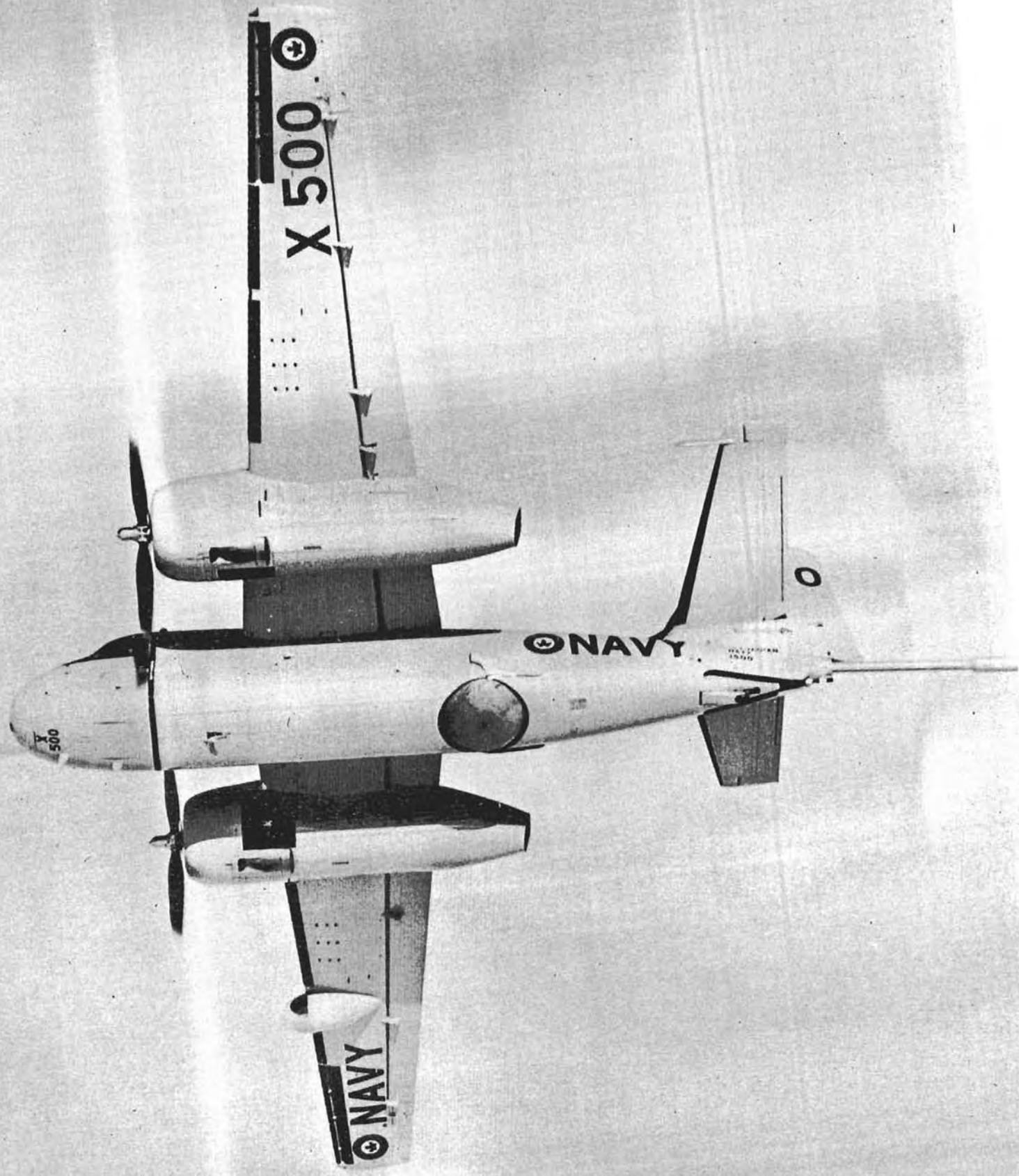


The CROWSNEST



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The CROWSNEST

Vol. 7 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1955

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Salty Dips of a Shoreside Sailor</i>	4
<i>By the Dawn's Early (Atomic) Light</i>	7
<i>The Bedwell Harbour Boat Camp</i>	10
<i>Chapel of St. Andrew Dedicated</i>	11
<i>Officers and Men</i>	12
<i>Half-Yearly Promotions List</i>	13
<i>Combined Operations—October 1939</i>	14
<i>Afloat and Ashore</i>	18
<i>HMCS Queen's New Home</i>	20
<i>Housemaiding in Our Ships</i>	21
<i>The Navy Plays</i>	26
<i>Lower Deck Promotions</i>	28
<i>Naval Lore Corner</i>	<i>Inside Back Cover</i>

Cover Photo—In these days of "frogmen" and "skin divers", the old-fashioned deepsea diver tends to be the forgotten man. But his skills are still required by the Navy and are as useful in their field as those of his romanticized brethren. Lieut. Jean Denis Vincent, of Ottawa, makes a descent from the side of the cruiser *Quebec*. Ldg. Sea. William Giles was the photographer. (QB-2102)

LADY OF THE MONTH

Forerunner of the Royal Canadian Navy's new anti-submarine aircraft, the CS2F-1, is the Grumman S2F, shown on the opposite page in RCN clothing during evaluation trials and equipment tests near Toronto.

The CS2F-1 will be a worthy successor to the Grumman Avenger. An all-weather, twin-engined, high-wing monoplane, the CS2F-1 is capable of fulfilling the RCN's first-line anti-submarine requirements in range, endurance, weapon load, special devices and in its ability to take off from the deck of a light fleet carrier unassisted by catapult or rocket.

Air and maintenance crews of the RCN have taken special courses in the United States to prepare them to fly and care for the airborne lady.

Canadian manufacturer of the CS2F-1 is DeHavilland Aircraft of Canada Limited, through whose courtesy the picture appears. (CN-2528)

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RCN NEWS REVIEW



Three West Coast minesweepers—the Comox, James Bay and Fortune—put out to sea from Esquimalt. (E-30604)

Lord Mountbatten To Visit Canada

The First Sea Lord and Chief of Naval Staff, Admiral the Earl Mountbatten of Burma, will visit Canada and the United States this fall, according to an Admiralty announcement.

He will meet Vice-Admiral E. R. Mainguy, Chief of Naval Staff, in Ottawa, and the USN Chief of Naval Operations in Washington. Talks will be confined to exchanges of views on naval matters of mutual interest.

According to present plans, the First Sea Lord will visit Canada from October 24 to 27 and the United States from October 27 to November 8.

Cdr. A. C. Bethune Dies in Ottawa

Naval veteran, prominent Ottawa businessman and outstanding golfer and sportsman, Cdr. (SB) A. C. Bethune, OBE, RCN(R) (Ret'd), 55, died suddenly at his Rockcliffe Park residence on Friday, June 17.

The funeral, held on Monday, June 20, from Christ Church Cathedral, was attended by members of the diplomatic corps, retired and serving naval officers and friends from all parts of Ontario.

Cdr. Bethune joined the RCNVR in 1940, but, as it was pointed out in tribute paid to him by Rear-Admiral W. B. Creery, who retired last year, service at sea was not allowed to him. His business ability was immediately recognized and he was appointed to the naval directorate responsible for the procurement of equipment, so badly lacking at that time.

"I know that largely due to his efforts," Admiral Creery said, "the flow

of equipment from 'idea' to blueprint stage to factory to ships at sea was greatly facilitated and expedited."

The citation to the Order of the British Empire, awarded to Cdr. Bethune at the war's end by King George VI, credited him with assuring to the fleet adequate supplies of anti-submarine gear at all times.

Cdr. Bethune's interest in the Navy continued after the war, in the Ottawa branch of the Naval Officers' Associations of Canada and as an active supporter of the Royal Canadian Naval Benevolent Fund, over which he presided in 1947-48.

His role in the latter organization brought the following tribute from Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), president of the Fund:

"Cdr. Bethune was a charter member of The Royal Canadian Naval Benevolent Fund and had served as a director since its incorporation. He was a past president and chairman of its advisory finance committee. As one of the original members and directors he played a large part in the organization of the Fund and, with his great business ability and experience, his continued services ever since have greatly helped to make the Fund such a firm source of assistance to naval and ex-naval personnel and dependents in distress.

"The directors and members of the Fund, as well as all those who have been assisted by the Fund, owe him a great debt of gratitude. His passing is a great loss and all connected with the Fund pay tribute to his memory and express deepest sympathy with his family in their bereavement."

Commodore Sears New ACNS (Air)

Commodore Harold Parker Sears, RN, on loan to the Royal Canadian Navy, is the new Assistant Chief of Naval Staff (Air) and a member of the Naval Board. His appointment took effect in June.

He succeeded Commodore W. L. M. Brown, RN, who completed a two-year period of loan to the RCN. Commodore Brown has been appointed Director of the Senior Officers' War Course, Greenwich, England.

While flying an Avenger in July 1954, Commodore Sears became the first RN pilot to land on an angled deck. This took place on board the aircraft carrier *Centaur* while he was in command.

During his aviation career, he has flown Flycatcher, Swordfish, Gladiator, Skua, Fulmar, Hurricane, Hellcat, Corsair, Firefly, Meteor, Vampire and Attacker aircraft.

Air Reserves To Join Carrier

Canada's first naval reserve air squadron is chalking up another "first" this summer.

VC 920 from HMCS *York* was to operate from the *Magnificent* in August, marking the first time in Canadian Naval history that a reserve squadron has operated, en masse, from an aircraft carrier.

The squadron, which was formed in May, 1953, is based normally at Downsview Airport, near Toronto, and carries out flying in Avengers and Harvards. Each summer, along with the RCN's four other reserve squadrons, it carries out two weeks of flying training on the East Coast.

Superb to Visit Pacific Coast

The Royal Navy cruiser HMS *Superb*, wearing the flag of Vice-Admiral J. F. Stevens, CB, CBE, Commander-in-Chief of the America and West Indies Station, based at Bermuda, will visit both Vancouver and Victoria in August during her summer cruise.

The *Superb* was scheduled to sail from Bermuda June 20 and will visit Vancouver, August 4 to 11, followed by a visit to Victoria, August 12 to 18.

Commanding officer of the *Superb* is Captain D. H. Connell-Fuller, RN.

Trainee Killed In 'Sub' Blast

An RCN submarine trainee, PO Laverne D. McLeod, 24, of Dartmouth, N.S., and Stratford, Ont., was among 13 officers and men who died when HM Submarine *Sidon* exploded and sank in harbour at Portland, England, on June 16.

PO McLeod joined the RCN at *Prevost*, London, Ont., in November 1949 and subsequently served, following training at *Cornwallis*, in HMC Ships *Ontario*, *Athabaskan*, *La Hullose*, *New Liskeard* and *Huron*. He also served at *Stadacona* and *Hunter*, the Windsor naval division. He was on board the *Athabaskan* during her first tour of duty in the Korean war theatre. He began submarine training in January of this year.

At least one other RCN trainee escaped from the *Sidon* following the disaster. PO Harold V. Gregory telephoned his mother, Mrs. Fred J. Gregory, of Parkdale, P.E.I., to let her know

The Grumman S2F, first cousin to the Royal Canadian Navy's new anti-submarine aircraft, the CS2F-1, is shown during trials near Toronto. Another view appears inside the front cover of this magazine. (Photo courtesy De Havilland Aircraft of Canada Ltd.; CN-2529.)



he was safe. He said he had spent some time in the water before being picked up and taken on board HMS *Maidstone*.

June "Wedding" For Radio Stations

Two West Coast naval radio stations, Aldergrove and Matsqui, were "married" on June 1, when they were commissioned as HMC Naval Radio Station Aldergrove.

Aldergrove is the receiving station and Matsqui the transmitting station. Both are located near Abbotsford, B.C., and are 16 miles apart.

Commanding Officer of the newly-formed establishment is Lt.-Cdr. (C) J. R. K. Stewart.

Admiral Stump In Esquimalt

Admiral Felix B. Stump, USN, Commander-in-Chief of the United States Pacific and of the Pacific Fleet, paid an informal call June 13 on Rear-Admiral J. C. Hibbard, before his retirement in July as Flag Officer Pacific Coast.

Admiral Stump was accompanied by Rear-Admiral A. M. Bledsoe, USN, Seattle, Washington, Commander of the Northern Sector of the Western Sea Frontier.

During his appointment as Flag Officer Pacific Coast, Rear-Admiral Hibbard had conferred regularly with Admiral Stump at his headquarters at Pearl Harbour (the most recent meeting being in February of this year) and with Admiral Bledsoe in Seattle.



Admiral Felix B. Stump, USN, Commander-in-Chief United States Pacific, and the Pacific Fleet, and Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, on the occasion of the visit that Admiral Stump and Rear-Admiral A. M. Bledsoe, USN, Seattle, paid to Admiral Hibbard before his July retirement. (E-31851)

This call on Admiral Hibbard marked the first time Admiral Stump personally had visited the RCN's Pacific Command in his current appointment.

On the eve of the visit, the *Victoria Colonist* commented editorially on the personal tribute to Admiral Hibbard signified by the visit of the two U.S. admirals and said:

"It is gestures such as this, outside of official plan and superimposed upon the already busy round implied by flag rank, that measure the enduring friendship which exists between the two nations that will be represented at Esquimalt tomorrow."

Naval Vessels Carry Supplies

The Royal Canadian Navy this year is assisting the RCAF in transporting supplies to two air bases on the east and west coasts of Canada.

CNAV *Eastore* loaded about 300 tons of foodstuffs, fuel and equipment at Montreal in June for the RCAF station at Goose Bay, Labrador. The ship was scheduled to make two additional trips to the northern base during the summer.

Earlier this year, the auxiliary vessel *Laymore* carried supplies to the RCAF station at Tofino, on the west coast of Vancouver Island.

SALTY DIPS OF A SHORESIDE SAILOR

Memories of William McLaurin Span History of RCN

REMINISCENCES of William McLaurin, 68, Senior Technical Officer at Naval Supply Depot, Esquimalt, who commenced retirement leave April 3, after 45 years naval and civil service duty, would form a personal history of the Royal Canadian Navy.

Mr. McLaurin came to Canada in HMCS *Rainbow* in 1910 as a member of the ship's company after joining the Naval Service of Canada in the United Kingdom as an engine room artificer. He retired from the RCN in October of 1920 as a Warrant Engineer.

Putting aside his uniform was only the beginning of another 35 years' association with the Navy and its dockyard activities. His first civilian appointment was as dockyard foreman at Halifax in 1920, and in 1924 he returned to Esquimalt as dockyard foreman.

In 1928 he became surveyor of stores at Esquimalt and between 1941 and 1943 served in the same capacity at Ottawa.

Once more his job brought him back to the Esquimalt Dockyard in 1943 where he served until his retirement. Three years ago his title was changed to senior technical officer at Naval Supply Depot.

Mr. McLaurin has one son, Duncan, who graduated this year in engineering at the University of British Columbia.

When Mr. McLaurin left his desk for the last time on retirement, it was to concentrate on gardening on his one-quarter acre lot at 1040 Munro Street, Esquimalt, B.C.

Looking back, Bill McLaurin tells some interesting, unusual tales of the beginning of the Canadian Navy and Canada's early Naval Dockyard development. The following are some of Mr. McLaurin's recollections of the last half century.

The End of an Era

BY 1906, all ships of the Royal Navy, North Pacific, had been recalled to home waters. The RN dockyard was closed as a repair establishment and Mr. George Phillips appointed caretaker with two additional watchmen, John Davis and R. Ryley.

The dockyard was transferred from RN to RCN on the afternoon of November 7, 1910. The RN Union Jack was lowered from the flagpole at Duntze Head and a new RCN Union Jack



William McLaurin, Senior Technical Officer at the Naval Supply Depot Esquimalt, was congratulated on his long service by Vice-Admiral E. R. Mainguy, Chief of Naval Staff. In the centre is Commodore (E) B. R. Spencer, Commodore Superintendent Pacific Coast. Mr. McLaurin started retirement leave April 3 after 45 years of naval and civil service duty. (E-30711)

hoisted, after which Cdr. J. D. D. Stewart, commanding officer, HMCS *Rainbow*, Senior Officer on the Pacific Coast, transferred his residence to the house at present occupied by the Commodore Superintendent. His Majesty's Sloops *Shearwater* and *Algerine* were the only RN ships left on the station.

Starting with a Bang

ONE SATURDAY forenoon, early in April 1911, all artisans of HMCS *Rainbow* were piped to fall in on the quarterdeck. Engineer Commander Morgan, RN, engineer officer, HMCS *Rainbow*, addressed those assembled, saying that it was the intention to make use of the dockyard workshops to carry out the ships' annual refit without contract assistance.

King's Regulations and Admiralty Instructions stated that when it was necessary for ship artisans to work in an RN Dockyard, additional check money was given as compensation for the extra

work involved. Under RCN regulations, compensation was not authorized, so it was decided to ask for volunteers. All volunteered. Then Engineer Commander Morgan outlined his program and each was detailed for special duties and occupations in the Dockyard Factory. Senior Chief ERA J. Lister was appointed dockyard foreman.

