of loans | \$56,142.92 | |
| Loans converted to grants | 1,731.65 | |
| Uncollectible loans written off to Reserve | 8,060.20 | 65,934.77 |
| Balance as at December 31, 1957 (Exhibit A) | | <u>\$64,920.05</u> |

Analysis of Claims Dealt with and Assistance Approved January 1 to December 31, 1957

| | Discharged | Serving | Dependents | Totals |
|---------------------------|--------------------|--------------------|-------------------|---------------------|
| Applications dealt with | 459 | 233 | 35 | 727 |
| Applications approved | 359 | 163 | 29 | 551 |
| Applications not approved | 100 | 70 | 6 | 176 |
| Assistance approved: | | | | |
| Grants | \$67,240.34 | \$16,577.48 | \$7,347.96 | \$90,165.78 |
| Loans | \$27,572.94 | \$45,004.78 | \$ 742.25 | \$73,319.97 |
| | <u>\$93,813.28</u> | <u>\$61,582.26</u> | <u>\$8,090.21</u> | <u>\$163,458.75</u> |

LAST YEAR'S GIFTS TO BENEVOLENT FUND

HMC Ships and Establishments:

| | | |
|------------------|-----------------------|----------|
| Aklavik | Ship's Fund | \$ 30.00 |
| Albro | Chief and POs' Mess | 250.00 |
| Aldergrove | Ship's Fund | 20.00 |
| | CPOs' Mess | 20.00 |
| Algonquin | Ship's Fund | 233.33 |
| Athabaskan | Ship's Fund | 200.00 |
| Avalon | Nfld. Area (AF) | |
| | Reg. Fund | 116.62 |
| Bonaventure | Ship's Fund | 525.00 |
| Brockville | Ship's Fund | 40.11 |
| Buckingham | Ship's Fund | 1,107.54 |
| | Wardroom Mess | 92.00 |
| Cordova | Ship's Fund | 68.90 |
| | Wardroom Mess | 2.92 |
| Cornwallis | Ship's Fund | 4,653.19 |
| | Wardroom Mess | 120.00 |
| | Mayflower Float Award | 14.69 |
| | Sale of Unclaimed | |
| | Laundry | 17.98 |
| Coverdale | Ship's Fund | 100.00 |
| D'Iberville | Ship's Fund | 100.00 |
| | Wardroom Mess | 150.00 |
| Gaspé | Ship's Fund | 46.30 |
| Gloucester | Ship's Fund | 100.00 |
| Granby | Ship's Fund | 45.00 |
| Haida | Ship's Fund | 500.00 |
| Huron | Ship's Fund | 318.62 |
| Iroquois | Ship's Fund | 612.61 |
| | Wardroom Mess | 112.68 |
| Jonquiere | Ship's Fund | 180.00 |
| Labrador | Ship's Fund | 305.00 |
| | Wardroom Mess | 250.00 |
| Lanark | Ship's Fund | 25.00 |
| Lauzon | Ship's Fund | 200.00 |
| Magnificent | Ship's Fund | 4,000.00 |
| | Gun Room | 29.96 |
| Naden | Ship's Fund | 1,397.59 |
| | CPOs' Mess | 150.00 |
| | Wardroom Mess | 625.00 |
| | Scran Locker | 6.70 |
| | Navy Aquatic Show | 25.00 |
| New Liskeard | Ship's Fund | 70.00 |
| Ontario | Ship's Fund | 1,800.00 |
| | Wardroom Mess | 100.00 |
| Outremont | Ship's Fund | 60.00 |
| Portage | Ship's Fund | 25.00 |
| Port Quebec | Ship's Fund | 50.00 |
| Resolute | Ship's Fund | 40.00 |
| Saguenay | Ship's Fund | 343.50 |
| | Wardroom Mess | 43.95 |
| St. Laurent | Ship's Fund | 75.00 |
| Sault Ste. Marie | Ship's Fund | 240.00 |
| Stadacona | Ship's Fund | 1,027.07 |
| | Wardroom Mess | 1,000.00 |
| | Scran Locker | 28.00 |
| | Band | 50.00 |
| Wallaceburg | Ship's Fund | 16.74 |

Serving naval personnel,
by monthly assignments: 32,012.17

Naval Divisions:

| | | |
|-----------|---------------------|--------|
| Cabot | Wardroom Mess | 100.00 |
| Cataragui | Ship's Fund | 120.00 |
| Discovery | Ship's Fund | 150.00 |
| Griffon | Ship's Fund | 189.34 |
| | Wardroom Mess | 9.52 |
| | Seamen's Canteen | 21.43 |
| | Chief and POs' Mess | 34.50 |
| Malahat | Ship's Fund | 50.00 |
| Prevost | Chief and POs' Mess | 50.00 |
| Scotian | Ship's Fund | 20.00 |
| Unicorn | Ship's Fund | 120.00 |

Other Sources:

| | |
|---|--------|
| Anonymous | 150.00 |
| Anonymous | 150.00 |
| Barr, Daniel W. | 20.00 |
| Caldwell, J. B. LCDR | 12.00 |
| Campbell, B. Aubrey | 47.00 |
| Conference of Defence Assn's Fund | 451.86 |
| Daughters of England | 50.00 |
| Davidson, J. Ord. Sea. | 14.75 |
| Executive Officer, HMCS Stadacona | 5.00 |
| Farrow, John V., HON CDR, RCN(R) (Ret'd) | 5.00 |
| Grant, H. T. W., VADM, RCN (Ret'd) | 50.00 |
| Hose, Walter, RADM, RCN (Ret'd) | 25.15 |
| Imperial Oil Limited | 100.00 |

| | |
|---|--------|
| Ivany, H. G., CON LT, RCN | 5.00 |
| Landrigan, B. | 15.00 |
| MacKenzie, Willard | 10.00 |
| MacLachlan, K. S., CDR, RCN(R) (Ret'd) | 100.00 |
| Miscellaneous Contributions | 12.88 |
| McPhee, Miss A. I. | 15.00 |

| | |
|--|-------------|
| Naval Officers' Ass'n Halifax | 64.15 |
| NOAC Montreal | 500.00 |
| NOAC Saskatoon | 5.00 |
| Stephens, G. L., ENG. RADM, RCN (Ret'd) | 20.00 |
| Total Donations | \$56,465.15 |

DELEGATES AT FUND MEETING

The following were delegates at the 13th annual meeting of the Benevolent Fund.

Lt. Carl Hindle, RCN(R) (Ret'd), Fort William, Ont.; Lt.-Cdr. (SB) A. G. Holland, RCN, Naden; Cdr. J. N. Kenny, RCN(R), Queen Charlotte; CPO R. N. Langton, RCN, Second Canadian Escort Squadron; Rear-Admiral K. L. Dyer, RCN, Bytown; Lt. (S) M. B. Young, RCN, Saguenay; W. G. S. George, Victoria; Chap. (P) A. G. Faraday, RCN, Stadacona; CPO F. R. Henderson, RCN, Shearwater; PO R. J. Carmichael, RCN, Assiniboine; CPO Morton H. Keeler, RCN, Cormorant; CPO J. J. Jeffries, RCN, Coverdale; PO D. J. Rudolph, RCN, Cornwallis; CPO L. J. Smith, RCN, Gloucester; Charles Emmerson, Saint John, N.B.

Chaplain (RC) J. E. Whelly, RCN, Stadacona; CPO Phyllis L. Bayley, RCN, Cornwallis; Mrs. B. Y. Crowther, Vancouver; Mrs. E. A. Dobson, Halifax; CPO C. F. Doakes, RCN(R), Chippawa;

CPO H. Silvester, RCN, Naden; Miss A. I. McPhee, Ottawa; Captain R. P. White, RCN(R) (Ret'd), Ottawa.

Chaplain (P) B. A. Silcox, RCN(R) (Ret'd), Windsor; Chaplain (P) I. R. Edwards, RCN, Naden; Cdr. J. H. Crone, RCN, Bytown; Captain (SB) P. R. Hurcomb, RCN, Bytown; Chap. (P) E. G. B. Foote, RCN, Bytown; Rear-Admiral W. B. Creery, RCN (Ret'd), Ottawa; R. E. Franklin, Ottawa; Captain P. B. German, RCN (Ret'd), Ottawa; Captain E. A. Thompson, RCN (Ret'd), Halifax.

Lt.-Cdr. R. M. Wallace, RCN(R), Discovery; Lt.-Cdr. (S) W. Woodward, RCN, Naden; Cdr. H. Garrett, RCN(R), Cabot; A. B. Coulter, Ottawa; CPO D. H. Nelson, RCN, Athabaskan; Commodore Paul W. Earl, RCN(R), Montreal; R. C. Stevenson, Montreal; F. M. Jeffrey, Toronto; Captain (SB) A. W. Baker, RCN (Ret'd), Beaverton, Ont.; Lt. W. W. Kinloch, RCN(R), Unicorn; A. B. Campbell, Halifax; CPO R. C. Crawford, RCN, Prevost.



The Armed Forces' vote in the Federal Elections took place during the last week of March. At the polling booth of the Canadian Joint Staff in London, England, are left to right, PO Donald Pratt, Leading Seaman Charles Newcombe, Ord. Cdr. Martin T. Beardmore, Deputy Returning Officer, HMCS Niobe, Canadian naval headquarters in the U.K. (O-10458)

OFFICERS AND MEN

Lakehead NOA Names Officers

The Lakehead Branch of the Naval Officers' Associations of Canada has elected C. W. "Bill" King president.

Other members of the executive elected at the annual meeting on April 4 in *Griffon*, the Port Arthur naval division, were: H. Hardy, vice-president, J. Crook, as secretary-treasurer, and directors H. Hardy, W. C. Dilley J. Simpson and T. C. Luck.

The association was to meet again on April 23 to name delegates to the national convention of the NOAC in June at Saint John, N.B.

Helicopter Helps Break Ice Jam

A naval helicopter of HU-21 was pressed into service late in March to help avert an ice-jamming situation in the Chaudiere river which threatened to flood the town of Beauceville, 45 miles south of Quebec City.

The aircraft, piloted by Lt.-Cdr. William Frayn, was on a routine flight from *Shearwater* to Longueuil, Que., for a factory check. En route, the plane called at RCAF Station Rockcliffe, and on the morning of March 20, took off for Longueuil.

At the same time, however, a telephoned request for emergency helicopter assistance was received at National Defence Headquarters from Premier Maurice Duplessis of Quebec regarding the situation at Beauceville. A team of Army engineers was standing by at Quebec City, ready to move in and dynamite the ice jam in the Chaudiere



"First day of my first sea draft and they have to jam my leave. Whadda they care if I lost the starboard hook? This bucket's been alongside so long her barnacles have grown to the jetty. Just wait till they find this here slip is tied together with an old shoelace. Grumble, grumble, mumble, mumble . . ."

WEDDINGS

Leading Seaman William L. Cartwright, *Skeena*, to Miss Ruby A. Walker, of Victoria, B.C.

Able Seaman Ronald Douglas Young, *Swansea*, to Miss Lois Marie Workman, of Woodstock, Ont.

BIRTHS

To Lieutenant W. J. A. Black, RCN recruiting office, North Bay, Ont., and Mrs. Black, a son.

To Able Seaman Roger Carreau, *Bytown*, and Mrs. Carreau a son.

To Able Seaman Donald MacFarlane, *Bytown*, and Mrs. MacFarlane, a daughter.

To Petty Officer D. J. Rudolph, *Cornwallis*, and Mrs. Rudolph, a son.

To Lieutenant-Commander W. W. Robinson, *Stadacona*, and Mrs. Robinson, a daughter.

river. The river, swollen by a sudden thaw before Christmas, 1956, caused \$2 million damage as it poured through Beauceville at that time. The helicopter was used to lower the demolition personnel gently onto the river ice, which was of undetermined thickness. As a result, a six-mile channel was blasted free in the river and forestalled floods.

Shortly after take-off from Rockcliffe, the helicopter received its new orders through the control tower at the airfield, to proceed to Quebec City and pick up the engineers.

Co-pilot of the Navy helicopter was Lt. Robert Barkley, RCASC, an Army officer taking helicopter training with HU-21. The crewman was PO Stanley W. Connor.

Portage to Serve On Great Lakes

Lt.-Cdr. Charles W. Fleming took command of the *Portage* (Algerine coastal escort) when the ship commissioned early in April at Halifax.