The following Monday at 8 a.m., the dockyard party commenced their allotted tasks. Tools were mustered, cleaned, and reconditioned. The factory steam boiler was given a water pressure test, the compound steam engine for driving overhead shafting for pulley driven machinery was overhauled. In about six days the machine shop, smith, foundry pattern shop and coppersmith and shipwright shops were in operation and on the following week, a start was made on the ship's repair list.

Everything was running smoothly until the metal was being poured for the first casting. The moulder had omitted to dry the moulding sand used in the

mould box. When the molten metal came in contact with the damp sand, it exploded. Fortunately, nobody was burned.

The Dry Cow Mystery

TO SAVE TIME and transportation to and from the ship, the galley in the Stone Frigate was put into operation and the midday meal was served in the Stone Frigate. Victualling allowance was 25 cents per man per diem. There was no seven-bell tea for those who worked in the dockyard. We had been well-tutored in the art of improvisation, so it was suggested that good use could be made of George Phillips' Guernsey cow that roamed at will in the dockyard. Chief Stoker Dick Fernandez herded the cow behind the blacksmith's shop and extracted some milk into a lard pail. The cow was co-operative and came to the milking place in good time every afternoon.

About 4 p.m., Taff Davis would herd the cow into the byre for legitimate milking. Taff mentioned that George Phillips had called in the veterinarian to find out what was wrong with his cow, as she was producing very little milk. Years later, on the day that Dockyard Manager Phillips retired, the incident of the dry cow was recalled and the mystery solved.

Incidentally, a few months earlier, that cow had found its way into the dockyard victualling store room by squeezing through a narrow doorway when the place was left temporarily unattended.

After she had dined on unlimited cabbage and other choice vegetables, it took a lot of pushing to get the expanded cow out through the doorway, and a lot of explaining by the steward's assistant on the loss incurred.

Chain-Gang to Rescue

THERE WERE no portable lifting appliances, motor trucks or horses in the dockyard and everything had to be man-handled and pushed and pulled up the hill from the jetty to the factory in hand trucks and bogies.

About this period, the Provincial Jail on Topaz Avenue, Victoria, burned down and some of the occupants were given temporary quarters in the Dockyard jail, under assistant warden Bob Bradley, pensioner, RCN, ex-chief buffer, HMS *Shearwater*. Bob was made an honorary member of the RCN Petty Officers' Club. When additional assistance (man-handlers) was required, Bob Bradley obligingly came down with the "chain gang". Those fellows were willing workers. As an incentive, tobacco and cigarettes changed hands while Bob

was conveniently looking in the opposite direction.

Civilian labour was introduced gradually replacing the Naval Artisans and the Dockyard was back in full time operation in 1914.

A Duke Is Curious

IN THE SUMMER of 1912, His Excellency the Governor General, the Duke of Connaught, made an inspection of the dockyard during his official visit to B.C.

Immediately after the ship's inspection had been carried out, the dockyard party had to make a quick shift from the rig of the day, Number Ones, to overalls, and reappear to man the Dockyard Workshops and make a good showing. Chief ERA J. Lister put everyone to work in short time, with each artisan detailed.

When the legitimate jobs ran out, one junior ERA was told to chuck a metal quill in the lathe and take off a heavy cut, just for appearance's sake.

The Governor General on his arrival was interested in the activities on hand and asked some pertinent questions. As luck would have it, he stopped in front of the lathe on which the smoking hot metal chips were flying off a metal quill and asked the operator what he was making.

The operator was stunned. He didn't know.

The Engineer Commander came to the rescue and said that the metal quill was being rough-cut preparatory to being sized for pump piston rings.

Well-Earned Praise

A DETACHMENT of Royal Marines—one sergeant, one corporal, several marines, and one marine bugler boy—served on board HMCS *Rainbow*, 1914-15.

The sergeant was responsible for mail receipt and delivery and at 8:30 a.m. to remind the navigating officer to rewind the ship's chronometers (three in number) and to remain with that officer until this operation was completed.

One of the duties of the bugler boy was to clean the triple hand emergency steering wheels situated abaft the quarterdeck.

The forward hand steering wheel was artistically decorated around the wheel perimeter. In bold letters on a white background was a condensed historical account of all the previous RN ships of this name, the class of vessel, the engagements and dates in which they were in action, Cadiz, Spanish Armada, Trafalgar, etc. Saturday mornings, a

A corner of the Esquimalt dockyard in 1913, showing at the upper left Admiral's House, still used as the Flag Officer's residence. It is possible that the flag staff is the one mentioned in the accompanying article, from which one Union Flag was lowered as another was run up, signifying the transfer of the base from the Royal Navy to the Royal Canadian Navy.



clean laundered white duck cover with blue trim was placed over this decorated wheel to protect it from wind and weather and was removed only for captain's inspection at 9 a.m. Sundays.

The first lieutenant had on several occasions complimented this boy on the well-washed covers. Unknown to the first lieutenant, those covers were included in his laundry and paid out of his personal account.

The ship was sold to Marcus and Neider, Seattle. The shipbrokers apparently recognized the historical value of the hand steering wheel. They returned it voluntarily, free of transportation costs, to the dockyard in 1925.

Unfortunately, it fell into evil hands and the decorations were erased and the wheel woodwork sanded to bare wood. At present the old hand steering wheel is in the *Naden* wardroom entrance.

It is suggested that consideration be given to redecorating and restoring this wheel to its former status, (the necessary data could be obtained from Admiralty records), and transferred to the Naval Museum.

Chicken Dinner

BEFORE THE advent of refrigerators on board HMC ships chicken coops were part of the ship's fixtures. The chickens were paid for by the commanding officer and wardroom officers. When available, chickens were bought

NATO JOURNALISTS HALIFAX VISITORS

Eighteen journalists from 14 NATO countries arrived at Halifax on May 20, for a one-day visit to naval ships and establishments, marking the start of a two-week tour of Canada.

Arriving from Paris, France, by air, the journalists landed at *Shearwater* and commenced their intensive tour of naval ships and installations in the Halifax area throughout the day.

The next day the party toured the naval air station and attended a luncheon there before proceeding to HMC Dockyard to see dockyard facilities and visit ships. Later they toured Halifax Shipyards, and *Stadacona*.

Late in the afternoon they attended a reception at *Stadacona* and in the evening were entertained by the Halifax Press Club, where they were installed in the Order of Cheer and presented with ties of Nova Scotian tartan.

The journalists left by air for the next part of their tour, Montreal, on May 21.



What ship? The circumstances indicate that she is a Canadian naval vessel of pre-war vintage, but the name has been mislaid in the dusty files of the past. Is she HMCS *Stadacona*, name-ship for the shore base at Halifax? If so the picture has a certain historical value. The Naval Historian, Naval Headquarters, Ottawa, would like to hear from anyone who has the answer. (HS-23406)

and placed in these coops. The space was limited and they were crowded to standing room only.

It was the duty of the junior steward's assistant to feed the chickens twice daily. On a long trip when the ship's company dined exclusively on salt pork and bully beef, those chickens were very tempting to hungry seamen.

Jigging a cooked or uncooked chicken off the galley range through the open skylight with a fish hook was often thought of but was considered too risky.

One able seaman had a bright idea—he fed the chicken with scraps from the mess deck. Once he had established a friendship, he would catch the head of the chicken with his left hand and pierce its skull with a needle protruding from a bottle cork held in his right hand. This operation was carried out in a split second.

When the steward's assistant arrived to feed the chickens, the dead ones—those that succumbed to close confinement, or died of other natural causes—were taken out of the coop and thrown over the side for disposal.

The seaman in question, or one of his confederates, would be on hand and say what a waste of food it was to throw a dead chicken over the side when some hungry seaman could make good use of it. The assistant steward would usually hand over the chicken, saying: "If you like to take the risk of eating diseased chickens, go ahead."

A Good Lubricant

IN RN SHIPS, olive oil was used for the lubricating of open type steam reciprocating marine engines, and then was gradually replaced with a mineral lubricating oil with 15 per cent rape seed oil added for emulsifying purposes. Olive oil was used only for bearings that had a tendency to overheat.

The olive oil supplied by HM Dockyard was of a coarse viscous quality and thinned out under heat, very unpalatable. When the RN Supply was exhausted, the Naval Stores Officer, HMC Dockyard, Esquimalt, was unable to purchase lubricating quality olive or castor lubricating and substituted with refined Italian salad oil, in one-gallon containers. He requested a report on the suitability of this substitute with a view to economy and another ulterior motive.

With a little experimenting, it was found that by using three lubricating oil feeding worsteds in place of the usual two, the troublesome bearings ran equally well with mineral lubricating oil, at a slightly higher temperature. Consequently, the supply of refined olive oil was reserved for the dietetic purposes of those members of the engine room staff who were responsible for efficient engine lubrication.

Future demands were marked "Olive oil, Garibaldi brand. No substitute". The supply continued without question.

BY THE DAWN'S EARLY (ATOMIC) LIGHT

Canadian Sailors Take Part in Tests on Nevada Desert

THE ADVENT of atomic weapons in the closing phase of the Second World War left the United States Armed Forces in sole possession of the greatest weapon of mass destruction the world had known.

As long as this state of affairs endured, the Canadian services did not need to concern themselves greatly with the problems of defence in nuclear warfare, but within a comparatively short period it became evident that other countries, both inside and outside the North Atlantic Treaty Organization, were making rapid strides in the production of atomic weapons.

Although Canada shared in the pioneering scientific research which led to the release of energy from the atom, she chose after the war to concentrate on nuclear studies outside the weapons field. Thus it was that few Canadians, civilian or members of the armed forces, had ever witnessed an atomic explosion, although defensive measures were studied and exercised.

Last year, however, the United States Atomic Energy Commission agreed that Canadian armed forces personnel, sponsored by the U.S. Army, should be in-

vited to take part in a series of trials, called "Exercise Desert Rock VI", at the AEC Nevada proving grounds.

Senior officers of the three armed services were asked to attend as observers. Three officers of the Royal Canadian Navy who had a first-hand view of atomic might were Rear-Admiral H. S. Rayner, Commodore K. L. Dyer and Captain (L) H. G. Burchell.

An invitation was also extended to a Canadian party of officers and men of the three services to witness an atomic explosion from forward slit trenches and to take part in the subsequent survey of the contaminated fall-out area. This portion of the tests was known as "Exercise Sapling".

The RCN participants included Lt.-Cdr. J. P. Keeling, Staff Officer ABCD, Naval Headquarters, who was a member of the directing staff; Surgeon Lt.-Cdr. W. J. D. Cooke; Lieut. A. J. Norman; Chief Petty Officers B. W. Rawle and B. H. Grant and Petty Officers R. F. Currie, C. W. Cadwalder, R. Jalbert, J. H. Threlfall and L. C. Stewart. All were attached for the purposes of the exercise to the Canadian Army's No. 1 Radiation Detection Unit.

Personnel began preliminary training at Barriefield, Ont., in January, but it was not until April 20 that all had reached Camp Desert Rock, Nevada.

They were allotted quarters, eight to a tent, identical for officers and men. While toilet and ablution facilities were on the super-market principle, designed for numbers and gossip rather than privacy, they were remarkably efficient, considering that all water was hauled from 15 miles away in 2,000-gallon trailers.

A board on which his name is written in atomic fire is displayed by Lt.-Cdr. J. P. Keeling, Staff Officer (ABCD), Naval Headquarters. The board, partially covered by a stencil, was exposed to the searing flash of the atomic blast witnessed in Nevada by Canadian service personnel. (O-8109)

Meals were served in tents or long tin huts and the Canadians were amazed at the standard maintained despite sudden changes in the number of meals required and serving times when "shots" were cancelled with little warning.

In the days preceding the scheduled date of the explosion they were to witness, April 26, the members of the party were kept busy preparing equipment and running monitoring exercises on clean and contaminated ground.

At this stage it is hardly news that the "Shot" was not fired until May 4 and after a succession of disappointing day-to-day postponements it was well known that certain flashy gentlemen in Las Vegas were eager to wager sizeable sums that it would not take place at all.

Wind direction was the most important factor in deciding whether or not an atomic device would be set off. During a series of tests, such as Exercise Desert Rock VI in which a considerable number of shots are fired, radioactive fall-out could render repeatedly-exposed land dangerous to man and beast for a long time. The wind direction is, accordingly, watched carefully so that the fall-out over any sector does not bring the radioactivity to a dangerously high level.

Because the shot which the Canadian team was to witness was a comparatively large one and near the end of the series, only a narrow sector remained at the test site over which fall-out could be permitted to occur.

A weather conference was held at 1000 the day previous to "shot day" and if the predictions at that time were favourable a blue flag was raised at headquarters. The troops boarded buses or other vehicles at midnight and moved the 35 miles from the camp to the shot area. On arrival, a field kitchen provided buns and scalding coffee, served in canteen cups that doubled the apparent temperature of the beverage. The lateness of the hour and the chill desert kept conversation to a glum minimum.

A naked, white bulb gleamed in the sky a few thousand yards away, the only clue to the location of the steel tower bearing the nuclear device.

There was nothing for service personnel to do but await the results of the "Met" conference at 0330 and



shot-time minus one hour. The Canadian party waited three nights on the desert for the announcement on each occasion. "Sorry, gentlemen, the shot is off." On other occasions, except the last, the shot was cancelled before the buses left the camp.

It was a novel experience for naval personnel to sit out the "graveyard" watch in a slit trench 4,000 feet above sea level in the bottom of a dried lake. A figure, dressed in GI helmet, GI winter clothing, Canadian Army bush clothing and a borrowed blanket or two, might emerge from the gloom. Only close inspection would reveal it to be, say, Lieut. Norman or CPO Rawle, both of the ABCD School, Halifax. There was good reason for this burden of clothing. Although temperatures on the desert may have reached 100° F. under a blue sky and blazing sun the previous afternoon, in the dead of the night the mercury sank as low as 23° F.

Cracked lips, peeling noses and blistered skin were common among the men exposed to the sun and hot, dry winds of the desert. The wind at times built up to dangerous velocities and one night 152 tents were demolished. None of the Canadian tents was among these. By herculean efforts and good "damage control" procedure, they kept their shelters intact.

The stamina of the naval personnel was amazing. After a night of fruitless waiting in the slit trenches or a day exercising on Yucca Flats, they could be found hitching lifts to Las Vegas or lining up for U.S. Army-sponsored tours to Death Valley and Boulder Dam. It was found that a night or two in Las Vegas brought a sudden increase in the popularity of the free tours and that certain sailors were even reduced to taking along their assault rations on the sight-seeing forays to avert starvation until they returned to Camp Desert Rock. Accommodation was in short supply in Las Vegas, with civil defence and a national golf tournament clashing over the available space.

Many service personnel were recalled. The local paper quoted odds of five to two against the shot going off. The Canadians travelled the length and breadth of Yucca Flats, in jeeps, Beaver aircraft and helicopters, assessing a variety of techniques for mapping the radiation intensity over a fall-out area. Out on the desert stood the silent tower and the equally silent Doom City, its homes inhabited by clothing-store dummies.

Wednesday, May 4, arrived with nothing to indicate that it held more

hope than the preceding days. Rumours were rampant that a delay of from 48 hours to one week was imminent and the betting in Las Vegas was two to one against the shot going off.

However, the blue flag was raised after the 1000 "Met" conference and it remained up past the 2130 conference time. For the first time in days there was an air of optimism as personnel piled into their buses for the midnight ride to Yucca Flats. The night had retained some of the previous day's heat and there was cheerful and hopeful chatter as the troops drank their coffee under a canopy of glittering stars. Even the baleful light on the "thing" seemed to have softened its sneer. There were encouraging announcements over the PA system at regular intervals and at last the light on the tower went out. Somebody suggested they were going to salvage the bulb. The time was shot time minus one hour.

At shot time minus 15 minutes there are orders to assemble in the assigned trenches. A calm voice tells of the role of the aircraft which are in continuous patrol over the area. The machinery for the test is already in motion as the

Radioactivity of dangerously high levels gives no warning to the five senses, but the results can be as serious as if a ship were under attack from poison gas. The immediate danger from radioactive fall-out can be avoided by retreating to the ship's interior and closing all hatches and ventilating ducts. The efficiency of such a shutdown is here being tested by the cruiser Ontario as a cloud of tear gas from floating bombs rolls over her. In the upper picture, PO William Steadman is shown igniting a tear gas float. The tests were carried out last year in Topaze Harbour, B.C. (OT-1646, OT-1644.)

countless automatic measuring devices are put into action to send out vital information in the last micro-seconds before their disintegration.

The voice describes the position to be assumed by personnel in the slit trenches—eyes closed, head two feet below ground level, body braced on one knee facing ground zero. The time reports increase in frequency.

One minute . . . 30 seconds . . . 15 seconds . . . ten seconds . . . nine, eight, seven . . . zero.

There is a flash of light . . . a silent, white, blinding flash of light that ex-



ceeds all expectations, although there have been many advance warnings. It is hard to believe that eyes are closed and hands covering the face below ground level.