The *Portage* will serve on the Great Lakes this summer to provide training for RCN (Reserve) personnel.

Wartime Head Of Wrens Visits

A warm welcome has been given by former wrens across Canada to Mrs. H. G. P. Stubbs, the former Dorothy Isherwood, of London, England, who this spring has been paying her first visit to Canada since the Second World War.

Mrs. Stubbs was one of two officers of the Women's Royal Naval Service (the other was Miss Joan Carpenter), who came to Canada in 1942 to oversee the organization of the Women's Royal Canadian Naval Service. On Miss Carpenter's return to England, Mrs. Stubbs became Director of the WRCNS, a post in which she was succeeded in 1943 by Commander (later Captain) Adelaide Sinclair.

During this spring's visit, Mrs. Stubbs' first call was on Mrs. Sinclair, who is serving with the United Nations in New York. Since then she has visited many of the major cities in Canada, from Victoria and Vancouver on east, renewing wartime friendships.

Mrs. Stubbs is associated with the British Broadcasting Corporation in London where she is responsible for recruiting, transferring and promoting members of the secretarial and clerical staff, who total about 5,000 persons.

Gloucester XO Off to Aklavik

Lt.-Cdr. (SB) Joseph W. Swiniarski, has been appointed executive officer of *Gloucester*, naval communications school near Ottawa, effective April 22. He was formerly on the staff of *Gloucester*.

Ships Witness Ryuku 'Quake

An earthquake rumbled through Ryuku Island in the Okinawa group on March 11 while six ships of the Second Canadian Escort Squadron were visiting the USN base there.

There were no injuries to the ships' companies nor damage to the ships, the *Crescent*, *Skeena*, *Margaree*, *Fraser*, *Cayuga* and *Athabaskan*. Two Okinawans were reported killed and another injured.

The ships arrived at Okinawa on March 10 and sailed two days' later for Esquimalt.

He succeeds Lt.-Cdr. William J. Pearce, who on June 8 will become officer-in-charge of the naval radio station at Aklavik, in the MacKenzie River delta of the Northwest Territories.

Haida Commanded By Cdr. Husher

Cdr. John Husher, took over command of the *Haida* (destroyer escort), on April 7.

Cdr. Joseph M. Paul who has been officer-in-charge of the Leadership School at *Cornwallis*, since May 1956 succeeded Cdr. Husher as officer-in-charge of the Gunnery School at *Stadacona*.

Double Joy In Pay Office

Cigar smoke hung heavy in the pay office of HMCS *Bytown* on March 28 as two pay-writers, Able Seamen Donald MacFarlane and Roger Carreau, became proud fathers.

Mrs. MacFarlane gave birth to a daughter, the MacFarlanes' third child; and Mrs. Carreau gave birth to a son, the first child for the Carreaus.

'Soo' Readied To Train Reserves

The *Sault Ste. Marie* was recommissioned April 1 at Sydney, N.S., and will sail later for the Great Lakes to provide summer training for personnel of the RCN(R).

Visit Confirms Friendship

The departure of the *Ontario* from Sydney, Australia, homeward bound, was the occasion for a message from His Excellency the Governor General of Australia, Field Marshal Sir William Slim. Addressed to Captain J. C. Littler, commanding officer of the *Ontario*, the message said:

"The visit of your ship and your fine ship's company has further confirmed the good will and friendship that all Australians feel for Canada. I hope you and the other ships of Her Majesty's Canadian Navy will repeat the visit in the not too distant future. Bon voyage."

Her commanding officer is Lt.-Cdr. William V. A. Lesslie, formerly on the staff of the Director of Naval Plans and Operations at Headquarters.

Engineering Posts Change Hands

Cdr. (E) Daniel H. Fairney, was appointed officer-in-charge of the Mechanical Training Establishment at *Stadacona*, effective April 7. He formerly was engineer officer of the Arctic patrol ship *Labrador*.

Cdr. Fairney succeeded Cdr. (E) Kenneth E. Lewis, who on April 21 took up an appointment in the *Crescent* as squadron technical officer for the Second Canadian Escort Squadron.



Dr. Murray MacKay, medical superintendent of Nova Scotia Hospital, receives a cheque for \$75 for the hospital's friendless patient fund from PO William Backewich, Tufts Cove, on behalf of officers and men of HMCS *Lauzon*. (DNS-20544)

2 Sea Cadet Corps Join Forces

Two Sea Cadet corps which have served Toronto for several decades under familiar names became one Monday, March 3, when *Haida* and *Ark Royal* corps were amalgamated in a colourful ceremony at HMCS *York* to become RCSCC *Vanguard* Corps under the chairmanship of Vice-Admiral E. R. Mainguy, former Chief of the Naval Staff.

The new *Vanguard* Corps is provided with quarters and training facilities in *York* and the former facilities at *Haida* Lakeshore barracks and in Earl Haig and Birch Cliff schools will be given up. The two boathouses, with their cutters and other craft will be retained in Sea Cadet and Navy League cadet service at 165 Lakeshore Road and at Ashbridge's Bay.

The colourful changeover ceremonies were held at *York* March 3 when both Sea Cadet Corps paraded with the Navy League Cadet Corps which are also quartered in *York*. Leading Navy League and naval officials were in attendance and there was a reception by the Toronto Navy League Women's Auxiliary following the ceremony.

An interesting feature of the evening was the presentation of a silver-mounted suitably inscribed gavel, on a base with the corps crests and commemorative plaque, to Captain L. D. Stupart and the officers of *York* by Ontario Navy League President Oliver B. Mabey of Toronto.

The Navy League committee of the new *Vanguard* Corps will be an amalgamation of the former *Ark Royal* and *Haida* committees and will include such well-known members of both as Jack Hand, Vernon Scott, H. S. Jones, Roy Prankett and other former Sea Cadets and officers of both corps.

Haida Corps, the former *Temeraire* of pre-war days, was founded in 1927 and the present chairman, H. S. Jones, has served in that capacity since 1934.

Ark Royal Corps, first established in Riverdale Collegiate under Jack Hand in 1943, was later moved to Earl Haig and Birch Cliff Schools when Vernon Scott took over as chairman.

Commenting on the amalgamation Vice-Admiral Mainguy said: "The new *Vanguard* Corps brings together two well-known, long-established Toronto Sea Cadet corps which have served east and west ends of the city for several



Five ships of the Second Canadian Escort Squadron returned to Esquimalt on April 2 after an eleven-week trans-Pacific training cruise taking them to Pearl Harbour, Okinawa, Japan, Hong Kong and Saigon. About 5,400 wives, children and friends crowded into the dockyard to greet the 1,250 officers and men in the five ships. From top to bottom in the photo (taken from an RCN Avenger aircraft) are the *Crescent*, *Skeena*, *Cayuga*, *Fraser* and *Margaree*. (E-44772)

decades and contributed in great measure, to the development of many outstanding citizens who have taken their place as valued members of our society. This change will ensure that the youth of our community will be more adequately served with good youth-training facilities in these modern, well-equipped quarters."

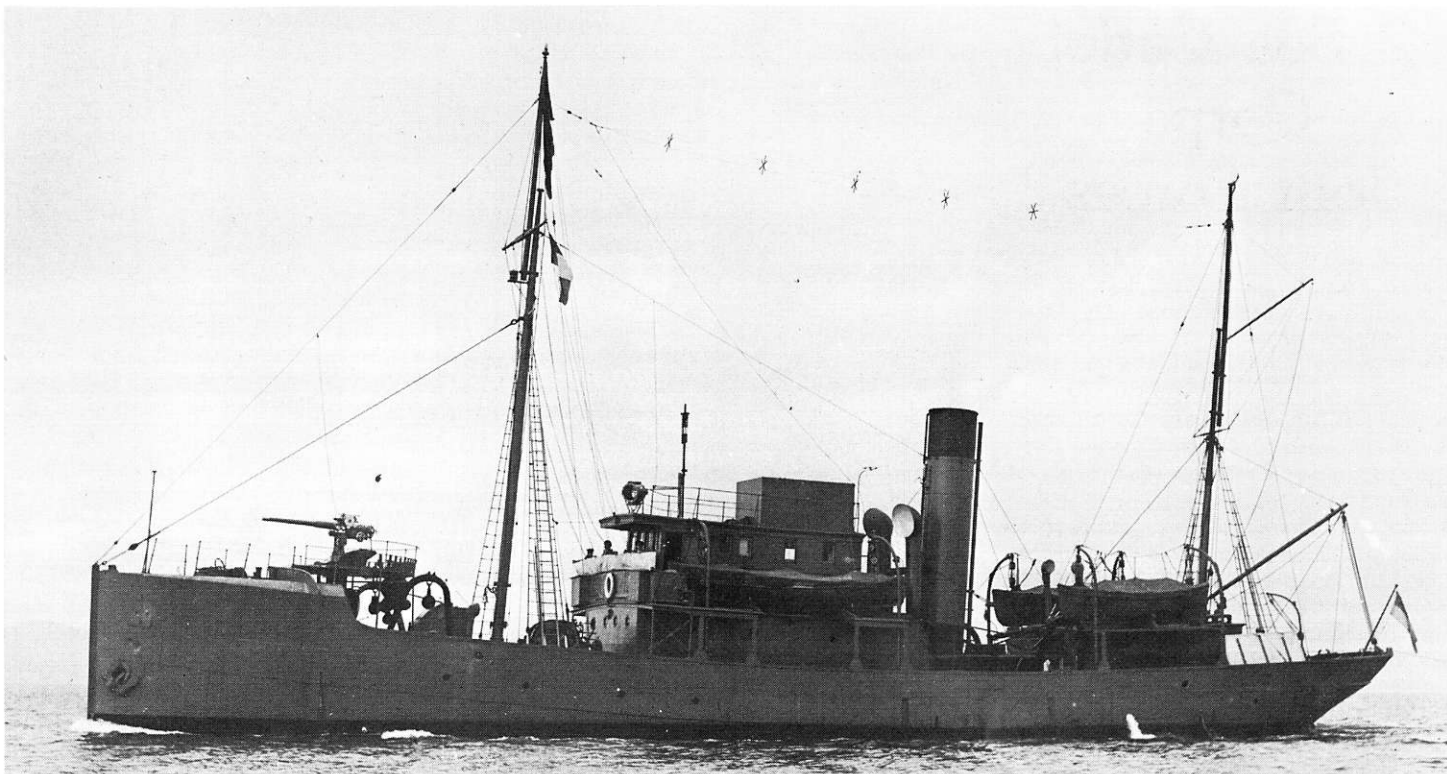
Staff College Members on Tour

Fifty-four members of the RCAF Staff College, Toronto, arrived in Halifax by air Sunday April 11 for a four-day familiarization visit to ships and

establishments of the Royal Canadian Navy. Members were accompanied by Group Captain F. W. Ball, director of studies at the college, and by members of the staff.

Members of the college embarked in the aircraft carrier *Bonaventure* Monday for a day at sea. Tuesday they observed sea-air exercises off Halifax, with the *Bonaventure* and units of the Third Escort Squadron participating.

Wednesday they visited the Joint Maritime Warfare School and on Thursday morning toured *Stadacona*. The group left Halifax Thursday for RCAF Station, Greenwood.



Oceanographers were taken to sea in a ship of the Royal Canadian Navy for the first time in 1936 when two of the scientists were embarked in the patrol vessel *Armentieres*, commanded by Lt.-Cdr. (later Cdr.) H. W. S. Soulsby. (E-032)

OCEANOGRAPHY

*Services of Four RCN Ships
Lent to Science*

IT IS JUST twenty-two years since naval vessels on the Pacific coast started carrying oceanographers to sea. Since that time nearly two generations of sailors have worked with the "long hairs". At a conservative estimate there have been more than 100 scientific cruises, each lasting from two weeks to two months. They have taken more than 25,000 samples of sea water, made more than 10,000 bathythermograph casts, and lowered and raised enough steel sounding wire to reach the centre of the Earth.

The importance of this work can be gauged from the fact that the Navy is now operating five vessels solely for scientific research—two on the Pacific Coast and three on the Atlantic.

Oceanography is the science of the sea, just as meteorology is the science of the atmosphere. The temperature and salinity of the sea water are the measures of the submarine climate in which the fish live. Fisheries require knowledge of these properties in order to locate fish. Hence oceanography is an integral part of fisheries research.