The dazzling flash fades swiftly and a stolen glance a second or so later shows the edges of the trench undulating gently in a rosy glow.

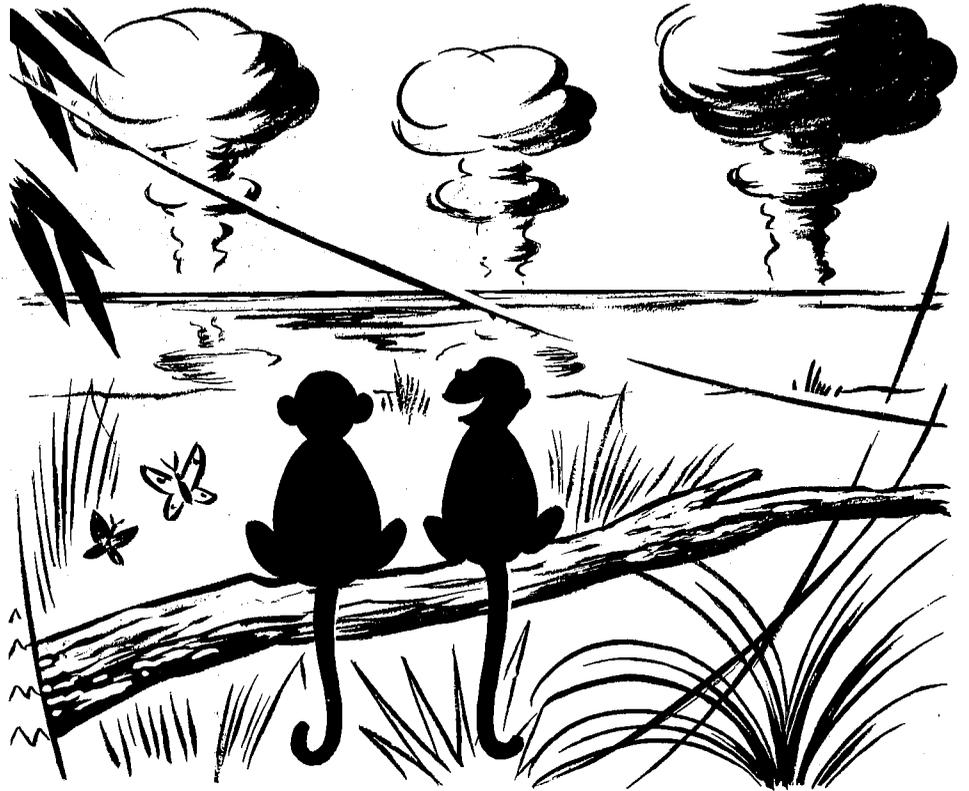
Until now there has been a deadly hush and then blast wave and sound arrive simultaneously in a shattering blow, like that experienced when standing directly below a discharging twin four-inch gun.

The shock is so devastating that one scarcely notices the shower of earth and stones tumbling into the trench. Heads are raised above trench level into the cloud of dust that is rolling across the desert. Little flames are flickering upward along the exposed side of a nearby Joshua tree.

And then Canadian eyes glimpse the awe-inspiring and incredibly beautiful atomic cloud billowing skyward, an ever-changing kaleidoscope of colour. Deep purple fades into lavender and then into creamy white until at last it is crowned with a snowy crest of frozen vapour. Busy, gnat-like jet aircraft weave a cobweb of vapour trails as they shepherd the atomic cloud in its stately march to the northward, its stem broken and its mushroom head already distorted by the winds of the stratosphere.

The time is approximately 0530. The troops have had four hours of sleep in the last 24 and their work is just beginning.

The day promises to be hot but the hours ahead are to show how well the



Well, Sadie, it's back to the old evolutin'!

troops have profited from the time spent in training.

The Exercise Sapling party vehicles gather personnel from the trench area and move off to begin a detailed survey of the fall-out zone, the first to be attempted by a Canadian radiation team organized specifically for this type of operation in the field. They leave clad in protective clothing and carrying respirators, their departure followed by the

curious stares of U.S. service personnel whose mission as observers has been almost completed.

The main show is over, but the succeeding hours show that the techniques learned earlier in Canada and on the desert are effective and practical. They show, too, the marked ability of naval personnel to adapt themselves to unusual regulations, new techniques and an entirely strange environment.—J.P.K.

RCN Personnel Sail to 'Med' In Royal Navy Trials Cruiser

When HMS *Cumberland*, the Royal Navy's trials cruiser, sailed for the Mediterranean at the end of May she was equipped with additional means of counteracting the effect of an atomic attack. An officer and five men of the RCN are on board her for training.

The automatic system for washing down the ship's exposed decks and superstructure has been extended so that the whole upper surface of the ship may be given a "shower bath" to remove radioactive "fall out" from an atomic explosion before it can seriously contaminate the ship.

Vast quantities of air are forced through modern pressurized boiler rooms and a system has been worked out for operating the boilers by remote

control so that the crew will not be exposed to radioactivity. It will also be possible to control weapons and control the ship from between decks.

A new fully automatic medium-calibre anti-aircraft gun, with a very high rate of fire, is one of the items to be tested. It is designed to provide the inner defence against jet aircraft for the Royal Navy's future guided missile fleet.

The six RCN personnel embarked for the trials as part of their training with the new gun are Ord. Lt.-Cdr. F. J. Boyle, Ord. Lt. R. J. Donnithorne, CPOs W. C. Martin, J. R. Anslow, J. E. Underdown and PO G. E. Tatton. They went overseas late last summer and will return to Canada late this fall.

Not Warfare But Welfare

"Incomparably the most important political problem facing Canadians today is the danger of the cold war becoming a blazing thermonuclear one. We know that such a war, of course, would threaten the very existence of every nation, indeed of the whole human race. The supreme task of statesmanship today, therefore, is to act so that the fantastic physical power which scientists are placing at man's disposal will be used not for warfare but for welfare."—Hon. L. B. Pearson, Secretary of State for External Affairs, in the Canadian House of Commons, January 20, 1955.



THE BEDWELL HARBOUR BOAT CAMP

*Beautiful, Isolated Spot
Scene of Summer
Training*

THE SUNLIT waters and tree-clad shores and cliffs of Bedwell Harbour in the Gulf Islands echo from time to time to the voice of the coxswain as he calls for "stroke" and Canada's aspiring sailors strain on their oars at this, one of Canada's most beautiful and most isolated summer training bases.

There are many in the Navy and outside who are not familiar with this particular spot, close to Bedwell in the sheltered waters between North and South Pender Islands, or the harbour itself, big enough to hide a whole fleet with room to spare. Nor do they realize perhaps the intensive training of would-be sailors that takes place here when ships with their trainees aboard slip past Tilley's Point through the narrow harbour entrance to the harbour and secure to their respective buoys. But many a man has returned to base or home with bruises and sore muscles to attest to the fact that his stay here, though brief, was not child's play.

The mainstay of Bedwell Boat Camp is Gate Vessel 19, still equipped as a boom defence vessel, with living quar-

ters, galley, food storage space and accommodation for 15 to 20 men. She has her own electricity supply and about all that is required to maintain her as a sort of happy home away from home is the periodic replenishment of supplies and sufficient shore leave when the visiting ships have left.

When GV 19 had completed her refit, her new crew, under Lieut. F. H. Moist established themselves aboard and looked forward with some pleasure to their four months' summer stay at Bedwell. A cheerful outlook is important in this rather isolated spot where living is of necessity confined and diversion limited to hiking ashore, fishing, swimming and sailing. There may be periodic trips to Sidney or through the "Gut" between North and South Pender to Port Washington or through Browning harbour to Port Hope, where on occasion a dance is held, or on a Sunday attending church above Bedwell.

Last summer Ldg. Sea. Alvin Keith Jardine of GV 19 turned to poetry for relaxation and one of his ballads went something like this:

THE LIONS OF BEDWELL

*The Navy came to Bedwell,
A glorious sight to see,
Two frigates and a banana barge
That we call the Old GV.*

*Have you ever seen a lion
Caged up in a zoo,
Walking slowly back and forth
With always the same dim view?*

*Our cage is slightly larger,
A confining sort of joint,
We also have our limits
From the Gut to Wallace Point.*

*Two ships lie in the harbour,
Like guards with big black whips;
Two hulking chunks of metal
With Bofors on their hips.*

*At last they leave their mooring
And the cage is open wide,
The lions of Bedwell Harbour
Are free to go outside.*

But when the ships are in, the boys in the boat camp are on their toes, especially if there happen to be some visiting senior officers about, as is usually the case at the end of the season when a regatta is held. Then opposing ship's company trainees make every effort to gain the most points in the various water events and the Admiral or Commodore makes a point of visiting all ships, including GV 19 in his tour of inspection.

Emotions run high at this time and as the regatta gets under way visiting naval dignitaries follow the races as closely as possible in a "skimmer" or speed boat. Probably the outstanding event is the cutter race where brawn, brains and co-ordination of the rival boats' crews count most. Leading boats are greeted with a pandemonium of cheers and noise as they approach the ships and the finish buoy from far down the harbour. The coxswains are of course given their traditional "dunking" as reward.

Accomplishment is rewarded by points gained in the different events

and a final grand "banyan" is celebrated on shore where victors and vanquished gather around a huge bonfire close to Skull Island where, by the large mounds of clamshell, it is obvious Indians once camped.

It is well into the morning before the last song dies over the water and the last boat returns to the ships. As a rule when one looks up at the cliffs first thing in the morning from the GV they see in large white letters the names of the visiting ships added to those who have been there before them. — (Story and illustration by W.P.M.S.)

Chapel of St. Andrew Dedicated at Naden

They that go down to the sea in ships, that do business in great waters; these see the works of the Lord, and His wonders in the deep.

THESE WORDS from Psalm 107 were read during the dedication of the Chapel of St. Andrew—the new Protestant chapel in Naden—took place Sunday, May 22.

The address was given by Chaplain (P) H. R. Pike, acting Command Chaplain, representing Chaplain-of-the-Fleet (P) E. G. B. Foote, who was unable to be present.

The Chapel, with seating accommodation for 180, was filled and a PA

system relayed the impressive service to many outside the building.

Following the Invocation and The Lord's Prayer, Commodore Patrick D. Budge, Commodore RCN Barracks, Esquimalt, representing the congregation, presented the "Symbolic Key" of the chapel to Chaplain Pike with the words: "Reverend Sir, on behalf of all those who shall worship in this place, I now present unto you this building, and offer it in the name of God, that it may be dedicated and set apart to the glory of God and the upbuilding of His people."

In addition to marking the latest progressive step in ministering to the spiritual welfare of naval personnel of

the Pacific Command the dedication of the chapel also represented an additional span in the historical bridge connecting HMCS Naden with the past, when Esquimalt was Pacific colony, for the chapel is in a building constructed about a hundred years ago.

The chapel is the outcome of a whole-hearted response on the part of individuals and groups within the Pacific Command who contributed their time and labour to its construction.

The pulpit and pews were part of the earlier chapel while the chancel, of Philippine mahogany, is completely new. The altar rail, of solid mahogany, was made in Naden shipwrights' shop. The Mechanical Training Establishment was responsible for fashioning the eight amber glass cathedral-style octagonal lights. These, made of wrought iron, supply the main illumination. In addition, concealed lights are fitted into a recess in the roof to provide indirect lighting of the chancel.

Of nautical interest is the inclusion, on each side of the chancel, of a port and starboard light.

In addition to giving their time and labour to assist in the completion of the chapel, naval personnel also made voluntary donations which were used, in part, to purchase the red carpet covering the nave of the chapel. Their financial assistance also paid for the ten simulated stained-glass windows, five of which are set into each of the side walls of the building.

Services, with Communion, are held each Sunday at 0830 and 1100, and with a general service at 1015.

The first baptism took place on the day the chapel was dedicated, that of Jacqueline Anita, the daughter of Ldg. Sea. and Mrs. Harold Emmett Reid. The first marriage to be celebrated was that of AB Norman Roy Lynch and Miss Mavis Lucille Lench, on June 3. Chaplain (P) George Soutar was the officiating clergyman on both occasions.—A.C.T.

Chaplain (P) H. R. Pike, RCN Command Chaplain (P), who represented Chaplain-of-the-Fleet (P) RCN, Rev. E. G. B. Foote, DD, OBE, is seen delivering the sermon during the dedication of the Chapel of St. Andrew as the Protestant Chapel in HMCS Naden. (E-31553)



DEVICE WINS \$25 AWARD

An award of \$25 has been made to Charles William Yeadon, 42, of Brookside, Halifax County, N.S., who is employed at HMC Dockyard, Halifax, for his development of a groove-cutting tool.

Mr. Yeadon fitted a milling wheel attachment to an electrical drill which he uses to cut slots for locks in drawers and doors. His method is quicker and more accurate than hammer and chisel employed formerly for the same purpose.

OFFICERS AND MEN

48 Take Part In U.S. Exercise

Forty-eight subordinate officers of the Royal Canadian Navy and RCN (Reserve) took two weeks of amphibious warfare training at Little Creek, Virginia, during June.

The Canadians included an acting sub-lieutenant and 16 midshipmen from the fleet and 31 third-year cadets from the Canadian Services College, Royal Military College, and from universities and colleges across Canada.

They were integrated with 880 midshipmen of the U.S. Naval Academy, Annapolis, Maryland, for the annual amphibious training. An amphibious landing at Camp Pendleton near Norfolk, Va., on Saturday, June 18, ended the two-week course, which began June 6. Involved were 5,500 personnel, 30 ships and more than 40 aircraft.

The midshipmen and cadets hit the beaches along with 1,600 seasoned U.S. Marines, covered by aircraft simulating the strafing and bombing of beaches. Paratroops were dropped behind the enemy lines. Warships — including a heavy cruiser, two destroyers, several attack cargo and attack transport ships, as well as other amphibious ships and landing craft—launched the assault and gave gunfire support.

The landing had underwater demolition teams (frogmen) planting explosives on the beach, while landing ships tank (LST) landed causeways and unloaded supplies, heavy trucks and tanks.

Several hundred military and civilian guests observed the exercise, including 575 cadets from the U.S. Military Academy at West Point, New York.

Liaison Officer of the Canadian group was Lt.-Cdr. Donald S. Bethune, of Hamilton, Ont., from the staff of the Canadian Services College, Royal Military College, Kingston, Ont. Observing the assault was Lt.-Cdr. J. R. H. Ley, of Victoria, Staff Officer (UNTD) to the Flag Officer Naval Divisions in Hamilton.

CNS Pays Visit To Bonaventure

The Royal Canadian Navy's new aircraft carrier *Bonaventure* on her completion next year will be as completely up to date as any ship of her class in the world, Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, observed

following a visit to the ship at Belfast, Northern Ireland, in late April.

Admiral Mainguy arrived in London on April 17 by air. After visiting the Canadian Joint Staff on the 18th, he was dined privately that evening by the First Sea Lord, Admiral the Earl Mountbatten of Burma.

The official call on the First Sea Lord was made on April 19 and the following day Admiral Mainguy was in Portsmouth to confer with Admiral Sir Michael M. Denny, NATO Commander-in-Chief East Atlantic.

A guest of the Board of Admiralty at luncheon on April 21, Admiral Main-

guy flew that evening to Belfast and devoted the following day to inspection of the *Bonaventure*.

April 25 to 29 was spent in Paris attending an exercise conducted by Supreme Headquarters Allied Powers in Europe (SHAPE).

On Monday, May 2, Admiral Mainguy was again in Portsmouth where he called on Admiral Sir George E. Creasy, Commander-in-Chief, Portsmouth, and Rear-Admiral G. B. H. Fawkes, Flag Officer Submarines, at the submarine training base, HMS *Dolphin*. This latter visit gave him the opportunity of chatting informally with RCN officers and men undergoing submarine training.

The return flight to Canada was made on May 3.

New Captain For D'Iberville

Lt.-Cdr. Jean Marc Favreau took command of HMCS *D'Iberville*, the Royal Canadian Navy's basic training establishment at Québec City, on June 20.

He succeeded Commander Dunn Lantier, who became executive officer of HMCS *Stadacona* on June 26.

Ordnance Officer On "Rehab" Leave

On March 9, 1955, Ord. Lt.-Cdr. H. W. Mayne commenced six months' rehabilitation leave and wrote "finis" to 37 years naval service.

Born and raised in Gosport, Hampshire, England, he joined the RN as armourer's crew (mate) in 1917. Discharged in the compulsory reduction of the RN in April, he immigrated to Canada in July, and entered the RCN in November as an OA4, all in the year 1923.

In 1935, he qualified as a chief ordnance artificer, the first in the RCN. Again in 1941 on his promotion to warrant ordnance officer, he became the first in the Canadian Navy.

During his service career, "Bill" Mayne has served in a variety of ships and establishments; the *Amphitrite*, *Southampton* and *Canterbury* during his RN engagement and the *Skeena*, *Fraser*, *Cornwallis* and RCNAD Dartmouth, while in the RCN. His final appointment and the one from which he retired was HMC Ordnance School.