However, the Navy carried the first oceanographic expedition. During the

years 1873 to 1876, the steam frigate *HMS Challenger* sailed around the world examining the waters of all the oceans. Captain G. S. Nares was the commanding officer, with Sir Wyville Thompson as chief scientist of a party of six scientists and technicians. This was one of the great voyages of discovery.

Canadian oceanography began with the Canadian Fisheries Expedition, 1914-15. At that time, the Fisheries Branch was in the Department of Naval Service. In two cruises this expedition explored the approaches to Nova Scotia and the Gulf of St. Lawrence.

In 1936 Lt.-Cdr. H. W. S. Soulsby invited two oceanographers to sail with him on the Banfield Life Saving Patrol in *HMCS Armentieres*. They improved the time "on-station" by observing the waters off Barclay Sound. This liaison grew, and careful studies of the approaches to Juan de Fuca Strait and the west coast of Vancouver Island was supporting pure science, in keeping with its tradition.

Work ceased on the outbreak of war in 1939. However, by 1942 the Navy realized that the asdic (now known as

"sonar") could be foiled by temperature gradients and layers. It became critical to locate the convoy routes through waters where submarines could be detected; to place and adapt asdic gear to take advantage of water conditions, rather than being defeated by them. Exactly the same oceanographic information was needed to catch submarines as to catch fish.

There was an immediate demand for oceanographic data, and trained oceanographers to interpret them for Naval purposes. Except in the fishing areas the data was woefully inadequate. There was only one oceanographer in Canada; the other one was in the Army overseas. It was necessary to undertake oceanographic research in the middle of a shooting war. The research ships, which had to have lights to work by, were too easy targets on the Atlantic approaches.

However, every type of water condition was available for study on the Pacific Coast, where research could be carried on freely. *HMCS Ehkoli* (patrol vessel) was assigned, and from 1944 onwards studied the influence of water conditions on the effectiveness of

asdic gear. Since the war she has changed her status to CNAV.

In 1944 this anti-submarine program was joined with the United States pro-submarine research. The Canadian and American groups lived and worked together. The U.S. Navy research teams with their submarines and PC craft were familiar sights until 1949. An iron ball, 100 feet in diameter, now enshrined outside the Pacific Naval Laboratory at Esquimalt was an intrinsic part of these programs.

This work was in full swing when the Atlantic and Pacific wars ended, but was considered of sufficient importance by both United States and Canada to carry on. HMCS *Cedarwood* was added to the research fleet.

During this post-war period there were two notable episodes. A task force went into the Arctic during the summer of 1949 to study water conditions in preparation for the use of subma-

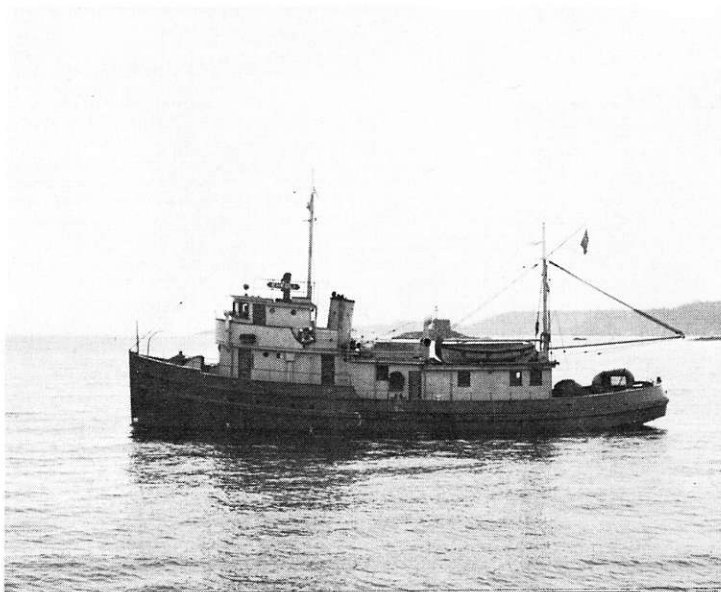
lines under the Polar ice cap. This was *Cedarwood's* big trip, from which she returned with her nose painted blue. The second was hanging a fleet submarine from two fourth-class buoys in Nodales Channel. The sight of two buoys proceeding slow ahead gave quite a shock to several of the coast steamship skippers.

Since the war, naval research has been centred at two Defence Research Board Laboratories, the Naval Research Establishment in Dartmouth, and the Pacific Naval Laboratory at Esquimalt. These laboratories have carried on studies in anti-submarine warfare in addition to the day-to-day service they provide the naval dockyards.

Realizing that it takes the same oceanographic information to catch submarines as to catch fish, it was obvious that Fisheries and Navy should work together in oceanography. The Navy provided the ships. The Fish-

eries Research Board provided scientists, and research facilities in the Atlantic and Pacific Oceanographic Groups. These groups were given the responsibility of providing an atlas of the oceanography of the coastal and oceanic waters of interest to Canada. This task has kept the oceanographic ships and people constantly at sea. They have reached far into the Atlantic, made the Northwest Passage, and reached half way across the sub-Arctic Pacific. In addition to fisheries and submarine conditions, they are concerned with ice movement, and the abyssal depths of the ocean. The atlas is becoming ever more complete.

There are more than 15 professional oceanographers in the two groups. These are highly qualified sea-going scientists. They can interpret and apply the data when and where it is needed. We will not be caught again without the data or "know-how".—J.P.T.



Here are four ships of the Pacific Command which, at one time or another, have been assigned to full-time oceanographic duty. The little patrol vessel Ehkoli (upper left) has been about 14 years on the job. Her future was under study in April. The *Cedarwood* (upper right), retired from oceanography last year, has been converted to a "side-wheeler" for B.C. Centennial celebrations. Successor to the *Cedarwood* was the coastal escort vessel *Oshawa* (lower left). The remaining ship is CNAV *Whitethroat*, turned over to the seagoing scientists on April 18. Built as a controlled mine layer, the *Whitethroat* should prove a handy vessel for inshore surveys.

Sea Gull Club Open To All Services

THE EXTENSIVE club facilities of the Navy League of Canada's Sea Gull Club at 41 Hollis Street, Halifax, have been made available to all Canadian service personnel serving in or passing through the East Coast port.

The club was originally established after the Second World War to continue the services to Canadian naval personnel which had been provided by the Navy League's wartime hostels, clubs and recreation centres in Halifax during hostilities.

When the Sea Gull Club's facilities were extended in recent months to include Canadian Army and Royal Canadian Air Force personnel, representatives of the two services were included on the management committee along with RCN and Navy League officials.

The Sea Gull Club comes under the supervision of the Navy League of Canada, with representatives of the three armed services acting in an advisory capacity. The local management committee consists of prominent Halifax businessmen and service personnel who give of their time voluntarily. The committee endeavours to maintain a high standard of cleanliness and a progressive program of entertainment, recreation and other services, in keeping with the need, all on a non-profit-or-loss financial basis. It requires approximately \$150,000 a year for actual operating costs. Revenue to meet this expense is obtained from the modest prices charged for meals, beds, and canteen services, and from rentals and donations.

The facilities include a cafeteria, where full-course meals or light lunches may be obtained, sleeping accommodation (single, double, three or four beds to a room and also dormitories), canteens, a lounge with television, reading



Students of the John Stubbs Memorial School, serving the Belmont Park naval housing area in Esquimalt, received warm acclaim in a recent Greater Victoria Schools Drama Festival. Grade 7's play "Hereward the Wake" was honoured as being among the best six plays of the festival. Individual performers took four of the 14 awards presented to the elementary and junior divisions. The award winners are pictured here with the teacher who directed them in the drama festival. Front, David Dutton, son of Professor and Mrs. H. M. Dutton, Royal Roads, who won a certificate of merit, and Cynthia Smith, daughter of Dr. and Mrs. H. D. Smith, Royal Roads, who was awarded a certificate and a book prize as best actress of the girls' elementary division. Back row, from left: Doreen Dibnah, daughter of PO and Mrs. C. R. Dibnah, of Belmont Park, winner of a certificate of merit; Mrs. H. J. Manson, teacher and director of the school's drama activities, and Grant Bingham, son of PO and Mrs. H. W. Bingham, View Royal, who also won a certificate. (E-44696)

and writing rooms, a large auditorium, games rooms, lockers and changing rooms, checkrooms, etc.

In the games rooms provision is made for checkers, darts, cards, billiards, table tennis and a variety of other games.

Lockers are available on a low rental basis and are under constant supervision. A changing room is open 24 hours a day and is available to all service personnel whether residents or not. A

round-the-clock check room is a decided convenience to servicemen who wish to store their kits while on leave.

The excellent auditorium, capable of holding 400 people, is available at a rental of \$25 an evening for ship's dances, smokers, concerts, etc. Smaller rooms are available for class and mess parties.

Throughout the year a dance is held each week-end in the auditorium and a movie is shown each Sunday afternoon.



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Cape Breton

The Royal Canadian Navy's technical apprenticeship school graduated its third annual class of skilled tradesmen Wednesday, April 2, at Halifax.

Twenty-eight engineering, air engineering, electrical, ordnance and shipwright graduates from across Canada received certificates signifying successful completion of their 39-month technical apprenticeship course and their promotion to petty officer second class.

Commodore John MacGillivray, Commodore Superintendent Atlantic Coast, and Cdr. (E) J. C. Chauvin, commanding officer of the *Cape Breton*—home and training centre for the apprentices—officiated at the ceremony in HMC Dockyard.

The apprentices were enrolled in 1954 in the rank of ordinary seamen and were between the ages of 16 and 19 years. After taking basic naval training at *Cornwallis*, they moved on board the *Cape Breton*.

The apprentices have advanced from basic technical training to advanced work in specialized trades and upon graduation will take up their trades in ships and shore establishments of the RCN. Of the graduates, one is from



Tools of their trade were presented to five newly-promoted petty officers who led their classes on graduation from the RCN's technical apprenticeship school this spring at Halifax. With their prizes are, left to right: Petty Officers James C. Paul, ordnance; Donald Marshall, electrical; Kenneth Connolly, air engineering; John E. Harker, shipwright, and John N. Ray, engineering.

the Yukon, three from British Columbia, two from Alberta, three from Saskatchewan, one from Manitoba, ten from Ontario, one from New Brunswick, six from Nova Scotia and one from Newfoundland. They are:

Yukon: Kenneth D. Connolly.

British Columbia: Donald P. Brady, Stephen C. Doyle and Eric C. Badminton.

Alberta: Arthur L. Lees and James D. Wilkie.

Saskatchewan: Donald V. Marshall, Ronald Marshall and John A. Salmond.

Manitoba: Brian F. Kelly.

Ontario: Richard J. Ferrand, John E. Harker, David B. Jones, Ernest R. Leal, Terrence C. Lyons, John N. Ray, Rene M. St. Onge, Victor McKenzie, Robert S. Findlay and George R. Webster.

New Brunswick: Ralph F. Campbell.

Nova Scotia: James C. Paul, David R. Mason, George D. Roberts, Malcolm

L. Demont, Thomas Lilly and Robert Smiley.

Newfoundland: Eric V. Bursley.

Funnels to End All Funnels

Some pretty fancy funnels were shown in Naval Lore Corner No. 56 in the February issue of *The Crow's Nest*, but none of them could compare with a couple sighted by A. J. A. Bell, of White Rock, B.C., when he was serving with the RNCVR out of Gibraltar in the First World War.

The funnels were the crowning glory of a Mississippi-style river boat, standing high out of the water with a great clutter of deck houses and cabins, which unbelievably had made her way across the Atlantic. She was put to work patrolling the Strait of Gibraltar, smoke, flames and soot belching from her lofty stacks.

Her smoke stacks rose for perhaps more than 30 feet above her high superstructure and were flared and notched at the top like King Cole's crown.

Mr. Bell has forgotten the little ship's name, but he can still picture her (guns and all) as she puffed her way along the waters of the Gibraltar Strait Patrol.

PACIFIC COMMAND

HMCS Ontario

Easter week in Australia, the outstanding hospitality of Australians to naval personnel of a sister commonwealth and a personal farewell salute from the Governor General of Australia, His Excellency Field Marshal Sir William Slim, are happy memories for the ship's company of the *Ontario*, due home at Esquimalt May 5.

The *Ontario's* Australian call was made at Sydney in the course of a ten-week training cruise to the South Pacific with 50 senior term *Venture* cadets.

There was something for everybody during the Sydney visit. Organized activities included luncheons, receptions, tours, radio interviews, TV appearances, dances and sports. There were even a wedding and a baptism on board for ex-Canadians now living in Australia.

On the *Ontario's* arrival, April 1, the commanding officer, Captain J. C. Littler, made formal calls on the Canadian High Commissioner to Australia, the Governor of New South Wales, the Governor General and the Premier of New South Wales. That night, a reception was held on board with 200 guests attending, including Sir Owen Dixon, president of the Australian-Canadian Association, who journeyed from Melbourne for the occasion.

On the second night, the Premier of New South Wales held a reception for the *Ontario*, followed by an informal dance sponsored by the Victoria League. In addition, a luncheon was held on board by Captain Littler for leading Sydney citizens, and the Canadian High Commissioner held a dinner in Captain Littler's honour at the Royal Sydney Yacht Squadron.

Free public transportation was made available to all the Canadian service personnel in uniform during the week of their stay. Most theatres and the Royal East Show, largest agricultural exhibition in the world, also were free to the visitors.

A 100-mile tour of Katoomba in the Blue Mountains for 100 of the *Ontario's* men was sponsored by the New South Wales government. Daily tours of Sydney in private cars were provided. The Royal Australian Navy also arranged entertainment for both officers and men, and two informal parties were held by

the diplomatic debutantes and the Red Cross Society.

There was considerable activity on board the cruiser as well. Children and parents of Australian-Canadian League from Sydney toured the ship and Chaplain Horatio Todd, of Ottawa and Victoria, the ship's Protestant chaplain, performed a wedding and a baptism on board for former Canadians now living in Australia.

The *Venture* cadets spent a busy round of activity during the visit, and over the Easter weekend the majority were guests in Australian homes. Fifteen spent the weekend at Palm Beach Surf Club. Other activities included tours of the city and a visit to the Blue Mountains.

For the young members of the Royal Canadian Sea Cadet Corps in the *Ontario* a full week of entertainment was arranged by the Sydney Branch of the Navy League of Australia. One afternoon the cadets were driven down the coast to Woolgang where they visited the local sea cadet corps. Other activities included a boat trip around Sydney harbour, films of Australia and a visit to a koala bear sanctuary. On Easter Sunday all sea cadets were entertained in the homes of Australian sea cadets.

In the field of sports, the *Ontario's* athletes were active, though not too successful.

The results were: Soccer—*Ontario* 1, Royal Australian Navy 2; basketball—

Admiral's Sword Presented to RCN

The sword of Admiral Sir Richard Goodwin Keats, GCB, a contemporary of Admiral Nelson, has been presented to the Royal Canadian Navy in Newfoundland by Captain Ambrose J. Shea, of the Royal Canadian Dragoons.

The presentation was made on January 9 and the sword was subsequently transferred to HMCS *Cabot*, the St. John's naval division, for safe-keeping.

Admiral Keats, who died in 1834, was Commander-in-Chief Newfoundland, from 1813 until his appointment as Major-General of the Royal Marines in 1818.

Ontario 21, Sydney YMCA 62; golf—*Ontario* lost by a 40-point margin to the RAN; tennis—*Ontario* lost to HMAS Sydney; rugby—*Venture* cadets and staff 6, RAN 8.

The final notable event for the *Ontario* occurred on her departure when an unprecedented honour was paid the ship by Field Marshal Slim. Attired in full dress uniform, His Excellency took up position on the pier of his Sydney residence, Admiralty House, so that the Canadian cruiser was able to pay the appropriate respects as she sailed past.

The last sight of Sir William was of him waving his field marshal's baton in farewell.

HMCS *Stettler*

HMCS *Stettler*, of the Pacific Command's Fourth Canadian Escort Squadron, left Esquimalt March 28 on a training cruise, which took her to Vancouver and NanOOSE.

Principal purpose of the exercise was to provide practical training for officers and men of *Discovery*, the Vancouver naval division.

Leaving Vancouver that evening with the reservists on board, the frigate was in the NanOOSE area from the night of March 28 until the morning of March 30. After returning the personnel of *Discovery* to Vancouver, the *Stettler* sailed for Esquimalt carrying out anti-aircraft exercises en route with aircraft from VU-33, the Royal Canadian Navy's utility squadron based at Patricia Bay.

NAVAL DIVISIONS

Officers and men of *Patriot* and *Star* bade farewell to retiring Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, with naval pomp and ceremony.

A traditional naval custom took place when the Admiral was pulled away from his command in a whaler manned



Anne Collings and Rosalie Carron, both of Montreal, take a lesson in signalling from AB James Bain on board the destroyer escort *Assiniboine*. Cast members of "My Fur Lady" visited the Navy during the play's run in Halifax this spring. (HS-52267)

by senior officers, while three cheers were voiced by assembled naval personnel. It was the first time such a ceremony has been held on Hamilton Bay.

As well as honouring the departure of Admiral Adams who is on retirement leave from the Navy after 33 years' service, *Patriot* and *Star* personnel greeted the new Commanding Officer Naval Divisions, Commodore Edward W. Finch-Noyes, who assumed his duties in Hamilton on April 2.

A reception was held in the *Star-Patriot* wardroom for the departing Admiral and the arriving Commodore on March 29. On March 31, Commodore Finch-Noyes marked his official arrival at the command headquarters of Canada's naval reserves at 10 a.m., when he was greeted by the assembled headquarters staff in front of the administration building. He proceeded to the Admiral's office to commence the business of turning over the command.

Sunset, April 1, was ceremoniously observed at 7:15 p.m., when Admiral Adams was saluted by guard and band. The Admiral officiated at the traditional observance of sunset and the lowering of the ensign.

That evening officers of the RCN and RCN(R) dined Admiral Adams at a mess dinner.

At the hoisting of the ensign on the morning of April 2, the broad pendant of a commodore was hoisted to fly alongside the Admiral's flag. At sunset that day the Admiral's flag was



Captain A. F. Pickard is seen inspecting a wrens' division during the annual inspection of York, the Toronto naval division, on March 12. (COND-4701)

struck, officially marking his departure from the command.

On April 2, the old naval custom of pulling the Admiral away from his command in a service whaler was preceded by the firing of a 13-gun salute at 1430 and a fly-past by aircraft of the naval reserve air squadron, VC 920, from Toronto.

HMCS York

York won the plaudits of inspecting officer Captain A. F. Pickard in March.

Although the plaudits were not sufficient to bring back the Efficiency Trophy to the Toronto reserve naval division, they were gratifying to the ship's company which had worked diligently in preparation.

Captain L. D. Stupart, York's commanding officer, said later that the ship's company had reason to be proud of its showing and hoped that in the coming year it would continue to work as diligently and next winter regain the trophy from HMCS Chippawa. York and Chippawa shared the honours the first time the trophy was awarded in 1956 and Chippawa has won it ever since.

This inspection by Captain Pickard in March was the second by the captain in as many years. He said he saw a great improvement in the ship from the previous year.

A total of 400 were on parade, including some 50 University Naval

Training Division cadets from the University of Toronto.

Lt. (S) Frank Graves has taken over the duties of supply officer at York. Lt. Graves succeeded Lt.-Cdr. Robert Buchanan who has become assistant secretary to Rear-Admiral Pullen, Flag Officer Atlantic Coast.

Lt. Graves came to Toronto from the Fort Erie, where he had served as supply officer for 15 months. He was commissioned into the supply branch in August 1952.

HMCS Scotian

Cdr. George A. Brown assumed command of Scotian, the Halifax naval division, on April 16, succeeding Cdr. Dennis J. P. O'Hagan, who had held the appointment since May 1955.

Cdr. Brown, who joined the Royal Canadian Naval Volunteer Reserve in 1936, has served at Scotian since August 1954.

During the Second World War he served in the Ottawa, the Restigouche and St. Laurent, with shore appointments at Stadacona III and at Kings, the wartime training school for RCNVR officers.

From 1942 until 1944 he was commanding officer of Brunswick, the Saint John, N.B., naval division and thus has the rare distinction of having commanded two naval divisions. He returned to civilian life in April 1947 and entered the RCN(R) later that year. He was promoted to the rank of commander in January 1949.

Farewell Message For Admiral Adams

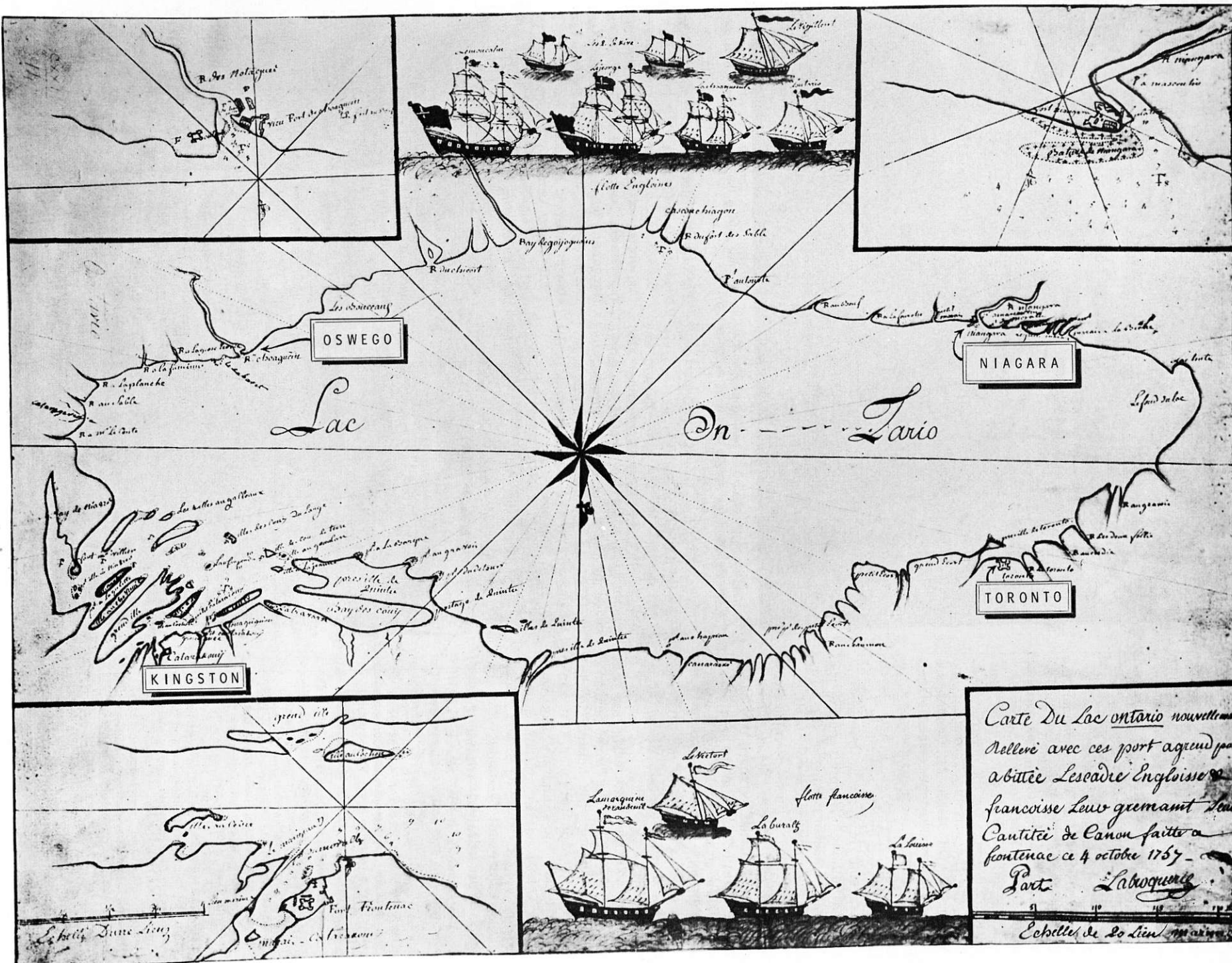
Rear-Admiral K. F. Adams, who relinquished the post of Flag Officer Naval Divisions at the beginning of April and proceeded on retirement leave, was thanked for his 33 years of service to the Royal Canadian Navy in a message from Vice-Admiral H. D. DeWolf, Chief of the Naval Staff.

The message said:

"As you relinquish the responsibilities of Flag Officer Naval Divisions, which you have carried out to such good effect during the past five years, officers and men of both the regular and reserve forces will wish me to convey their good wishes.