"A Shipmate Never Lets Another Down"

A naval information officer who spent the last two years of the war as a prisoner in a German camp, Lt.-Cdr. (SB) Ernest H. Bartlett, RCN (R) (Ret'd), wrote the following anecdote for the April issue of "The Yorker", published by the Toronto naval division. Lt.-Cdr. Bartlett is on the editorial staff of "The Telegram", Toronto.

I rather like this story. It started sometime in 1943-45 when I was in a German prison camp (Marine Lager to the initiated). The ratings' camp was close by. As officers, we were forced to accept a certain amount of money each month (Geneva Convention requirement). I think it was 20 marks, but am not sure. It had to be paid back anyway. The ratings got no money. They could get money, of course, by going out on working parties for the enemy. This they would not do, bless them.

So they could have some funds to spend in the so-called canteens the Germans allowed us, we sent across some of our lager marks. The idea was that the seamen could draw from this fund, would be given the name of an officer and could then repay him, when the war was over, the amount drawn.

I leave a small bank account in England. Quite a few of the lads, at war's end, paid in a pound each (apparently my name had been drawn by them).

But . . . point of the story. About six months ago, ten years after the war's end, I was advised by my bank that a seaman had made a deposit of one pound to my credit.

And that, I think is more than just a little story about honesty. It is, I think typical of the Navy's spirit in which all join and a shipmate never lets another down.

HALF-YEARLY PROMOTIONS LIST

The names of 34 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The RCN is represented by 20 members and the RCN(R) by 14. The list of those promoted follows:

ROYAL CANADIAN NAVY

To be Captain (3)

Commander C. Patrick Nixon, Director of Tactics and Staff Duties, Naval Headquarters.

Commander John Charles O'Brien, executive officer, *Magnificent*.

Commander Thomas Charles Pullen, Director of Naval Gunnery, Naval Headquarters.

To be Acting Captain (1)

Commander F. W. T. Lucas, Assistant to the Vice-Chief of Naval Staff, Naval Headquarters.

To be Commander (5)

Lt.-Cdr. A. Craig Campbell, on Royal Navy staff course.

Lt.-Cdr. Latham Brereton Jenson, commanding officer, *Crusader*.

Lt.-Cdr. William Moncur Kidd, commanding officer, *Prestonian*.

Lt.-Cdr. Richard Hugh Leir, commanding officer, *Sussexvale*.

Lt.-Cdr. Donald Cameron Rutherford, on Royal Navy staff course.

To be Acting Commander (1)

Lt.-Cdr. H. E. F. Makovski, Director of Naval Standardization, Naval Headquarters.

To be Captain (E) (1)

Commander (E) John Stephen Somers, Manager Engineering Atlantic Coast and Manager Engineering Department, HMC Dockyard, Halifax.

To be Commander (E) (1)

Lt.-Cdr. (E) Robert St. George Stephens, Staff Officer (Engineering) to the Naval Member, Canadian Joint Staff, London, England.

To be Captain (L) (1)

Commander (L) John McGregor Doull, Assistant Electrical Engineer-in-Chief (Power), Naval Headquarters.

To be Commander (L) (2)

Lt.-Cdr. (L) Herbert Rowley, on staff of Flag Officer Naval Divisions, Hamilton.

Lt.-Cdr. (L) James Bruce Wadsworth, Principal Naval Overseer, West Coast.

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. John Henderson Fleming, Royal Canadian Naval Hospital, Esquimalt.

To be Commander (S) (2)

Lt.-Cdr. (S) C. P. G. Dodwell, Superintendent of Photography, Naval Headquarters.

Lt.-Cdr. (S) Jack Deinstadt Forbes, Staff Officer (Supply Personnel), Naval Headquarters.

To be Ordnance Commander (1)

Ordnance Lt.-Cdr. Ernest Thomas Jeffreys, Director of Fire Control, Naval Headquarters.

To be Commander (SB) (1)

Lt.-Cdr. (SB) C. Lawrence Mofford, on the staff of the Works Officer-in-Chief, Naval Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (1)

Commander Leonard Dallas Stupart, executive officer, *York*.

To be Commander (3)

Acting Commander James R. H. Kirkpatrick, commanding officer, *Kit-chener Tender to Star*.

Acting Commander Fabian Aloysius O'Dea, commanding officer, *Cabot*.

Acting Commander John Harold Stevenson, commanding officer, *Discovery*.

To be Acting Commander (3)

Lt.-Cdr. Dennis J. P. O'Hagan, commanding officer, *HMCS Scotian*, Halifax.

Lt.-Cdr. Leonard J. D. Garrett, *HMCS Nonsuch*.

Lt.-Cdr. Richard Scott Bunyard, commanding officer Naval Reserve Air Squadron 920, *York*.

To be Chaplain Class IV (1)

Chaplain Class III (RC) Michael Thomas Dodd, *York*.

To be Instructor Commander (2)

Instructor Lt.-Cdr. Clarence Mercer, *Queen Charlotte*.

Instructor Lt.-Cdr. Harold Samuel Braun, *Griffon*.

To be Surgeon Captain (1)

Surgeon Commander David McDougall Bean, *Star*.

To be Acting Surgeon Commander (1)

Surgeon Lt.-Cdr. Manzer Leroy Bunker, *York*.

To be Acting Commander (S) (2)

Lt.-Cdr. (S) Garfield Charles Dixon, *Malahat*.

Lt.-Cdr. (S) Stafford Arthur Greig, *Queen*.

A small informal reception was held for Lt.-Cdr. Mayne in the POs' Mess, where an inscribed rose bowl was presented.

Plans for the future include fishing, a long trip, fishing, lying in until 0900, more fishing, and maintaining close contact with his naval friends.

Apprentices Given Travelling Aid

New entry apprentices proceeding on annual leave to their homes are the beneficiaries of an amendment to QRCN lowering the mileage limit above which a travelling allowance is paid.

The allowance of two and one-half cents a mile will be paid for round-trip distances in excess of 200 miles to ordinary seamen of the regular force under 17 years of age proceeding to

their homes on leave with pay and allowances. Previously the allowance was paid only for distances in excess of 500 miles and this still applies in the case of other men and officers.

The change will represent an increase of \$7.50 in the allowance paid to apprentices (the men under 17 in the regular force), whose return journey on leave is 500 miles or more.

Four U.S. Ships Call at Halifax

A destroyer tender and three radar picket escort vessels of the United States Navy arrived at Halifax in May on a four-day visit. The destroyer tender was *USS Yosemite*, (Capt. E. P. Mitchell, USN). The radar pickets were *USS Otterstetter* (Lt.-Cdr. M. T. Scott, USN), *USS Strickland* (Lt.-Cdr. J. R. Gorman,

USN), and *USS Kirkpatrick* (Lt.-Cdr. E. J. Robinson, USN), all units of Escort Squadron 16.

Entertainment for the 90 officers and 1,220 men was arranged for the visitors by the Royal Canadian Navy and included daily sight-seeing tours by bus. There were smokers for chief and petty officers and also for leading seamen and below from the U.S. ships. In addition there was a reception at *Stadacona* for the visiting officers.

The *Yosemite*, a *Dixie* class destroyer tender built in 1943, displaces, at full load, about 17,176 tons, with a length of 530 feet and a beam of 73. She mounts four 5-inch guns and numerous anti-aircraft weapons.

The *Otterstetter*, *Strickland* and *Kirkpatrick*, are all converted *Edsall* class destroyer escorts.

COMBINED OPERATIONS OCTOBER 1939

Zeal Could Not Compensate for Lack of Equipment in U-boat Scare

THE ST. LAWRENCE River at Quebec City has seen one of the first "Combined Operations", when the British Fleet landed Wolfe below the plains of Abraham for the grand assault against the forces of Montcalm. It saw another, less publicized, in 1939, shortly after the Second World War began, when the RCN went to battle stations with more keenness than ships and material.

On the outbreak of war, in September 1939, Quebec was designated as a Naval Control base, and to this ancient city came a retired RN captain, several other ex-RN officers and members of the RCNVR, to set up the Naval Control Service, and to bring into being port defences. Headquarters were in the Customs Building, close to Princess Louise Basin.

About 15 miles below the city, at St. Jean d'Orleans, was established the Extended Defence Station, with an examination battery manned by local Reserve Army personnel called out for active service. The battery consisted of two 18-pounder guns, but lacked searchlights.

Farther up the river, nearer to Quebec, on the south bank, was Fort La Martinière, the main defences, and boasting of two 7.5 inch guns of about

1908 vintage. These rifles had never been fired since installation, due to the fear that the concussion would play havoc with windows in the surrounding villages, not to mention the livestock and the feelings of the residents.

Forces "afloat" were the examination vessels, two ex-RCMP 73-foot cutters, HMC Ships *Chaleur* and *Madawaska*, each manned by 10 men and armed with one Colt-Marlin machine gun and a few rifles and pistols. One other vessel, the *Fernand Rinfret*, was an unarmed harbour craft with a crew of three, and used for communication work and harbour patrol. The crews of these ships were mostly the ex-Marine Section personnel who had enlisted in the RCNR. The examination officers were mostly ex-merchant mariners enrolled in Montreal and a few RCNR skippers. This aggregation of naval talent was entrusted with the control of deep sea and coastal shipping using the port of Quebec, and the routing of overseas vessels. Few, if any, had received any previous training in these duties, and frequent reference had to be made to the dozens of CBs supplied by Admiralty.

The real "eyes" of Naval Control were the various members of the Department of Transport Signal Service.

These worthy gentlemen were stationed at intervals along the St. Lawrence and the Gulf as far as Pointe Armour, and were all connected to Quebec by party telephone line or by telegraph. Their duty was to report all in- and out-bound shipping.

At 1825 on October 14, 1939, the duty officer at the NOIC's office was informed by Signal Service that their agent at Cape Salmon, some miles below Murray Bay, had sighted two submarines proceeding upstream in line ahead. This had occurred at about 1600, but due to vagaries of the telephone service, the report had been somewhat delayed! When the news was passed to NOIC, he was in conference in the city with his staff officer, the General Staff Officer 1st Class to the District Officer Commanding, MD 5 (Quebec), and several lesser officers.

The news was electrifying. A hurried council of war was held and it was decided, that while the report was most improbable, it could not be ignored. The Signal Service at Cape Salmon was contacted by telephone and the eyewitness was interrogated. This worthy soul was most decidedly convinced that he had in fact seen two U-boats, having seen submarines in the previous war; and he gave further detailed description that left little doubt as to the type of craft.

The staff officer to NOIC, himself an ex-submariner, pointed out that, while it might all be a bit fantastic, it was quite feasible to take a U-boat to Quebec, particularly when the defences were known to be next to nothing, and there was little necessity to submerge. At that time, among the various ocean-going ships in Quebec, was the RMS *Empress of Britain* being defensively armed. She was a worthwhile target. It is of interest to note that the exploit of Prien and the *Royal Oak* took place on the same date, under equally fantastic circumstances.

In quick succession orders were issued to close the port to all shipping, the Extended Defence station was alerted, and the two examination vessels were directed to put out and establish a patrol of the North and South Channels off St. Jean. In addition the Army were notified, and they rose enthusiastically to the occasion by recalling all personnel from leave and



Haint been fired in thirty years ...



alerting all units in the Quebec area against possible invasion. This produced a considerable reaction among the populace.

It was felt imperative to have something afloat with a weapon more lethal than a .303 machine gun, so an appeal was made to the local Department of Transport for two ships in which a gun or guns could be mounted (if these could be found). The Army volunteered the use of several 18-pounder field guns belonging to a local unit, but these were found to have empty recoil cylinders. To fill these would have taken 48 hours (according to the drill book), so they were useless. However, someone remembered two field guns at Valcartier Camp, about 18 miles from the city, that were used for proof firing. Steps were taken to obtain these, Army crews and trucks being despatched to bring them in.

All these preparations to meet the attack were proceeding apace when Army Headquarters reported that a "submarine diviner" had confirmed the presence of two submarines some miles below St. Jean. This man, a local citizen, claimed supernatural powers of some sort, and armed with a plumb bob and a chart of the St. Lawrence, he went into a trance. He would move his plumb bob around the chart until it began to quiver and move in a wide circle. The mystic would then give some very convincing details of the alleged U-Boat. While he was known to the naval authorities, he had been viewed with some scepticism, but this

time his story was corroborated by an eyewitness and there was a feeling that he could not be ignored.

By 1900 two ships were available, with steam up, and they were directed to be at the Customs Wharf by 2000. These were the light tender *Druid* and the fire tug *Lanoraie*. Neither of these vessels made imposing men-of-war, but they were better than nothing under the circumstances. It was decided that *Druid* was suitable for mounting a gun, but that *Lanoraie* was not very adaptable to alteration, so this latter ship was designated as a "ramming ship", and at a pinch, she could use her water turrets to drown the Huns.

The Army had assured the NOIC that the guns would arrive by 2000, but this was over-optimistic, as many adventures befell them before they reached the waterfront.

By this time preparations had reached fever pitch. The estimated positions of advance of the U-Boats were plotted, and while no further sightings were reported, (darkness had fallen anyway), hourly bulletins were received from the "diviner" that brought the wily Huns closer and closer. It was estimated that they would reach St. Jean about midnight and this was to be zero hour.

Continuous contact was kept with the Army, who were busy marshalling their troops after collecting them from the pubs and the theatres. The DOC was in his office, and kept asking NOIC's concurrence in blacking out the city by pulling the main switch at the power plant. This plan was not held in favour

by the Navy; who countered with repeated requests for the guns, which were still to arrive.

Efforts were made to contact NSHQ by long distance telephone, but this too, met with little success, as the operator had never heard of a Duty Officer there, and kept making connections with various Army authorities who did not seem very interested. After half an hour's effort, some sort of a message was passed to someone purporting to be a naval officer.

At 2000, both the *Druid* and *Lanoraie* were standing by. As no gun had materialized, it was decided to send the *Lanoraie* to St. Jean to bolster the defences there. The area surrounding the Customs Building and wharf was made "restricted" and, as only two naval ratings were available as guards, the Harbour Police were asked to assist. One of these latter promptly arrested the NOIC on the wharf, (the captain did not yet possess a uniform). He was rescued by uniformed members of his staff.

By 2200, plans had been completed to mount an 18-pounder field gun on the foc'sle of *Druid*. The ship was ready, but the gun was still to come. A platoon of the Royale 22nd came march-down from the Citadel, complete with two Vickers machine guns, and full battle equipment including entrenching tools. These warriors embarked in the *Druid*, and with sandbags, set up a kind of zareba on the boat deck. Various alarms and excursions occupied the naval staff and the troops until midnight, when a gun arrived. It turned out to be a rather ancient one with steel tires on the wheels, and had gone into the ditch a couple of times on the trip into Quebec.

The gun was hoisted onto the foc'sle, secured by spikes and baulks of timber, and all was readied for the anticipated battle. The civilian crew of the *Druid* did not appear too enthusiastic about



the adventure, but their protests were stilled. Bolstered by the presence of one naval officer and one rating, 20-odd infantrymen and about 15 Army gunners, the ship set out for St. Jean. Just as she slipped, someone remembered to throw on a White Ensign, to make the whole expedition a bit more official.

Doubtless, this was the strangest man-of-war produced by the RCN during the entire war. The gun, perched on the foc'sle, could not be trained, so it was necessary to con the ship in order to bring it to bear on a target. It could be elevated and depressed and one sergeant volunteered to do this. The gunners manning the gun were not anxious to be near it for the first shot fired, for fear that it broke its lashings and landed on the well deck immediately aft.

Many rounds of ammunition had been embarked—all shrapnel. The firing arrangements consisted of a signal halyard secured to the trigger and leading to the bridge. The naval CO would fire at the propitious moment when the enemy was sighted. Aft of the bridge, on the boat deck, the infantrymen were standing to with their machine guns and rifles. The *Druid* shaped a course for St. Jean at full power.

And now to examine what was happening 15 miles below Quebec by the Extended Defence Station. The examination battery was standing to, ready to open fire at the first sign of the subs. They, too, were loading with shrapnel. Above and below the EDO, the *Madawaska* and *Chaleur* were patrolling, with augmented crews from the examination staff. These were armed with rifles and pistols.

About midnight, those anxiously watching ashore saw what was taken to be a red Very light—the signal for “enemy in sight”. The battery at St. Jean immediately opened fire, ranging on a buoy in mid-stream, failing a better target. Both patrol boats were quick to note the commotion, and, each thinking the other had “had it”, proceeded to close at full speed. Lacking a target, the battery ceased firing after a few rounds.

Closing rapidly, both vessels sighted each other at about the same moment. Their silhouettes were low with a bridgehouse amidships, and each thought the other was a U-boat! A few seconds before the *Madawaska* was to open fire with her machine gun, she was recognized by an officer in the *Chaleur*, who challenged by light, and fire was held until the reply was made. An unfortunate incident had barely been averted. Both vessels contacted

the shore station, the panic subsided and patrol was resumed. The “Very light” had probably been a shooting star.

By 0230, October 15, the *Druid* had arrived off St. Jean, with all armament manned, lookouts posted and the entire ship's company on the “qui vive”. She joined the *Madawaska* and *Chaleur* on patrol, and this continued until daylight, with no indication of any U-Boats, or report from Quebec that these had arrived, sunk any ships or shelled the city—all of these having been rated as possibilities.

While efforts to black out the city had been discouraged, the drydock and shipbuilding area at Lauzon had been dimmed and a second 18-pounder gun had been set up there to cover the harbour approaches.

On the morning of the 15th, all danger seemed past and the whole incident appeared like a false alarm. Better communication with NSHQ had been completed and arrangements were made with the RCAF to send two aircraft from Ottawa to patrol the St. Lawrence as far as Father Point and to search for the alleged intruders. The report was negative, but the story did not tell whether these could have taken offensive action had there been a sub.

In due course normal routine was re-established. The *Druid* returned to Quebec and landed her gun and Army

detachment, as well as her naval complement of two. All had spent a weary night on deck amid snow squalls and in a fresh wind, with temperature well below freezing.

No submarines materialized, nor did they until nearly three years later, in the river and Gulf of St. Lawrence. However, it *might* have been a real threat, and to take no action would have been inexcusable.

Many aspects of this incident are comical or even ridiculous as one looks back. However, it emphasizes the deplorable lack of adequate defence forces and equipment at that time, not to mention the cheerful zeal of the “defenders”.

To close, an extract of NSHQ's official comments on the NOIC's report of proceedings is of interest:

*“The exact standing of the civilian crews and even the guns' crews, on board *Druid*, unless the precaution was taken to commission that vessel as ‘HMCS’ and fly the White Ensign, is not one which will bear close investigation in International Law, but that does not detract from the rapidity with which she was placed in operation.”*

(The foregoing article is reprinted from the January-February, 1948, RCN Monthly Review, unclassified section; by permission of the author, “C.J.D.”)



Scientists Sail To Far North In Labrador

Thirteen Canadian and United States scientists were on board the *Labrador* when she sailed from Halifax June 1.

The Defence Research Board's Arctic section is co-ordinating the scientific program planned by the *Labrador*. The program is a secondary function of the expedition and is aimed largely at providing direct support to the primary objective, which is the logistic support of the installation and maintenance of the DEW Line.

Because the hydrography and oceanography of the area in which the *Labrador* will be operating are relatively unknown, the safe deployment of vessels of all types will depend upon detailed information concerning tides, depth of water and other allied factors.

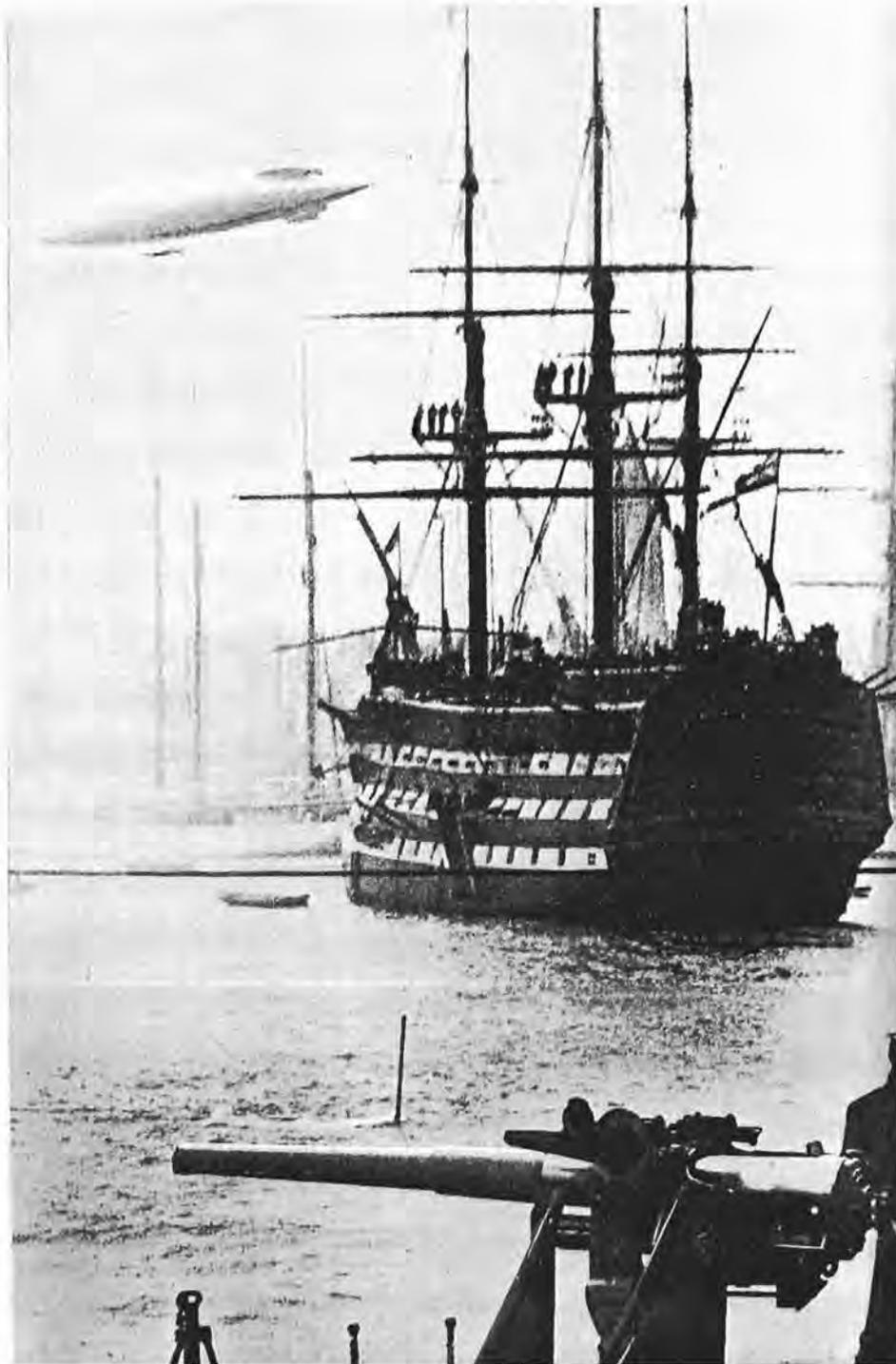
Dr. N. G. Campbell, of the Atlantic Oceanographic Group at St. Andrews, N.B., will head a group of three oceanographers who will carry out current studies and marine observations and gather biological data. Dr. Campbell was a member for several years of the Pacific Oceanographic Group and has worked with the joint U.S.-Canadian Beaufort Sea Expedition. With Dr. Campbell will be J. G. Clark, a member of the *Labrador's* oceanographic team last year, and C. Cunningham.

Four hydrographers, headed by H. R. Blandford, of the Department of Mines and Technical Surveys, will concentrate on the preparation of navigational charts. Mr. Blandford was senior hydrographer on the 1954 Beaufort Sea Expedition. Working with him will be Michael Boulton, R. L. A. Letiecq and E. D. Chiasson.

Assisting the hydrographers will be Walter Schatzberg, Bruce Grenfell and Charles Richardson, of the United States Naval Electronic Laboratory, San Diego, who will operate electronic position indicator equipment loaned to the *Labrador* by the USN.

E. L. Hagg, of the Defence Research Telecommunications Establishment, will carry out research in telecommunications and assist in the operation of underwater television equipment, which will be used in the examination of underwater beach approaches.

Dr. N. B. G. Taylor, physiologist with the Defence Research Medical Laboratories, will conduct a survey of the physiological problems associated with



Who—after grasping the full import of this generation-old picture—would have the temerity to assert that the Buck Rogers era belongs to the current crop of Davy Crocketts? The shade of Nelson, pacing the decks of his old flagship *Victoria*, had but to turn his good eye skyward to view the wonder of guided flight. Or a glance directed from the port quarter would show a periscope cleaving the waters of the harbour. The picture appeared as a supplement to *The Naval and Military Record* and *Royal Dockyards Gazette*, some time in the early '20s. The gun in the foreground is of First World War design and the dirigible is the British airship *Parseval*.

Arctic maritime operations, and in particular will investigate the specific problems of cold water diving and audio fatigue.

Dr. Taylor will assist in the medical research program to be carried out by the *Labrador's* medical staff, which ranges from habitability and ventilation

to trials of new clothing and equipment developed as a result of experience gained during the ship's 1954 cruise.

W. D. Forrester, of the geodetic survey of the Department of Mines and Technical Surveys, will establish several astronomic positions in the areas in which the *Labrador* will work.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Portage

The first group of new entry reserve sailors to go to sea aboard the Great Lakes training fleet this summer arrived in Hamilton May 28.

Thirty-seven reservists boarded the Algerine escort vessel *Portage* on Saturday and Sunday May 28-29 and left on their first trip in a Canadian warship on the following Tuesday morning. The *Portage*, which cruised Lake Ontario for ten days with the trainees, called in at Picton, Oswego, N.Y., Toronto and Lewiston, N.Y., for overnight visits. The ship also carried out the first of a series of gunnery firing exercises in Frenchman's Bay on Tuesday morning, June 7.

The *Portage* returned to Hamilton on June 10 and the reserve sailors returned to their home divisions in such widely separated parts of Canada as Vancouver, Saskatoon, Regina, Winnipeg, Edmonton, Charlottetown and Halifax.

The trainees were the vanguard of more than 1,500 who will sail the Great Lakes in 15 ships until Labour Day.

The *Portage* was commissioned this spring at HMC Dockyard in a brief,

colourful ceremony. The *Portage* is under the command of Lt.-Cdr. H. E. T. Lawrence, Grimsby, Ont.

The *Portage* was turned over to Lt.-Cdr. Lawrence by Commodore E. P. Tisdall, Acting Flag Officer Atlantic Coast, who also inspected a guard of honour mounted for him. The ship was blessed by Naval Chaplains and brief addresses were given by the new commanding officer and Commodore Tisdall. Lt.-Cdr. Lawrence was piped on board his ship as soon as the White Ensign was hoisted at the stern.

Mechanical Training Establishment

With the trend today to modernize the Navy, the Mechanical Training Establishment at *Stadacona* has decided not to be left behind.

The Corvette Shop, a familiar sight to every man who has taken a course in the MTE, has met its Waterloo. The boiler, main engine and various pumps have been removed and will be replaced by three diesel generators and two diesels driving two dynamometers. The diesels are GM, Fairbanks-Morse and Cummins.

At one time early this year 14 courses were in progress: 3-BTTC, 2-ITTC,

1-PETC, 2-ERA candidates, 2-TCC, 1-HTTC, 1-EWC, 1-armourer's mates and 1-shipwright.

For the benefit of those who don't understand the abbreviations for the new courses, here is a rundown:

BTTC: Basic Technical Trade Course (OSEM).

ITTC: Intermediate Technical Trade Course (LSEM).

HTTC: Higher Technical Trade Course (P2EM).

TCC: Trade Conversion Course (P1EM to C1EM).

EWC: Engineer Writers Course (AB & LSEM).

PETTC: Post-Entry Technical Trade Course (Direct entry P2ER).

PACIFIC COMMAND

HMCS Venture

Cadets of HMCS *Venture* were privileged Wednesday, May 3, to hear one of Canada's leading authorities on Thermo Nuclear Development, Dr. Gordon Merritt Shrum, head of the Department of Physics at the University of British Columbia. He was introduced by *Venture* Cadet Robert G. Balfour.

With the aid of "atomic" props and a liberal amount of humour, Dr. Shrum made his address seem all too short. The physicist explained the structure and action of the "A" and "H" bombs.

Dr. Shrum speculated on the progress of harnessing atomic power from radioactive uranium to, of course, deuterium (hydrogen isotope) and eventually sunshine itself. He envisaged the increased use of atomic energy as ensuring world peace, and allowing mankind to continue to improve standards of living, and to provide for the world's ever-increasing population.

He demonstrated with a cosmic ray detection sound device the presence of the rays and their tremendous energy. Cosmic rays did not appear to offer a useful source of power.

How to produce atomic power or make atomic bombs, is not the problem, according to Dr. Shrum. The cost is the important factor. The British speak of a "cheap" bomb, and if they can use ordinary uranium which is only \$7 a pound, then it might be possible. Fissionable uranium (U-235) is



The First Pack of Shearwater Brownies recently held their "Flying-Up" Ceremonies at Clarence Park Recreation Hall, Eastern Passage, N.S. Shown here with their instructors are the four Brownies who graduated to Girl Guides. Front row, left to right, are: Dorothy Redmond, Elizabeth Bradley, Diana McCulloch, and Rita Pelly. Rear row, Miss Eva Duncan (District Commissioner), Mrs. Audrey Trott (Captain of the Girl Guides) and Mrs. Lilian Findlay (Brown Owl). (DNS-13929)

the result of expensive processing, and deuterium is also a costly substance.

Great Britain is urgently in need of developing atomic power plants because of the lack of enough coal and miners to supply the growing economy. Until now, coal has been Britain's chief source of energy.

On the other hand, the likelihood of, say, British Columbia ever having atomic power plants seemed to the speaker to be out of the question. West Coast hydro-electric potential, and low cost per unit of electricity, made atomic power, under present day methods, uneconomic.

Following the question period, Professor Shrum complimented the *Venture* cadets on their intelligent questions, and found their remarks indicative of the high standard of training in *Venture*.

Professor Shrum saved his message to the end, and it was this:

"It is commonly said that we live in the shadow of the atomic age. It would be better to look on it as the dawn of a new era. Things are happening so fast in this generation, by comparison to the ones that have gone before it, that even the most learned and the most imaginative find it hard to keep up with actual development.

"The future is almost boundless, and development without limitations, so we must be continually making adjustments to keep up with the changing world around us."—A.J.C.

A distinguished visitor to *Donnacona's* mess dinner in May was Commodore, His Highness the Maharajah of Hydramat, shown conversing with Group Captain Marlowe Kennedy, RCAF. Later in the evening, after the maharajah had gracefully departed, a marked physical resemblance was noted between the departed guest and a latecomer, Lieut. (S) Jesse Cohen. Hoaxed guests then recalled that the potentate had seemed a trifle eccentric. (ML-2703)



The No. 61 Petty Officers' Leadership Course was held at Cornwallis from May 2, until June 13. Front row (left to right): Petty Officers William McArthur, Alexander Hogg and Arthur West (Course PO); Lieut. W. W. Robinson (Course Officer); Petty Officers Chester Kenyon and John Cavana. Second row: Petty Officers Earl Johnson, Edward Snowball, Orville White, James Wilcox, William Lawley, Garnet Baird, Henry Carlyon and John Robson. Back row: Petty Officers William Scott, Frederick Cox, Howard Foley, William Grantham, James Redlin and Henry Finlayson. (DB-5297)

HMCS Ontario

Forerunner of a 7,000-man naval summer training program, the West Coast cruiser *Ontario* arrived at Halifax May 15 en route to the United Kingdom and Europe.

Commanded by Captain D. W. Groos, the *Ontario* sailed from Esquimalt April 25 on the extended cruise. She carried a ship's company of more than 660, including 69 *Venture* cadets. She was joined at Halifax by a number of University Naval Training Divisions cadets.

The extensive training program began at Halifax with the sailing of the light cruiser *Quebec* and the destroyer escorts *Huron* and *Iroquois* on May 17. They carried UNTD cadets to Philadelphia and San Juan, Puerto Rico, and returned to Halifax June 17.

The visit of the *Ontario* to Halifax coincided with the visit of the Chief of Naval Staff, Vice-Admiral E. R. Mainguy, who was in the area to carry out a week-long inspection of ships and establishments in the Atlantic Command.

While en route to Halifax, the *Ontario* met a former Atlantic Command frigate, the *Sussexvale*, which was on her way to Esquimalt to join the Pacific Command. Meeting half way between Balboa and San Diego, California, the two ships carried out a full day of joint exercises before continuing their respective voyages.

The *Ontario* left Halifax May 20 for Europe, and during June visited Portsmouth, Rosyth, Aabenraa and Copenhagen, Denmark, and Oslo, Norway.

NAVAL DIVISIONS

HMCS Donnacona

More than 100 officers, including Army and Air Force guests, attended *Donnacona's* Navy Week mess dinner on the drill deck against a background of Navy Week exhibits.

The guest of honour was Vice-Admiral E. R. Mainguy, Chief of Naval Staff, and the *Stadacona* band, in Montreal for Battle of the Atlantic Sunday observances, was in attendance.

A surprise visitor was Commodore His Highness the Maharajah of Hydramat, whose regal bearing and earnest inquiries into the curious customs of the Royal Canadian Navy made a deep impression on all but a small minority of the guests, who knew him as Lieut. (S) Jesse Cohen, of *Donnacona's* supply staff.