"The 33 years of your service have been distinguished by a firm contribution to the Navy's progress and the welfare of its personnel, and a special interest in the important Reserve in whose continued development your leadership has been a vital factor.

"I thank you on behalf of the Naval Board for your many valuable services and devotion to duty and join with all officers, men and civil staffs in extending to you and Mrs. Adams all good wishes for the future."



'Tarry Breeks and Velvet Garters'

Long-Awaited Book on Great Lakes Ships Appears

Lake Ontario 200 Years Ago

On the opposite page appears a reproduction of a famous chart drawn by Pierre Boucher De Labroquerie in 1757 showing the ships of the French and English fleets at the beginning of the war for the control of the upper St. Lawrence and Great Lakes.

In 1759, Quebec fell before the forces of General Wolfe and in the following year French forces pivoted on Montreal were caught between Major General Amherst's army, coming down river from Lake Ontario, General Murray coming up river from Quebec and Brigadier Haviland advancing from the south.

The last remaining French war-ships above Montreal were the Iroquoise (schooner), flagship of Admiral La Force, and the brig Outaouaise (the name means "The Girl from Ottawa"), commanded by Labroquerie. The two ships patrolled the St. Lawrence between the Thousand Islands and the Long Sault.

Then the Iroquoise struck a reef and tore away 15 feet of her keel and forefoot, leaving the Outaouaise alone.

In mid-August the British came swarming down the river in small boats. Labroquerie sailed to meet them. His ten heavy guns and four swivels should have been enough to work havoc among the British, but the wind failed him and he could not bring his big guns to bear. The small British craft, staying safely out of range of the big guns pounded the Outouaise without mercy. Labroquerie, who had fired the first shots from a French ship in the lake war in 1756 had also fired the last. He died the following year at his home.

Why Labroquerie chose to draw his map "upside down", with north at the bottom and south at the top is not known. Perhaps it was just a whim, comparable to his spelling "Lac On -- Tario" one place on the map and "Ontario" on another.

MANY a Canadian, and American too, will be glad to see "Tarry Breeks and Velvet Garters". Certainly there will be the many thousands who, for more than 30 years, have each Saturday night flipped over the pages of the Toronto Telegram to delve into Mr. Snider's "Schooner Days".

This little book is the first of three on the development of navigation on the Great Lakes and upper St. Lawrence. In his best story-telling fashion the author provides colourful glimpses of the men of New France who dared to open the heart of a continent, men of courage and enterprise who sought

BOOKS for the SAILOR

furs and dreamed of a passage to China, and who almost built an empire from Quebec to New Orleans.

Primarily this is the story of sail to the time of Wolfe and Montcalm, and the two books on the way will bring us to our own times. Of course, Mr. Snider is an old hand in this field; he has spent more than half a century digging through literally piles of paper in the great capitals of the world as well as amongst the frames and planks of sunken ships in Deadman's Bay, Toronto Island, Penetanguishene, the Nottawasaga and Tobermory. Not only that, having learned his seamanship the hard way, in trading schooners and stone hookers back at the turn of the

century, he has sailed his own topsail ketch into every fresh water bay and creek-mouth that he writes about.

To those who have enjoyed "In the Wake of the Eighteen-Twelves" and "Faded Flags of Fadeless Fame", this new title will be no surprise. "Tarry Breeks" refers to the coarse breeches of the 17th century seamen of the lakes, stained with the oil, beeswax and pine tar that coated the ships' hulls. And, of course, the velvet garter alludes to the lace and powdered wigs of those in New France who held positions of privilege and responsibility — more specifically, to a ribbon of black velvet said to have been found among the kegs of pine resin and dead-eyes as well as luxury trade goods among the bones of the burned French war fleet underneath where the National Defence College now stands.

There is something for everyone here, a sense of music in "From the height of Teiaiaigon, on the shores of Skannadario . . .", and some new words to think about — goelette, bugalet rig, arquebuses-a-croc, tillac, toise and charroy. There is much about the mystery of the *Griffon*, and La Force, Le Moyne, La Salle, Frontenac, Pouchot and Labroquerie, some of whom have been sadly neglected in our Canadian story. Of course, Mr. Snider is a journalist; inevitably students of Canada's story in sail will be disappointed with the tantalizing brief and few references to the sources from which the story came. And though this reviewer is also a Torontonion, such words as "Toronto, the hardest milked, most derided and most desired city on the continent", and this " . . . our

The story of Capitaine Labroquerie's last battle is told in C. H. J. Snider's "Tarry Breeks and Velvet Garters", reviewed in this issue. Here is the closing scene:

"Three thunderous hours of this gruelling work in the August sun, and the smoke-pall drifted away from the brig, suddenly silent. It showed torn flags, dropping jerk by jerk from her mastheads, her rigging hanging like tangled grapevines, her sides all gashed and pockmarked.

"Give way!" shouted Williamson (commander of the attacking

force), and all dashed in, arriving alongside simultaneously under the smoking gun muzzles.

"Williamson was first up the side, and through the torn boarding netting.

"Labroquerie, bleeding, smoke-stained, in faded and tarnished uniform, silently tendered his sword. Williamson bowed, as much as a man with a neck so short could bow, returned it to him, and shook his powder-blackened hand with his own equally black."

Queen City ever, pride of one million Canadians and envy of another fifteen", will not go down well. But then you never know when Jerry Snider has his tongue lodged in his cheek. For all that, his story of the Toronto Carrying Place and Fort Rouille is an absorbing one.

And, just in passing, most people quickly by-pass the introduction in a book; this one by Senator Roebuck is one of the most interesting this reviewer has had the pleasure to read.

It is to be hoped that the second volume, "Topgallants and Tomahawks"

will not be long in making its appearance.—E.C.R.

TARRY BREEKS AND VELVET GARTERS, by C. H. J. Snider, published by The Ryerson Press, Toronto; 148 pages; illustrated; \$4.50.

TWO HUNDRED YEARS OF NELSON

THE OCCASION for the publication of a new life of Lord Nelson is the fact that 1958 is the bi-centenary of his birth. It is, however, safe to say that neither new biographies nor articles on the life of this remarkable English sailor require special circumstances to prompt publication. Interest in Nelson has been increasing ever since his death and there is no present indication that such interest is on the wane. Indeed, when the phone rings at the Admiralty Library in London, there is about a 50 per cent chance that the inquiry will, in some way, concern the victor of Trafalgar. The result is that there are many people who have a grasp of the general outlines of the Nelson saga, and a formidable number who have made themselves into experts on some special aspect of his career or life.

The Nelson biographer, therefore, when he sets out on his task must be either exceedingly daring or singularly well informed on his subject, preferably both. He knows at once that he cannot compass the extraordinarily varied life of his hero between the boards of one volume. He also knows that every generalization or judgment he ventures will outrage dozens of the specialists who will sit, red pencil in hand, poised for indignant descent on offending passages.

The task surely requires courage enough. Take for instance the attitude of the tactical specialist. If the unwary author should use the word "flexible" in connection with the Trafalgar battle plan it will conjure up visions of a Nelson who had not thought out every last detail. Perish the thought. If the word "flexible" is omitted, then the author will stand condemned for not appreciating that Nelson's true genius lay in being able to expect and receive the best from his brother officers. There is no less difficulty posed in writing for those whose minds are bounded by bed posts. Did Sir William Hamilton really know the extent of the affair between his wife and the Admiral? A bald answer to this question will either raise outbursts of moral fervour or cynical

indignation in countless minds. The list of difficulties is as long as the recorded history of Lord Nelson's life and as frightening as the numbers of passionate specialists in the field.

Oliver Warner's book, "A Portrait of Lord Nelson", then, cannot and does not pretend to satisfy everybody. Canadians for instance will note that the reference to his Quebec romance is not exhaustive. Trafalgar specialists will resent the short treatment of that engagement. Those who tend to look for an appreciation of general strategy will



deplore the fact that the work of Sir Julian Corbett in "The Campaign of Trafalgar" does not seem to have strongly influenced the writer's attitude in the chapter entitled "The Long Watch". Those people will be especially annoyed who, considering vanity the deadliest of sins, find that the author considers vanity one of the inevitable traits of an essentially direct and uncomplicated character. Compare, for instance, Warner's assessment with that of Admiral Sir William James in "The Durable Monument". The Admiral's highest praise is probably contained in his bestowing on Nelson of the accolade "gentleman". Our author's tribute is less moral but surely no less compelling. He uses the word "genius".

The distinction is subtle, and Warner's word is probably more appropriate but it will not satisfy everybody.

When all allowance is made for difference of opinion on detail and character assessment, however, this biography represents an achievement. In his acknowledgements, thanks are bestowed on a "Mr. Charles Mitchell, who cheered me by saying that nobody ever wrote badly about Nelson." This is a modest comment on the author's part. He has written well, and good readable prose is seldom a result of mystical communion alone. What is perhaps more important he has kept his object firmly in mind and he has created, with due regard to Nelson research, a Portrait of Lord Nelson. Between the liberally-used comments of Nelson's contemporaries and the results of available historical research and material as well as between Nelson the man and Nelson the naval hero he has kept a reasonable and illuminating balance. There also exists side by side in these pages a sympathy for the power that the Nelson myth exerts over its disciples together with an appreciation of the inevitable disdain of the skeptics. There has been no attempt to gloss over unpleasant details and those who find to their surprise that the Hamilton affair has been kept under firm control will read with shock an account of an earthy affair with "a very handsome Greek woman." Taken together this balanced approach takes us closer to a total appreciation of the man.

Another feature that may not appeal to the specialists but that has advantages is that the book is addressed to the general reader. It would be a pity if, for instance, the life of England's greatest Admiral could only be approached by those who have mastered the intricate turns of sea warfare. There is something here for everybody and in a bi-centennial offering this is only proper.

One fault must be noted. Despite the fact that a portrait of Lord Nelson does emerge, only that portrait emerges. The other historical personalities in

the book, especially those of his wife and his mistress, remain flat and inspire neither dislike nor affection. This trick of using everybody as a foil for the hero creates an aloof Nelson beyond our ordinary reach. If the reader has no imagination, Mr. Warner does little to assist him as, say, Ludovic Kennedy does in "Nelson's Band of Brothers",

where through sympathetic studies of the captains we get some feeling for the magic of the "Nelson Touch."

Yet if the magic is lacking the genius shines through. Mr. Warner has brought Nelson the man into view as a fallible mortal and yet he has left Nelson the naval hero where he deserves to be; perched high above the rest of his kind

with his restless spirit keeping watch over the capital of the nation which raised him so high and which he served so faithfully.—D.M.S.

A PORTRAIT OF LORD NELSON, by Oliver Warner, Chatto & Windus, London, 1958; published in Canada by Clarke Irwin and Co. Ltd., Toronto; 372 pages; illustrated. Price \$6.75.

A BRISK TALE OF THE ROYAL NAVY

CAPTAIN E. W. Bush, DSO, DSC, RN, like so many seamen, can spin a good yarn but, unlike most of his brethren, he has gone to the trouble of setting it down on paper. The title of his autobiography reveals much of his personality: "Bless Our Ship" speaks of his care for his shipmates and his feeling for the spiritual values. He says no word about his ideas on these subjects; it is not necessary — they just shine through the whole fabric of the story he tells.

In his book, Captain Bush sticks very closely to his naval life, especially the seagoing part of it. He starts with his medical examination when he entered as a cadet, and ends with his son at the same stage. In between he traces his career from the Royal Naval Colleges to sea in 1914, cruiser work in the North Sea, the Battle of the Dogger Bank, Gallipoli, and Jutland, remaining for the rest of the war in HMS *Revenge* in the Grand Fleet. At Gallipoli, as Midshipman of HMS *Bacchante's* picket boat he won the DSC at the age of 16, the youngest officer ever to win it, but you won't find that out from the book—it is in the publisher's note on the dust jacket.

During the Twenty-Year Truce he kept himself busy in the Baltic, on the China Station, up the Yangtze-kiang in a gunboat and in the Mediterranean with only three short periods of service ashore.

The Second World War as seen from Captain Bush's standpoint is very different from the war that most Canadian naval personnel saw—he never sailed the North Atlantic and his only convoys were to Malta with a cruiser squadron, a destroyer flotilla and an aircraft carrier or two for escort, usually outnumbering the merchantmen by two to one.