Taking part in the Battle of the Atlantic parade on Sunday, May 15, were the ship's companies of *D'Iberville* and *Donnacona*, a contingent from the Collège Militaire Royal de St. Jean and members of naval veterans' organizations. Constr. Captain Frank Freeborn, Principal Naval Overseer, Montreal, took the salute during the march past.

Annual prizes were awarded at a recent public ceremony on *Donnacona's* drill deck. The division's efficiency trophy was awarded to Wren Sharon Daws-Knowles by Lt.-Cdr. John MacKenzie, RCN(R) (Ret'd), president of the Montreal branch of the Naval Officers' Associations of Canada.

A Home of Her Own for HMCS Queen

HMCS *Queen*, one of the original naval reserve units established in 1923, got its first permanent home on June 4, when the Hon. W. J. Patterson, Lieutenant Governor of Saskatchewan, snipped a gold and purple ribbon and declared a two-storey, buff-coloured brick building officially open.

The man who founded the naval reserve 32 years ago, Rear-Admiral Walter Hose, RCN (Ret'd), was present at the ceremony as were two other admirals closely connected with the naval reserve—Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and Rear-Admiral K. F. Adams, Flag Officer Naval Divisions.

The opening of the Regina division was a gala occasion in Saskatchewan's busy golden jubilee year. Naval activities dominated the weekend as contingents from *Chippawa*, *Unicorn*, *Tecumseh* and *Nonsuch* joined *Queen* in the celebrations.

The *Chippawa* band began the events with a parade through downtown Regina at 1000 Saturday. At 1400 the official opening ceremonies took place followed by a gun run by men of *Queen*, a display of boatwork by the Wrens of *Queen*, a small arms and marching drill by the cadets of RCSCC *Impregnable*, and the impressive sunset ceremony by the band of *Chippawa*, and the guard composed of men from *Queen*, *Unicorn* and *Tecumseh*.

On Sunday morning, Regina saw the biggest naval church parade in its peacetime history as more than 200 officers, men and Wrens marched to *Queen* to attend divine services. Many friends and relatives also attended the services.

On Sunday afternoon the ship was open to visitors from 1400 to 1700 and the *Tecumseh* band provided visitors with a band concert. The ship had also been open to visitors on Saturday afternoon.

The building, one of the most modern in the RCN(R), fronts on Regina's man-made Wascana lake on the shore opposite the parliament buildings. The building measures 243 feet by 125 feet and is on several acres of land plus ample lake frontage for boatwork. A number of classrooms, instructional spaces, workshops and stores ring the drill deck on both the ground floor and the second floor, which is actually a mezzanine.

Among the usual training equipment found in naval divisions, such as guns,



Three admirals whose service spans the entire history of the Canadian naval reserve met in early June in Regina where the RCN (Reserve) commissioned new divisional headquarters for HMCS *Queen*. From left to right are Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, Rear-Admiral Walter Hose, RCN (Ret'd), of Windsor, who founded the RCNVR in 1923 when he was Canada's second chief of naval staff, and Rear-Admiral Kenneth F. Adams, Flag Officer Naval Divisions. Rear-Admiral Hose, who is 80 years of age, still takes an active interest in naval affairs and was a delegate to the tenth annual conference of the Naval Officers' Associations of Canada held in Regina.

torpedoes, seamanship equipment, is a mock-up of the bridge of a destroyer located on the drill deck. It is complete with communication equipment, mast, light armament, and wheelhouse.

Among the many guests who attended the opening ceremony were several former commanding officers of HMCS *Queen*, including Cdr. A. C. Ellison, Cdr. Aubrey Hall, Cdr. F. C. Haggett, Cdr. Norman Whitmore, Cdr. W. W. Spicer, Cdr. D. C. Clark. Unable to attend were Cdr. D. A. Grant, of Battleford, Sask., and Cdr. Norman Pickersgill, of Ottawa.

Cdr. Haggett, who now lives in Toronto, was in a dual capacity—as a delegate to the tenth annual meeting of the Dominion Council of the Naval Officers' Association, and to attend the opening. The 60 delegates to the NOAC meeting were present at the official opening ceremony.

In his introductory remarks, Cdr. William Haggett, present commanding officer of *Queen*, said that in his 28-

year association with the Regina naval reserve unit, he had trained in a variety of quarters. They were an abandoned clubhouse, an old garage, an unused warehouse, a few rooms in the armouries, the Wascana winter club, and the old CWAC barracks. He called the opening of the new building "an historic and happy occasion for the naval reserve in Regina".

Following brief addresses by Rear-Admiral Adams and Vice-Admiral Mainguy, the Lieutenant Governor said that with its huge coastline Canada must protect by sea her valuable resources. He charged the present members of the Regina division "to live up to the proud record of *Queen*".

"I wish the ship a happy and successful voyage," he said.

Rear-Admiral Hose, who retired as the RCN's second Chief of the Naval Staff in 1934, has maintained an active interest in the navy. He was in Regina as a delegate to the NOAC meeting and also for the opening of *Queen*.

HOUSEMAIDING IN OUR SHIPS

Cleanliness is Next to Impossible Without a Plan

IF A MAN is unfortunate enough to arrive home a trifle early in the afternoon, and to recollect too late that this is the afternoon that his wife is having "the girls" in for tea, he may possibly hear reference to some non-attendant lady as being "house-proud". This term generally conveys a neatly mixed sentiment of envy and scorn. On one hand, the lady referred to is envied for the spotless, "neat-as-a-pin" appearance of her house, but on the other, scorned for operating an establishment which appears to the average housewife to be hermetically sealed.

The "house-proud" lady must be a forceful character who has long since established her ascendancy over her male partner, because the average man who "wears the trousers" in his family cannot bear the constant criticism and supervision from his spouse which is necessary for her to achieve the "Better Homes and Gardens" look in her house.

The male of the human species has not progressed far in habits of tidiness since the days before he had trousers to leave on the floor or dirty towels to leave draped over the bath tub. In those days as now, he was content to

leave tidiness in the home to his mate. The female of the species, always a tidy soul, has of recent decades made life easier for herself by her campaign for more and more power over the opposite sex, until today, even in homes where "father" still retains some control, it is not unusual to hear the cry in feminine tones: "I sincerely hope you intend to clear up the mess you've made in the basement before you come up to supper!" or, "Must you leave your shoes in the middle of the living room floor."

Now, one husband per wife is the normal complement, so the "little lady" has a rather small problem compared with that of the first lieutenant of one of Her Majesty's Ships. The first lieutenant has to fight the natural tendencies of large numbers of his own sex, and being only masculine also, has first to convince himself that tidiness is a good thing.

With this revolutionary idea in mind, he tries to sell it to the ship's company. Fortunately for him, the powers that be, in their wisdom, have foreseen his difficulties, and have armed him with authority with which he can enforce these non-masculine whims. True,



He is not permitted . . .

to his chagrin, he is not permitted, when he catches a subordinate dropping a cigarette on the corticine and grinding it out with his heel, to kick him straight over the nearest guardrail, but he can always give that man little tasks to perform at the time when those not yet caught in similar acts are asking permission of the officer-of-the-watch to carry on ashore.

POSSESSION OF adequate persuasive powers is only half the battle. Over a hundred men, each taking a turn at polishing the ship's bell, would undoubtedly make it glow, but this might quite possibly result in the mess-decks being knee-deep in coke bottles and dungarees. Thus, organization is required to ensure that no dark and unfrequented corner is overlooked and that no one department takes the strain for housekeeping. This is where diplomacy, tact, understanding and a conveniently deaf ear are employed in varying degrees.

Normally, every department head can think up a host of reasons why his men, (who are all mentally superior, and busy anyway doing other more important tasks) should not assist in cleaning ship. It then becomes necessary to point out that the "mentally superior" beings should be able to do a better cleaning job in half the time, and that notwithstanding the importance of their other tasks, they will flaming well do their share of the housemaiding.

This little struggle overcome, the next job is to set aside a routine time for cleaning ship and to allocate areas of responsibility. The problem of the

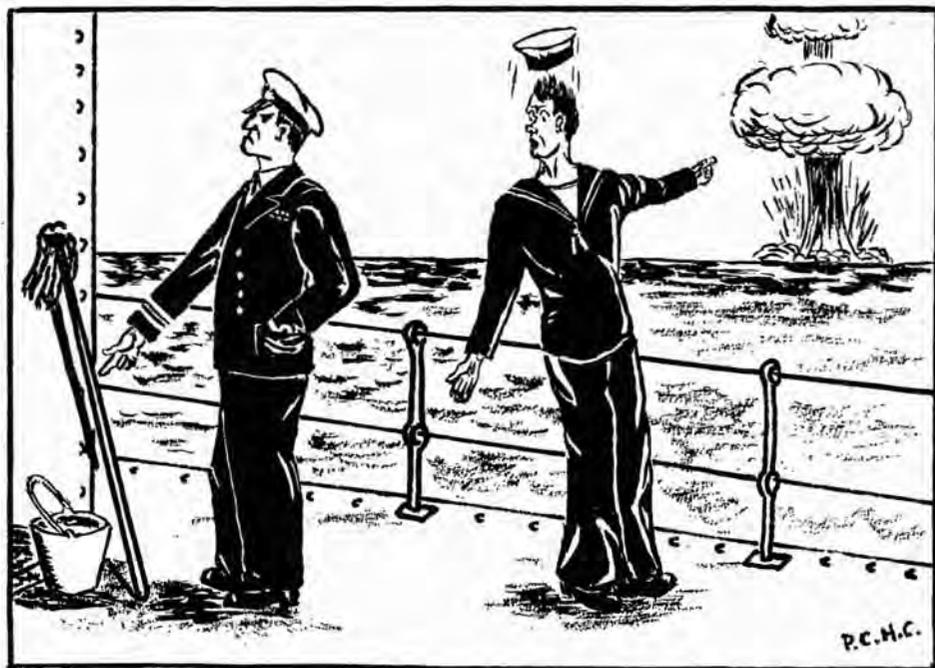


period of time required is generally quite straightforward. One hour with all hands working steadily appears to be adequate.

It has been found that immediately after 8 o'clock divisions, the ship's company is assembled in military order and is in a receptive frame of mind. Whether this state is brought about by the fact that their bodily wants have been satisfied by a hearty breakfast, or that their spiritual needs have been satisfied by ten minutes' praying is immaterial: the first lieutenant, at this hour, has them all in plain sight, and can mould them like putty to his designs.

Another advantage of detailing them at this time, is that the seamen can observe, to their obvious delight, the engineering, electrical and supply departments being told off for their cleaning stations. The smug look on the faces of the seamen is a most rewarding sight to the first lieutenant.

In the short time available daily for cleaning ship, it is virtually impossible for the hands to clean the myriad corners and inaccessible places which collect dust and trash. Therefore, a weekly routine of half a forenoon at least should be instituted. This routine, taking place the day before Captain's Rounds may have the useful effect of leading "the old man" to believe that his ship is always spotless. Generally, however, captains have a nasty habit of walking around unofficially at other times instead of staying in their cabins and keeping out of the way. Thus, alas, the delusion is dispelled. The extra



... diplomacy, tact, understanding and a conveniently deaf ear.

buffing and polishing in the weekly routine has a cumulative effect, though, and pays dividends in raising the standard attained by the daily routine.

Certain areas of the ship fall naturally to certain branches, and the task of cleaning these areas by those concerned is rarely disputed. It is with respect to spaces common to all, such as passages, the cafeteria, heads, wash-places and certain flats, that a "Who, me?" attitude is apt to arise. This is where a blank look is required, and these areas must be allocated impar-

tially, and with recognition of the extra tasks that some departments have to perform to maintain the ship in running order and fighting efficiency.

THERE JUST has to be a tour of inspection or rounds on completion of the cleaning period. It is a sheer pipe-dream to expect to maintain a clean ship if the men know that after they have done the work, it will neither be condemned nor approved. The good worker has just as much right to expect a pat on the back for a job well done, as the poor worker has to expect a "rocket" for a slovenly performance. Pride in the ship, once achieved, is half the battle won.

In most ships today, the delegation of responsibility for cleaning does not go beyond the departmental level. This has a serious draw-back, commonly known as "buck-passing". For example; the first lieutenant, in making rounds, discovers that behind the fire-and-bilge pump in the stores flat there is an assorted collection of cotton waste, discarded socks and the ubiquitous fag-ends. He then summons the departmental head, who in turn calls the petty officer in charge of the job, who growls in his beard, and goes to find the neglectful sweeper. This gentleman is seldom to be found, since it usually transpires that no one in the party sent to clean the flat can recall that he, personally, was told to look after the area behind the fire-and-bilge pump specifically.

On the following morning, after the clean-ship period, this space is found

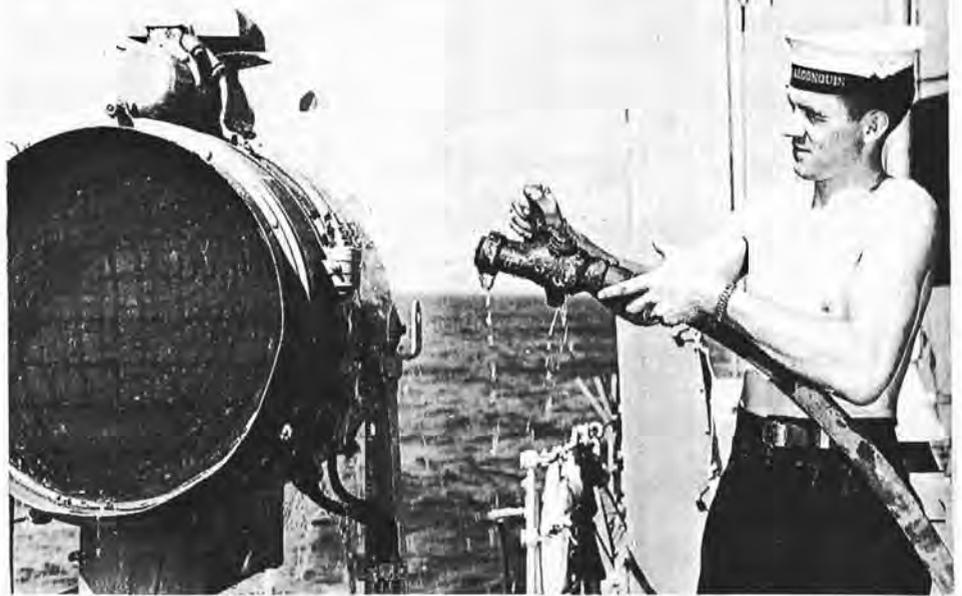


to be scrupulously clean, but no one has thought to dust off the top of the locker under the forward messdeck ladder—and so it goes.

A method, not entirely new, is being tried seriously now in some ships.

This method entails the allocation of smaller areas to individuals personally. The entire ship is thus covered by every man in the ship's company being responsible for his own little niche. Now, when a depository for unwanted articles is found outside wastepaper baskets and gash buckets, the first lieutenant is able to score a direct hit on the target without reference to anyone other than the man concerned.

Besides saving the time of people not directly involved, this has the advantage of making it possible to make the punishment fit the crime exactly. It has the effect of fostering a feeling of personal satisfaction in the mind of the conscientious man who always keeps his part of ship in first class condition, and of exposing a man's character very quickly for purposes of assessment. It encourages the feeling of ownership which is a prerequisite of pride of ship,



and ensures that the work is done thoroughly. It should in no way detract from the authority of the part-ship

petty officers, because they, in turn, are made responsible for sections containing the individual areas.

Experience has not yet indicated whether or not this system will work for painting ship also, but it does not appear too promising in this regard. The adoption of the spray method of painting, with its undoubted superiority in speed and application has rendered all but touching-up jobs, and the painting of small fittings with a paint brush a waste of time. Furthermore, even where spray equipment is not available, this method would present serious drawbacks from the point of view of the amount of gear to be issued from the paint locker.

Every man in the ship's company should feel that cleaning ship is not a "Joe job" to be performed grudgingly and with a feeling of debasement, but one which all should share and take pride in for the sake of better living conditions. In no ship should the complaint that the seamen are the housemaids of the ship's company be justified, and where this complaint is not justified, care should be taken to see that it is not allowed to pass unchallenged.

The fact that cleanliness is a prerequisite of efficiency, is borne out in every detail of human civilization, and a third condition which is inseparable from cleanliness and efficiency, is happiness. Without one of these conditions, it is impossible to achieve the other two, and it is safe to say that the cleaning routine is the most important part of the day's work in a ship, be it in peacetime or wartime.—P.C.H.C.



The right change and a button-pushing finger—that's all you need for fast, efficient service in the automatic canteen in the new Nelles Block of HMCS Naden. From the machines flows a steady stream of coffee (with or without cream and/or sugar), soft drinks, freshly made sandwiches, hot chocolate, pies, potato chips and cheezies. This Naden niche of the machine age also provides chocolate bars, peanuts, candies, and cigarettes. One machine exchanges two dimes and a nickel for a 25-cent piece. (E-30770)

The Romance of Flying

WHO AM I, an air engineer, to write of flying, let alone from an aircraft carrier, when I am not a pilot? And how does romance enter into it? All the so-called romance and glory goes to the pilot—and the risk too.

But let me tell you of how the aircraft mechanic feels as he watches his aircraft take off from an aircraft carrier at sea, and finally return and “land on” at the conclusion of the flight.

In the days when aircraft consisted of a lot of piano wire, Sitka spruce and fabric, flying was enjoyed by a comparatively small number of people who relied upon the seat of their respective pants, their daring, and their devil-may-care attitude toward life in general. Small wonder flying at that time was considered so romantic! It was!

Looking back, the picture seems to have changed overnight with the outbreak of war, the new role of the aircraft, and mass production. Individually, pilots thrilled to being in the air at the controls, but flying became a grim, serious job for thousands, and the romantic aspect faded to the humdrum existence of a taxi driver or highway trucker. The romance of flying was dead.

During the earlier days, some of the glamour, excitement and colour of the pilots rubbed off on the mechanics who looked after the aircraft. For an aircraft had a personality, and mechanics tended their machines with pride and loving care. But, just as flying became less romantic, so too, the aircraft mechanic's attachment to his aircraft was supplanted by “centralized maintenance”, specialization, and what at times became a monotonous and oft thought thankless task to “keep-'em-flying”.

Thus it had become for me, when I first stood on the deck of a carrier and took part in the preparations to fly off the ship's aircraft. What an engaging picture! Aircraft being ranged on the flight deck by the handlers, to all appearances too closely bunched together; mechanics giving their aircraft a last-minute check.

Final orders from the bridge come over the loud hailer:

“Aircraft, man your aircraft!”

“Start up!”

The roar of a thousand harnessed “horses” — propellers dissolving into silvery discs, inches away from rudders and wing tips—wind-lashed chockmen lying on the deck at the wheels—the “thumbs up” from “Bats”—the ship turning into wind. The final check of wind speed over the deck by “Wind”, our nickname for the control room assistant and his hand-held anemometer, reminiscent of the mythical god Mercury in very earthly dungarees, holding the stage and enacting his little drama, his legs braced against the wind, his outstretched arm, the spinning cups of his instrument.

After what seems like a long delay the green light flashes from the flying control bridge.

“Fly off aircraft!”

The batsman gives the signal, the engines' roar becomes a thunder and one by one, in quick succession, the aircraft take off, climb free of the ship — a happy “jink” to starboard, and away on their mission.

The immediate thrill of watching the aircraft take off was replaced by thoughts of the pilots and crews as the aircraft rapidly disappeared from view. How did they feel, miles from the ship, over an endless expanse of restless sea,

with no familiar landmarks for comfort or solace? How dependent they are on their aircraft and on the men who keep the aircraft serviceable!

“They are at any time,” you say. True, of course, but how much more important and responsible the aircraft mechanic's job seems just then.

Finally the aircraft reappear. First as specks in the distance, then quickly growing larger, to zoom past the ship in a fast “beat up”, a natural expression of jubilation on return to the island haven. The loud speakers blare “Stand by to receive aircraft”. Trained crews take up position. The ship is ready for the final act, and what a performance!

All the drama and tension of a high trapeze act in a three-ring circus can be felt as the batsman and pilots culminate months of training and practice to bring the aircraft safely back to a rolling, pitching deck. One is gripped by the amazing sureness of an arrestor hook as it picks up a wire and abruptly brings the aircraft to a stop; the coordination and split timing of the landing routine; barriers go down, the aircraft taxis forward, barriers go up, wires are reset, the next aircraft is already in the landing “groove” over the ship's stern.



The "goofers" watch from vantage points in the island and sponsons. The keen-eyed air mechanics watch for any signs of trouble with their aircraft; the puff of "smoke" of a propeller "pecking" the deck, or a bursting tire. There's happy relief on every face when all aircraft are safely back on the deck. The performance is over.

But work on the aircraft is not over. While some aircraft are in the air others are in the hangars being readied for their turn to fly. The men are on the job, working long tedious hours in cramped quarters, under artificial light, and some with stomachs which never will get used to the roll of a ship at sea. Yes, taking part in the "play" requires a lot of hard work from one and all. By now, though, the initial impressions of confusion have been distilled into a realization of the integrated

effort and vigilant attention to detail which have been demanded of everyone and which have welded individuals into a compact, efficient team, working toward a common end.

Flying from an aircraft carrier is an exciting operation, filled with tension borne of the element of danger. For those who play a part, it is a demanding and enriching experience in teamwork and team spirit, seldom found to the same degree in other situations or occupations. All the hard work, sweat and trials are forgotten in the knowledge of achievement and a job well done, which results in a glowing feeling of pride and satisfaction for all participants; a feeling of well being; a rich reward for any labour.

For me, at least, these were the necessary ingredients. The romance of flying was reborn.—G.M.C.

A Year with VS 880

A HIGHLY successful squadron smoker just prior to the Christmas leave period rounded out a year in which VS 880 moved twice to Bermuda, twice to Halifax, to Rockcliffe, Ont., and to Rivers, Manitoba. Since mid-April the squadron has been at sea in HMCS *Magnificent*.

The squadron, based at NAF Summerside, Prince Edward Island, flew a total of 3,594 hours during 1954, fired 837 rockets, dropped 396 bombs, and used 1,434 marine markers and smoke floats.

January and February 1954, were spent at Summerside, during which time the squadron was under the command of Lt.-Cdr. (P) E. M. Davis, and was made up of 13 officers, 66 men, and seven Avenger AS-3 aircraft. Extremely poor weather during these first two months of the year, however, kept total hours flown down to 208. Lieut. (P) A. J. Bryne took temporary command of the squadron February 27, when the commanding officer left to take up his new appointment at Key West, Florida.

March heralded the arrival of a new commanding officer, Lt.-Cdr. (P) F. G. Townsend. During this first month of his command, several new aircraft were added to the squadron but inclement weather again took a hand and held total flying hours down to 240. A search for the sealer *Truls* south of the Magdalen Islands was successfully terminated after a two-day search in the early part of the month, and ended with the taking off of an injured crewman by one of *Shearwater's* helicopters.

In the closing days of March the squadron departed from Summerside for Kindley Air Force Base at Bermuda, via Quonset Point, Rhode Island, to carry out anti-submarine exercises with HM Submarine *Tally-Ho*, USS *Cobbler* (an American guppy type) and the First Canadian Escort Group, HMC Ships *Algonquin*, *Prestonian*, *Lauzon* and *Toronto*. The squadron was extremely busy during the month, thanks to Bermuda's ideal flying weather, and 663 hours, day and night, were flown during the work-up period. Particularly gratifying was the aircraft serviceability rate which came up from 45 per cent to 76.3 per cent.

Exercises completed, the squadron left Bermuda May 6 for Summerside in two flights of four aircraft. Avenger 340, flown by Sub.-Lt. (P) John A. McLeod, and carrying Sub.-Lt. (O) Robert Jones, Sub.-Lt. (O) J. D. Holden and PO John E. White, dropped from the formation approximately 75 miles south of Yarmouth, N.S., and was not heard from again.

The squadron immediately set up search headquarters at Yarmouth and in conjunction with ships from Halifax and Bermuda, carried out a search lasting nine days, when the discovery of an Avenger wheel and an immersion glove precluded any hope for the safety of the crew.

June and July saw the squadron once more on the move, a good deal of time being spent in the Halifax area. A one-week course at the School of Maritime Warfare was attended by all VS 880 aircrew.

After a two-day cross country flight to Rockcliffe and return, the squadron moved to *Shearwater* to carry out FCLPs and armament exercises. All pilots subsequently made four deck landings in the *Magnificent*. The visit to Halifax ended July 24 when the squadron's aircraft took part in the mass fly-past as part of Navy Day celebrations and returned to Summerside for the leave period. During this time the squadron's facilities and aircraft were available to reserve aircrew who flew 170 hours in the month.

With the coming of September, the squadron again packed its bags and moved westward to Rivers, Manitoba, via Centralia, Ont. In the month at Rivers, the aircrew made good use of the range facilities to fire 460 rockets and drop 250 bombs.

October, spent at Summerside, was largely a period of preparation for the forthcoming trip to Bermuda. Weather prevented the squadron's full participation in Operation Cordex III, an exercise concerning the protection of Halifax harbour and its approaches.

The weather continued to play a major part in the squadron's activities as it deteriorated en route to Bermuda, with the result that one week was spent at the U.S. Naval Air Station at Norfolk, Virginia. Work-ups continued at Kindley Field, Bermuda with HM Submarine *Alcide*, the *Cobbler*, and HMCS *Penetang*. During this period the squadron attained its highest serviceability rate of the year, 78.2 per cent, an extremely good effort on everyone's part. While in Bermuda, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, Captain A. H. G. Storrs, commanding officer, *Magnificent*, and Commander F. W. Bradley, Commander (Air), *Shearwater*, visited the squadron.

VS 880 flew direct from Bermuda to Summerside on December 12 at the end of the work-up period. This flight took 7½ hours actual flying time and brought the squadron's activities for the year to a close.

Since the previous December, the squadron had an increase in personnel from 79 to 113 officers and men, travelled some 5,000 miles to and from distant points, and increased combat readiness to 57 per cent.

The tangible result of efforts of all personnel came at *Shearwater's* Ceremonial Divisions, March 25, 1955, when Rear Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, presented the Air Safety Award for 1954 to VS 880's Commanding Officer. It was an enviable achievement, attained by mutual co-operation between aircrew and servicing personnel, and by hard work by all concerned.

THE NAVY PLAYS

150 Anglers in West Coast Group

The newly formed RCN Anglers' Association got off to a flying start in May with some 150 fishing enthusiasts subscribing to membership and taking part in the first monthly fish-off in lower Vancouver Island waters.

Jack James, of the Dockyard Fire Department caught the fish of the month. He weighed in an 18½ pound spring salmon, winning the first prize of \$15 credit slip.

Other prize winners for May were: PO Allan Bennett, *Comox*, 11-lb spring, second prize; CPO Bruce Colgrave, *Venture*, 9½-lb. spring, third prize; CPO John Hughes, Supply School, 7-lb., 9-oz. spring, fourth prize, and CPO Kenneth Campbell, Supply School, 5½-lb. spring, fifth prize.

CPO Campbell's fish also won him the hidden weight prize of \$5 since it came closest to the six-lb., six-oz. fixed weight.

The first monthly competition was followed by the association's open derby held in the Saanich Inlet Sunday June 5. CPO Len Ebbeling of *Naden* took first prize with an 18-lb. spring salmon. Other winners were: PO William Brown,

Naden, 9 lbs, 11oz. spring, second prize; Ex-CPO Griff Jones, 8 lbs. one oz. spring, third prize, CPO James Ross, *Naden*, 4 lbs. 4 oz. salmon, fourth prize; PO Allan Bennett, *Comox*, 4 lbs. two oz., fifth prize; PO Robert Katzer, *Venture*, 3 lbs. 12 oz., sixth prize; CPO Thomas H. Hutchinson, *Naden*, 3 lbs. 8 oz., seventh prize; Roy Mitchel Jr., son of PO Roy Mitchel of *Naden*, junior prize, 3 lbs. 6 oz.; Mrs. Agnes Doolittle, ladies' prize, 3 lbs. six oz.; CPO Harold Dibnah, Supply School, smallest fish prize, 1 lb. two oz. and Lt.-Cdr.-at-Arms Wilfred Pember, *Naden*, hidden weight prize—5 lbs. 5 oz. spring.

All prizes for derby winners were donated by Victoria merchants.

The RCNAA was formed earlier this spring to foster interest in sport fishing on lower Vancouver Island among naval personnel, and civilian employees of the RCN. Membership is open to RCN and RCN(R) personnel and their families, sea cadets, civilian employees and to a limited number of former naval personnel.

The two-dollar membership dues are distributed in prizes during the monthly fishing competitions from May to October.

In addition to the monthly script prizes, the Victoria "Daily Colonist" has sponsored a trophy for the largest spring salmon caught by the navy anglers during the 1955 fishing season. Other trophies have been put up by Bapco Paint, Murdoch Girard, Dowell's Cartage and Gordon's Sporting Goods.

Honorary President of the RCNAA is Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast. The elected executive includes: CPO Jack Pottinger, Supply School, President; Commissioned Commissary Officer Bert Hawkins, Supply School, First Vice-President; CPO Bruce Colgrave, *Venture*, Second Vice-President; Dan Coburn, Naval Supply Depot, Secretary; PO Herbert George, *Naden*, Treasurer and the following directors: Lt.-Cdr. (SB) B. J. Gillespie, Staff Officer (Information); CPO James R. Ross, *Naden*; PO Roy Mitchel, *Naden*; Ldg. Sea. Richard Bennett, *Naden* and AB George Andrews, *Porte Quebec*.

Softball Losses Shrugged Off

In softball circles in the Pacific Command there is still great enthusiasm, despite the fact that in both the leagues in which Navy teams are participating strong opposition has been met.

RCN representatives in the Senior "A" Softball League have played a total of eight games so far, with one win and seven defeats.

In Senior "C", the Navy team has played a total of four games to date, losing all four. This team is composed of personnel serving at Patricia Bay.

In lacrosse, practices are being continued nightly and on Sundays to get the team into shape. By mid-June, the RCN team had played two games, both of which they lost.

Quebec Officers Tabloid Winners

Task Group 300.1 (cruiser *Quebec*, destroyer escorts *Huron* and *Iroquois*) held a unique sports tabloid Saturday afternoon, June 11, while the warships were homeward bound from the Caribbean.

The program of events, including weight-lifting, rope-climbing, rifle-shooting and obstacle courses, was run off simultaneously in all three ships of the group, with teams of the various ships starting at the same time.



After a successful introductory fishing trip in Saanich Inlet three members of Cookery Class 100 at the Supply School in *Naden* were confirmed West Coast anglers. Shown here displaying their catch of "blue back" ore, left to right: Ordinary Seamen L. F. Grandmaison, E. W. Wilkinson and T. H. Chambers.

In the *Huron*, the winning team was the TAS branch, while the engineering department came out on top in the *Iroquois*. In the overall picture of the meet, the wardroom officers in the *Quebec* topped all other teams with a total of 91 points out of a possible 100.

The Commander Task Group, Captain E. W. Finch-Noyes, commanding officer of the *Quebec*, witnessed the *Huron's* endeavours in the meet. He transferred to the destroyer from the *Quebec* by jackstay that noon and returned early the next morning before church services.

Navy Vies with Civil Service

Two Navy teams have entered the Civil Service Recreational Association softball league in Ottawa and have dominated "B" section during the first half of the schedule which ended in mid-June.

The nine from *Gloucester*, Ottawa radio station, topped the seven-team section and *Bytown* was not far behind with but one loss in five starts. The *Bytown* squad, composed of players from the administrative "ship" of Naval Headquarters, is managed by CPO Jim Bazley and coached by CPO Vince Kruklicki. Managing coach of the "Glo" team is PO B. L. Hughes.

There are 30-odd teams in the RA league, divided into four sections.

At *Gloucester* meanwhile, officers, chief and petty officers edged ship's company 3-2 for possession of the annual softball station championship. They won the rosebowl trophy for the second year it has been up for competition.

TASmen Capture Barracks Trophy

During the winter months, some 120 officers and men, attached to the TAS Training Centre at *Naden* took part in the interpart sports program, winning the "Cock of the Barracks" Trophy.

TAS and Ordnance "B" tied for first place and a whaler race was organized to break the tie, the TAS entry winning the event.

Venture Takes Boxing Card

Venture cadets won five of eight bouts fought with cadets embarked in the cruiser *Ontario* to win the team competition 13-11 in the 1954-55 HMCS *Venture* Boxing Championship at the training establishment's gymnasium.

The card ran the gamut from featherweight to heavyweight and included two first-round knockouts, three unanimous and three split decisions.

John Carruthers, 139, of *Venture*, was adjudged best all round boxer for his first round KO of the *Ontario's* Philippe Blanchard, 139, in the light welterweight final. Gordon Mowat, 130, of *Ontario*, was considered the gamest loser. He lost a split decision to Harry Kirby, 133, of *Venture*, in the light-weight encounter.

The results of the other bouts were as follows:

Featherweight—Bob Ferguson, 123, *Ontario*, over Bill Nicols, 126, *Venture*, split decision.

Welterweight—Dick Jennings, 147, *Venture*, over Glenn Brown, 143, *Ontario*, unanimous decision.

Light Middleweight—Bill Fuoco, 152, *Venture*, over Jim Davis, 154, *Ontario*, split.

Middleweight — Gary Logan, 164, *Ontario*, over Bruce King, 163, *Venture*, unanimous.

Light Heavyweight—Glenn Thomson, 174, *Venture*, over Bernard Derible, 173, *Ontario*, unanimous.

Heavyweight — Fred Hallis, 191, *Ontario*, over G. A. Potter, 195, *Venture*, 1st round KO.

Team points: win—2 points, lose—1 point.

The bouts were held under C.S.B. rules. Commodore P. D. Budge, Commodore RCN Barracks, Esquimalt, presented individual prizes after the final bout.