His first appointment was as Captain of Inshore Patrols at Dover, which was just hard work until Dunkirk came along. He received the DSO for his services there. Next he served for a long commission as Captain of HMS *Euryalus* in the Mediterranean in the

15th Cruiser Squadron under Sir Philip Vian. One of the convoy operations led to the battle of Syrté and a bar to the DSO. On relief from that service, he was appointed one of the Naval Assault Group Commanders of Force "S" for the descent upon the Norman coast. Here he won the second bar to the DSO. His last wartime job was Chief of Staff to Force W, the naval contribution to the amphibious operations along the Burmese coast, which led to his being present at the surrender of the Japanese forces in Malaya at Singapore. Somewhere along the way he was twice mentioned in dispatches, and again there is no mention of these awards.

If the story is unfamiliar to Canadians, one of the characters, mentioned only once, is not. When Bush was at Royal Naval College, Dartmouth, his Term Lieutenant's name was Massey Gooden. This officer, as a retired Captain RN, served as Naval Control Service Officer at Sydney and Halifax dur-

ing the first few years of the Second World War. The only other Canadian item is, unfortunately, an error: HMAS *Napier*, engaged on the Arakan, is ascribed to the RCN instead of the RAN.

Most of what Captain Bush writes is from his own observation, but often he could only see part of an operation or an incident and he has supplemented his story by yarns told by friends or by reference to other publications. When he has done this, he is careful to tell the reader so and to give full credit to his sources. His narrative style is vivid and concise, and he wastes no time on routine matters or transitional passages, the reader must use his imagination to skip along after the story teller. He will be left nearly breathless, for the pace is brisk.—Ph. Ch.

BLESS OUR SHIP, by Capt. E. W. Bush, published by George Allen & Unwin Ltd. and distributed in Canada by Thomas Nelson & Sons (Canada) Ltd., Toronto; 16 plates; \$4.75.



"Now let's plan our ports of call."

THE NAVY PLAYS

Navy Picks up 2 Hockey Titles

Both entries from HMCS *Churchill* in the "A" and "B" Fort Churchill and District Hockey Leagues emerged victorious at the end of a rousing season's play.

Navy's "A" entry through the entire season with only one loss in regular league play—the first game of the season. In the finals, Navy met the DRNL (civilian) entry which had disposed of Army in the semi-finals, and, hitting its peak, ran roughshod over the opposition, winning in three straight games 8-3, 18-1 and 7-3. This was the second successive year that Navy "A" had taken home the league trophy.

The team also walked off with all individual honours with AB Murray Roden as high scorer and AB Dave Kemp as best goalkeeper. In the second game of the play-offs, Roden scored nine goals, ably assisted by linemates PO "Buck" Buchanan and AB Phil Yates. Kemp was outstanding in this game, missing a shut-out with only seconds remaining.

The "B" League entry, which had just missed winning the trophy last year, made a determined drive this year, meeting the civilian entry in the finals and fighting a really tough battle to eventually win. The arena was jammed with decidedly partisan crowds at all games.

First game was 7-4 in favour of the civilians, the second was close with Navy winning 9-8, third was Navy 5-4. The fourth was probably the most hotly contested of the entire season in either league with the finishing score 4-4 after ten minutes overtime. In the fifth and deciding game Navy won 7-5. Navy "B" also took the individual honours with AB Bob Barker winning the scoring championship and LS "Jeep" Beaulieu taking the goal-keeping honours.

Curlers Vie for Mythical Trophy

The *Avalon-Cabot* Curling Club, formed in December 1957 to compete in the Joint Services Curling League at St. John's Newfoundland, held its first annual inter-club challenge match for the mythical Cabot Tower trophy.



Navy pucksters made a clean sweep of the two hockey leagues in Churchill, Man., halfway up the western side of Hudson Bay. At the close of tough "B" league finals, Col. D. G. Ketcheson, Commandant of Fort Churchill, presents the league trophy to AB H. J. A. Tremblay, still perspiring from the hard-fought game.

The *Cabot* team, skipped by Ldg. Sea. J. Dinn, managed to squeeze a marginal win from the *Avalon* team, staffed by regular force officers and men from the staff of the Naval Commander, Newfoundland. The latter team was skipped by PO W. Moses and had as its members Cdr. E. B. Pearce, Lt. E. J. L'Heureux and PO G. Tough.

With a year of experience behind them members of the *Avalon-Cabot* Curling Club plan two Navy rinks next year in the Joint Services Curling League, curling each Saturday morning at the St. John's Curling Club. The league was a most active one this year.

Naval Wrestlers Enter B.C. Tests

In the B.C. Wrestling Championships at Quesnel in April, Ldg. Sea. I. D. Lefebvre defeated G. Anderson, the 1957 flyweight champion from Trail with a pin at 1.15 but he was pinned himself in the second match in 2.25. His second opponent was O. Tamura, Japanese National Champion, 1950-53,

and fourth-place grappler in the Olympics.

Lefebvre was selected as runner up to represent B.C. in the Dominion championships and British Empire Game trials in Vancouver May 23-25.

Al Day, a naval fireman wrestling with the RCN Club, lost by one point to R. Darrel from Trail who was on the Canadian championship team of 1953. In his second match, he wrestled L. Auisto, North Vancouver, and lost by a fall. Day had been leading at the end of free style but chose to continue by ground wrestling and was pinned.

Sailing Group Chooses Officers

George Field was elected commodore of the Edmonton Squadron of the RCN Sailing Association at the annual meeting in the Alberta capital in April. Other officers include Dr. C. Learmonth, vice-commodore; Phil Scott, honorary vice-commodore, Arnold Holmes, secretary and J. B. Corbet, treasurer.

The racing season begins May 17 on Lake Wabamun from the RCNSA boat-house on Moonlight Bay and fixtures will continue every Sunday. The number of boats is increasing.

Stad Bowlers Top Tourney

Stadacona keglers captured the Atlantic Command five-pin bowling tournament, late in March, over six other entries. The two-day meet was held at the Stadacona alleys.

Stad romped into the lead in the first day after five rounds. The following day they held the lead and wound up the tourney to clinch a 22-18 point lead over second place *Shearwater*. In third slot was *Cape Breton* with 14, *Cornwallis* was fourth with 10, *Crusader* nine, *Granby* six and minesweepers trailed with five.

Keseluk of *Crusader* took the high triple of the meet, 828, Glass of *Shearwater* high average of 230.6, and Johnston of *Granby* high single string with 387.

Stad Easy Winner In Soccer Match

Stadacona blanked Greenwood 8-0 in exhibition soccer in April. The sailors showed better conditioning and marksmanship than the air force opponents. Al Leslie of the sailors scored three times.

Heat Too Much For Marathoner

PO Kiyoto (Jimmy) Takaoka, medical assistant at *Hochelaga*, had to bow out of the Boston Marathon after a gruelling 14 miles in 80-degree heat. He had been training on the Montreal area where the air was a crisp 45.

This was the Calgarian's second try at the famous marathon. In 1955 he was awarded a medal for finishing 32 out of a field of 210.

Cdr. Little Heads East Coast Golfers

Instr. Cdr. C. Herbert Little was re-elected as president and CPO E. Lawrence as secretary at the annual meeting of the East Coast section of the RCN Golf Association in April.

The Navy golfers have decided to join the Nova Scotia Golf Association but meantime are planning an annual tournament, the Atlantic Command meet and, later, a tri-service tournament. Field days will be held every second Thursday at convenient links.

There are a couple of hundred Navy golfers in the Halifax area and another



Members of the RCN Squash Club on the West Coast pose with hardware collected in 1957-58 Pacific Northwest and B.C. championships. Front, left to right: AB Tom Sloan "D" Class B.C. champ; AB Norm Collins, "D" Class Pacific Northwest champ. Back row: Lt.-Cdr. Hal Lawrence, president of club; CPO John Waldron, team captain; PO Keray Jones, "B" Class Pacific Northwest champ and Sub-Lt. (MT) Isobel Styring, Pacific Northwest semi-finalist. (E-44700)

hundred scattered throughout the province, at Cornwallis, Point Edward Naval Base, etc.

46 Rinks Enter Command 'Spiel

The biggest bonspiel of the Pacific Command Curling Club's season was held from April 4-7 with 46 entries. CPO Bert Nelson's *Athabaskan* rink won the grand aggregate with eight wins, one loss. CPO Ron Webster's *Naden* MTE won the Yarrows Trophy for the first event; Ldg. Sea. Wes Young's *Naden* team placed second and PO W. Aldrich's VU 33 was third. Ldg.

Sea. G. Russell and his *New Waterford* rink came fourth.

The VMD Trophy for second event was won by CPO Nelson's *Athabaskan* rink. The Victoria Curling Club Trophy consolation to the first event went to CPO W. Clarke's MTE rink and the Stockers Trophy consolation to the second event went to Ldg. Sea. J. Merrifield's *Naden* quartet.

High aggregate winner for the season and holders of the Murdoch-Girard Trophy is the rink of CPO P. Lovric. The Birks Trophy, played for by the top 16 rinks at end of season play, was won by Surg. Lt. G. Woodall's quartet.

Several rinks took part in the Vancouver Island championships and Brier playdowns. There were winning Navy rinks in the annual commercial bonspiel and in the Victoria Centennial 'spiel.

During the Macdonald Brier, the Pacific Command Club was host to ladies of the visiting Brier competitors, giving them a tour of the naval establishments and a tea at Royal Roads.

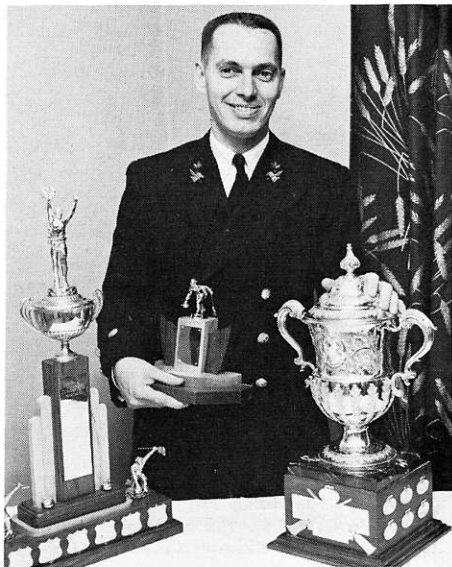
Six medical nurses and a wren curled during the season and a rink carried club colours into the annual Victoria Ladies' Bonspiel.

Bowler Shares in Four Records

For second year, the Medical team topped the Pacific Command Bowling League. Fifteen teams bowled 72 games over the season and four new alley records were set, with CPO R. L. Pumfrey sharing in all four.

46 Rinks Compete At West Coast

Rinks skipped by CPO Ron Webster and CPO Bert Nelson dominated the



CPO Douglas Newton, of Stony Mountain, Man., and Halifax, appears to be top Navy curler this year. He skipped a Hochelaga rink to the national championship of the RCN in Ottawa and the RCN Montreal Club's award in Lachine. He is shown here with the Montreal cup on the left and the RCN Curling award on the right. In his hand is the individual Montreal trophy. Dating back to 1945, CPO Newton has come steadily up the curling ladder, progressing from lead in the Stony Mountain club to skip in the Hochelaga rink. His awards so far: 1945—club champion, Stony Mountain, position lead; 1955—Atlantic Command championship and the Chebucto Trophy of the Dartmouth Curling Club, position second; 1957—Atlantic Command championship and Pearl Trophy of the Dartmouth Curling Club, position mate, and 1958—RCN Curling Club national championship and RCN Montreal club champ, position skip. (ML-6707)

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fifth annual RCN Pacific Command Bonspiel at the Victoria Curling Club. There were 46 rinks in the Easter weekend play.

Webster's ensemble won the Yarrows Trophy in the top primary final, Nelson, the VMD Trophy in the second primary final. CPO W. Clarke's quartet won the Victoria Curling Club event and the other secondary competition went to Ldg. Sea. J. Marrifield's outfit.

Two Tri-Service Titles to RCN

The Vancouver Island tri-service volleyball, basketball and bowling championships were run off in Naden March 3. The RCN won the bowling and volleyball titles and RCAF Comox earned the hoop honours.

ND Training Centre in Front

The ND Training Centre led the 1957-58 Naden interpart hockey league standings with 50 points. MTE followed with 42 and Supply, Gunnery-Ordnance and Communications Training Centre were in a three-way tie for third with 38 points. TAS trailed with 32.

Bonspiel Played On Point System

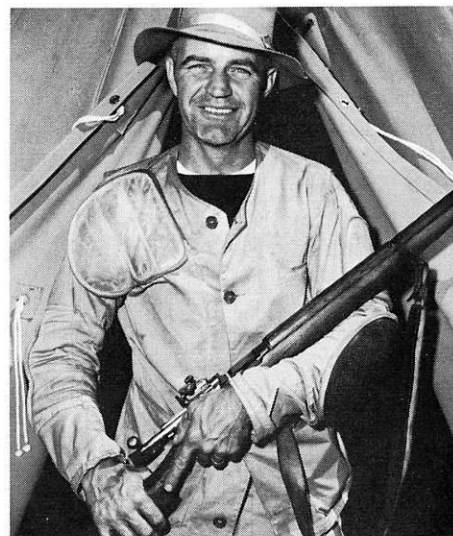
A rink skipped by CPO Peter McKenna scored 117 points to win the Shearwater Curling Bonspiel in April. CPO Jack Laverdure's rink was just two points astern and CPO David Leavens brought his team in third with 109. Points were totted up after 36 rinks had played five games. The bonspiel wound up a highly successful year.

CPO Clarke Named To Bisley Team

CPO Douglas R. Clarke, Stadacona gunnery instructor, has made the Canadian rifle team for Bisley. The renowned shoot takes place early in July in England.

A member of the RCN's Atlantic Command team at the DCRA matches on Ottawa's Connaught Ranges last summer, CPO Clarke posted 817 out of a possible 875 for 25th place in the Bisley qualifying aggregates. Other marksmen higher on the list have been unable to go to the Bisley competition, so Clarke was selected to make up the 18-member Canadian team.

He is the third member of the RCN to qualify for Bisley. Lt.-Cdr. (SB) Ed Ryan, of *Cataraqui's* retired list, attended in 1951 and 1955 and CPO H. M. Oliver in 1956.



CPO DOUGLAS R. CLARKE

The Canadian team assembles in Ottawa June 12, embarks next day at Montreal in the *Ivernia* and on the 25th will shoot against the Royal Marines at Brown Down, will compete in sections with Liverpool and Jersey marksmen on the 27th and have a "friendly" with Cambridge University before Bisley opens.

CPO Clarke has long been a Navy marksman and in 1955 was a member of the Atlantic Command rifle team which had an outstanding record at the Connaught competitions. He personally won the Sherwood match and Borden event that year.

Stad Curlers In Second Place

CPO Eldon Mills' *Stadacona* rink won the second event title in the tri-service curling championships at Greenwood, N.S., in April, by downing a *Shearwater* rink 9-4. A total of 16 rinks took part in the 'spiel. An Army rink from Gagetown, N.B., topped the tournament.

Aklavik Enters Far North 'Spiel

Two Navy rinks from Naval Radio Station Aklavik, in the Mackenzie River delta, travelled southwest to Fairbanks, on the Alaska Highway for an international bonspiel, late in the winter.

All told, there were 52 rinks from Whitehorse, Dawson, Destruction Bay, Mile 1202 Alaska Highway and Fairbanks, the latter being known as the "Last Frontier City". The Navy teams skipped by AB J. Fraser and AB G. Stoker, were eliminated early in the tournament but made a host of friends.

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.

ALLEYNE, James H.LSQM1
ALLISON, Henry J.LSEM1
ANDERSON, James C.LSTD2
ANDREWS, Jack A.PIRC2
ANDREWS, Ralph L.PIER4
ANNETT, Bryan J.LSNS2
ARTHURS, Thomas S.P2EM2

BAKER, Richard A.LSRP1
BARLOW, EdgarP1QM3
BELBECK, Warren C.LSAR2
BENNETT, Christie L.C1ET4
BENSON, Ernest L.LSRP1
BIELBY, VictorPIAA2
BIGNELL, Verle L.C2ER4
BISHOP, William A.LSEM1
BJOLA, Leonard N.P2PR2
BLAKELY, Robert W.P1PH4
BLOMMAERT, Andrew J.P2EM2
BOETTGER, Floyd F.P2RN3
BONE, Ronald M.C2ET4
BOYD, Kevin J.LSRP1
BRANDER, Walter E.P1TD3
BRITNELL, Eric W.LSAR2
BROSTER, Gordon A.PIRP3
BROWN, WalterC1Q14
BUCK, Kenneth F.P2PH3
BURKE, Addison W.C1PI4

CAIN, ArthurP1QR2
CAIN, John J.LSTD1
CARPENTER, James E.LSAA1
CARR, David D.LSRT2
CHABOT, Gerald A.LSRP2
CHAMBERS, Neil P.P1QM3
CHANDLER, Stanley H.PIEM4
CHILD, HarryP2RS3
CLARKE, Robert A.P2RN3
COOK, Leonard A.P2AA2
COOK, Ronald F.LSRP1
CORMACK, Ernest J.LSVS1
COSTELLO, Frederick J.P2QM3
CRANMER, William O.C2GI4
CRAWLEY, George E.PIER4

DASH, Owen H.LSAA1
DAVIDSON, John E.LSAC2
DEMISH, William A.LSCR1
DENMAN, Richard D.PIAA2
DECHKOFF, WilliamP2OM2
DICKSON, Ralph J.LSEM1
DINGWALL, Robert J.LSRP1
DONNAIT, Victor F.P1TD3
DOWNEY, WilliamLSQM2
DUFFY, William C.P1TD3

EDGAR, Eric G.P2EA3
ELLIOTT, John E.P1QM3
ELLIOTT, Samuel R.LSCR2
ELLIS, Vernon W.LSEM1
EVANS, BryanLSTD2

FASEVICH, MikeP2AC3
FINLAYSON, Ronald A.LSTD1
FLEMING, Paul H.P2RS3
FOOTE, Ivan G.LSRP2

FORSTER, Donald L.P2RW3
FOX, James F.LSEM1
FRASER, Edison C.C2PT4

GALE, John S.P1QM3
GALER, Douglas J.LSTD1
GILBY, Donald E.P2QM2

LETTER TO EDITOR

Dear Sir:

Being a pensioner from the Royal Navy, with 31 years' service, including full time in both World Wars, a Canadian Legion comrade gave me five issues of *The Crownsnest*. You may picture how delighted I was to read them.

I joined the RN in 1903 and took my pension in 1927. I joined HMS *Lion* in Plymouth and was recalled in 1939 for the Second World War . . .

How well I remember HMCS *Niobe*, the pioneer of the Royal Canadian Navy. I was in Halifax in 1911 when the *Niobe* went on a rock at Cape Sable. I was serving in HMS *Cornwall*, cadet training ship (Captain Ley), and we were sent to bring her back to Halifax. The time would be noon on Sunday when we could hear her firing a gun, but could not see her, as it was very thick fog. We went on a rock ourselves. We were told it was Green Rock (uncharted). As luck would have it, it was flood tide and three hours later we refloated and anchored for the night.

The next morning our captain told us he was going to take the *Niobe* in tow, which we did and brought her back to Halifax. We went into dock for repairs to take us across the Herring Pond to England.

While we were in Halifax, we kids used to sleep when ashore at a place on Water Street. The owner was Georgie James and in the morning he used to wake us up with the sound of a bugle, calling the hands, as it were . . .

I remain,

Yours faithfully,

E. S. J. POOLEY

Port aux Basques,
Newfoundland.

Note: The foregoing is a shortened version of the letter written by Mr. Pooley. It was occasioned by a letter in the September 1957 issue of *The Crownsnest*, in which Frank Hall, of Victoria, spoke of his father, Charles Robert Hall, then in his 89th year and living in California, who had joined the *Niobe* in 1910, when she was acquired by Canada.

GILL, Arthur M.P2RW3
GILLIS, James V.P1QM3
GORDON, Ray T.P1EM4
GOULDEN, Ian E.LSCS2
GOWANLOCK, Frank G.P2RW3
GRAHAM, ScottLSTD1
GRIFFIN, Clement F.P2RC2
GRIFFIN, Philip S.P1EA4

HALL, Arthur K.LSAA1
HALL, Bernard P.LSCS2
HARDY, Donald H.C2ET4
HAUGHIE, John E.P2EM2
HAWKINS, Justin G.LSAC2
HEAPHY, James S.LSTD2
HERDER, Arnold G.LSAF2
HEWENS, ClarenceP1PC3
HEWITT, William R.LSEF2
HICKS, StanleyLSCR1
HILL, Norman B.C2PI4
HINDER, Roy L.P2RP2
HORSMAN, Willard A.LSRT2
HUGHES, Ronald R.P2TD2
HURLEY, Allen J.LSAA1
HUZZEY, Givelin A.P2TD2

INGRAM, GordonLSRP1

JACKSON, Ward T.P2EG3
JARDINE, LeonardP1EA4
JOHNSON, Murray J.C2AT4

KELLY, Raymond W.LSAO1
KILBURN, JamesLSEM1
KINGSTON, Charles E.P2EG3
KNIGHT, Donald L.LSQM1
KNOWLES, Ralph E.C2RT4

LABONTE, Marcel J.LSRC2
LALIBERTE, Remi J.LSRA2
LANG, Keith A.P2RP2
LEBLANC, MarcelLSSW2
LEGGETT, Robert W.P2QM2
LEGRAND, Donald L.P1RT4
LEWIS, CharlesC2Q14
LEY, Charles T.P2RD3
LILLEY, Donald J.P2RD3
LOGAN, James W.LSEM1
LOGAN, Ronald J.LSRA2
LONGHURST, Alfred T.P1AA3
LONGTIN, Robert J.LSQM1
LOWTHER, EdwardC2BD4
LUSK, Charles W.LSED2

MacDonald, Chester T.LSEM1
MacDOUGALL, Robert M.P2CK2
MacINTYRE, Norman E.P2AA2
MacKAY, DonaldC2Q14
MacPHAIL, JohnLSRT2
McCABE, Robert A.LSEM1
McCORMICK, George H.LSQM2
McCORMICK, Michael M.P1AA3
McDONNELL, John E.P2RP2
McFARLANE, Robert G.P2LR2
McGEEAN, BernardLSEM1
McIVOR, William T.P1PR3
McLAUGHLIN, Daniel J.P2EM2
McLENNON, Gerard P.P1QM2
McMURRAY, Raymond J.LSAC1
McTAGGART, Leo F.P1QM3
MANDY, Lawrence B.C2PI4



Here are some more sailors of the Ontario en route to Australasia on a training cruise as they received a traditional island welcome on arrival at Pearl Harbour. Others are shown on the cover. Here, a hula dancer distributes leis to sailors and to cadets from Venture. (OT-3807)

MANN, William D.P2EA3
MARSH, Bruce M.LSAA1
MARTENS, FrankLSCR1
MAURICE, DonaldLSEM1
MEADE, CyrilP1TD3
MELLISH, William J.C2CR3
MENEAR, Edgar F.LSEM1
MILBERRY, William L.P1RP3
MILLEN, Walter M.LSRP1
MITCHELL, William A.LSEF2
MITCHELL, WilliamP1RP3
MOLL, Ronald W.P1RC3
MORRIS, HaroldC2BD4
MORRISON, Robert C.C2ET4
MOSS, Brian E.C2PI4

NOBLE, Gerrie G.P1ER4
NORTON, James E.P1ER4
NUTTALL, Fred B.LSQM2

O'BRIEN, Vincent L.LSCK2
O'DONNELL, Edward T.LSAM2
ORRELL, Donald R.LSPH2
OVERBECK, Ronald B.LSSW2
OWENS, James P.P2RW3

PALMER, James A.LSEG2
PARENT, George G.P2RD3
PARKE, William A.P1QM3
PARKER, JosephC1RT4
PATE, Richard E.C1ET4
PATTISON, Olive B.P1ER4
PEARSON, RonaldC2ET4
PERRY, Arnold J.P1EM4
PETERSON, Eric C.P2EF3
PHILCO, RaymondP2RA3
PITT, Reginald G.C1PT4
POLLOCK, Evan D.C2QM3
PRETTY, Boyd D.LSRA2
PROKOPOW, Thomas K.P2RP2