Fine Weather Spurs Sports

In view of the fine weather prevailing during May, softball, soccer and boat-pulling were the main sports activities in the Pacific Command throughout the month.

A total of 2,280 persons used the swimming pool at the P & RT Centre during the month. The decrease in numbers, amounting to 308, over the previous month was attributed to greater scope in outdoor activities.

However, dependents and family swimming periods are continuing to be very popular and children's classes under instruction have shown considerable improvement.

Tennis courts having been set up with new nets and seating, considerable interest is being shown in the game, which may resolve into a club.

Air Armament Teams Out Front

The Air Armament Section of *Shearwater* has been active in interpart sports. Entering teams in practically every league operated, they won first prize in both the .22 rifle competitions and five pin bowling league.

The rifle meet took place on the air station's 25-yard range with 16 teams participating over a six-week period. Air Armament scored 2,660 out of a possible 3,000 to beat out marksmen of 881 Squadron.

The bowling league, made up of 24 teams, operated for six months. Runners-up were the Wardroom Stewards.

The section came third in the 12-team basketball league (won by Ground Electronics); third in the 12-team volleyball league (won by Air Radio) and reached the quarter finals of the 16-team interpart hockey league (won by VT-40).

Officer-in-charge of the Air Armament Section is Cd. Airman A. E. Croft, RN.

Iroquois Cadets Regatta Victors

Skeena division from HMCS *Iroquois* topped the group regatta for UNTD cadets in Task Group 300.1 (*Quebec*, *Iroquois*, *Huron*) on the eve of the ships' return to Halifax to end the first month-long cadet cruise to Philadelphia, Pa., and San Juan, Puerto Rico.

The *Iroquois* won final heats in both pulling and war canoe races held June 16 in picturesque Inhabitants Bay at the southeastern entrance to the Strait of Canso. In second and third place, respectively, were *Restigouche* and *Labrador* divisions, both from the *Quebec*.

Trophies for the events were awarded by Rear-Admiral R.E.S. Bidwell, Flag Officer Atlantic Coast, to the victorious coxswains. Admiral Bidwell was flying his flag in the cruiser at the time. The *Huron* had detached from the group late the previous day to embark the Flag Officer at Mulgrave, N.S., and rejoined at the Inhabitants Bay anchorage where he transferred his flag to the *Quebec*.

During the passage from San Juan, many evolutions and general drills were carried out. The *Huron* took the *Quebec* in tow and both destroyers were fuelled by the cruiser to replenish their supply for this longest leg of the cruise. The ships arrived in Halifax on the morning of June 17.

RCNSA Sloops Outsail Others

The West Coast squadron of the Royal Canadian Navy Sailing Association would appear to be setting the pace in competition with Victoria clubs.

In a recent race, the RCNSA sailerette class sloops finished in the top three places in "C" class racing at the Royal Victoria Yacht Club. Seven of the popular boats were entered.

LOWER DECK PROMOTIONS

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

ALLISON, Shannon R.....	P2LR2
ANDERSON, William T.....	P2QR2
ANTONIO, Vincent G.....	LSEM1
ASTON, Derek.....	LSMO2
BARNES, Douglas P.....	LSAA1
BARON, Frank W.....	P1AW3
BECKNER, Donald N.....	LSQM1
BEECH, James V.....	P2LR2
BELLAND, Andre J.....	P2CV2
BENTLEY, Ronald E.....	LSRP1
BOYCE, Kenneth G.....	P2RS3
BRUNEAU, Gaston J.....	P2MA2
CHING, George A.....	P2CV2
COOPER, Laverne.....	P2VS2
COX, Derek T.....	LSEM1
CROWDER, Kenneth G.....	P2RN3
CROWTHER, Herbert J.....	LSCR1
DAOUST, Guy J.....	P2RS3
DARK, Gordon.....	C1CK4
DEVEAU, Joseph R.....	P2CR2
DUFOUR, Gerald J.....	C2CR2
DUNPHY, Gene L.....	LSEM1
DUPUIS, Regean J.....	P2EM2
DUSSEAULT, Pierre J.....	P2EG3
DYCK, Henry W.....	P2CR2
EDEN, John B.....	P2RS3
ELLIOTT, Dale C.....	LSAA1
ELLIS, John W.....	P2CR2
ESTEY, James A.....	LSEA3
EVANS, Merle W.....	P2TD2
FERGUSON, William R.....	LSCS2
FITZGIBBON, Douglas M.....	LSRP1
FONTAINE, Joseph S.....	LSRP1
FOWLER, Gerald K.....	LSMA1
GARDNER, Arthur F.....	C2NS3
GILBY, Donald E.....	LSQM2
GINGRAS, Yvon J.....	P2DV2
GOLDING, Jack E.....	P2AA2
HAMILTON, Frank H.....	C2AW3
HEWGILL, Bruce E.....	P2RN3
HEWSON, Samuel R.....	LSAW1
HIGGINS, Nyle F.....	LSPW1
HOBAN, Keith M.....	LSQR2
HUGHES, William R.....	P1CK3
KARPIUK, William G.....	LSVS1
KEOWN, Richard N.....	P1ER4
KILLBY, Arthur S.....	LSCS2
KOEN, James W.....	P2PW2

BIRTHS

To Leading Seaman H. R. Comeau, *Penetang*, and Mrs. Comeau, a son.

To Leading Seaman Allen R. Cox, *Stadacona*, and Mrs. Cox, a son.

To Chief Petty Officer H. C. Cutress, *Sioux*, and Mrs. Cutress, a son.

To Leading Seaman H. G. Hoyle, *Penetang*, and Mrs. Hoyle, a son.

To Commander Dunn Lantier, *Stadacona*, and Mrs. Lantier, a son.

To Petty Officer R. D. Lockyer, *Sioux*, and Mrs. Lockyer, a son.

To Leading Seaman B. C. More, *Sioux*, and Mrs. More, a daughter.

To Petty Officer Robert Walker, *Stadacona*, and Mrs. Walker, a daughter.

Page twenty-eight

LEGARE, Dominique J.....	LSEM1
LLEWELLYN, Graham B.....	LSCV1
LOUGHRAN, Patrick J.....	P2AA2
LUCIER, Leonard L.....	LSCS1
MADER, Richard W.....	LSSW1
MATHESON, Thomas G.....	LSMA2
MILLER, John G.....	LSTD1
MOORE, Harold T.....	LSLM1
MORAN, Walter C.....	P2CV2
MOSHER, Harold G.....	LSLM2
MUELLER, Ernest W.....	P2AW2
MUMFORD, Gordon G.....	C2NS3
MacKINNON, Patrick.....	P1NS3
McAULAY, Thomas H.....	LSPR2
McCALLUM, Robert D.....	P1ER4
McCRIMMON, James A.....	LSEM1
McLEAN, Graham R.....	LSQM1
McLEOD, Laverne D.....	P2TD2
OBERSKI, Bruno.....	LSCS2
O'GORMAN, Robert E.....	P2MA2
PALMERSTON, William R.....	LSAA1
PATERSON, William C.....	P1AT4
PERRIER, Fernand J.....	P2EM2
PRINCE, John W.....	LSRP1
PRITCHARD, Hugh J.....	LSEM1

RUBIN, Donald J.....	P1AT4
SHELLARD, Raymond S.....	P1ER4
SIMPSON, Gordon H.....	LSCK1
SMITH, George W.....	C2CV3
SMITHSON, Garth.....	P2SW2
SOPHA, Bernard W.....	LSAA1
SQUIRES, William R.....	LSRP2
STONE, Jack R.....	LSEM1
SWITZER, Neale E.....	P2ED3
TAGGART, Grovenor D.....	LSRP1
THIBODEAU, Charles C.....	P2SW2
THOMPSON, Ronald E.....	LSAR1
THOMPSON, Thomas L.....	P2EM2
TIFFANY, Robert C.....	P2CK2
TIPPETT, Arthur S.....	P2MA2
UHUTCH, Edward R.....	LSCS2
WATTS, Keith M.....	P2EF2
WENSEL, Ronald S.....	LSCV1
WHITEFIELD, William S.....	LSRN3
WILSON, Clifford G.....	LSCK1
WOOLGAR, David E.....	LSEM1
YOUNG, Leonard E.....	P2ED3

Sideshow at Naden

A fascinating "outdoor show" takes place every time a ship enters the great government graving dock adjoining HMCS *Naden* at Esquimalt — the second largest basin of its kind in the British Empire.

It is a show packed with interest, drama and action. In it there is the fight for life. Its stars are the hunter and the hunted. It is a story that is, from the standpoint of the victims, a tragic one.

The great drydock, or a section of it, depending on the size of the ship to enter, is flooded. The ship enters. Huge and heavy watertight doors swing closed after the vessel has entered the basin. Then gigantic pumps start their work, and as the water is pumped out, the ship gradually comes to rest on previously prepared cradles. The water disappears rapidly from the enclosure.

Let's go back to the time the drydock is being flooded. Thousands upon thousands of gallons of water rush into the basin, and anything floating or swimming near the drydock entrance at the time is swept into the concrete enclosure. In most cases fish in large numbers and other forms of sea life become trapped after the large gates close.

Now the stage is set. With uncanny instinct, dozens — often a hundred or more — seagulls perch along the top rim of the drydock. They seem impatient as the water is being pumped out. They sit and wait, knowing there will undoubtedly be a large and readily

obtainable meal awaiting them when the water reaches a low level.

Down goes the water as it is pumped and drawn through a series of grid outlets on the drydock's floor. Some smaller fish manage to escape through the crisscross of iron-work, but the remainder are trapped. The water recedes to a stage where it is only a few inches deep. It is now the action starts. The kill is on.

The seagulls swoop down. They stand leg deep in the rapidly disappearing water, and with sharp, fast beaks they pluck out and devour the helpless fish.

Men in charge of the drydock operations have witnessed this scene many times. They report a wide variety of sea life seen in the enclosure. Large octopi have been swept in; and on more than one occasion large numbers of salmon have become trapped.

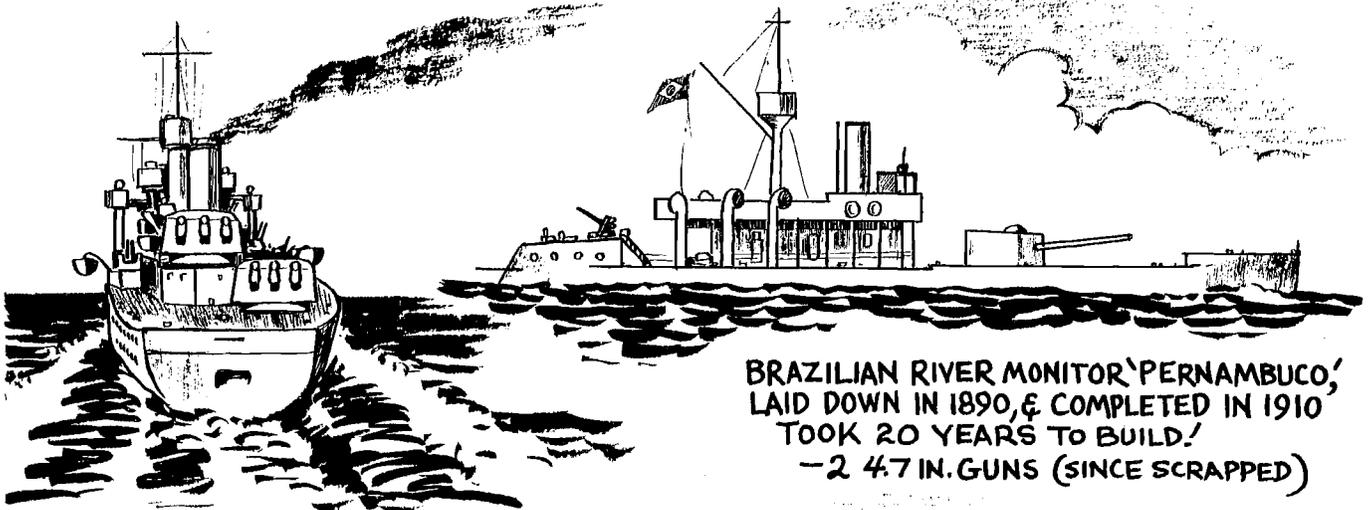
Once, when hundreds of medium-sized salmon became stranded in the basin, welfare organizations of the Victoria-Esquimalt district received a telephone call: "There are hundreds of fine salmon down here. They are yours for the taking."

Large eels, flatfish of various species, cod, schools of silvery herring, dogfish and huge skate have been trapped in the drydock. Many a drydock employee's family has enjoyed a "fresh fish" dinner as a result of this operation.

To those who have seen this occurrence many times, it remains interesting. To the person witnessing the activity for the first time it is fascinating, cruel, dramatic.—R.W.

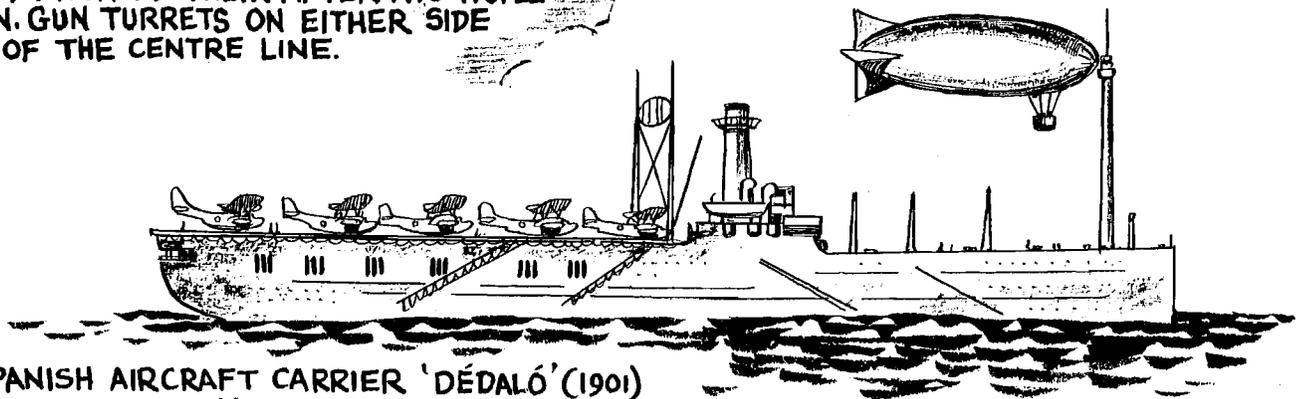
NAVAL LORE CORNER

NO. 31
ODD WARSHIPS

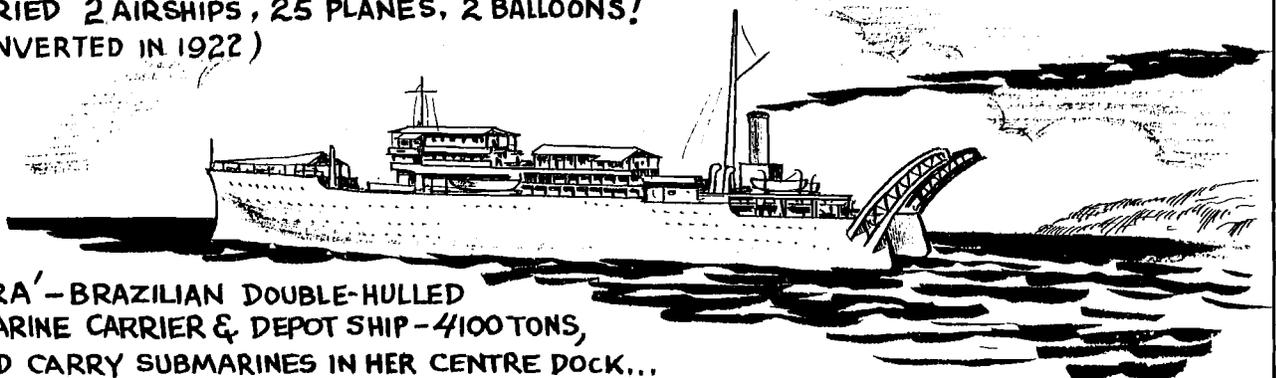


BRAZILIAN RIVER MONITOR 'PERNAMBUCO',
LAID DOWN IN 1890, & COMPLETED IN 1910
TOOK 20 YEARS TO BUILD!
- 2 4.7 IN. GUNS (SINCE SCRAPPED)

THE GERMAN 'KÖLN' CLASS CRUISERS
(1927) MOUNTED THEIR AFTER TWO TRIPLE
5.9 IN. GUN TURRETS ON EITHER SIDE
OF THE CENTRE LINE.



SPANISH AIRCRAFT CARRIER 'DÉDALO' (1901)
10,800 TONS - 12½ KNOTS, CLAIMED TO HAVE
CARRIED 2 AIRSHIPS, 25 PLANES, 2 BALLOONS!
(CONVERTED IN 1922)



'CEARA' - BRAZILIAN DOUBLE-HULLED
SUBMARINE CARRIER & DEPOT SHIP - 4100 TONS,
COULD CARRY SUBMARINES IN HER CENTRE DOCK...