RAMSAY, AllanLSEM1
RATCLIFFE, William C.P2RN3
REYNER, Albert F.LSAA2
RINDER, LeonardP1QR3
RODEN, Keith B.LSLR1
RODGER, Alexander E.LSAP2
ROLLIN, Rene P.LSQM1
ROSE, Alexander F.LSRA2
ROSS, Douglas J.LSAA1
ROSS, Mervin A.LSAF2
ROSTEK, Frederick F.P2QR2
ROY, Raymond M.LSCR1
RUSSELL, James E.LSRP2
RUTTER, Hugh A.P2AA2

SAUNDERSON, James B.P1QM3

SEEBOLD, Leslie J.P1RC3
SEYMOUR, William A.LSQR2
SHARP, Robert L.P1ET4
SHEPLEY, Dexter D.LSEM1
SHICK, Warner T.LSAM2
SHORTEN, WilliamC1PC4
SHORTREED, Ronald W.LSRP1
SLATTER, Donald F.C2QI4
SMITH, Charles W.LSAA1
SMITH, Earl F.LSRP2
SMITH, John E.P1RC3
SMITH, William C.P2EM2
STACK, Edward P.P1RP3
STARK, Edwin F.LSRT2
STARR, Edward R.P2EF3
STEWART, Eldon W.P2NS2
STOKES, Barry V.P2EF3
STUTTER, Clifford E.P2RW3
SWIFT, John A.LSED2
SYKES, Douglas R.C2QI4

TAPSCOTT, Gene A.LSAA1
TAYLOR, Gary J.LSCV1
THOMPSON, JohnP2CD3
TITUS, Cecil H.LSRT2
TRAHAN, George A.P2EF3
TREMBLAY, Henri E.LSED2
TRINACTY, Edward A.LSSE1
TROTTER, Robert L.P1RP3
TURGEON, Armand J.P1QM3

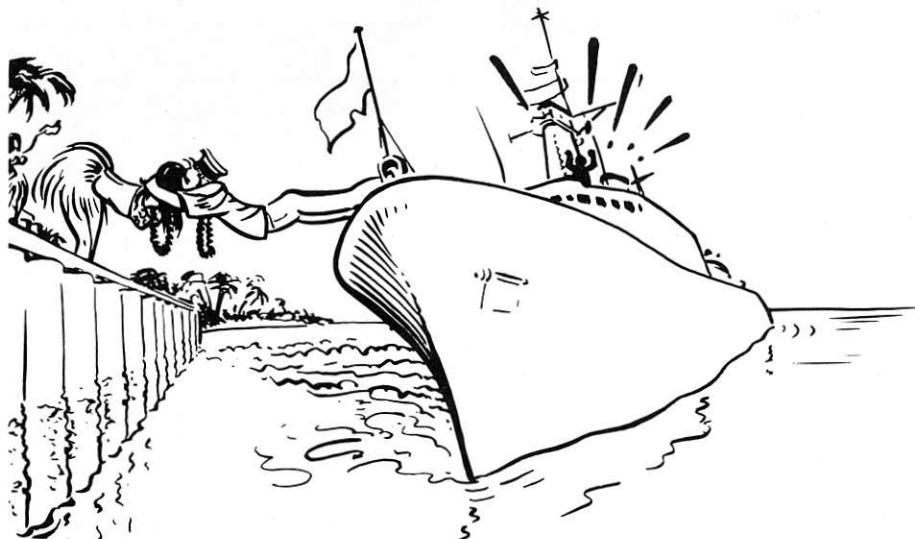
UTRONKI, Jerome P.P2RP2

VERRON, Harry J.P2PH3
VOSS, John R.C2ET4

WALSH, Robert C.LSEM1
WEBB, George T.P2TD2
WELT, Ralph G.P2EA3
WHITE, Lemuel E.P1QR2
WILKINS, Peter J.P1TD3
WILLIAMS, Richard B.LSAA1
WILSON, James A.C1TI4
WILSON, James H.C2CI4
WILTON, Robert E.LSEF3
WITHROW, Maurice S.P2RC2

YABLONSKI, VictorP2EF3
YOUNG, James W.LSPH2
YOUNG, John A.C2PH4

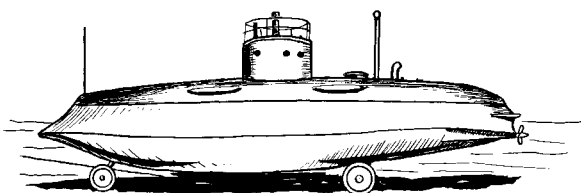
ZWICKER, Fulton G.P1PC3



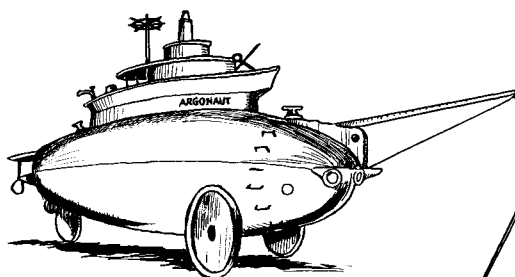
"Able Seaman Johnston, I said let go forward."

Naval Lore Corner

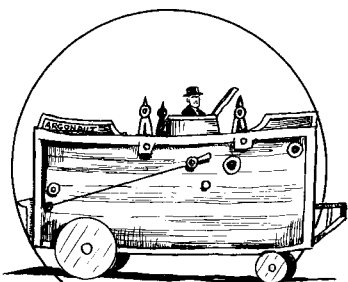
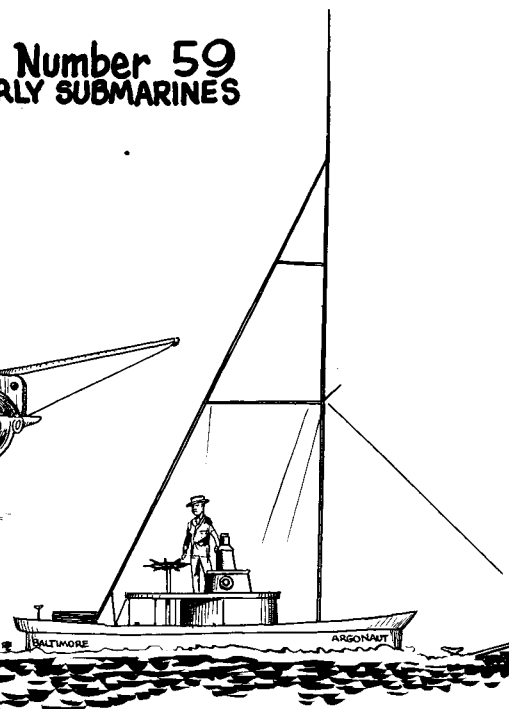
Number 59
EARLY SUBMARINES



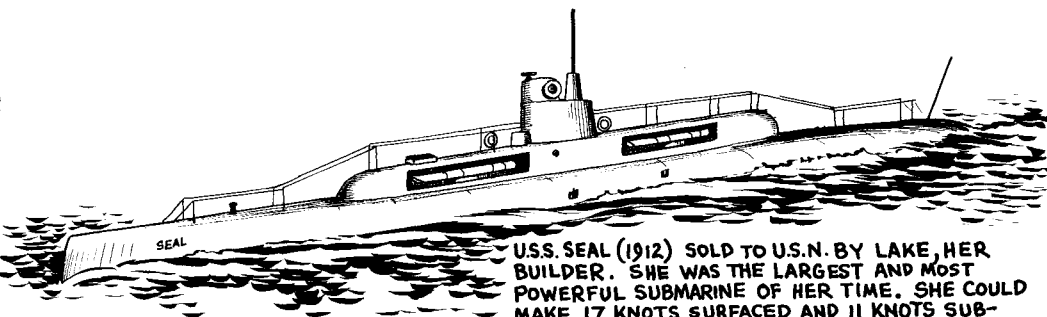
'LAKE' SUBMARINE (U.S.) 'PROTECTOR' (1901)... WHEELS COULD BE LOWERED TO ALLOW BOAT TO RUN ON BOTTOM OF SEA. SHE WAS SOLD TO RUSSIA WHEN CONGRESS REFUSED TO MAKE AN APPROPRIATION FOR HER. 140/165 TONS, 10/7 KNOTS AND ARMED WITH THREE TORPEDO TUBES.



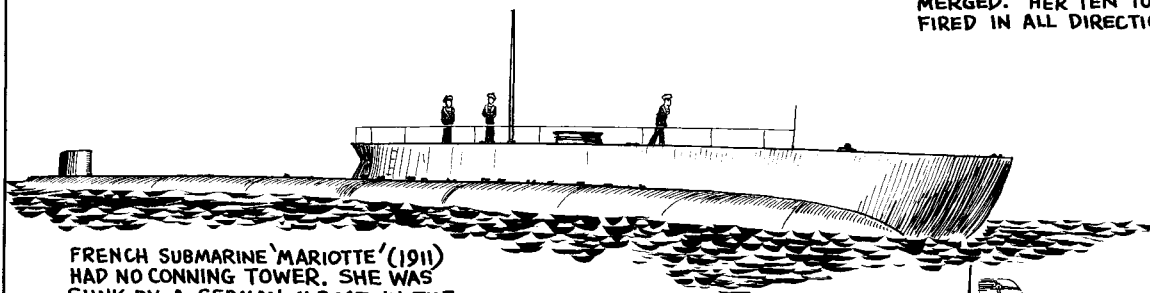
EARLY 'LAKE' SUBMARINE 'ARGONAUT' (OCEAN AUTOMOBILE) (1896)... DRIVEN BY PROPELLERS WHEN AFLOAT OR BY WHEELS ON SEA BED. ILLUSTRATION AT RIGHT SHOWS HOW SHE APPEARED AFLOAT. SHE WAS LATER CUT IN TWO AND LENGTHENED BY TWENTY FEET. (1899).



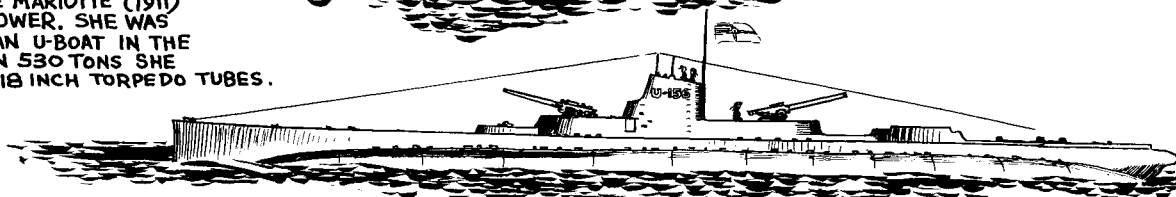
'ARGONAUT JUNIOR'... FIRST SIMON LAKE SUBMARINE. 14 FEET IN LENGTH AND FILLED WITH COMPRESSED AIR, SHE MOVED ALONG THE SEA BED ON MANUALLY CRANKED WHEELS.



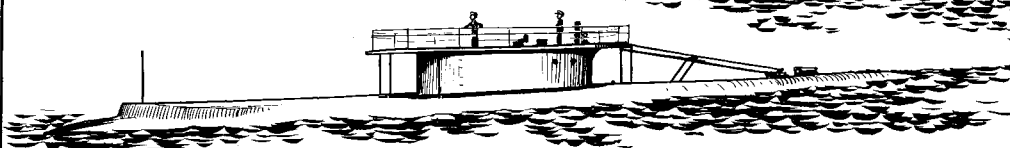
U.S.S. SEAL (1912) SOLD TO U.S.N. BY LAKE, HER BUILDER. SHE WAS THE LARGEST AND MOST POWERFUL SUBMARINE OF HER TIME. SHE COULD MAKE 17 KNOTS SURFACED AND 11 KNOTS SUBMERGED. HER TEN TORPEDO TUBES COULD BE FIRED IN ALL DIRECTIONS.



FRENCH SUBMARINE 'MARIOTTE' (1911) HAD NO CONNING TOWER. SHE WAS SUNK BY A GERMAN U-BOAT IN THE DARDANELLES. ON 530 TONS SHE CARRIED SEVEN 18 INCH TORPEDO TUBES.



GERMAN WORLD WAR ONE U-BOAT CRUISER 'U-156'... ARMED WITH TWO 5.9 INCH GUNS...



EMERANDE CLASS EARLY FRENCH COASTAL TYPE SUBMARINES. (DIESEL). 390/447 TONS, 11 TO 12 1/2 KNOTS, ONE 9 PDR. GUN, FOUR 18 INCH TUBES.

Edmond Cloutier

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